

**Question for written answer E-005048/2014  
to the Commission**

Rule 117

**Kathleen Van Brempt (S&D)**

Subject: European aftermarket in spare parts / Eurodesign

Repair and maintenance costs continue to take up much of motorists' budgets, and mobility remains an important pillar of an efficient European internal market.

In 2004, in the light of that, the Commission submitted a legislative proposal to insert a repair clause in Directive 98/71/EC, with a view to liberalising the European spare-parts aftermarket. On 12 December 2007, Parliament approved the repair clause by a large majority. Eleven Member States, including Belgium, have already liberalised their spare-parts markets. A degree of progress has been reached in the rest of the EU too. A few months ago, the French Competition Authority underscored the need to liberalise the spare-parts aftermarket by approving arrangements based on the principles set out in the repair clause.

Despite these important steps, the Commission's repair clause proposal has been included in a list of legislative proposals which are to be withdrawn - cf. the Commission Work Programme for 2014, Annex IV, p. 23 - because of a lack of progress in the Council.

Withdrawing the proposal may be regarded as a retrograde step for the Commission to take and as signalling that it is no longer willing to address the issue through liberalisation.

1. Will the Commission actually withdraw the proposal?
2. If so, will the proposal be resubmitted in the near future?
3. If not, is the Commission giving thought to an alternative to the repair clause?
4. Are alternative approaches already being looked into and/or in the offing? If so, what do those approaches involve?