Basic information

1996/2127(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
European Automobile Industry: progress in the structural adjustment of the industry. Report **Subject** 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
ECON Economic and Monetary Affairs, Industrial Policy	DONNELLY Alan John (PSE)	09/10/1996

Committee for opinion	Rapporteur for opinion	Appointed
TRAN Transport and Tourism	VAN DER WAAL Leen (EDN)	01/10/1996
ENVI Environment, Public Health and Consumer Protection	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Industry	1962	1996-11-14

Key events

Date	Event	Reference	Summary
10/07/1996	Non-legislative basic document published	COM(1996)0327	Summary
20/09/1996	Committee referral announced in Parliament		
14/11/1996	Resolution/conclusions adopted by Council		
17/02/1997	Vote in committee		Summary
17/02/1997	Committee report tabled for plenary	A4-0052/1997	
11/03/1997	Debate in Parliament		
13/03/1997	End of procedure in Parliament		
14/04/1997	Final act published in Official Journal		

Technical information	
Procedure reference	1996/2127(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/4/08073

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0052/1997 OJ C 115 14.04.1997, p. 0003	17/02/1997	
Text adopted by Parliament, single reading		T4-0098/1997 OJ C 115 14.04.1997, p. 0115-0140	13/03/1997	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1996)0327	10/07/1996	Summary

European Automobile Industry: progress in the structural adjustment of the industry. Report

1996/2127(COS) - 10/07/1996 - Non-legislative basic document

OBJECTIVE: On the basis of the Commission's most recent communication on the automobile industry of February 1994, the Council adopted a resolution on the automobile industry in May 1994 in which it called on the Commission to report on the industry's structural adjustment and on the progress achieved in implementing the said resolution. This communication is designed to respond to the Council's request. SUBSTANCE: The Commission document lists the major measures taken since the adoption of the Council resolution and defines the elements of the future strategy. Among the achievements and measures under way it refers in particular to the following: - the Task Force 'The Car of Tomorrow' has started to operate; - the block exemption regulation for the distribution of motor vehicles has been revised; - industrial cooperation has been established with China and India; - the Korean and Japanese markets have been opened further to European imports; - contacts between European suppliers and Japanese manufactures have been enhanced; - the necessary regulatory work for the EC Type-Approval, becoming mandatory for new types of passenger cars in 1996, has been completed; - the results of the Auto-Oil Programme, which is based on air-quality targets for major European cities and a detailed cost-benefit assessment, have been released; - new safety and environmental initiatives have been taken (front and side impact crash protection, safety belts in buses and coaches, etc.) are under way; - a training network has been set up with funding from the FORCE Programme, resulting in 53 concrete and innovative training project proposals, and the continuation of networking under the LEONARDO Programme has been confirmed. The Commission takes the view nevertheless, that further joint industry-governmental efforts need to be undertaken to facilitate a further improvement in the industry's competitiveness, which it regards as one of the bedrocks on which the European economy is built. What is mainly involved is the promotion of non-material investment, in particular in R&D and training, to ensure effective competition, to develop industrial cooperation and to modernize the role of the public authorities. Furthermore, the Commission will continue to work to improve the framework conditions for the European automotive industry, utilizing cost-benefit assessment techniques to take environmental and social constraints into account in new regulatory policy. It supports the establishment of a high-level group to advise the Commission on questions concerning the automotive sector and

provides for the early creation of a second high-level panel comprising senior representatives from the Commission, the automobile and component industries as well as from power-generating utilities and public authorities to advise the Commission on research priorities and strategies.

European Automobile Industry: progress in the structural adjustment of the industry. Report

1996/2127(COS) - 13/03/1997 - Text adopted by Parliament, single reading

In adopting the report by Mr Alan John DONNELLY (PSE, UK) on the European automobile industry Parliament stressed the link between competitiveness, productivity and employment. It called on the Commission to: 1) develop a specific strategy for the European automobile industry, in particular by: - giving the task force on the car of tomorrow a strategic function enabling it to tackle issues of industrial competitiveness as well as environmental technologies and ensuring that it fully explores emission control technologies; - establishing a high level panel made up of representatives of the automobile and component industries, trades unions and user groups which could advise the Commission on overall strategy for the automobile sector and assist in the upcoming review of the implementation of the block exemption on car distribution and servicing agreements; - proposing a clear and comprehensive political framework in order to foster the market-spread of clean cars. 2) encourage efforts to harmonise vehicle safety and environmental standards at levels consistent with Article 100a of the EC Treaty; 3) encourage investment and strong competition throughout international automobile markets: - by continuing to apply the June 1995 agreement on automobiles with Japan; - by improving market access for third countries (in particular South-East Asia, Latin America and South Korea); - by supporting the modernisation and restructuring of industries in the countries of Eastern Europe. 4) support investment in education and training within the automobile and components industries and to make use of the Adapt, Socrates and Leonardo programmes. Parliament also called for the establishment of measures to monitor intra-Community relocations. Parliament considered that priority should be given to the following research areas: emissions and fuel consumption; motor electronics; improvements to safety, including for vehicle occupants, pedestrians and cyclists; electric vehicles; light-weight structures and materials; production techniques and recycling of old vehicles. Lastly, Parliament pointed to the urgent need for a major public information campaign to warn parents of the dangers of using child-restraint systems in the front seats of cars equipped with passenger side airbags.