

WEEK IN BRUSSELS

Week ending Friday 14 March

Council adopts regulation on reduction of CO₂ emissions from new passenger cars

The Council of the European Union has adopted a regulation on the 2020 reduction of CO₂ emissions from new passenger cars. The new regulation defines the terms and conditions for car manufacturers for reaching the 2020 target for CO₂ emissions (95g CO₂/km) from new passenger cars. A limited one-year phase-in period requires 95 % of new car sales to comply with the target in 2020 and 100 % by the end of 2020 onwards. The regulation also provides for the use of so-called "super credits" from 2020 to 2022: this means incentives for car manufacturers to develop new technologies and manufacture cars with low emission levels (less than 50g CO₂/km), as these cars would count more towards meeting the fleet average than normal cars. The limit for the use of super credits is set at 7.5g of CO₂/km for the three years 2020-2022. The Commission will review the regulation by the end of 2015 in order to establish targets for the period beyond 2020. The regulation will enter into force on the third day following that of its publication in the Official Journal of the EU.

(Source: Council of the EU)

http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/en/envir/141422.pdf



European Parliament adopts roadworthiness package

The European Parliament has adopted the roadworthiness package, a set of measures to toughen up vehicle checks and to widen their scope. The three directives that constitute the roadworthiness package concern periodic roadworthiness tests, technical roadside inspections for commercial vehicles and vehicle registration documents. The new directives replace existing EU rules setting minimum standards for vehicle checks that date back to 1977. The agreement now needs to be formally approved by the Council.

(Source: European Parliament)

<http://europa.eu/rapid/midday-express-12-03-2014.htm>

Call for comprehensive trade agreement from EU and US automotive industries

The EU and US automotive sectors have reaffirmed their support for a strong transatlantic trade agreement in a joint presentation in Brussels. The European Automobile Manufacturers' Association (ACEA), the American Automotive Policy Council (AAPC) and the Alliance of Automobile Manufacturers (Alliance) used the presentation to call for a comprehensive automotive deal under the Transatlantic Trade and Investment Partnership (TTIP). The common goal is to ensure that vehicles and their components can be imported and exported

without unnecessary burdens and costs. Within this, the top priority is to achieve 'regulatory convergence' of existing US and EU safety standards – meaning that these standards would be recognised as equivalent. In addition, the TTIP should help ensure that EU and US regulatory authorities closely cooperate to avoid future divergence on new regulations. AAPC, ACEA and the Alliance are convinced that the full potential of any ambitious agreement can only be reached if such regulatory

requirements are included. The three associations have been working together since the announcement of the TTIP negotiations, aiming to demonstrate that the levels of safety performance in US and EU vehicles are essentially equivalent.

(Source: ACEA)

<http://www.acea.be/press-releases/article/eu-and-us-auto-industry-call-for-a-comprehensive-agreement-under-ttip>

Logistics industry report states that European automotive sector looking up

ECG, the Association of European Vehicle Logistics, has published its latest Confidence & Cost Trend Survey results and the vehicle logistics businesses that make up the membership are reporting some significant positive trends. This regular quarterly survey has been carried out for four years and 2013 results show several strong trends developing. The latest results show almost 70% of members plan to invest in trucks and almost 50% in recruiting truck drivers in the next six months. This strong signal is clearly linked to the most positive outlook in years in terms of volume growth expectations with 58% of respondents expecting growth in volume over the next six months. The sector's ability to raise funds from banks in order to finance these new investments is also on the rise – a slower and more moderate growth but a trend that commenced at the beginning of 2013.

(Source: ECG)

<http://www.automotiveworld.com/news-releases/ecg-automotive-sector-looking-says-logistics-industry/>



Week ahead

Council of Ministers

Thursday 20 and Friday 21 March

General Affairs Council

Key items on the agenda for EU leaders include:

- Conclusion of the first phase of the European Semester.
- A stock take of the progress concerning the implementation of the Europe 2020 Strategy.
- Focus on industrial competitiveness, highlighting the importance of Europe's industrial base for economic growth
- A policy debate on the Commission communication "A framework for climate and energy in the period from 2020 to 2030"

European Parliament (Committee meetings - Brussels)

Monday 17 March – IMCO

Hearing: Impact of the Transatlantic Trade and Investment Partnership on the Internal Market

Tuesday 18 March – ITRE

Vote on the results of negotiations pursuant to Rule 70 (5): Fuel Cells and Hydrogen 2 Joint Undertaking

Tuesday 18 March – TRAN

Adoption of draft report: Maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic for certain road vehicles circulating within the EU

Tuesday 18 March - ECON

Public Hearing on the Transatlantic Trade and Investment Partnership (TTIP) and Financial Services Regulation

Wednesday 19 March – ENVI

Exchange of views: Establishment and operation of a market stability reserve for the Union greenhouse gas emission trading scheme

Adoption of draft recommendation for second reading: Sound level of motor vehicles

Exchange of views: Reduction of national emissions of certain atmospheric pollutants