

## Auto industry forecasts modest growth for 2016

The European Automobile Manufacturers' Association (ACEA) shared its market expectations and some of its key policy recommendations for 2016. In 2015, EU passenger car sales grew by 9.3% compared to 2014, bringing the total number of cars sold to 13.7 million units. "But after several rocky years since the 2008 financial crisis, the European car market is moving in the right direction again," explained ACEA President Dieter Zetsche. "This is great progress, but we are still well below the 2007 pre-crisis level of 15.5 million cars." The picture is very similar for production numbers, with EU passenger car output up 6.2% in 2015 compared to 2014. In total, around 15.9 million cars were produced last year - still down from almost 17 million in 2007. "For 2016 we anticipate a much more modest sales increase for both passenger cars and commercial vehicles," stated Zetsche. "We expect car sales to go up by around 2%, reaching roughly 14 million units." Calling for support to tap into greater market opportunities for Europe's auto manufacturers and suppliers, Zetsche stated: "We need political partners that continue to stand by the principles of free trade. The auto industry – like virtually every other European industry – can best thrive in an environment without trade barriers." Dr Zetsche also reiterated the industry's commitment to contribute constructively to an updated laboratory test for measuring pollutant and CO2 emissions (WLTP), as well as an additional test to measure pollutant emissions under real driving conditions (RDE).

(Source: [ACEA](#))



## MEPs discuss vetoing real driving emissions decision

A proposal to veto a draft decision on the Real Driving Emissions (RDE) test procedure was discussed by MEPs and internal market Commissioner Elżbieta Bieńkowska on Monday. It will be put to the vote at the next plenary session in February. The Parliament's Environment Committee argues that MEPs should veto the draft decision because this would undermine the enforcement of existing EU standards. Some MEPs called on the Commission to put forward a revised proposal, as well as plans for a stronger type-approval system for vehicles in the EU. Others stressed the need to put the Real Driving Emissions test procedure into effect quickly, in order to bring down emission levels. In her concluding remarks, Commissioner Bieńkowska said that vetoing the proposed measures would only prolong today's unsatisfactory car testing regime. MEPs will vote on part of a package to introduce the [RDE test procedure](#), endorsed by EU member states in the Technical Committee for Motor Vehicles (TCMV) on 28 October 2015. (Source: [European Parliament](#))

## Car emission inquiry committee members and remit approved

The European Parliament has appointed 45 members of a committee of inquiry into emissions in the automotive industry. UK members include: Seb Dance (S&D), Daniel Dalton (ECR), and Roger Helmer (EFDD). The committee will also investigate alleged failures by EU member states and the European Commission to enforce EU standards. It will present an interim report within 6 months, and a final one within 12 months, of starting its work. MEPs approved the [composition](#) of the Committee of Inquiry into Emission Measurements in the Automotive Sector (EMIS), which will hold its first meeting in February to name its chairman and co-chairs. The committee will investigate:

- the Commission's alleged failure to keep test cycles under review,

- the alleged failure of the Commission and member states' authorities to take proper and effective action to enforce and oversee enforcement of the explicit ban on "defeat devices",
- the Commission's alleged failure to introduce tests reflecting the real-world driving conditions,
- the member states' alleged failure to lay down provisions on effective, proportionate and dissuasive penalties applicable to manufacturers for infringements, and
- whether the Commission and the member states had evidence of the use of "defeat mechanisms" before the scandal emerged on 18 September 2015.

(Source: [European Parliament](#))

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## ACEA – Automobile industry calls for urgent clarity on emissions test

Following the debate on real-driving emissions (RDE) during the plenary session of the European Parliament in Strasbourg this week, the European Automobile Manufacturers' Association (ACEA) reiterated that it fully agrees with the need for emissions to more closely reflect real-world conditions. ACEA noted that it has been contributing constructively to the efforts of the European Commission and member states to develop a robust RDE test. ACEA said that during the October meeting of the Commission's regulatory committee (TCMV) a tough compromise was agreed on RDE with testing standards that will be extremely difficult for automobile manufacturers to reach in a short space of time, and highly challenging targets in a second step. The TCMV also agreed that the RDE conformity factor should be reviewed in the future. (Source: [ACEA](#))

## Week ahead

### European Commission

Thursday 28 January

- Presidency Conference on the Multiannual Financial Framework (MFF)

### European Council

Wednesday 27 – Thursday 28 January

- Informal meeting of Competitiveness Ministers

### European Parliament

Monday 25 January

- INTA – Presentation on the priorities of the Dutch Presidency in the area of International Trade Policy; Opening of negotiations for an EU-Tunisia FTA; Exchange of views with Jorg Wuttke, President of EU Chamber of Commerce in China
- IMCO – Presentation of priorities of the Dutch Presidency; The Single Market Strategy (consideration of draft report)
- TRAN – Market access to port services and financial transparency of ports; Presentation of the Presidency's programme for Infrastructure and Environment

Tuesday 26 January

- EMPL – Presentation of Minister's proposal for a European Unemployment insurance scheme

Thursday 28 January

- ITRE – Implementation report on the Energy Efficiency Directive (2012/27/EU)

