

NEWS FLASH

**A shared vision of the future**

**Reducing CO<sub>2</sub> emissions from LCV**

On 28 October, the EC has proposed legislation to reduce the average CO<sub>2</sub> emissions of light commercial vehicles (LCV) to 175 g/km. The proposal will be phased in from 2014 to 2016, and contains a long term emission reduction target of 135 g/km by 2020.

The vehicles affected by the legislation are vans, which account for around 12% of the market for light-duty vehicles. This includes vehicles used to carry goods weighing up to 3.5t and which weigh less than 2610kg when empty.

Manufacturers' progress will be monitored each year by the Member States on the basis of new vehicle registration data.

The proposal provides manufacturers with an incentive to reduce CO<sub>2</sub> emissions through an excess emissions premium to be paid if average emission levels exceed the limit value curve. This premium will be based on the number of g/km that the manufacturer's registered vehicles are above the curve on average, multiplied by the number of vehicles. In an initial period until 2018, the level of the premium will be 5 € for the first g/km above the curve, 15 € for the second g/km, 25 € for the third and 120 € for every further g/km exceeding the limit value curve. From 2019, the first g/km will cost 120 € per vehicle. This value is higher than the one for cars (95 €) because of the differences in compliance costs.

CLEPA welcomes this draft legislation which gives planning certainties to our Industry with appropriate lead times. CLEPA supports the introduction of "credit to vehicles" that will be fitted with innovations which reduce emissions, but are not covered by the standard CO<sub>2</sub> emissions test procedure.



Peter Scherrer (EMF), Lars Holmqvist (CLEPA), Ivan Hodac (ACEA)

**Disruptive changes and future developments can be anticipated in order to boost competitiveness and retain employment in the automotive industry in Europe.**

This is the conclusion of the "Anticipation of Change in the Automotive Industry" EU project, carried out by CLEPA together with the European Metalworkers Federation (EMF). The Association of Vehicle Manufacturers (ACEA), and the Employers' Organisation of Metal Trades in Europe (CEEMET), participated as observers.

The foreseeable technological change, now expected swifter than ever, points towards electrical vehicles of various kinds. Low carbon transport and sustainable development are broadly shared objectives, and the crisis has accelerated their introduction in the market.

This tendency implies renewed efforts by the research and development branches of the industry, and will also put huge pressure on the workforce to meet the new skill requirements and qualification needs within the production system.

A shared view of the future can be reached, including some mechanisms on how to anticipate change in the CARS21 exercise. In order to deliver long-term environmental benefits, CLEPA and EMF believe all stakeholders involved should concentrate their

efforts on setting up a long-term strategy for alternative fuels. This approach would clarify in which primary sources of energy our industry should channel its new R&D investments.

CLEPA and EMF issued a joint declaration which calls for:

- ★ **the creation of a Pan-European Observatory** that draws upon the best practices of different sources, acting to co-ordinate activity between the existing observatories, making policy options available to key stakeholders, allowing longer-term decision-making;
- ★ **the increasing of resources for primary research** on the objectives and challenges of the automotive industry, so that companies can better align themselves strategically;
- ★ **the setting up of specific partnerships** with the support of the European Social Fund, to minimise the social impact of restructuring;
- ★ **the financing of business and education initiatives** through the European Social Fund that focus on the tools and techniques of anticipation in the automotive industry.

A second phase of this joint initiative is planned to be launched in December 2009. The main goal will be to organise a broader debate on themes such as: mobility, quality of life and social demands; impact of regulatory changes and the integration of the supply chain.

[www.anticipationofchange.eu](http://www.anticipationofchange.eu)

## Two new leaders for Europe

### MEPs approve a 2nd term for Barroso as EU Commission President

The European Parliament has confirmed that Mr José Manuel Barroso will remain President of the European Commission.



In office since 2004, the President wants to use his second term to drive the EU's recovery after the financial and economic crisis. He aims to develop new sources of sustainable growth and social cohesion and to stem the rise in unemployment. By

implementing the European Economic Recovery Plan, keeping interest rates low, and using EU state aid rules to support governments in their efforts, he plans to revitalise the economy.

