



EUROPEAN PARLIAMENT

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Committee on Transport and Tourism

2013/2062(INI)

18.10.2013

OPINION

of the Committee on Transport and Tourism

for the Committee on Industry, Research and Energy

on CARS 2020: towards a strong, competitive and sustainable European car industry

(2013/2062(INI))

Rapporteur: Oldřich Vlasák

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SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Industry, Research and Energy, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

1. Welcomes the CARS 2020 Action Plan for a competitive and sustainable automotive industry and supports its four pillars;
2. Stresses the importance of maintaining and strengthening the production base in Europe so as to ensure decent standards of living for its citizens and to consolidate its industries with a view to achieving economic growth and recovery;
3. In the light of the latest data on sales volumes, calls on the Commission to adopt a more coherent approach with respect to legislation having an impact on the car industry, from innovation and research, market recovery and employment growth to safety and environmental standards;
4. In the light of the latest data on sales volumes provided by the Commission – according to which the market has been undergoing a triple downward dip and which highlights that EU sales in light vehicles fell from nearly 17 million to less than 12 million between December 2006 and December 2012 – calls on the Commission to review its broad-based, and partly contradictory goals, in order to focus primarily on market recovery and employment growth;
5. Takes the view that the rules on competition and state aid should not result in a lack of competitiveness for the European automobile sector; calls on the Commission to evaluate the plans for restructure, aid and closer relations between manufacturers in the sector by comparing these plans with those put forward by third countries, in order to kick-start an upturn in growth and employment in this sector in Europe;
6. Supports the development and modernisation of sustainable and efficient transport infrastructure, as this might stimulate the market and contribute to increased road safety as well as economic and employment growth;
7. Stresses the importance of an ambitious research and innovation framework focusing on EU competitiveness at a global level encouraging, for example, the deployment of connected car or telematics applications;
8. Believes in the necessity to improve significantly safety on EU roads; appreciates, in this connection, the prioritisation of in-car technologies which support driving behaviour and the enforcement of road rules, such as intelligent speed-management devices;
9. Welcomes the Commission's strategy for the deployment of alternative fuels, charging and refuelling infrastructure for clean vehicles;
10. Stresses the aim of reinforcing the competitiveness and performance of European automobile manufacturers, in particular regarding the increasing need for innovative solutions in the sector; emphasises also that in the context of global competitiveness,

investment in research and innovation will contribute to growth and the creation of highly-skilled jobs in the European automobile sector;

11. Maintains that the automobile industry should be one of the main drivers of competitiveness and economic growth in Europe and reiterates that it is one of the EU's key industrial strengths, playing a central role in a number of global markets;
12. Reiterates the importance of complying with the principle of technological neutrality in the choice of standards in order to protect the investments of first movers, thereby encouraging innovation in the sector;
13. Reiterates that research and innovation in the automobile sector must allow major technological advances which will help to enhance the EU's economic competitiveness and maintain its leading position in the global market, and that this will make a decisive contribution to the objectives of smart, sustainable and inclusive growth, as set out in the Europe 2020 Strategy;
14. Reiterates that automobile sector employees are the first to suffer in times of crisis; underlines the need to increase their further training in anticipation of developments in the sector and, where appropriate, to reinvest their skills and knowledge in other sectors;
15. Points out that binding emissions targets should not be set before 2017, since the impact assessment has not yet been fully evaluated; calls on the Commission to abandon legislating on how to meet emissions targets and other partial goals, so as not to limit the diversity of products or private research activity; calls, therefore, for the coordination of a review of Directive 96/53/EC on the maximum authorised weights and dimensions of road vehicles with relevant parties, including representatives of automobile manufacturers;
16. Emphasises that basic research is needed in relation to the development of technologies for mobile energy storage as well as on new options for generating biofuels;
17. Stresses that there is huge potential for the further improvement of eco-efficiency supported by information and communication technologies;
18. Proposes, first of all, to extend European Investment Bank (EIB) tools to the development of alternative-fuels infrastructure and production restructure; proposes, secondly, to focus on investment in alternative propulsion technologies and in a comprehensive infrastructure for electric and gas vehicle refuelling; proposes, thirdly, to establish common technical standards in the electric car market and to work towards the global harmonisation of technical standards for charging infrastructure for electric vehicles;
19. Proposes to extend EIB tools to the development of a more sustainable and competitive European car industry and to the deployment of an alternative-fuels infrastructure;
20. Emphasises the need to strengthen the role and missions of the EIB in financing new industrial projects, in particular those concerned with major transport and alternative-fuels infrastructure;
21. Points out that, according to the Science and Technology Options Assessment (STOA) study entitled 'Eco-efficient transport', the creation of an eco-efficient transport system is

