

INDICATIVE KEY TOPICS OF WORKING GROUPS

The following lists are non-exhaustive, pointing out some of the key topics to be discussed in the four Working Groups. They have been adopted by the CARS 21 High Level Group during its meeting on 10 November 2010. The Sherpa group has been requested to elaborate on this basis a mandate for each of the Working Groups.

WG1: Innovation, infrastructure, energy supply and use

- 2020 outlook of oil substitution, reduction of greenhouse gas intensity of transport energy and introduction of alternative fuels – information and review of the results of the Future Transport Fuels Expert Group. Which actions are recommended on European level? What compatible solutions (vehicles and fuel grades) for customers across the EU are necessary to implement the national action plans linked to the Renewable Energy Directive?
- What is the realistic potential of vehicles running on grid supplied electricity, biofuels, methane, hydrogen and other alternatives, in the medium to long term? What are the needs for roll-out of new refuelling infrastructure? How to take into account the well-to-wheel emissions, abatement costs and energy efficiency from electric and other technologies into relevant policies?
- How can the impact of the new European electromobility demonstration project be optimised? How to make sure that all relevant stakeholders are involved? Which lessons can be drawn from past and present demonstration projects of the different fuel and vehicle technologies? What can be said of the different business models envisaged?
- What will be the impact of additional electricity consumption on the grid? Is there a need for linking power generation and charging systems for vehicles, e.g. via smart grids? How can the definition and implementation of EU standards, in particular for charging interface, be streamlined?
- What opportunities can Intelligent Transport Systems create for improving road safety, sustainable mobility and new services? How can they support a contribution to further improving energy efficiency through smart mobility management? How to further implementation and market uptake?
- How to set-up a coherent and effective framework for automotive R&D and innovation to support the competitiveness of the industry, sustainable mobility and transport and other societal challenges?

WG2: Trade and international harmonisation

- How to ensure balanced market access in trade negotiations with major third markets? How the global challenges and the competitiveness of the automotive sector can receive adequate support through the actions of the external trade policy?
- What challenges and opportunities are there for the automotive sector in both multilateral and bilateral trade negotiations? What are the envisaged future trade initiatives?
- What is the current state of play in bilateral trade negotiations, what risks and opportunities do they present for the automotive industry and what are the main barriers (tariff and non-tariff) to be tackled? What lead-times will be set and how will effective enforcement be ensured?
- What role can different technologies (diesel, electric, hydrogen) play in third markets? Is there potential to avoid trade barriers for clean vehicles, to enlarge market potential?

- What could be a feasible strategy to achieve global harmonisation in the medium term? How can the modernisation of the UN 1958 agreement support such a strategy?
- What are the risks for access to raw materials required by new technologies and how to control them? How can EU industry obtain proper access to raw materials in producing countries?

WG3: Industrial, social and territorial aspects of competitiveness

- What did we learn from the crisis, what was the effect of EU's and MSs' support actions? How were they implemented? What were the impacts of the support measures on supply, demand and workforce?
- What is the state of the automotive industry's manufacturing base and the aftermarket and what evolutions can be expected in the future, also linked to new vehicle technologies? What social consequences does this entail?
- How to make sure that social and territorial consequences are dealt with in an optimum way and that opportunities are created to regain competitive advantages?
- How to anticipate change, in particular related to new skills, and ensure adequate workers' training, including for the aftermarket? Which bodies can provide the training? What EU tools can be used for that purpose?

WG4: Internal market, emissions and CO₂ policies

- How to prepare the future regulatory framework for CO₂ regulation for cars and light commercial vehicles (2020 and 2030)?
- What elements could be investigated as part of preparation of a strategy on CO₂ and fuel consumption from heavy-duty vehicles?
- How should the guidelines for financial incentives be designed in order to maximise efficiency and reduce fragmentation? What other demand-side measures should be envisaged (taxation, consumer information, public procurement, etc.)?
- What are the key elements to be taken into account for the future revision of test-cycle for pollutant emissions and fuel consumption/CO₂? How to make sure a coherent approach is taken for both issues? What should be the approach for noise emissions?
- What measures can be proposed to realise the potential contribution from retrofitting on emissions of pollutants?
- How to develop principles of good conduct in order to promote transparency in commercial and contractual relations between the parties to vertical agreements in the motor vehicle sector?