



**AUTOMOTIVE CRISIS INTERGROUP:
CONTRIBUTION TO THE REFLECTION ON THE FUTURE EUROPEAN STRATEGY
FOR CLEAN AND ENERGY-EFFICIENT VEHICLES**

This contribution is a follow-up of the two official papers adopted by the Committee of the Regions on 18 June 2009¹ and 10 February 2010².

First of all, the Automotive Crisis Intergroup would like to express its strong support to the initiative launched by the European Commission. It is of great importance, not only to put into place a strategy for clean and energy-efficient vehicles, but also to support the transition of the European automotive sector as a whole.

**OUR PRIORITIES FOR THE FUTURE
EUROPEAN STRATEGY FOR CLEAN AND ENERGY-EFFICIENT VEHICLES**

- **R&D FUNDING:** It is very important that the European Commission facilitates the take-up of all technologies able to contribute to the greening of vehicles, at every step of their lifecycle. But some priority choices have to be made in order to support the competitiveness of the European automotive sector: the manufacturers, the suppliers, the SMEs and the automotive clusters. These choices will have to be supported by more funding for R&D within the Green Cars Initiative.
- **SKILLS:** New technologies mean new skills: there should be support to the training of students, apprentices and employees of the sector. It is all the more urgent for employees which are currently at risk.
- **STANDARDS:** Vehicles are made for mobility, including crossborder mobility. If we want a real European market for clean vehicles, common standards have to be implemented in every region/ Member State. Attention should be paid to technical solutions which are already put into place.
- **REGULATION:** the new markets will only take-up if consumers are confident about the safety of vehicles. That is why the safety of new technologies should be guaranteed by the European regulation.
- **INFRASTRUCTURE:** regarding electric vehicles, the necessary infrastructure should be developed quickly in order to allow charging of vehicles. Interoperability of the different infrastructures and vehicle models should be guaranteed. Funding of this infrastructure through structural funds should be explored.

ROLE OF LOCAL AND REGIONAL AUTHORITIES

Local and regional authorities already play a great role in the implementation of new sustainable mobility solutions and policies. They are aware of the new mobility needs and they are able to contribute to the diffusion of clean vehicles via the different policies they are responsible for: transport, industrial, research, innovation, training, environment policies. Many of them are currently designing and putting into place specific strategies to support the development of clean vehicles on their territories³.

That is why the Committee of the Regions asks to be included in the CARS 21 High-Level Group. Moreover, local and regional authorities should be associated in the definition of the future action plan on clean vehicles. Gathered in the Automotive Crisis Intergroup, the local and regional authorities are ready to give further input to the European reflection on the development of clean and energy-efficient vehicles.

¹ Resolution of the Committee of the Regions on the European response to the crisis in the automotive sector, adopted on 18 June 2009

² Opinion of the Committee of the Regions: "Coordinated and sustainable responses to meet the challenges facing the European automotive sector and to strengthen its links to the regions", adopted on 10 February 2010

³ See the minutes of the seminar organised on 2 December 2009 by the Automotive Crisis Intergroup: "Exchanging on regional strategies to tackle the automotive crisis"- available upon request

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