



EUROPEAN PARLIAMENT

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*Committee on International Trade*

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**2013/2062(INI)**

23.9.2013

## **OPINION**

of the Committee on International Trade

for the Committee on Industry, Research and Energy

on CARS 2020: towards a strong, competitive and sustainable European car industry  
(2013/2062(INI))

Rapporteur: Maria Badia i Cutchet

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## SUGGESTIONS

The Committee on International Trade calls on the Committee on Industry, Research and Energy, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

1. Stresses that the Union's automotive industry, which currently generates 12 million jobs directly or indirectly, is of strategic importance to the economy and employment in the EU, and points out that it delivers a sizeable positive contribution to the EU's trade balance, despite increased and sometimes unfair competition from third-country firms;
2. Recognises that the EU market for new cars is declining, although the demand for clean-powered (electric, hybrid, plug-in) vehicles is increasing; calls on the Commission to implement without delay a sustainable strategy to promote and enhance the automobile industry, in particular the CARS 2020 measures, so as to enable the industry to remain efficient and competitive and gain a foothold on new markets;
3. Points out that, according to the International Energy Agency, by 2050 nearly 60 % of new cars sold worldwide will be hybrid, plug-in or electric cars;
4. Stresses that European producers are being left behind in the market for clean-powered vehicles, but that national targets support further growth of this market;
5. Stresses the need for greater electrification of the transport sector in the coming decades, in line with other EU policies;
6. Recognises that demand in the emerging markets will grow not only in the luxury category but also in the lower segments, and that the European industry will be more competitive in these segments;
7. Believes firmly that this industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry to keep its leading edge in sustainability and technology and to promote employment and support for companies, including SMEs, so as to enhance international competitiveness; considers that clean-car designs would reduce Europe's energy dependence on third countries; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities such as hybrid and zero-emission vehicles are powerful levers for boosting the competitiveness of the European automotive sector; highlights the decisive role that public procurement can play in this regard, when used as a strategic tool for industrial policy; calls on the Commission and the Member States to step up their cooperation and efforts to consolidate Europe's leading position in international standard setting, thus ensuring that the EU can maintain a technological lead on world markets; stresses the vital importance of a clear-cut and stable legal and taxation framework to encourage investment in the automobile sector;
8. Stresses the need to invest in the design and manufacture of new products, creating innovative technologies designed for global consumers with a view to supporting the growth of the wider EU value chain,

9. Stresses that the environmental challenges ahead are important drivers for innovation; recalls that further technological progress needs to be made in order to improve the environmental efficiency of vehicles, while fostering the development and the market uptake of alternative-fuel vehicles, such as electric vehicles; recalls also that technical regulation aimed at further CO<sub>2</sub> emissions reduction needs to make further progress;
10. Endorses the consensus of the CARS 21 High Level Group that the Union's trade policy should enhance the EU's competitiveness on global markets through the international harmonisation of vehicle regulations and take full account of the importance of maintaining a strong, innovative and competitive automotive manufacturing base, and points out firmly that this should under no circumstances be at the expense of labour rights and social justice or standards;
11. Stresses the importance of multilateral and bilateral negotiations aimed at promoting reciprocity as regards market access and reducing and dismantling tariff and non-tariff barriers (NTBs), where these are not justified by concerns related to health or environmental protection; believes that the Union's trade agreements and bilateral regulatory cooperation should involve significant commitments on removing NTBs that affect the EU's automotive sector and should secure access to imported raw materials; stresses that the EU industrial property rights of European companies must be protected effectively and respected by all the Union's partner countries;
12. Calls on the Commission to continue its efforts with a view to global standardisation; considers that the EU's trade partners ought to accept UNECE's WP.29 standards and that new, universal solutions must be found for innovative technologies, such as a universal plug for electric cars.
13. Recognises the importance of speeding up the development of a proposal for a new regulation on the mutual recognition of international whole vehicle type approvals and spare parts for repair and maintenance, in order to reduce administrative burdens related to the introduction of the same vehicle model in third country markets;
14. Stresses that international frameworks for cooperation on standards and technical regulations should remain the preferred option for seeking harmonisation thereof and that all bilateral initiatives should be developed with a view to their multilateralisation, which should also include emerging economies; believes, in this connection, that the EU should continue to improve its environmental requirements and to try and set the most advanced international standards on this basis;
15. Welcomes the initiative taken in the framework of the Transatlantic Economic Council to launch the work on a Global Technical Regulation on the safety and promotion of electric vehicles, and stresses the importance of attracting a broad membership including the EU's main trading partners;
16. Urges the Commission to ensure that all commitments in existing and future trade negotiations and agreements are effectively fulfilled; calls on the Commission to make use of Community Trade Defence Instruments in accordance with WTO rules and resort, if necessary, to the dispute-settlement mechanism in order to preserve the EU automobile industry and to fight back unfair trade practices against EU interests, such as special taxes on imported cars;

17. Considers that investment activity in growth markets must be strengthened and safeguarded by means of trade agreements;
18. Considers that EU standards regarding corporate social responsibility (CSR) and employee participation should also be implemented by European companies in third countries to which investment is being channelled, and that regional development should be promoted;
19. Asks the Commission to extend its ex ante impact assessments on future trade agreements to the notion of competitiveness in the automobile sector, carry out fresh studies following their entry into force, and regularly assess the cumulative impact of agreements, both those currently in force and those in ongoing negotiations, based on specific and defined criteria, including the way in which stakeholders are involved;
20. Urges the Commission to develop a strategic vision on its industrial policy as soon as possible, which would help those industrial sectors that are affected by structural overcapacities, such as the automotive sector, to anticipate trends by converting themselves into the sectors of the future, such as zero-CO<sub>2</sub>-emission public transports.

## RESULT OF FINAL VOTE IN COMMITTEE

<b>Date adopted</b>	17.9.2013						
<b>Result of final vote</b>	<table><tr><td>+: </td><td>25</td></tr><tr><td>–: </td><td>1</td></tr><tr><td>0: </td><td>4</td></tr></table>	+:	25	–:	1	0:	4
+:	25						
–:	1						
0:	4						
<b>Members present for the final vote</b>	William (The Earl of) Dartmouth, Laima Liucija Andrikiienė, Maria Badia i Cutchet, María Auxiliadora Correa Zamora, Andrea Cozzolino, George Sabin Cutaş, Marielle de Sarnez, Yannick Jadot, Metin Kazak, Bernd Lange, David Martin, Vital Moreira, Paul Murphy, Cristiana Muscardini, Franck Proust, Godelieve Quisthoudt-Rowohl, Niccolò Rinaldi, Helmut Scholz, Peter Šťastný, Robert Sturdy, Henri Weber, Jan Zahradil						
<b>Substitute(s) present for the final vote</b>	Amelia Andersdotter, Josefa Andrés Barea, Salvatore Iacolino, Elisabeth Köstinger, Emma McClarkin, Mario Pirillo, Jarosław Leszek Wałęsa						
<b>Substitute(s) under Rule 187(2) present for the final vote</b>	Krzysztof Lisek						