The political guidelines can be found at:  
[http://ec.europa.eu/commission\\_barroso/president](http://ec.europa.eu/commission_barroso/president)

### New President of the European Parliament elected

Mr. Jerzy Buzek, who replaces outgoing President Pötering from Germany, will lead the European Parliament until January 2012. He is the first President of the European Parliament to come from Central and Eastern Europe following the EU's enlargement in 2004.

Looking ahead to the challenges facing the EU, such as unemployment, energy security and climate change, Mr. Buzek stressed that "we first need the Lisbon Treaty so that the Union can be well-organised and effective".



<http://www.ep-president.eu>

## Parliamentary Committees: New leadership

COMMITTEE	COMMITTEE PRESIDENT
Foreign Affairs Committee (AFET)	Mr. Gabriele Albertini (Italy)
Subcommittee Human Rights (DROI)	Ms. Heidi Hautala (Finland)
Subcommittee Security and Defence (SEDE)	Mr. Arnaud Danjean (France)
Development Committee (DEVE)	Ms. Eva Joli (France)
International Trade Committee (INTA)	Mr. Vital Moreira (Portugal)
Budgets Committee (BUDG)	Mr. Alain Lamassoure (France)
Budgetary Control Committee (CONT)	Mr. Luigi De Magistris (Italy)
Economic and Monetary Affairs Committee (ECON)	Ms. Sharon Bowles (United Kingdom)
Employment and Social Affairs Committee (EMPL)	Ms. Pervenche Berès (France)
Environment, Public Health and Safety Committee (ENVI)	Mr. Jo Leinen (Germany)
Industry, Research and Energy Committee (ITRE)	Mr. Herbert Reul (Germany)
Internal Market and Consumer Protection Committee (IMCO)	Mr. Malcolm Harbour (United Kingdom)
Transport and Tourism Committee (TRAN)	Mr. Brian Simpson (United Kingdom)

COMMITTEE	COMMITTEE PRESIDENT
Regional Development Committee (REGI)	Ms. Danuta Hübner (Poland)
Agriculture and Rural Development Committee (AGRI)	Mr. Paolo De Castro (Italy)
Fisheries Committee (PECH)	Ms. Carmen Fraga Estévez (Spain)
Culture and Education Committee (CULT)	Ms. Doris Pack (Germany)
Legal Affairs Committee (JURI)	Mr. Klaus-Heiner Lehne (Germany)
Civil Liberties, Justice and Home Affairs Committee (LIBE)	Mr. Juan Fernando López Aguilar (Spain)
Constitutional Affairs Committee (AFCO)	Mr. Carlo Casini (Italy)
Women's Rights and Gender Equality Committee (FEMM)	Ms. Eva-Britt Svensson (Sweden)
Petitions Committee (PETI)	Ms. Erminia Mazzoni (Italy)
<b>Special Committees</b>	
Financial, Economic and Social Crisis Committee (CRIS)	Mr. Wolf Klinz (Germany)

## EU adopts fuel efficiency label for tyres



From 1 November 2012 onwards, all new tyres will be stamped with a label indicating fuel efficiency, wet grip and noise performance.

In a compromise reached between the European Parliament and EU Member States on 1 October, a label similar to the energy information provided with household appliances will have to accompany tyres distributed from a factory to a workshop.

The label will classify tyres in classes, ranging from the best-performing 'A' to the worst 'G'. In order to promote fuel-saving tyres, EU Members will be allowed to provide financial incentives only for tyres that reach at least 'C' class.

In addition to its impact on a vehicle's fuel efficiency, a tyre's performance in wet conditions and its rolling noise in decibels will also have to be indicated.

Ivo Belet, Member of the European Parliament for Belgium who steered the legislation through the Parliament said that the new labelling system would be a straightforward measure with great advantages for the environment and consumers. He added that manufacturers would encounter minimal costs.

## Keeping Europe's roads safer

### Single European driving licences

As from 2013, all newly issued or replacement driving licenses will be in a single EU-wide credit card format. The new format will replace the more than 110 different models presently existing in the 27 EU Member States. Its aim is to stop the practice of "driving licence tourism" where drivers banned in one EU country are free to drive in other countries.

