

## WEEK IN BRUSSELS

Week ending Friday 26 September

### Council discusses industrial competitiveness

The Council has adopted conclusions aimed at systematically integrating industrial competitiveness issues into all relevant EU policy areas (such as environment, climate, energy, trade, competition, state aid, regional policies, etc.) with a view to creating a stronger industrial base for the EU economy. Federica Guidi, Italian minister for economic development, said that "the Italian Presidency is really pleased with the outcome of the meeting, which is an important landmark in our progress towards mainstreaming industrial competitiveness and strengthening EU policies for the real economy through an enhanced role of the Competitiveness Council. It paves the way towards realizing the task the European Council set for us".

(Source: Council of the European Union)

[http://www.consilium.europa.eu/uedocs/cms\\_data/docs/pressdata/en/intm/144930.pdf](http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/en/intm/144930.pdf)

### Commercial vehicle registrations up in August

Demand for new commercial vehicles in July increased by 9.5%. The French market was down by 6.7%, while Germany, Italy, Spain and the UK all saw increases (+3.4%, +23.7%, +24.5% and +25.9% respectively). In August, the EU market expanded for the twelfth consecutive month. Demand increased by 6.1%, totalling 104,686 units. From January to August, 1,171,120 new commercial vehicles were registered or 9.1% more than in the same period last year. For the main markets, France remained stable at -1.0%, while Germany expanded by 7.5%. The UK (+12.8%), Italy (+15.1%) and Spain (+33.9%) posted double-digit growths.

#### **New light commercial vehicles up to 3.5t - 'vans'**

In July, new registrations of vans totalled 127,627 units; 12.8% more than in the same month last year. France registered fewer vehicles (-5.2%), while Germany expanded by 6.4%. Spain (+26.7%), Italy (+27.6%) and the UK (+34.5%) all recorded double-digit growth. In August, all major markets expanded aside from France (-3.5%), ranging from 11.5% in Italy

and 13.4% in Germany to 19.3% in Spain and 22.3% in the UK, leading to an overall 10.2% upturn. From January to August, the van market in the EU increased by 11.1%, compared to the first eight months of 2013. Over the period, new van registrations in the EU totalled 974,215 units.

#### **New heavy commercial vehicles over 16t - 'heavy trucks'**

In July, results for the heavy trucks sector were varied, with France and the UK noting a downturn of -17.7% and -17.2% respectively. On the other hand, Spain posted double-digit growth of +11.4%, leading to a 4.3% downturn in the whole region. In August, Germany (+2.4%) and Italy (+3.8%) recorded similar figures, while in France (-16.4%) and the UK (-23.5%) a decrease was recorded, leading to a 6.1% downturn overall. From January to August, the region registered 3.0% more vehicles than in the same period last year, and counted 135,837 new heavy trucks. The Italian (+12.8%), German (+15.3%), and Spanish (+32.5%) markets expanded over this period, whereas France (-9.0%) and the UK (-24.8%) performed less well than in the first eight months of 2013.

#### **New commercial vehicles over 3.5t - 'trucks'**

In comparison with June 2013, July results were down by 5.6%, reaching a total of 23,001 new trucks. Germany (-3.2%), Italy (-3.5%), France (-17.8%) and the UK (-15.6%) saw their markets shrink, while Spain (+10.4%) registered more trucks than in the same month last year. In August a number of major markets registered a decline in truck registrations, from -4.4% in Germany to -15.4% in France and -20.8% in the UK. The Italian market expanded (+4.2%), while the Spanish market remained stable (+0.7%). For the first eight months of the year, France (-10.2%) and the UK (-23.9%) faced a downturn, while demand was up in Italy (+3.45), Germany (+6.7%) and Spain (+27.2%), leading to a stable situation in the whole region (-0.4%). In total, 175,604 new trucks were registered in the EU from January to August.

