



Lars Holmqvist
CEO CLEPA

Intelligent Transport Systems and Services: a sustainable mobility for Europe

On 16 December 2008, the European Commission took a major step towards the deployment and use of Intelligent Transport Systems (ITS) in road transport. The Action Plan adopted suggests a number of targeted measures and a proposal for a Directive laying down the framework for their implementation. ITS can substantially reduce road sector CO₂ emissions. The costs of traffic congestion—estimated at 1% of the European GDP—could be reduced by up to 10% through the deployment of ITS, and could prevent more than 5000 deaths in road accidents.

Traffic management, congestion relief on freight corridors and in cities, promotion of co-modality, in-vehicle safety systems, real time traffic and travel information and an open and in-vehicle platform to integrate applications were among the priority issues identified.

The goal is to create the momentum necessary to speed up market penetration of rather mature ITS applications and services in Europe.

www.ec.europa.eu/transport/its/

EUROPE'S CARS GO GREEN

On 26 November 2008 the EC published the European Economic Recovery Plan.

The figures announced were: 5 bn€ for the Green Cars project and 30 bn€ for Small and Medium Sized enterprises.

Moreover, we understand that additional lending will be reserved by the European Investment Bank within the energy and climate change package for an amount of 6 bn€ per year for the period 2009-2011 to target CO₂ reduction and R&D projects.

These are very timely measures to help the European automotive suppliers to counter the effects of the current economic and financial crisis which is causing a significant drop in car sales and consequent job losses. Figures of the EU passenger cars market in 2008, show the sharpest decline in new car registrations for fifteen years. Car demand dropped by 8.4% in Western Europe and 19.3% in the last quarter, compared to 2007 results. 500 suppliers will go out of business in the coming months, this is about ten times the average year. The health of the supply chain is crucial because 75 % of the parts in an average European car comes from component makers. Suppliers are struggling because automakers are reducing orders in some cases up to a whopping 50 percent while banks are raising rates on loans or cutting back on lending completely. Ten per cent of auto sector's 12 million jobs will be lost in Europe this year.

The crisis has prompted the individual EU Member States to take diverse support measures that actually may distort

competition and so tilt the playing field within the EU.

In any case the EU should use everything in its toolbox to help the supplier industry in keeping the course steady towards innovation. In a worse case scenario the companies struggling for survival are forced to axe all such investment and thus to abandon the keystone of Europe's lead in automotive technology.

This should be the overall goal of the European Recovery Plan which must be implemented rigorously without excessive red tape particularly where small and medium sized enterprises are concerned. CLEPA's experience shows that often the potential beneficiaries of the funds do not have the resources or the expertise to apply for the support. This problem may become more severe in the present circumstances where companies are fighting for continued existence and the funding institutions are under pressure to manage and coordinate their support schemes. Access to liquidity and European Investment Bank loans must be simplified.

CLEPA has studied this issue thoroughly in order to identify new ways to channel funds efficiently to automotive companies, in particular the SMEs. CLEPA could assist and advise the EU financial institutions in reaching the beneficiaries faster and selecting projects. This would contribute to meeting the short term liquidity needs and the financing requirements of long term R&D in line with relevant EC legislation on climate change such as the 20-20-20 target.

News from European Institutions



A Europe without barriers: Prague's European challenges for 2009

The Czech Presidency of the European Union started on 1 January 2009.

The main priority areas, as outlined by the country's Prime Minister Mirek Topolánek, will be Economy, Energy and the European Union in the World.

• 1. Economy

The primary task during the Czech Presidency will be to prevent any further deepening of the current crisis and to revive the economic growth of the EU economies. In order to do that the EU will play a major role in the international negotiations about a financial system reform. In joint dialogue with other countries the EU under the Czech Presidency will strive, particularly at the April G-20 Summit in London, to ensure a coordinated contribution in the search for a solution at a global level.

The internal market will be also revived by seeking to remove the remaining barriers to free movement of labour as a means of responding to the economic crisis.

• 2. Energy

Energy security tops the agenda amid an ongoing gas dispute between Russia and Ukraine. The Czech goal in this regard is to achieve a greater territorial diversification of suppliers, a broader range of utilised sources, an enhancement of the range of renewable resources in order to create a truly unified internal energy market in the EU, which would allow for solidarity in crisis situations.

In the field of climate change the Presidency will work on creating a broad international consensus on actions to be taken by the end of 2009, when the Kyoto protocol will be reviewed.

