



FIGIEFA ACTIVITIES

Euro VI Regulation: a common position for the R2RC alliance members



The European Commission proposal for a EURO VI Regulation, which contains important provisions on access to vehicle repair and maintenance information for Heavy Duty Vehicles, is now going through codecision procedure. Both the Transport and the Internal Market Committees of the European Parliament have already given their opinions and voted in favour of the transfer of all provisions on access to repair information from the Euro 5 Regulation to the new Euro VI Regulation. The leading Environment Committee will adopt its report in July. The adoption in Plenary is expected in late

September.

The members of the Right to Repair Campaign (R2RC) will keep monitoring this issue in order to make sure that indeed these provisions are finally included in the expected Regulation as they are the key to free, fair and effective competition in the Heavy Duty aftermarket sector. To that end, AIRC (Association of Body Repairers), CE-CRA (European Council for Motor Trade and Repair), EGEA (European Garage Equipment Association), the FIA (Fédération Internationale de l'Automobile) and FIGIEFA have drafted a common position paper in support of the Commission proposed legislation.

The R2RC position paper can be found on the R2RC website.

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Commission issues new proposal on Advance Safety Features and Tyres

The European Commission adopted a proposal on the 24th of May which has the aim of enhancing the safety of the new cars and trucks. According to this proposal, all new cars from 2012 will e.g. have to be equipped with Electronic Stability Control (ESC) systems. Furthermore trucks and other heavy vehicles should be fitted with Advanced Emergency Braking Systems (AEBS) and Lane Departure Warning (LDW) Systems as of 2013.

It is estimated that these measures will reduce fatal casualties in traffic by around 5000 a year. At the same time the Commission proposes the obligatory introduction in 2012 of low rolling resistance tyres, which are supposed to con-



siderably save on fuel consumption and CO2 emissions and might also reduce noise, while maintaining high level of safety

The Commission proposes that the following safety requirements are introduced:

- Mandatory Electronic Stability Control (ESC) systems for new car series and commercial vehicles to be phased in from 2012, with all new cars being equipped by 2014.
- Advance Emergency Braking (AEBS) on large vehicles (from 2013).
- Lane Departure Warning (LDW) Systems on large vehicles (from 2013).
- passenger cars need to be fitted with Brake Assist Systems (BAS) as from 2009.

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- In line with the recommendation of the CARS 21 report, the repeal of over 50 existing Directives and more than 100 amending Directives to be replaced where possible by references to United Nations Regulations.

The proposed regulation lays also down new requirements for tyres

- Low Rolling Resistance Tyres (LRRT), to be obligatory from 2012 ,
- Tyre Pressure Monitoring Systems (TPMS), obligatory from 2012,

The proposal also allows for the optional fitting of AEBS and LDW on cars, provided certain standards are met.

For more information on the Legislative Proposal please click [here](#)

Latest Version of Euro 5 & 6 Implementing Measures



The latest version of the implementing measures (the 'comitology' part) of the Euro 5 and Euro 6 Regulation (EC) No 715/2007 has recently been published by the Commission and it has now been transmitted to the European Parliament under the "comitology procedure with scrutiny". FIGIEFA welcomes this latest draft that lays

down in more details the right to unrestricted access to vehicle repair information for passenger cars and light duty vehicles. This unrestricted access is defined in a series of provisions within the implementing measures that clarify the content and substance of such right (e.g. Articles 4, 13, 14, Annex I point 2.3,).

The implementing measures lay also down detailed provision on the information required for the manufacture of diagnostic tools (see Annex I Appendix 5, point 3). Ac-

ording to the provision at issue, vehicle manufacturers shall make available to multi brand diagnostic tools producers all the technical information essential to the design of in-depth tools applicable to a wide range of vehicles.

The European Parliament has now maximum 3 months to express its opinion.

This latest version can be found at <http://ec.europa.eu/enterprise/automotive/directives/proposals.htm>

EU AFFAIRS & BUSINESS RELATED INFORMATION

Administrative burdens for SMEs to be cut

The European Commission is moving to deliver on its 2008 programme to cut administrative costs. One month after the presentation of a list of 11 Fast Track Actions on 10 March 2008, the Commission has approved proposals for four of these measures aiming at making life easier for small and medium enterprises (SMEs) by cutting burdens on enterprises.

On this issue, Commissioner Charlie McCreevy, responsible for internal market and services, said: "Unnecessary and disproportionate administrative costs severely hamper economic activity. I do not intend to slow down in our efforts to make the EU companies fit to meet

the challenges of a more competitive global business environment."

As for Günter Verheugen, the Commission Vice-President and responsible for enterprise and industry policy, he stated that cutting burdensome administrative procedures is important with a view to boosting Europe's economy, especially given the potential benefits this can bring for small and medium-sized enterprises, which are the biggest job engines in the EU.