### Better roads across Europe

Last year the European Parliament backed a directive promoting EU-wide standards on road infrastructure management. Currently, safety standards for roads and road design maintenance differ greatly between the Member States.

Under the new directive EU members must ensure that signs are in place to warn road users of repair work. It also covers safe parking areas, crash barriers, road safety impact assessments and safety inspections.

### Intelligent Cars revolutionise Europe's roads

Attempting to further enhance safety, the EU Parliament also endorsed a communication from the Commission on intelligent cars, with its objective being to harness the latest technology to make cars safer, more efficient and to reduce traffic congestion through devices such as the ESC (Electronic Stability Control).

The plans issued call for the implementation of EU-wide "Intelligent Transport Systems", including electronic tolling systems on motorways, GPS and traffic supervision systems and warning systems such as the automatic "e-call" which alerts emergency services if the driver is unconscious after an accident. The EU Commission now offers incentives for European car producers to manufacture 'communicating cars' that use a common language for information exchange. To this end, the European Commission has asked the standardisation organisations to develop new common standards for vehicle-to-vehicle and vehicle-to-infrastructure communication.

## EU calls for less barriers, more IPR protection to boost investment in China



*Chinese Vice Premier Wang Qishan with EU Commissioner Ashton*

EU Trade Commissioner Catherine Ashton has called for greater efforts on both sides to boost EU-China investment.

Addressing an audience of Chinese and international government and business delegates, she warned that in order to stop a downward trend in bilateral investment and fuel economic recovery, the EU and China needed to work more closely to remove barriers and give their companies much needed confidence. The Commissioner reminded delegates that governments should be seeking to attract not restrict investment, going on to state that barriers in China not only cost European business, but also deprive the Chinese economy of investment inflows and significant tax revenues.

Baroness Ashton also called on the protection of intellectual property, especially patents, which are crucial if more companies are to bring their ideas and their technology to China. Foreign direct investment should not be curtailed by equity caps, unnecessary joint venture obligations or restrictions in sectors considered strategic.

For some time now, the EU and China have been committed to a dialogue to improve their trade and investment relationship. This is at the very centre of discussions at the EU-China High Level Economic and Trade Dialogue, a regular meeting co-chaired by Commissioner Ashton with Chinese Vice Premier Wang Qishan.

[www.china-iprhelpdesk.eu](http://www.china-iprhelpdesk.eu)

## News from CLEPA

### Incoming CLEPA President



Peter Tyroller elected new president of CLEPA

At its annual general meeting in Geneva on 26 June 2009, CLEPA unanimously elected Mr. Peter Tyroller its new president. 51 year-old Tyroller has been a member of the board of management of Robert Bosch GmbH since 2006, where his responsibilities include original equipment sales, corporate marketing, and the automotive aftermarket. On 1 January 2010, he will succeed Mr. Giuliano Zucco, CEO of the Italian Dytech Group. His term of office will last two years.

#### CLEPA FIGURE

CLEPA represents:

**83** Corporate members

### CLEPA Market Access Advisory Council (MAAC)

At CLEPA's third Market Access Advisory Council (MAAC) auto meeting, the CLEPA Trade Working Group presented a plethora of market access problems in third countries, ranging from potentially trade restrictive measures, increased tariff duties, IPR abuse, customs procedures and taxation issues. For the first time, CLEPA had a video-link with the EU delegations in Beijing, Delhi, Moscow and Ukraine, aiming to get the staff on the ground more involved with the resolution of the cases brought up.

The priority countries identified are: Russia, China, Turkey, India, Ukraine, Brazil and Argentina. Market access developments are also being monitored closely in Colombia, and Ecuador.

For the next MAAC auto meeting to be held on 27 November, members are urged to lodge any trade irritants which your companies are experiencing to the WG, so that they may be brought with key EC officials and the respective EC delegation teams.