• 3. European Union in the World

On external relations, the presidency's main emphasis is on a "new beginning" for EU-US relations, on a more balanced and multilateral approach to global challenges and an improved dialogue with Russia. Prague also intends to hold a 'Southern Corridor Summit' on energy to start a dialogue with transit countries in the Caspian region.

Priorities in the field of Transport

• 1. Optimization of internal market's operation in transport area

In order to favour a fair EU transport market and encourage the use of different optimised modes of transport the Czech Presidency intends to focus on implementation of the measures contained in so-called "Green Transport Package" including the intelligent road charging. In particular the , the Action Plan on Intelligent Transport Systems for Road Transport and the legislative proposal for setting up of European ITS Committee will receive specific attention.

Another hot topic in the Czech agenda is the completion of the Trans-European Transport Network in time. Although a mid-term evaluation of this programme is foreseen only in 2010, the Czech Republic will start informing the Commission about the opinions of Member States on the further steps to be taken in this area.

• 2. Elimination of Administrative Barriers to Business in the Transport Sector

Under the Czech Presidency *the so-called Road Package* should be finally adopted, thus removing some of the existing barriers in the sectors of international road freight and bus transport business. Moreover, the expected *proposal for amendment of Directive 2002/15* concerning exclusion of self-employed drivers from the scope of this directive could also have a positive outcome.

• 3. Competitiveness of EU transport system

Among the various initiatives contributing to the increase of the competitiveness of the European transport system and consequently of the entire European economy, the Czech Presidency intends to particularly support the **Galileo Programme** and the successful continuation of its implementation.

• 4. Road safety

Since current developments indicate that the objective defined in the European Action Plan for Road Safety 2001-2010 to reduce the number of fatalities on European roads by 50% will not be achieved, a discussion should be opened under the Czech Presidency about the **future orientation of the EU policy in the field of Road Traffic Safety**, which might result in adoption of a new *European Road Traffic Safety Action Plan for 2011-2020 in the second half of 2009 or in the first half of 2010.*

European Parliament Elections



An electorate of 375 million voters across 27 EU member states goes to the polls in June 2009 to elect a single Parliament to serve all citizens of the Union for the next legislative period 2009-2014.

CO₂ emission reduction legislation

One year after the first Commission's proposal the European regulation on "Emission performance standards for new passenger cars" was finally adopted on 17 December 2008.

During its first reading the European Parliament voted in favour of a compromise reached under the auspices of the French Presidency meant to gradually limit CO₂ emissions to 120 g/km for 65% of new cars in 2012, 75% in 2013, 80% in 2014 and 100% in 2015.

The other key elements of the regulation are:

- **Reduced excess emissions premiums:** Penalties until 2018 of €5 per gram for the first 1 gram of exceedance, €15 for the second gram of exceedance, €25 for the third gram of exceedance and €95 for all subsequent excess emissions. After 2018, all excess emissions would be charged at €95 per gram.
- **Eco-innovations:** Until the review of the test procedure, each manufacturer will be able to discount up to 7g/km from its fleet average emissions due to eco-innovations. The discount will be made on the basis of an application to the Commission and the emissions reductions would have to be verified. Ultimately the system for recognising eco-innovations will be replaced by a new revised regulatory test procedure that adequately reflects real world emissions. A review of the test procedure is due by 2014.
- **Derogation – niche manufacturers:** Derogation for small volume manufacturers (less than 300 000 cars per year) has now been introduced. Manufacturers under this derogation will be required to reduce their average fleet emissions by 25% compared to 2007 (or the equivalent for new entrants)
- **Flex-fuel vehicles:** An additional incentive for flex-fuel vehicles is included for those vehicles that are capable of running on E85 (a mixture of petrol with 85% ethanol). This provision only applies to cars registered in Member States where at least 30% of all filling stations offer E85 and only



Valeo Research Program for Vehicle CO₂ Reduction: Powertrain Efficiency
- The e-Valve system replaces the traditional camshaft system

applies until the end of 2015.

- **Ultra-low carbon vehicles:** Each registered vehicle that emits below 50 grams per kilometre of CO₂ will obtain "supercredits", i.e. it will be treated as if it were more than one vehicle for the purpose of calculating a manufacturer's average CO₂ level. The multiplier is 3.5 for the years 2012 and 2013, 2.5 in 2014, 1.5 in 2015 and no multiplier from 2016 onwards.
- **Long term objective for 2020** of 95 grams per kilometre subject to a review by 2013 of the modalities of reaching it (including the slope of the limit value curve and the penalty regime).