#### **New buses and coaches over 3.5t**

In July, new bus and coach registrations were up 9.0%, totalling 2,744 units. Among the three major markets, the UK was the only one to post growth (+8.1%). Germany (-17.1%) and France (-12.3%) fared less well than the same month in 2013. August results were down by 12.7% compared to August

2013, with varied results in the major markets. France (-28.5%), Germany (-19.7%) and the UK (-54.0%) declined, while Italy (+27.9%) and Spain (+70.9%) grew. From January to August Spain was the largest market (+9.3%), followed by Germany (+3.5%) and Italy (+1.4%). Overall, the EU recorded 21,301 new buses and coaches, or 4.6% more than in the first eight months of 2013.

(Source: ACEA)

<http://www.acea.be/press-releases/article/commercial-vehicle-registrations-9.1-over-eight-months-6.1-in-august>

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## Truck manufacturers state recommendations for reducing CO<sub>2</sub>

During a press summit of the European Automobile Manufacturers' Association (ACEA) in Hanover, CEOs of Europe's truck manufacturers laid out their industry's recommendations for reducing CO<sub>2</sub> emissions from the road transport sector. Speaking to journalists during the IAA Commercial Vehicle Motor Show, the CEOs confirmed that they were on track with their 'Vision 20-20' to reduce fuel consumption from new vehicles by 20% over the period 2005-2020, or at an annual rate of 1.3%. This was backed-up by a study conducted by the independent research institute, Transport & Mobility Leuven (TML) from Belgium. However, the industry advocated a far more ambitious future approach to CO<sub>2</sub> reductions. "There is much more than new vehicles alone that determine CO<sub>2</sub> emissions," explained Wolfgang Bernhard, CEO of Daimler Trucks and Chair of ACEA's Commercial Vehicle Board. "Trailer designs, alternative fuels, transport operations and infrastructure also play a decisive role. All relevant stakeholders should be mobilised to work on a fully integrated approach to CO<sub>2</sub> reduction in Europe's transport industry." Data from the new TML study quantify for the first time the potential of such an integrated approach for the period 2014-2020 as follows: 6% reduction for vehicle-related measures across the entire fleet; 2.5% reduction through alternative fuels; and 13% reduction through operations. This translates into a more than 20% cut in CO<sub>2</sub> emissions from the road transport sector over the next six years, or an annual reduction rate of 3.5%. "This means that if we move from a 'new vehicle only' approach to a fully integrated approach, we could more than double the annual CO<sub>2</sub> reduction rate from our industry, going from 1.3% to an average of 3.5%," stated Mr Bernhard. "This is the best way to

unlock our full potential to reduce CO<sub>2</sub> emissions on Europe's streets."

(Source: ACEA)

<http://www.acea.be/press-releases/article/annual-co2-reduction-rate-from-heavy-duty-vehicles-could-be-doubled>

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## Berlin approves incentives for electric car drivers

German government has passed a new law on electromobility, including benefits for electric car drives such as parking privileges, permission to use bus lanes and special transit access. The new measure is expected to come in effect in early 2015 and is set to expire on June 2030. The scope of the legislation will cover battery powered vehicles, as well as environmentally friendly, externally chargeable hybrid cars, and fuel cell vehicles. Under the new law, vehicles approved in Germany are intended to receive special identification via their number plates. For those vehicles approved outside of the country, legislation says they will be identified through a special sticker. The law will also give municipalities the possibility to reserve parking spaces at charging stations for electric vehicles as well as provide free parking. Local authorities can also hand out special access and transport passes, as well as opening up bus lanes when conditions allow.

(Source: EurActiv)

<http://www.euractiv.com/sections/transport/berlin-approves-new-incentives-electric-car-drivers-308700>

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## Week ahead

### Council of Ministers

Monday 29 September:

Council Meeting of the Ministers of European Affairs - To meet to negotiate the draft agenda for the Council meeting on 23/24 October 2014, and to discuss the Strategic Agenda for the Chapter for Growth

### European Parliament

Commissioner Hearings will take place throughout the week with Jonathan Hill's hearing taking place on Wednesday 1 September, 13:30 – 16:30. Jonathan Hill is the proposed UK Commissioner for Financial Stability, Financial Services and Capital Markets Union