The Commission is currently reviewing the WTO Information Technology Agreement, in order to adapt it to the technological developments of today. There is a call for enlarged product coverage for tariff elimination and, with a view to eliminating existing and new non-tariff barriers in the IT sector. In this regard, CLEPA has stated that we are in favour of a wider interpretative scope of "information technology", in particular to include the technological advancements of broadcast and reception apparatus (Chapters 8527, 8528 and 8529). We believe that there are far wider opportunities, with today's technologies, to include a wider scope within the term IT.

### EU and South Korea initial free trade deal



The Free Trade Agreement (FTA) between the EU and the Republic of Korea was initialled on 15th October 2009.

All in all, we are told that the Agreement shall benefit industrial and agricultural EU exporters to the tune of 1.6bn € in tariff elimination, annually; that non-tariff barriers in automotive shall be tackled; Korea shall recognise as equivalent many

EU standards; protection of Intellectual Property and an efficient dispute settlement mechanism in place. However, on the flip-side, there have of course been a number of concessions to bear, namely the hotly-contested Rules of Origin, where the EU has agreed to increase the levels of permissible foreign content from 40% - 45%. In addition, there will be duty drawback for foreign-sourced products, allowing Korean manufacturers to reclaim the duties paid on imports from low-cost neighbouring countries such as China, Vietnam, even after the elimination of EU customs duties. In the case of a "significant increase" of sourcing from third countries, a safeguard clause will allow for a cap of the refundable duties at 5%. However, this will only enter into force after five years from entry into force of the FTA.

Following signature of the agreement by the EU Presidency and the Commission, the FTA will be presented to be approved by the European Parliament. Entry into force of the agreement would then be expected in the second half of 2010.

The text of the full agreement can be read on:

[http://ec.europa.eu/external\\_relations/korea\\_south/](http://ec.europa.eu/external_relations/korea_south/)

The **EU FTA India** is building up momentum, although we understand that India is still insistent on excluding most of the auto lines from discussion. CLEPA is putting forward a priority list of products to DG Trade, which should fall under tariff elimination. Members are urged to contribute to this list. Our lobbying efforts shall continue in full force.

At the **next Trade WG meeting on 17 December** Ms Annette Grunberg, desk officer for EU FTA India at the European Commission's Trade Department, will brief members on the on-going negotiations.

For further information, please contact Ms. Eleri Wessman, [e.wessman@clepa.be](mailto:e.wessman@clepa.be), Tel.: +32 2 743 91 23

#### CLEPA FIGURE

CLEPA represents:

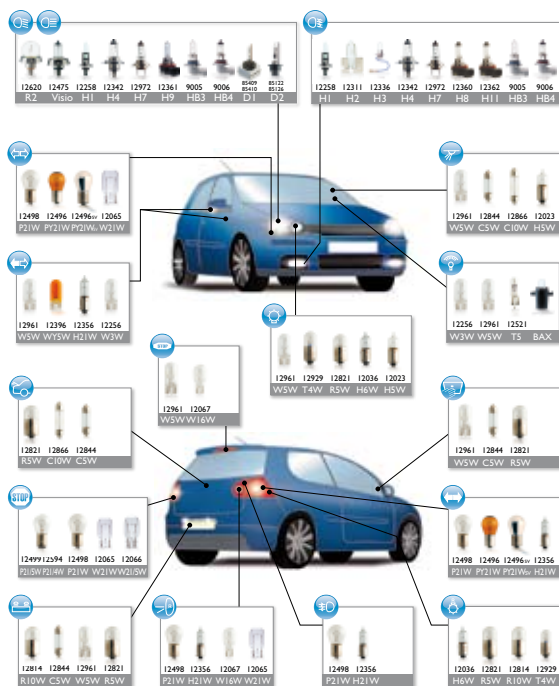
**28** National and sector associations

## Position on Warranty for Products of a Special Technical Nature: Automotive Bulbs

CLEPA has issued an updated version of its Position Paper on Warranty.

One of the attachments of this paper is about warranty and Automotive Bulbs.

The attachment deals only with 'replaceable bulbs' (i.e. excludes LEDs) and relates only to warranty in the field (i.e. not 'zero kilometer' / In-Plant warranty).



