

ACEA STATEMENT

CORONA CRISIS: TOWARDS A STRONG AND GREEN RE-LAUNCH OF THE EU AUTO INDUSTRY

- As Europe is grappling with the health, social and economic impacts of COVID-19, the European Automobile Manufacturers' Association (ACEA) – representing Europe's 16 major car, truck, van and bus manufacturers – is setting out four guiding principles for a successful re-launch of the auto industry, which will be vital to the economic recovery of the continent.
- Transport plays a critical role in the functioning of our societies. Vehicles are indispensable tools, ensuring that medicines, food, fuel and medical supplies can continue to be delivered across the European Union.
- However, with plants at a standstill, dealerships throughout Europe shut down and authorities unable to approve latest-technology vehicles, sales are not taking place.
- A rapid restart of the European auto industry will rely on a package of comprehensive market stimulus programmes for all vehicle categories, coupled with some limited regulatory flexibility to take account of the fact that all operations have been totally frozen for the past weeks.
- It is in Europe's interest that this key strategic sector not only recovers, but also is revitalised in order to make a strong contribution to the EU's industrial strategy, the European Green Deal as well as the continent's global innovation leadership.

The **four key principles** for a stronger and greener automobile industry post-crisis are:

1. Defining a coordinated strategy to safely relaunch vehicle production as soon as possible

- Automobile manufacturers want to ensure that life and business can resume as quickly as possible as the current restrictions are gradually lifted, and are ready to make an important contribution to the re-start of the EU economy.
- As soon as the immediate crisis ceases, it is vital that both vehicle manufacturers and their suppliers can rapidly and simultaneously get their plants up and running across the whole supply chain and in all countries. Otherwise it will be impossible to return to full-scale production.
- ACEA therefore calls for EU-wide support for a coordinated re-start of activities and investments right along the supply chain.
- A level-playing field must be ensured, as well as flexibility to establish new business arrangements.
- A top priority is to protect the health of all those who work in the auto sector. We are

calling for clarity on the relevant health and safety rules in each country for when production re-starts (social distancing, personal protective equipment, disinfection, health screening, etc).

- Open transport links across the EU, and into/out of the EU, must be secured and maintained.

2. Stimulating market demand for all vehicle categories

- As Europe looks to reboot its economy, it will be crucial that clean road transport and mobility are affordable for everybody across the continent.
- Financial support must be provided and maintained through EU and national measures in order to boost private and business demand. There should be a strong focus on increasing the uptake of the latest technologies.
- Given the fragile economic situation, however, many consumers and professional transport operators will be simply unable to resume their investment plans and purchase new vehicles. Therefore, fleet renewal schemes for all vehicle categories across the EU would be needed to help re-launch demand for the latest vehicle technologies – which was moving in the right direction before the crisis hit. These schemes should reflect the specificities for passenger cars, vans and commercial vehicles.
- ACEA also calls on member states to speed-up their implementation of the requirements and goals of the Clean Vehicles Directive.

3. Unblocking type approval and registrations of the latest-technology vehicles

- The auto industry is investing massively in producing a full range of zero- and low-emission vehicles, as well as Euro 6d/Euro VI vehicles that meet the toughest pollutant emission standards in the world. It is vital that these can be brought to the market.
- The standstill within the industry, technical services and national type approval authorities is understandably disrupting the approval or 'homologation' of these new vehicles, meaning they simply cannot be sold.
- Similarly, if vehicle registration authorities are shuttered and cannot grant registrations, businesses and customers cannot use their new vehicles.
- We therefore urge authorities in the EU member states to accelerate the type approval and vehicle registration process to the maximum extent possible given the constraints currently in place.

4. Accelerating investment in recharging and re-fuelling infrastructure

- An EU-wide network of charging and re-fuelling infrastructure will be key to ensuring

that the fleet can be renewed in an environmentally-friendly way. Moreover, it will provide consumer and customer confidence in alternatively-powered vehicles.

- ACEA is fully supportive of the Commission's pilot initiative on '1 million charging and re-fuelling points across the EU for all vehicle types', including high-power charging for heavy-duty vehicles.

About ACEA

- ACEA represents the 16 major Europe-based car, van, truck and bus manufacturers: BMW Group, CNH Industrial, DAF Trucks, Daimler, Ferrari, Fiat Chrysler Automobiles, Ford of Europe, Honda Motor Europe, Hyundai Motor Europe, Jaguar Land Rover, PSA Group, Renault Group, Toyota Motor Europe, Volkswagen Group, Volvo Cars, and Volvo Group.
- More information about ACEA can be found on www.acea.be or www.twitter.com/ACEA_eu.

About the EU automobile industry

- 13.8 million Europeans work in the auto industry (directly and indirectly), accounting for 6.1% of all EU jobs.
- 11.4% of EU manufacturing jobs – some 3.5 million – are in the automotive sector.
- Motor vehicles account for €428 billion in taxes in the EU15 countries alone.
- The automobile industry generates a trade surplus of €84.4 billion for the EU.
- The turnover generated by the auto industry represents over 7% of EU GDP.
- Investing €57.4 billion in R&D annually, the automotive sector is Europe's largest private contributor to innovation, accounting for 28% of total EU spending.