As a result, Companies will no longer need to publish business data in the national gazettes and they will be allowed to (re-)use translations certified in one Mem-

ber State when opening branches in other Member States. In the account-



ing area, parent companies with no material subsidiaries will no longer need to prepare consolidated accounts. Furthermore medium-sized companies will be exempted from providing detailed data in the annual accounts.

Altogether it is estimated that these cuttings are likely to generate significant benefits of over EUR 600 million.

Eurostat figures reconfirm SMEs' importance



Eurostat, the Statistical Office of the European Union, has issued a new edition of "European business - Facts and figures", a publication that covers the main sectors of the European

business economy from energy and extractive industries to communications, information services and media. SMEs, which are defined by Eurostat as all companies having fewer than 250 persons employed regardless of their turnover, account for 99.8% of all businesses in the non-financial economy in the EU27, producing 57%

of the total value added and employing 67% of the EU's active population.

The publication presents the latest available statistics from a wide selection of statistical sources describing for each activity: production and employment; country specialisation and regional distribution; productivity, cost profiles and prof-

itability, the importance of small and medium-sized enterprises, the workforce characteristics and external trade issues.

Keeping freight moving!

The European Commission has adopted a series of initiatives aimed at making freight transport in the EU more efficient and sustainable. This new package of measures consists of proposals concerning logistics, rail network and European ports, as well as two documents on the barrier-free European maritime transport area and the motorways of the sea.

The common objective of these initiatives is to promote innovative infrastructure technologies and practices, develop means of transport, improve freight management,

The publication can be found on the Eurostat website at www.epp.eurostat.ec.europa.eu

facilitate the construction of freight transport chains, simplify administrative procedures and enhance quality throughout the logistic chain.

The European Commission forecasts a 50 % growth of freight transport activity for EU-25 (in terms of tones per km) between 2000 and 2020 this raising a number of problem and issues that have to be addressed by forward thinking policy measures.

It is a well known fact that congestion in some parts of the European transport system is negatively affecting costs and time of transport

and increasing fuel consumption. Moreover, freight transport needs to do its part in addressing the EU's climate change targets, and in reducing pollutant emissions and noise.

For more information on this issue, you can download the Freight and Logistics Action Plan at www.ec.europa.eu/transport/logistics/freight_logistics_action_plan/index_en.htm

France : Counterfeited automotive products are marginal

In France, the official yearly report on custom activities for 2007 has been recently published by the Ministry of Budget. It shows that as a result of the French government's decision to tighten up the custom controls, the number of seized counterfeited goods has increased by 40% in one year between 2006 and 2007. As for the automotive aftermarket, the report however shows that counterfeited automotive products amount only for 0.19% of the 4.6 millions of seized goods (cigarettes non included). The French custom au-



thorities announced that 8950 counterfeited automotive products have been seized in 2007 and 8213 in 2006.

Out of these 8950 products, the custom authorities have intercepted 2350 tyres in Saint Denis de la Reunion in January 2007 and 1800 sheets of stickers to be placed on minibikes and bearing the logos of vehicle manufacturers.

On this issue, Eric Woerth, the

French Minister for Budget, stated during the official presentation of the report that the amount of counterfeited automotive products remains marginal when put in relation to the hundred of millions of automotive parts legally commercialised every year for the service, repair and maintenance of the 36.6 millions of vehicles of the French vehicle park.

The official 2007 Report of the French custom authorities can be found on the French Custom website at www.douane.gouv.fr

RIGHT TO REPAIR

R2RC National Committees created in Italy and in Belgium!

We are pleased to announce that two new R2RC National Committees have been created in the past weeks.

On the 11th April, a memorandum of constitution for the R2RC Italian Committee has been signed by ADIRA (Italian Association of Parts Distributors), CNA/Unione Servizi alla Comunità (representing the SMEs), the Associazione Italiana Costruttori Attrezzature (Association of Garage Equipment Manufacturers) and Confartigianato Autoriparazione (Association of independent repairers).

As for Belgium, a first R2RC National Committee meeting took place on the 9th April during the Autotechnica fair in Brussels. This meeting gathered the main Belgian automotive aftermarket organizations, namely REPARAUTO (Groupement des Entreprises de Réparation automobile), FEBELCAR (Fédération Royale Belge des carrossiers), the FMA (fédération du Matériel pour l'Automobile), as well as the Touring Club Belgium and VTB/VAB (road side assistance services).

With the creation of these 2 new national committees, the Right to Repair Campaign now addresses its messages in the national language of 405 million European citizens in 13 countries across Europe.

More details on the activities of these two new R2RC National Committees will soon be available in the "R2RC in Europe" section of the website.