The aim of the attachment is to explain the technical characteristics and the special nature of bulbs especially related to lifetime aspects which require special focus related to warranty.

The attachment deals with:

- 1 Technical Characteristics and Special Nature of Bulbs
- 2 Consumer Aspects
- 3 Special Notes on:
  - Warranty Periods, Warranty Terms, Warrant Handling

The attachment explains that Automotive Bulbs, in principle, should be considered as wear and tear items where wear and tear is understood as deterioration occurring through normal usage. So lifetime failures, which occur due to wear and tear, are not defects.

For further information, please contact Mr. Lex Krzyzanowski, Chairman Light.Sight.Safety Initiative, [lex.krzyzanowski@philips.com](mailto:lex.krzyzanowski@philips.com), Tel.: +31 40 275 77 96

## Electrification of Vehicles: finding common standards

A high - level group meeting was convened at CLEPA on 6 October to discuss EU regulations and standards needed for the electrification of cars.

Mr. Jean, Head of the Automotive Unit and Ms. Jour-Schroeder, Head of Mechanical, Electrical and Telecom Equipment at the European Commission chaired the meeting, attended by representative from the Automotive Industry, ACEA and CLEPA, the representative from battery suppliers companies, ORGALIME and CENELEC.

As technologies are developing very quickly, it is important to strengthen the dialogue amongst the main stakeholders, i.e. the EU Member States, European Regions and Cities, in order to develop a coordinated, sustainable and integrated approach, avoiding individual actors developing their own rules and schemes.

For further information, please contact Ms Beatrice Tomassini, [b.tomassini@clepa.be](mailto:b.tomassini@clepa.be), Tel.: +32 2 743 91 34

CLEPA represents:  
**3000** SMEs

CLEPA FIGURE  
★

## Motor Vehicle Block Exemption Regulation

The European Commission has published its long awaited impact assessment report about the future of the Motor Vehicle Block Exemption Regulation (MVBER).

CLEPA welcomes the proposals made by the Commission to give the European Aftermarket long-lasting and sustainable directions, as well as improved and robust regulations that can be enforced. CLEPA's position is that motorists in Europe should have a right to go to the workshop of their choice, authorised or independent, and that both should be in a position to provide safe maintenance work. This requires that the independent sector has equal access to spare parts and technical repair information including dual branding of components. In addition, whilst a warranty may normally be seen as a consumer benefit, it should not be used to limit the choice of parts or workshops for regular maintenance work or accident repair.

CLEPA is encouraged by the fact that these aspects have been taken up by the Commission.

CLEPA FACTS  
**75%** of the vehicle is made by automotive suppliers  
★

## First CLEPA Aftermarket Conference on 19 November



EC Vice President Verheugen

European Commission Vice President and EU Commissioner for Industry Mr. Günther Verheugen has agreed to deliver a keynote speech at the networking dinner before the conference the Aftermarket Conference, on 18 November.

The programme of the event, on 19 November in Brussels, will focus on:

1. the future automotive technologies and the effects of the crisis for the aftermarket;
2. the future oriented aftermarket business strategies, with perspectives from an independent warehouse distributor, a part supplier and a vehicle manufacturer;
3. the challenges for the future aftermarket due to new technologies with electronics (computer on wheels) and the right parts for the aging car park (e.g. remanufacturing).

The Commissions Departments for Antitrust and the Automotive Industry will elaborate the Commission's role as a regulator and its impact on the European aftermarket.

An additional focus will be on the "Effects on the crisis and counterstrategies for the Aftermarket". To advance discussions, A.T. Kearney will present the results from a survey conducted by CLEPA amongst OEM's, distributors and suppliers. All relevant actors in the European Aftermarket will have been interviewed on the impact the crisis has on their business and how they have adapted their strategies. The aim is to learn what in their opinion the impact of the crisis on the business (size, structure, competitive behaviour and effects on revenue and margins) will be.

CLEPA thanks the conference sponsors: AIRC, A.T. Kearney, Autodistribution International, Bosal, Delphi, DENSO, Federal-Mogul, Group Auto Union International, GKN, Magneti Marelli, NRF B.V., NGK Spark Plug, Robert Bosch, SKF, Tecdoc, Temot International, Tenneco, TRW and Valeo.

