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Draft opinion

(PE392.371v01-00)

Antolín Sánchez Presedo

CARS 21: A competitive automotive regulatory framework for the 21st Century
(2007/2120(INI))

Amendment by Antolín Sánchez Presedo

Amendment 1

Paragraph -1 (new)

- 1. *Points to the macroeconomic importance of the motor vehicle industry, which accounts for 3% of Europe's GDP and 7% of its industrial employment, provides 8% of the Member States' total budget revenue, devotes more resources to R & D than any other industry, and attracts a sixth of European household spending; notes that Europe's global prominence is due especially to the fact that it is the world's largest producer of cars and the second largest producer of lorries, and to the size and degree of consolidation of the internal market, the growing internationalisation of the motor vehicle sector, the reputation of European marques and the quality of European services, and the strong export position which European manufacturers have managed to achieve and their substantial presence on markets with high growth potential;***

Or. es

Amendment by Olle Schmidt and Lars Wohlin

Amendment 2

Paragraph 1

1. Welcomes the Commission communication on CARS 21 in that it applies the Lisbon

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strategy of boosting growth and employment to the motor vehicle industry (*deletion*);

Or. sv

Amendment by Antolín Sánchez Presedo

Amendment 3

Paragraph 1

1. Welcomes the Commission communication on CARS 21 in that it applies the Lisbon strategy of boosting growth and employment to the motor vehicle industry, one of the pillars of the European and world economies; ***believes that it is essential to draw up recommendations and establish a Europe-wide framework to promote productivity increases and the sector's innovation capacity so as to enable the sector to develop into an environment open to free trade and international competition and respond in a sustainable way to needs and demand as regards mobility and transport;***

Or. es

Amendment by Antolín Sánchez Presedo

Amendment 4

Paragraph 1 a (new)

- 1a. Expresses its determination to participate actively at every stage of this initiative, in keeping with its responsibilities, in order to enhance the legitimacy, impact, and effectiveness of the action taken to achieve the proposed aims; likewise maintains that the various stakeholder institutions in the Member States should be involved as closely as possible;***

Or. es

Amendment by Kurt Joachim Lauk

Amendment 5

Paragraph 1 a (new)

- 1a. Urges that the Lisbon Strategy's sustainable growth and employment objectives be genuinely pursued by avoiding measures which would increase pressure to cut jobs in Europe in the motor industry and jeopardise its international competitiveness;***

Or. de

Amendment by Heide Rühle and Alain Lipietz

Amendment 6

Paragraph 1 a (new)

- 1a. *Emphasises that improving environmental performance in the whole lifecycle of vehicles is crucial for future competitiveness of European car industry; considers that only sufficient demand for environmental technologies driven by ambitious environmental regulation will speed up the process of getting innovations to the market;***

Or. en

Amendment by Heide Rühle and Alain Lipietz

Amendment 7

Paragraph 2

- 2. Supports a (*deletion*) strategy that lays down policy aims and enables a flexible response to be made in line with the principle of better lawmaking; endorses the international harmonisation of regulations under the aegis of the United Nations Economic Commission for Europe (UNECE), with a view to simplifying and streamlining regulation; *points out however that the international harmonisation process should not prevent the EU from legislating independently from the UN/ECE system where this is required to meet EU objectives in terms of health, safety, consumers and the environment;***

Or. en

Amendment by Antolín Sánchez Presedo

Amendment 8

Paragraph 2

- 2. Supports an integrated strategy that lays down policy aims and enables a flexible response to be made in line with the *principles* of better lawmaking and *cost-effectiveness*; endorses the international harmonisation of regulations under the aegis of the United Nations Economic Commission for Europe (UNECE), with a view to simplifying and streamlining regulation;**

Or. es

Amendment by Ján Hudacký

Amendment 9

Paragraph 2

2. Supports an integrated ***approach*** that lays down policy aims and enables a flexible response to be made in line with the principle of better lawmaking ***and cost-effectiveness***; endorses the international harmonisation of regulations under the aegis of the United Nations Economic Commission for Europe (UNECE), with a view to simplifying and streamlining regulation;

Or. en

Amendment by Antolín Sánchez Presedo

Amendment 10

Paragraph 3

3. Points to the essential need to speed up the process of improving European motor vehicles across the board, with fleets being replaced at affordable prices; draws attention to the special responsibility of the public sector ***and to the fact that it has to act as a leading trail-blazer in promoting, testing, and introducing innovations to remove obstacles posed to people with disabilities, improve safety, protect the environment, and raise the standard of quality in the motor vehicle sector as a whole and in public transport services in particular;***

Or. es

Amendment by Ján Hudacký

Amendment 11

Paragraph 3

3. Points to the essential need to speed up the process of improving ***the*** European motor ***vehicle fleet***, with vehicles being replaced at affordable prices; draws attention to the special responsibility of the public sector;

Or. en

Amendment by Heide Rühle and Alain Lipietz

Amendment 12

Paragraph 3 a (new)

- 3a. *Points out that the automobile industry has systematically failed to make the emissions reductions it has promised under the voluntary approach employed hitherto; emphasises that a binding target for average CO2 emissions with effective enforcement measures (such as a compulsory mechanism limiting the speed), including fines for non-compliance, is clearly the only way to ensure the necessary reductions;***