Greening road transport

Janez Potocnik, the EU's science and research commissioner, speaking at the launch of the ERTRAC initiative 'Road Transport Futures 2030', has challenged Europe's automotive industry to come up with practical solutions for the electrification of European road transport. The deteriorating economic outlook, instability in global energy markets and the urgent need to cut CO₂ emissions mean work on electric cars must be fast-tracked.

The automotive industry plays a central role in the innovation of EU transport mainly through the development of hybrid technologies.

Hybrid electric vehicles still rely on internal combustion engines. These types of passenger vehicles are becoming more popular, but they could stand to gain in efficiency. The next step is to make electrically assisted internal combustion engines more reliable and efficient, cheaper to build, and better to drive through highly integrated powertrains. The Commissioner called on the industry to present "greener, smarter and safer" cars, also focusing on the next Transport Research Arena, scheduled for June 2010 in Brussels.

EU tightens air pollution limits for trucks

The European Parliament's adoption of the so-called Euro VI regulation on the exhaust emission standards of heavy vehicles will force new lorries and buses sold in Europe to meet stricter air pollution limits by 2014.

The European Parliament voted in favour of tougher limits on harmful exhaust emissions from trucks, Lorries and buses during its plenary session of 16 December 2008.

The new 'Euro VI' regulation lays down harmonised technical rules, which all new heavy vehicles (over 2,610 kg) will have to comply with to get market approval.

The text adopted by the House is a compromise agreed between Parliament and Council representatives in November. It backs the European Commission's original proposals for cuts in nitrogen oxides and particle matter. The Parliament's environment committee earlier in the summer backed slightly lower targets, but called for their earlier entry into force.

The new 'Euro VI' emission limits, which will replace the current 'Euro V' emission limits in place since October 2008, will apply to new heavy goods vehicles as of 1 January 2014, nine months earlier than the Commission had originally proposed.

News from CLEPA

CLEPA, the European Association of Automotive Industry is celebrating its 50th anniversary in 2009



1959 saw the creation of CLEPA, establishing a representation for the automotive suppliers to oversee technical regulations that the then brand new European Economic Community designed.

Over the years CLEPA has grown, in size, expertise and reputation, gaining members and influence, both with the EU and the UN. CLEPA has become more independent from other similar industry associations and therefore fulfils its task of advocacy more effectively. Since 1997 corporate members, associate members and affiliate members has been welcome. These members enlarge the scope and weight of CLEPA when dealing with international organisations. Amongst the corporate members one now finds the biggest names in the automotive suppliers business, covering all products and services in the automotive supply chain.

CLEPA today represents over 3000 companies, employing more than three million people and generating a turnover of three hundred billion Euros. Automotive suppliers account for 75% of the final product and are responsible for approximately 50% of the research and development. CLEPA's mission is to defend and make the most of the industry's achievements and promote business growth by influencing the decision making process concerning European legislation on the automotive industry. Building on fifty years of activity CLEPA is recognised as the discussion partner in all issues regarding the automotive supply industry and facilitates constructive dialogue between other relevant partners in the automotive world markets (ACEA, JAMA), both in the field of original equipments and of the Aftermarket. CLEPA is structured in Working Groups which provide a forum where members can discuss issues of common interest and their needs with regards to regulations.

CLEPA offers to its members: industry analysis and representation of common goals of the automotive suppliers, government relations and lobbying for suppliers at the EU and UN and forms strategic alliances to promote synergies with other relevant parties.

In 2009 CLEPA will, in addition to well-known events like the Technology Day, hold a special 50-year anniversary General Assembly, reflecting on the historical successes and long road ahead.



CLEPA General Assembly, 25 - 26 June 2009

The Palais des Nations, United Nations, Geneva

CLEPA 50th Anniversary Gala Dinner, 25 June 2009

Mandarine Oriental, Hotel du Rhône, Geneva

CLEPA Website re-launched



On the occasion of its fifty anniversary, CLEPA has re-launched its website www.clepa.eu, aiming, as always, to better serve its members' needs.

We look forward to receiving comments and feedback at info@clepa.be

DG Trade launches Market Access Working Group on automotives

On 17 November 2008, the CLEPA Trade WG participated, as an interlocutor, together with ACEA and ETRMA, in the first kick-off Market Access Working Group meeting on Automotives, which was instigated by the Market Access team of EC DG Trade.

