



Automotive and Transport Division News

Internal news

On 19 December 2007, The European Commission adopted a proposal for legislation to reduce the average CO₂ emissions of new passenger cars which account for about 12% of the European Union's carbon emissions. The proposed legislation is the cornerstone of the EU's strategy to improve the fuel economy of cars and ensure that average emissions from the new passenger car fleet in the Community do not exceed 120 g CO₂/km through an integrated approach. The proposal will reduce the average emissions of CO₂ from new passenger cars in the EU from around 160g/km to 130 g/km in 2012. That will translate into a 19% reduction of CO₂ emissions and will place the EU among the world leaders of fuel efficient cars. The proposal will also benefit consumers through important fuel savings. It will further improve energy security; promote eco-innovations and high-quality jobs in the EU. The draft legislation defines a limit value curve of permitted emissions of CO₂ for new vehicles according to the mass of the vehicle. The curve is set in such a way that a fleet average for all new cars of 130g of CO₂/km is achieved. From 2012, a manufacturer will be required to ensure that the average emissions of all new cars which it manufactures and which are registered in the Community are below the average of the permitted emissions for those cars as given by the curve. Under the legislation, several manufacturers will be able to group together to form a pool which can act jointly in meeting the specific emissions targets. The proposal will provide manufacturers with the necessary incentive to reduce the CO₂ emissions of their vehicles by impos-

ing an excess emissions premium if their average emission levels are above the limit value curve. A premium of €20 per g/km has been proposed in the first year (2012), gradually rising to €35 in the second year (2013), €60 in the third year (2014) and €95 as of 2015. Most manufacturers are expected to meet the target set by the legislation, so significant penalties should be avoided. **EuPC** will ensure this issue to be a top priority for the Automotive Division.

Abu Dhabi supporting the Plastics Conversion Industry growth



A specialized Industry Park, the Abu Dhabi Polymers Park, has been designed to support the development of the Plastics Conversion industry in the GCC region. Recognising that 50% of the global capacity growth of Polymer production will come on stream in the GCC region between 2009 and 2012, the Abu Dhabi government has allocated 4 sqkm in a prime industrial development site for Plastics Conversion industry. The Polymers Park will offer shared services such as logistics and technical center. Infrastructure work is ongoing and first tenants are planned for production start-ups in Q1 2009. Abu Dhabi Polymers Park has assigned **EuPC Services CVBA** to host 3 seminars in 2008 targeting potential investors in different Plastics Conversion segments; Construction and Infrastructure, Consumer and Industrial packaging and Industrial and Semi-finished goods. ADPP is also sponsoring the **EuPC** general assembly meeting in Greece May

2008. Separate invitations will be sent for the seminars. You can also find more information including how to contact ADPP on their website www.polymerspark.com

Regulatory News Clean and safe cars: The Commission promotes hydrogen vehicles



Hydrogen vehicles offer environmental benefits through lower pollution and zero exhaust pipe greenhouse gas emissions. The Commission wants to enable the EU-wide introduction of hydrogen vehicles and ensure their safe operation. These are the objectives of the European Commission. More hydrogen cars will benefit citizens through reduced health impacts of transport. Common standards for hydrogen storage will guarantee the safety of the general public. The proposal has been developed involving extensive stakeholder discussion and has also been subject to an internet consultation. The proposal will now be considered by the European Parliament and the Council of Ministers. The impact assessment that accompanies the proposal has concluded that adopting an EU regulatory package could result in a saving of up to 124 million Euros in approval costs to vehicle manufacturers in the period 2017-2025. With the establishment of the approval framework, the automotive

industry could become more competitive in markets outside the EU, through taking the lead in hydrogen technology.

CARS 21

The European Commission agreed upon a comprehensive strategy for the European car industry, to keep the manufacturing of motorcars viable on a long term basis, at prices affordable to consumers. The strategy encompasses a variety of areas, such as reduction of administrative burdens, environmental sustainability, road safety, trade and overseas markets and research. The automotive industry is a major pillar of the European economy, representing 3% of the European GDP and 7% of employment in the manufacturing sector. The automotive industry in Europe is currently characterised by cut-throat price competition, high raw material and energy prices, a strong emphasis on cost management and a restructuring of production processes. In line with its policy to improve the quality of lawmaking and to face the challenges of a more global competition the Commission in 2004 asked the High Level Group CARS 21, which brought together all the main stakeholders (including consumer and environmental organisations), to advise on future policy. Today's Communication is the **Commission's response** to the report presented by the CARS 21 Group. It outlines to the European Parliament and Council the direction in which the Commission intends to steer future automotive policy:

•Reduction of administrative burdens: The Commission will propose replacing 38 EC directives

with corresponding global UN/ECE regulations, for instance on tyres, safety glass, fog lamps and seatbelts. By doing so, industry can rely on one single text valid throughout the world. In addition, self testing and virtual testing will be introduced for 25 directives and UN/ECE regulations to reduce compliance costs and make administrative procedures less costly and time consuming.

•Reduction of CO₂ emissions: The Commission strategy is based on an integrated approach, involving not only engine technology, but also technological improvements (e.g. setting minimum requirements for air-conditioning systems, the compulsory fitting of tyre pressure monitoring systems, setting maximum tyre rolling resistance limits and the use of gear shift indicators) and increased use of bio-fuels. It also focuses on additional efforts by Member States like traffic management, improvement of driver behaviour and infrastructure as well to further reduce CO₂ emissions.

•Road safety: The Commission believes an effective road safety strategy should be based on a combination of improvement in vehicle technology, road infrastructure, driver behaviour and enforcement. A total of 11 future actions are proposed, including for example the mandatory inclusion of **Electronic Stability Control and seat belt reminders and obligatory daytime running lights** for new vehicles.

•Trade: The Communication proposes to assess the potential of using **bi-lateral trade agreements** (particularly in the Asian region) to improve market access and reinforces the need to enforce **intellectual property rights**

globally.

•Research and development: Clean renewable fuels and vehicles and intelligent vehicles and roads have been identified as core research priorities. With approximately 20 billion Euro, about 5% of the industry's turnover, invested into research and product development the automotive industry is the largest R&D investor in Europe in absolute terms.

The Commission will together with all relevant stakeholders, conduct a mid-term review of the recommendations proposed by CARS 21 in the course of 2009 to monitor progress made by individual stakeholders.

EuPC Personalia



Veerle Capioux joined the **EuPC** team on 14 November 2007 as management assistant to Alexandre Dangis and Ingrid Ver-

schueren. She will be replacing Delphine Hebette. Veerle graduated from the Katholieke Universiteit Leuven, she studied Germanic philology and has a master in management.

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Laura Cashman joined Teppfa as management assistant on 1 September 2007. She studied public relations at Handels-

school in Aalst.

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EuPC Upcoming events

14	February 2008	Innovative Polymers Conference	Brussels, EuPC Centre
26	February 2007	Steering Committee Meeting	London, UK
3	March 2008	Communications Committee Meeting	Brussels, EuPC offices
3	March 2008	Trade Committee Meeting	Brussels, EuPC offices
10-11	March 2008	NPA Platform Meeting	Brussels, EuPC offices
19	March	HSE Meeting	Brussels, EuPC offices
21-24	May 2008	EuPC Annual Meeting	Athens, Greece
22	May 2008	Automotive Division Meeting	Athens, Greece