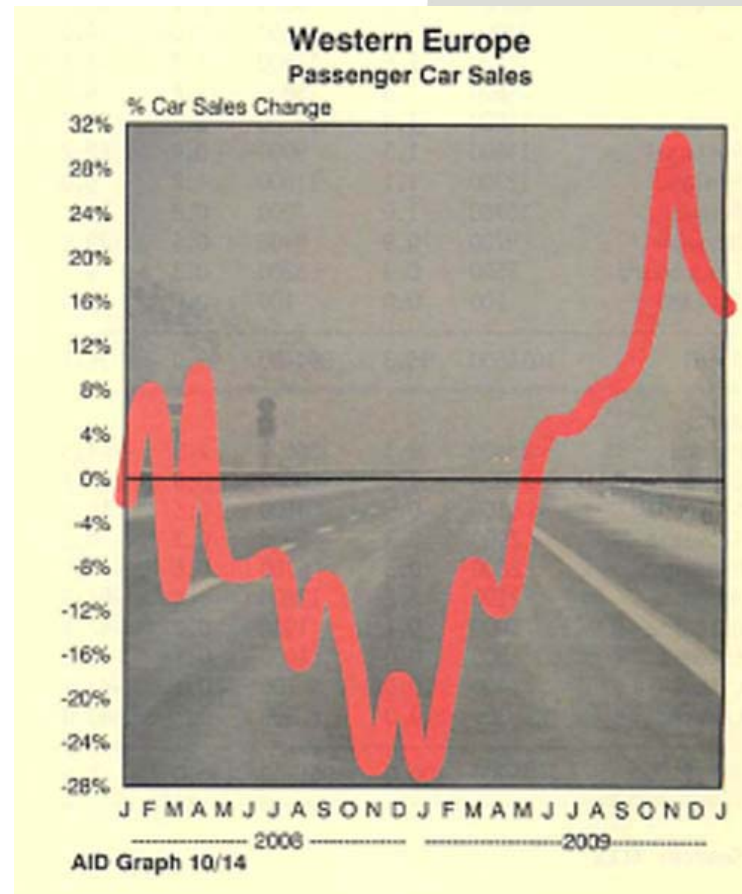


# Half way through the crisis? Automotive competitiveness and regulation in 2010 and beyond

**DG Enterprise and Industry – 23 March 2010**

# 1) Which markets for cars in EU?

In short terms, possible strong variations



- **In medium term a contrast with other markets**

EU	2008	18
	2020	15
China	2008	8.5
	2020	32
India	2008	1.7
	2020	8.4
US	2008	13.2
	2020	15
Brazil	2008	2.7
	2020	5.7
Russia	2008	3
	2020	5.7

## 2) How long for implementing regulations adopted in the last 3 years?

	<b>Adopted</b>	<b>Enforced</b>
Type approval regime for all vehicles	2007	2009
New approach for pedestrian protection	2008	2011-2016
New requirements for:		
- Daytime running lights	2008	2011
- Electronic stability control	2009	2011
- Automatic braking systems	2009	2013
- Noise of tyres	2009	2012
- Rolling resistance of tyres	2009	2012
- Tyre pressure monitoring systems	2009	Enforcement in progress

	<b>Adopted</b>	<b>Enforced</b>
Restrictions of ozon substances for MAC	2006	2011
New emissions for cars (Euro 5 and 6)	2007	2009 - 2016
New emissions for trucks (Euro VI)	2009	2013 - 2014
CO <sub>2</sub> for passenger cars	2008	2012
CO <sub>2</sub> for gear schift indicators	2009	Enforcement in progress
CO <sub>2</sub> for air conditioning	In progress	
CO <sub>2</sub> for vans	Commission proposal in 2009	

### 3) Beyond 2010

- **For most of the safety fields: priority is on enforcement and market surveillance**
- **For emissions, priority on new phases of Euro 6 and Euro VI (for all vehicles 2015, and 2014)**
- **For priority to fix for test cycle (objectives 2014) – work in progress**
- **An international new way of close cooperation on car regulations: the « 1958 regulation framework in negotiation »**

# More information:

[http://ec.europa.eu/enterprise/sectors/automotive/index\\_en.htm](http://ec.europa.eu/enterprise/sectors/automotive/index_en.htm)