The main objective of this new WG is to act as a forum, in which the CLEPA can present and prioritise trade barriers encountered by our members, imposed by third countries, in the presence of the Commission services (DG Trade; DG ENTR) and EU Member States.

From the Commission's side, there will be a need for the next WG to involve further Commission services of the EU's third country delegations, in order to ensure the coverage of not only regulatory issues and technical standards but also trade barriers related to environmental issues, taxation and custom procedures.

During our first kick-off meeting, CLEPA presented a whole range of trade barriers which were reported to the Trade WG. All present requested a major involvement of the Commission on market access issues in the automotive sector (e.g. China).

In particular, case studies of the main trade barriers were raised in the following countries: India, China, S. Korea, ASEAN region, Japan, Australia, Russia, Ukraine, Belarus, MERCOSUR region, Venezuela, Mexico, Africa, Turkey.

The next meeting (envisaged in March) will report back on the progress which has been made in tackling the trade barriers and priorities put forward and they will be further refined. The Commission has invited stakeholders and the EU MS to inform them not only of trade barriers but also of any bilateral demarches undertaken by them in terms of market access with the third country involved.

CLEPA sees the initiation of this WG as a conducive opportunity to attempt to effectively address specific market access problems which our members are experiencing and to tackle them head-on, with the help of the Commission's services and delegations. Members are encouraged to feedback their responses to this on-going process.

For more information, please contact Ms. Eleri Wessman, Legal Affairs & Communications, e.wessman@clepa.be, Tel. +32 2 743 91 23

Warranty Process Guideline - Sub-Commission Formed

A project has been launched to develop a Warranty Process Guideline (WPG). The project has the objective to develop a process description for warranty handling that will guide CLEPA members to improve current and future products/systems.

A process map will be defined with all the necessary inputs and outputs and, according to the process map, the management and supporting processes will be defined.

The benefits to CLEPA members will be to gain an understanding of all aspects

of the warranty handling process which will enable implementation of a comprehensive process in their own organization.

A Warranty WG, WPG Sub-Commission has been formed and the project commenced in November 2008.

For more information, please contact Mr. John Guy, Warranty Adviser, j.guy@clepa.be, Tel. +32 2 743 91 30

A New Chairman for the CLEPA RTD Working Group



Mr Harry Rogasch,

Director, External Affairs and Political Relations, Robert Bosch

CLEPA warmly welcomes Mr Harry Rogasch, the new chairman of the RTD Working Group as from 1 January 2009.

Harry Rogasch a Mechanical Engineer and native from Berlin (Germany) has since 2006 been the Director of the Central Division for External Affairs

and Political Relations of BOSCH, which he has been working for since 1989. Before this, between 2003 and 2006 he worked in China responsible for Chassis Systems Projects with the Volkswagen Group.

Q: Mr Rogasch, what are the main goals of the CLEPA RTD WG for 2009?

Our work at CLEPA should give RTD-Members a sound platform to exchange information on current political developments, in particular focusing on the Research environment. In light of the huge challenges that 2009 is presenting to our industry, a further priority is to enhance our cooperation with EUCAR.

Q: How do you view the Green Cars Initiative presented by the European Commission?

The Green Car Initiative (GCI) of the EC is a very welcome reaction to the challenges we currently face. We suppliers have much to offer in responding to this initiative and I very much look forward to working with other contributors to find the solutions we need to further green technologies for 2020.

Q: What must the Automotive Suppliers Industry do to maintain its competitiveness in Europe?

We know that sustainable powertrains and e-mobility will contribute to successful products in the future, which are both competitive and sustainable, but there is still much to do, notably in meeting our commitment to significantly reduce the CO₂ emissions from cars.

It is clear that we must fight to hold Europe's lead position in automotive technology. The GCI gives us the chance to create research projects that will sustain the competitiveness of our industry and its products - but our work must start now!

Aftermarket helping to protect the environment

The CLEPA Aftermarket is heavily investing in green measures to actively promote environmental innovation.

At the 2009 Technology Day Conference the CLEPA Aftermarket presented both remanufactured and retrofit products, demonstrating how such products can contribute to an increased Road Safety and Environmental Protection.

Remanufactured products fulfil a similar function to original parts, as they are manufactured by using a standardized industrial process in line with specific technical specifications. The industrialized process incorporates defined core management standards, resulting in the remanufactured spare part being warranted as a new spare part.

