

Competitiveness, Market and Economy



European
Automobile
Manufacturers
Association



Did you know?

- Motor vehicles account for over **€396 billion in tax** revenue in the EU15.
- The industry has a turnover of some **6.3% of EU GDP**, employs **12.1 million people** and is responsible for a **fifth of world automotive production**.
- Automobile manufacturers operate over **292 vehicle assembly and production plants across 26 countries** in Europe.

What are the key challenges?

1. Strengthen the global competitiveness of Europe's automobile sector, thereby fully supporting the EU's industrial renaissance.
2. Remove remaining barriers to internal trade within the EU and ensure a single market for the development, production, sale and aftermarket support for motor vehicles.

What do we need?

- A regulatory framework that fosters growth, jobs and investment.
- Consistency in the transposition of EU legislation into national laws, to ensure that the internal market is uniform and companies can compete on a level-playing field.
- Greater alignment with UN Regulations (UNECE WP.29).

How can this be achieved?

- Applying the principles of 'smart regulation', thereby alleviating the regulatory burden and cost of doing business in Europe.
- Ensuring that policy development and implementation are properly coordinated, so as to take into account their cumulative impact and avoid conflicting rules when setting requirements for motor vehicles circulating in the Single Market.
- Better coordinating the way national authorities type-approve vehicles, and reacting swiftly to issues that arise in different member states.

Policy examples

- Industrial policy
- Type-approval
- Automotive aftermarket
- Taxation

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Policy examples in context

Industrial policy

What is it?

The European Commission's industrial policy 'For a European Industrial Renaissance'.

What are ACEA's priorities?

- Mainstream industrial competitiveness across other policy areas, with a focus on EU growth and jobs.
- Build a supportive regulatory framework.

How can these be achieved?

- Systematically carrying out robust impact assessments and cumulative impact studies.
- Applying thorough 'competitiveness proofing' to future proposals regarding safety, the World Light-Duty Test Procedure and Real Driving Emissions, and CO2.
- Granting realistic lead-times.
- Allowing sufficient transition periods between implementation dates of new regulations.
- Applying an integrated approach in all policy areas.

Automotive aftermarket

What is it?

- The automotive aftermarket's multi-faceted and diverse segments cover the whole repair, maintenance and service spectrum, from parts supply to fitment and servicing.

What is ACEA's priority?

- Ensure a fair and balanced automotive aftermarket.

How can this be achieved?

- Providing customers with choice and transparency.

Type-approval

What is it?

- The system used to ensure that vehicle registration complies with EU rules. The basis for whole vehicle type-approval is the 2007/46/EC Framework Directive.

What are ACEA's priorities?

- Ensure the continuity of a flexible and predictable EU Whole Vehicle Type-Approval system when reviewing current legislation.
- Ensure that UNECE and EU laws are mutually consistent.

How can these be achieved?

- Carefully monitoring laws and procedures, with emphasis on harmonisation and enforcement.

Taxation

What is it?

- Taxation on motor vehicles includes VAT, vehicle registration and ownership taxes, as well as excise duties on fuels.
- EU decisions on tax issues require unanimity in the Council, which hampers progress.

What are ACEA's priorities?

- Use taxation as a tool to help achieve the EU's environmental and climate policy objectives.
- Apply technology-neutral tax measures.

How can these be achieved?

- Using CO2 emissions as the basis for motor vehicle taxes.
- Striking a careful balance in energy taxation between conventional and alternative fuels.