To register or for more information, visit the CLEPA website, or contact the Aftermarket Department, [aftermarket@clepa.be](mailto:aftermarket@clepa.be), Tel.: +32 2 743 91 43

### CLEPA FACTS

**A majority of patents is developed by automotive suppliers**

**This industry directly employs 4.800.000 people**

## PRESS4TRANSPORT: Communicating EU transport research projects

CLEPA joined the EU co-founded project PRESS4TRANSPORT, together with scientific experts in the field of transport research as well as media specialists capable of disseminating information regarding the hundreds of SST (Sustainable Surface Transport) studies taking place across the EU.

National and regional projects will submit information to the platform which will subsequently be turned into professional articles to attract the media's attention.

Project partners include:



For further information, please contact Mr. James Goldstein, Project coordinator CYBION, [info@press4transport.eu](mailto:info@press4transport.eu), Tel. +39 06 68 65 975 or visit [www.press4transport.eu](http://www.press4transport.eu)

## CLEPA welcomes new corporate members

- Johnson Controls Inc.  
Johnson Controls is one of the world's leading suppliers of automotive interior systems, electronics and batteries.  
[www.johnsoncontrols.com](http://www.johnsoncontrols.com)
- KG Knutsson AB  
Local Partner for global suppliers  
[www.kgk.se](http://www.kgk.se)
- KYB Europe GmbH  
Our Precision, Your Advantage  
[www.kyb-europe.com](http://www.kyb-europe.com)
- Remy Automotive Europe  
Remy International, Inc. will provide superior value as a global supplier of transportation rotating electric products featuring innovative eco-friendly technologies.  
[www.remyinc.eu](http://www.remyinc.eu)

## News from the world

### IAA | Internationale Automobil-Ausstellung



Bosch Chairman Fehrenbach, German Chancellor Merkel, VDA President Wissmann

The world's most important trade show for mobility, the 63rd IAA Cars, has proven to be a crowd-puller in very difficult circumstances, with some 850,000 visitors this year.

With its motto "A Moving Experience", the IAA 2009 presented 100 world premieres by manufacturers and the 87 world premieres by suppliers in

a glittering display of innovations, ranging from today's clean diesel CO<sub>2</sub> champion emitting 87 g CO<sub>2</sub>/km and consuming 3.3 l/100 km all the way to the emissions-free city vehicle that is expected to be on our roads from 2013, powered by electricity.

VDA President Mr. Wissmann stated that the path of the "mobility of tomorrow" will be like a "plethora of options, with the range going from the mild hybrid and the plug-in hybrid to the all-electric car, the fuel cell and hydrogen propulsion, with great potential in the continuing optimization of the classical internal combustion engine, where there is still the possibility of reducing consumption by 25 to 30%."

While there may not be a "silver bullet" for mobility, the IAA has shown that the automotive industry is working on a "broad-based strategy" that keeps all the options open.

The 64th IAA Cars will take place in Frankfurt am Main from 15 to 25 September 2011.



### "Driving the Recovery"

In a period of major technological transition aimed at meeting environmental demands, the EQUIP AUTO, put electromobility at the forefront of its 5-day long exhibition. It offered a strategic and forward-looking platform for the whole automotive industry "from design through to maintenance", successfully meeting the challenge of putting on an exhibition centred on productivity and efficiency against a backdrop of economic crisis.

The show in Paris recorded an attendance of 91,160 manufacturers and trade professionals and, with international visitors making up 29% of that figure, also confirmed its worldwide appeal. The majority of the 1,600 exhibitors,

80% of them international, noted a marked increase in their turnover and number of key contacts acquired.

The next EQUIP AUTO is scheduled for October 2011.

### CLEPA FACTS

**50%** of the total R&D activities come from automotive suppliers

### The Netherlands place 10,000 electric charging stations for vehicles

The Netherlands is the first EU Member States to widely set up recharging stations for electric vehicles. The Dutch Foundation "e-laad.nl" launched the installation of 10.000 stations, which should be completed within three years.