Such an approach clearly constitutes an environmental contribution, as one saves natural resources that would otherwise be used to produce new parts and by eliminating discarded parts that would otherwise be sent to landfills.

To complement this, Aftermarket focuses on retrofit products. Such products are fitted post-production into already existing vehicles, as they are unavailable during the original assembly. It was demonstrated that these products enhance vehicle safety, increase the environmentally friendly performance, thus constituting an environmental "upgrade".



Aftermarket Newflash keeps Sales and Marketing experts from CLEPA members informed on relevant facts, figures and news. Started in October 2008, the third edition has just been published on www.clepa.eu

CLEPA code against counterfeiting

Never have products been more vulnerable to counterfeiting

CLEPA member companies have thus in cooperation with TecCom created the **CLEPA code against counterfeiting**. This matrix code is scanned by regular scanning devices or simply by a mobile phone, instantly delivering the status of originality of the product. CLEPA has wholeheartedly supported the initiative, creating a highly effective tool in combating counterfeiting.

For more information, please contact Mr. Josef Frank, Director Aftermarket, j.frank@clepa.be, Tel. +32 2 743 91 27

New skills for tomorrow's recovery?

On 16 December 2008 the European Commission presented a communication on "New Skills for New Jobs: Anticipating and matching labour market and skills needs" as a complement to the European Economic Recovery Plan.

According to the Commission's preliminary findings around 20 million new jobs could be created in the EU25 by 2020, mostly in the services sector (information technology, insuring and consulting sectors), but also in the transport sector as a result of the transition towards a low-carbon economy. Many of these will be high-skilled occupations and there is a very level of risk that the European labour market will not be ready to face this challenge.

In order to avoid the deadlock that could result from such a situation, the Commission proposes to face the short-term economic crisis by investing on human capital and employment, thus preparing the conditions for a sound and sustainable long-term economic upturn.

This would be achieved by upgrading skills to promote employability and by matching those skills to labour market needs through: the introduction of an accurate and permanent skills assessment, the pooling of efforts made by Member States and other International Organisations and the development better information on future needs.

For more information, please contact Ms. Amalia Di Stefano, Director European Affairs, a.distefano@clepa.be, Tel. +32 2 743 91 35

Workshop: "Managing change and increasing skills and employability in the automotive industry"

On 4 November 2008 CLEPA and EMF kicked-off the project "Anticipation of Change in the Automotive Industry". A first Project Workshop is taking place in Brussels on 22 April 2009 to share the preliminary findings and integrate them with insights and recommendations from the industry, trade unions, member states and other stakeholders. Interactive sessions will explore anticipation and management of change and increase in skills levels and employability within companies and regions.



Date: 22 April 2009

Venue: Diamant Building, bd A. Reyers 80, B-1030 Brussels

If you would like to have more information and receive an invitation please contact: Ms. MD Lenzu (md.lenzu@clepa.be)

News from the world

Detroit Motor Show



The North American International Auto Show 2009 kicked off on 11 January 2009, claiming 60 world premieres. Although several carmakers (Nissan, Land Rover, Rolls-Royce, Porsche and Ferrari) turned their back on the event, which took place at one of Motor City's most tumultuous ever periods, some new trends can be highlighted and notably a renewed enthusiasm "electrification" of vehicles.

The show hosted this year a test track allowing visitors to try electric cars and many carmakers, amongst the others GM, Mercedes-Benz, Toyota and China's BYD, show-cased an assortment of models based on some form of electric propulsion (hybrid, plug-in, all electric).

In general the heavy polluting prototypes presented in the past event left the floor to more "realistic" models, taking into account both fuel consumption and environmental concerns.

It has to be seen if this trend will be confirmed by the future international shows, such as the Geneva Motors Show (5-15 March 2009) and the Tokyo Motor Show (23 October – 8 November 2009).

According to Automotive News Europe the latter would be in danger, as the Detroit 3 have pulled out of this year's event to cut costs. The show's steering committee will decide by the beginning of February 2009 whether to postpone the show, said a JAMA's senior director.

US Suppliers pitch for \$10 billion in federal loans

US Parts suppliers request \$10 billion in US federal aid to try to avert a rash of bankruptcies and possible liquidations.

