Basic information

1994/2055(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
European automobile industry: current situation, challenges and strategy for the future and proposals for action **Subject** 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles	

Key players

Council of the European Union	

Key events

Date	Event	Reference	Summary
23/02/1994	Non-legislative basic document published	COM(1994)0049	Summary
18/04/1994	Committee referral announced in Parliament		
19/07/1995	Vote in committee		Summary
19/07/1995	Committee report tabled for plenary	A4-0188/1995	
19/09/1995	Debate in Parliament		
21/09/1995	End of procedure in Parliament		
16/10/1995	Final act published in Official Journal		

Technical information

Procedure reference	1994/2055(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	ECON/3/05421

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0188/1995 OJ C 269 16.10.1995, p. 0010	19/07/1995	

Text adopted by Parliament, single reading		T4-0397/1995 OJ C 269 16.10.1995, p. 0136-0149	21/09/1995	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1994)0049	23/02/1994	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1071/1994 OJ C 393 31.12.1994, p. 0225	15/09/1994	Summary

European automobile industry: current situation, challenges and strategy for the future and proposals for action

1994/2055(COS) - 15/09/1994 - Economic and Social Committee: opinion, report

European automobile industry: current situation, challenges and strategy for the future and proposals for action

1994/2055(COS) - 21/09/1995 - Text adopted by Parliament, single reading

In adopting the report by Mr Alan DONNELLY (PSE), Parliament called on the Commission to draw up a specific strategy for the European automobile industry which would be on a similar scale to that deployed in Japan and in the USA. This was to include the following measures: to extend the scope of the joint task force on the car of the future; to re-assess the Commission's policy in respect of R&D appropriations for the car industry; to strengthen dialogue with operators in this sector (setting-up a high-level group) in order to examine the impact of EC policies on the motor industry; to coordinate European R&D programmes with national research; to take account of the socio-economic aspects associated with the development of the car of the future. Parliament underlined the importance of a revival in demand for stimulating the expansion of the European motor industry. It called on the Commission: - to encourage Member States to offer fiscal incentives for the replacement of older vehicles by new ones and to examine the benefits of a European subsidy scheme; - to implement the single market by putting forward proposals within the framework of the European type-approval process, together with proposals for the harmonization of taxes on vehicle purchase, registration and use; Parliament considered that greater deregulation should be introduced to the car retailing sector and the spare-parts market; - to take account of the specific constraints affecting SMEs, by promoting this group's use of Community programmes, and to support investment aimed at promoting education and training; - to draw up, as a matter of urgency, high standards for the safety and environmental design of motor vehicles: new collision tests, compulsory standard for child safety seats, banning of attachments which pose a danger to pedestrians (bull bars); wearing of safety belts to be made compulsory in buses and MOT testing for vehicles of this type; - to encourage the development of environment-friendly vehicles, including a car which uses 3 litres of fuel per 100 km and is suitable for daily use, together with the implementation of measures to limit pollution levels: the use of remote detection equipment for the "big polluters", the development of new fuels and new propulsion technologies, and measures to promote the recycling of vehicles which have been taken out of circulation (the latter should be one of the priorities of the R&D programme for the car industry); - to present a proposal which sets emission limits and is aimed at reducing fuel consumption by the year 2000; - to monitor all customs and non-customs barriers which impede the access of Community-made vehicles to the markets of non-member countries (South Korea and Japan); - to develop a system for monitoring the relocation of car production factories; - to promote dialogue on working-shift patterns which are likely to maintain employment levels and to seek international cooperation on minimum standards for working hours, workplace conditions and the working environment.

European automobile industry: current situation, challenges and strategy for the future and proposals for action

1994/2055(COS) - 23/02/1994 - Non-legislative basic document

The Commission communication analysed the current situation of the motor industry and set out certain areas of reflection with a view to improving the competitiveness of European manufacturers. The document began by listing the challenges to be met by the motor industry: - strengthening the presence of European manufacturers in high-growth third markets: Eastern Europe, Latin America, Asia and China; - improving environmental performance through the industrial development of cleaner cars and through better results in terms of spatial planning and the improvement of infrastructures; - reducing production costs and improving the qualifications of the workforce of the companies concerned, particularly by developing close partnerships between equipment manufacturers and car manufacturers and between producers and distributors. In order to help the motor industry face up to these challenges, the Commission underlined that the Community's task would be to: - complete the internal market by eliminating fiscal differences between Member States and by harmonising and strengthening the existing standards on safety and emissions. With regard to competition, the Commission would propose the renewal of the 1985 regulation on the exclusive and selective distribution of vehicles in the Community and would continue to monitor closely the level of aid granted to the motor industry; - help the industry to succeed in its restructuring through the use of structural policy instruments in order to facilitate the adaptation of companies and their workforce to new systems of production and industrial changes. Three instruments would be of particular use to the motor industry in this context: Objective 4 of the Structural Funds, the new Community initiative on employment and human resources (ADAPT) and the programme for Community initiatives to benefit SMEs; - support research and technological development, particularly under the fourth framework programme (new technologies for the reduction of emissions and fuel consumption, electronics for engines, electric vehicles, etc.). The Commission stressed that primary responsibility for the changes to be made and the improvement of competitiveness rested with the industry itself.