Owners and users will be able to charge their vehicles until the end of 2010 for the one-off price of 100 €.

The recharging stations will be installed in consultation with the government and the public, allowing communities to promote their use individually.



Former Dutch Prime Minister Lubbers

### Beijing at the forefront of a technological revolution

This year, China has surprised many when it overtook the United States to become the biggest vehicle market, several years ahead of expectations.

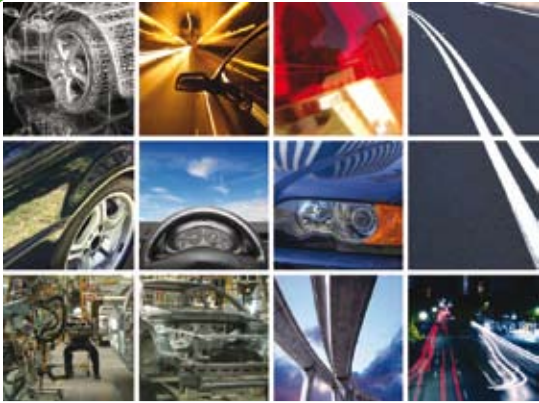
Chinese vehicle makers now plan to discard the continued development of internal combustion cars, traditionally dependent on foreign technology and leap to a new generation of automotive technology ringing in a green car revolution.

China is investing heavily in electric and other alternative technology, with the goal of exploiting Chinese funding, expertise and central planning to jump ahead of other, older makers in the new drive for environmentally friendly cars.

As the US's "century of dominance" over the automotive industry comes to an end, China may fill the void, but questions are being raised whether this vast country really is ready to lead the world to a greener automotive future, using ambition more commonly expected from western countries.

Much will depend on the attitude the government will take towards the development of next-generation alternative fuel vehicles.

# AGENDA 2009/2010



March 23, 2010 – Brussels

## CLEPA TECHNOLOGY DAY

Green technologies for  
tomorrow's mobility

→ [www.clepa.eu](http://www.clepa.eu)

▶ November 16-18

Madrid

ITF/OECD 18th International Symposium Transport Economics and Policy

→ <http://istep2009.cedex.es>

▶ November 19

Brussels

First CLEPA Aftermarket Conference

→ [www.clepa.eu](http://www.clepa.eu)

▶ November 19-20

Moscow

UN Road Safety Meeting

→ [www.who.int/roadsafety](http://www.who.int/roadsafety)

▶ November 30

Copenhagen

UN Climate Change Conference

→ <http://en.cop15.dk>

▶ December 1

Brussels

Is ITS promising more they can deliver?

→ [www.autoandsociety.com](http://www.autoandsociety.com)

▶ February 23, 2010

Brussels

Forum Automobile and Society: event on Competitiveness

→ [www.autoandsociety.com](http://www.autoandsociety.com)

## Motor Shows

- December 2-13 – Los Angeles

Los Angeles Auto Show

- December 3-6 – Istanbul

Istanbul Commercial Vehicles & Components Fair

- December 16-20 – Dubai

10th Middle East International Motor Show

- January 5-11, 2010 – New Delhi

Auto Expo 2010

- January 11-24, 2010 – Detroit



North American International Auto Show

- January 13-24, 2010 – Brussels

European Motor Show

- January 21-24, 2010 – Amsterdam

55th Amsterdam AutoRAI Auto Show

- March, 4-14, 2010 – Geneva

79th International Motor Show

## COMPETITION BRUSSELS 2009

December 3-4 – Brussels  
Competition 2009 summit

Premier Cercle, in association with The Wall Street Journal Europe, is organizing the Competition 2009 summit on 3-4 December 2009 in Brussels (Belgium). The summit will gather more than 100 high level speakers and 500 participants from 50 countries on essential topics such as antitrust enforcement, merger control, corporate compliance, the Motor Vehicle and the Vertical Restraints block exemptions, the liberalization of network industries, inquiries and dawn raids, as well as cases as the halfpoint between IP and Competition Law.

→ [www.competition2009.com](http://www.competition2009.com)