The companies have asked for the loans to be funneled through the Detroit 3 so suppliers can be paid in 10 days for parts delivered instead of the usual 45 days, following statements by the Original Equipment Suppliers Association in suburban Detroit. The association has asked the US Treasury Department to guarantee certain supplier receivables so parts makers can use that owed money to borrow the working capital they need to operate.

A request letter was sent to the new US "car czar" charged to oversee federal loans to the auto industry.

Suppliers currently face the worst February and March paydays in recent decades because of vehicle production cuts in December and January. Without

government help, hundreds of suppliers might close or be forced into Chapter 11 bankruptcy protection.

It was decided to make "quick pay" and receivable guarantees request priorities, as those two options were deemed the fastest way to get cash to suppliers, as General Motors and Chrysler LLC have already received Treasury loans and have an approved process to borrow the money. The automakers now have procedures for paying suppliers in 10 days instead of the traditional 45 days, when it is necessary to keep cash flowing to distressed suppliers.

GM and Chrysler must prove by 17 February that they are viable by restructuring their labour agreements and debts by that time, if they are to receive further federal loans.

Davos 2009 : "Shaping the Post-Crisis World"



The World Economic Forum held its 39th Annual Meeting from 28 January to 1 February. The overarching theme was "Shaping the Post-Crisis World".

Around 60% of the 2500 participants were business leaders – 1,000 of the foremost companies from around the world and across all economic sectors.

The Annual Meeting 2009 is one of the most crucial in the near 40 year history of the World Economic Forum. The Meeting's programme followed six programmatic tracks that are high on the global agenda in 2009. These include Promoting Stability in the Financial System and Reviving Global Economic Growth; Ensuring Effective Global, Regional and National Governance for the Long Term; Addressing the Challenges of Sustainability and Development; Shaping the Values and Leadership Principles for a Post-Crisis World; Catalysing the Next Wave of Growth through Innovation, Science and Technology; and Understanding the Implications for Industry Business Models.

www.weforum.org

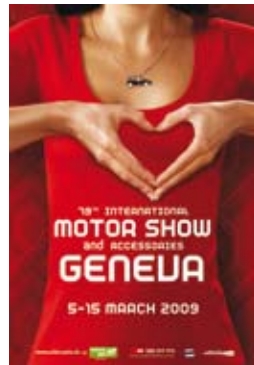


*Annual Meeting 2009:
Wen Jiabao, Premier of the People's Republic
of China and Klaus
Schwab, Founder and
Executive Chairman,
World Economic Forum*

AGENDA 2009

► February 9 - 13	EU Wide
EU Sustainable Energy Week → www.eusew.eu	
► February 10	Brussels
Forum for the Automobile & Society (FAS): "Competitiveness of the automobile industry and climate change" → www.autoandsociety.com	
► March 5 - 6	Brussels
ICT for a global sustainable future → http://ec.europa.eu/information_society	
► March 17	Brussels
CLEPA Board meeting → www.clepa.eu	
► March 17	Brussels
Industrial Competitiveness High-level Conference → http://ec.europa.eu/enterprise	
► April 16	Ann Arbor
Inside China: Understanding China's current and future Automobile Industry → www.umtri.umich.edu/news	
► April 20 - 21	Brussels
Forum on 'Europe's Creative Regions and Cities' → www.cor.europa.eu	
► May 6 - 14	EU Wide
First European SME Week → http://ec.europa.eu/enterprise	
► May 7 - 8	Prague
Research Connection 2009 → http://ec.europa.eu/research	
► October 5 - 6	Stockholm
From the European Charter for Small Enterprises to the Small Business Act → http://ec.europa.eu/enterprise/enterprise_policy	

Motor Shows



- **March 5-15 – Geneva**
March 3-4: Press days
79th International Motor Show
- **March 11-14 – Bangalore**
Bus and Special Vehicles Expo 2009
- **March 17-19 – Moscow**
Russian Automotive Industry Forum
- **March 25-28 – Kuala Lumpur**
Automechanika Asia 2009
- **April 2-12 – Seoul**
8th Seoul Motor Show
- **April 14-16 – Belgrade**
22nd JUMV International Automotive Conference
- **April 20-28 – Shanghai**
Auto Shanghai - 13th International Automobile & Manufacturing Technology Exhibition
- **April 23-26 – Istanbul**
Eurasia Tire & Rim Show 2009
- **August 26-30 – Moscow**
5th Moscow International Automobile Salon
- **September 15-27 – Frankfurt**
63rd International Motor Show
- **October 13-18 – Paris**
Equip Auto