Or. en

Amendment by Lars Wohlin

Amendment 13

Paragraph 3 a (new)

- 3a. *Welcomes the prospect of a revision of European Parliament and Council Directive 2000/53/EC of 18 September 2000 on end-of-life vehicles and calls on the Commission not only to bring about improvements in the Member States' implementation practice, but also to create an incentive for the renewal of European car fleets; considers that a tax reform reducing vehicle tax on new cars while increasing it on older cars would be an appropriate instrument to achieve this objective;***

Or. sv

Amendment by Kurt Joachim Lauk

Amendment 14

Paragraph 3 a (new)

- 3a. *Points out that consumer protection is a priority of European policy; considers that European cars should remain affordable for the broad mass of consumers in Europe and calls for the avoidance of measures which would cause car prices to rise at the expense of the consumer;***

Or. de

Amendment by Kurt Joachim Lauk

Amendment 15

Paragraph 3 b (new)

- 3b. Notes, in the light of the Lisbon objectives of economic growth and employment in the European Union, that the relocation of motor vehicle plants to non-EU countries with a view to relieving price pressure, cannot have been intended and urges that measures which encourage such relocations should therefore be avoided;**

Or. de

Amendment by Kurt Joachim Lauk

Amendment 16

Paragraph 3 c (new)

- 3c. Stresses that competition among European car manufacturers can only be preserved and promoted if segment-specific upper and lower CO₂ emissions limits are set, since average fleet values fail to take account of the differing priorities of European manufacturers' product ranges and undermine competition;**

Or. de

Amendment by Heide Rühle and Alain Lipietz

Amendment 17

Paragraph 4

- 4. Advocates the adoption of a simple taxation policy that *will trigger off a real reduction of CO₂ emissions in line with the EU's commitments under the Kyoto Protocol*; recalls its endorsement to the refund of tax paid twice on cross-border transactions, the introduction of elements based directly on CO₂ emissions and the establishment of a European framework for tax incentives for innovative safety and environmental technologies; regrets in this context that the directive proposal on passenger car taxation, aiming at reducing CO₂ emissions, has still not been adopted by the Council; urges therefore for its quick implementation;**

Or. en

Amendment by Olle Schmidt

Amendment 18

Paragraph 4 a (new)

- 4a. Welcomes the prospect of a revision of European Parliament and Council Directive 2000/53/EC of 18 September 2000 on end-of-life vehicles and calls on the Commission not only to bring about improvements in the Member States' implementation practice, but also to create an incentive for the renewal of European car fleets; considers that a scrapping premium would be an appropriate instrument to achieve this objective;**

Or. sv

Amendment by Olle Schmidt and Lars Wohlin

Amendment 19

Paragraph 5 a (new)

- 5a. Welcomes the Commission's intention to stimulate research and development; intends, within the overall framework of the budget, to allocate more appropriations to research and development in the motor industry;**

Or. sv

Amendment by Antolín Sánchez Presedo

Amendment 20

Paragraph 6

- 6. Stresses the need to enhance competition with independent after-sales services and in the spare-parts market; considers that a choice of high-quality services and equivalent spare parts has to be offered in order to ensure that buyers of vehicles will also be able to maintain them at affordable prices during their useful life;**

Or. es

Amendment by Ján Hudacký

Amendment 21

Paragraph 6

- 6. Stresses the need to enhance the effectiveness of the supply chain;**

Or. en

Amendment by Antolín Sánchez Presedo

Amendment 22

Paragraph 7

7. ***Proposes that, to boost the competitiveness of the European motor vehicle industry, the review of the motor vehicle sector exemption should be tied to the mid-term review of CARS 21, facilitating cooperation between sector operators, preventing public aid from being misappropriated and promoting competition policy at international level.***

Or. es

Amendment by Ján Hudacký

Amendment 23

Paragraph 7

7. Advocates ***conducting*** the review of the motor vehicle sector exemption ***and*** the mid-term review of ***the CARS21 recommendations and the regulatory roadmap with the aim of enhancing the competitiveness of the European automotive industry,*** facilitating cooperation between sector operators, preventing public aid from being misappropriated and promoting competition policy at international level;

Or. en

Amendment by Olle Schmidt and Lars Wohlin

Amendment 24

Paragraph 7 a (new)

- 7a. ***Welcomes the Commission's wish to introduce a revision and review mechanism, given the technology- and development-intensive nature of the industry; also considers, however, that greater use should be made of 'sunset clauses' in legislation so as to ensure that the directive does not hinder or counteract the technological advances which research and market forces are constantly bringing about;***

Or. sv

Amendment by Lars Wohlin

Amendment 25

Paragraph 7 b (new)

- 7b. *Regards work on ITS as a key to a successful motor industry and to successful efforts to reduce the industry's environmental impact; does not, however, consider that Galileo should be cited as an example, since no solution yet exists for the funding of Galileo;***

Or. sv

Amendment by Olle Schmidt and Lars Wohlin

Amendment 26

Paragraph 7 c (new)

- 7c. *Welcomes the Commission's intention to simplify and internationalise legislation; stresses the importance of repealing rules which are superfluous because they overlap with international conventions.***

Or. sv