being hampered by a number of non-technical barriers relating to financing, planning and implementation, as well as the high costs of alternative propulsion technologies;

22. Calls on the Commission to ensure that progress on implementation of the action plan is overseen by the high level group and, in particular, to ensure that effective use is made of all budgetary instruments available at EU level which are aimed at re-launching the automotive sector;
23. Calls on the Commission to devise, without delay, a clear and concrete roadmap for a fixed timeframe for the implementation of the action plan, with the inclusion of the following being advisable in such a roadmap:
 - the immediate launch of an ex-ante impact assessment on proposed legislation as well as an ex-post assessment on adopted legislation and on the lack or bad implementation of adopted legislation, so as to ensure fair competitiveness proofing, including the legislation on CO₂ and noise emissions;
 - a study on the cumulative impact of relevant EU legislation on the automotive industry and the price of an average car, as the proposed measures might result in a price increase of several thousand euros for the customer. This study should also take into account the reduction of CO₂ emissions and noise pollution, as well as the reduction of costs for an average driver of a vehicle making use of increased fuel efficiency;
 - the immediate establishment of a CARS 2020 High Level Group to act as an advisory body with an active role in implementing the action plan;
24. Emphasises supportive measures which have been put in place by several Member States, such as expedited tax or VAT deductions by companies, as well as green cars;
25. Calls on the Commission to take into account the European framework for managing restructure in a socially responsible way, as demanded by Parliament in its resolution of January 15 2013 with recommendations to the Commission on information and consultation of workers, anticipation and management of restructuring¹, increasing anticipation of change and the social dialogue, informing and consulting employees throughout the process;
26. Ascertains that support of company schools – especially in the case of apprenticeships – might contribute to the skilled human capital needed;
27. Reminds the Commission that adequate funding should be allocated to this action plan for the automotive sector in support of its research and innovation activities and the creation of new quality jobs.

¹ Texts adopted, P7_TA(2013)0005.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	17.9.2013
Result of final vote	+: 24 -: 5 0: 13
Members present for the final vote	Magdi Cristiano Allam, Georges Bach, Erik Bánki, Izaskun Bilbao Barandica, Philip Bradbourn, Michael Cramer, Joseph Cuschieri, Philippe De Backer, Luis de Grandes Pascual, Christine De Veyrac, Saïd El Khadraoui, Ismail Ertug, Carlo Fidanza, Knut Fleckenstein, Jacqueline Foster, Franco Frigo, Mathieu Grosch, Jim Higgins, Juozas Imbrasas, Dieter-Lebrecht Koch, Jörg Leichtfried, Bogusław Liberadzki, Eva Lichtenberger, Marian-Jean Marinescu, Hubert Pirker, Dominique Riquet, Petri Sarvamaa, David-Maria Sassoli, Vilja Savisaar-Toomast, Olga Sehnalová, Brian Simpson, Keith Taylor, Gionmmaria Uggias, Patricia van der Kammen, Dominique Vlasto, Artur Zasada, Roberts Zile
Substitute(s) present for the final vote	Spyros Danellis, Markus Ferber, Eider Gardiazábal Rubial, Nathalie Griesbeck, Geoffrey Van Orden