

## NEWS FLASH

### Social Dimension at CARS21

Last April, CARS21, the high level group in charge of making recommendations to improve the worldwide competitiveness of the European automotive industry, brought social issues into special focus.

To help deal with the social consequences of the current and unprecedented crisis, the European Commission organised a roundtable: "Managing the social dimension of the crisis in the automotive sector".

The meeting provided a platform to exchange information on best practices on how to support and enact restructuring in a socially responsible way, while maintaining the automotive industry's skilled workforce. EU decision makers stressed that the European Globalisation Adjustment Fund and the European Social Fund could play a role in this transition.



This year, CLEPA is celebrating its 50<sup>th</sup> anniversary during the General Assembly to be held from 25 to 26 June at the United Nations' Palais des Nations in Geneva.

Since its creation in 1959, CLEPA has grown in size, expertise and reputation, gaining members and influence, both within the EU and the UN.

Now with 82 corporate members and 27 national trade associations and European sectoral organisations, CLEPA represents some 3 million employees of the Automotive Suppliers Sector and an annual turnover of 300bn EUR.

## The Automotive Suppliers on the move

The past months have shown a mixture of remarkable action and inaction. As the economic crisis facing the automotive industry has worsened, the actions undertaken by National Governments in the EU and the European Commission towards automotive products



Lars Holmqvist  
CEO CLEPA

have been impressive. The European Investment Bank has allocated 6.8bn EUR to Vehicle Manufacturers and to date 11 EU Member States have embarked on incentive schemes to further car sales.

Thus far, loans, primarily intended to improve fuel efficiency and reduce CO<sub>2</sub> emissions from cars, are being made to companies such as BMW, Daimler, Fiat, PSA Peugeot-Citroën, Renault, Scania, Volvo Cars and Volvo Trucks.

While these actions are welcome news for an industry in difficulty, very little has been done to support the Automotive Suppliers Industry.

To change this, Lars Holmqvist, CLEPA CEO, and Peter Tyroller, Member of the Board at Bosch, met the European Commission Vice President Günter Verheugen.

Mr. Verheugen is among the Brussels heavy-weights who have close contacts with the European Investment Bank. The suppliers need these channels to alert the bank about this anomaly in their lending policy.



Günter Verheugen  
EC Vice President

European Automotive Suppliers, providing jobs for 4.8 million European citizens, face the hardest crisis for years. From Germany to Turkey, to the UK and Poland the same trends become apparent. As many suppliers face economic hardship and find themselves

in a liquidity crisis, they cannot maintain the level of employment as before. Inaction by Europe would make in the next months some 1.5 million citizens face unemployment.

Rapid action, on the other hand, can create a "virtuous circle". By supporting the Suppliers the Commission and the EIB support those very brains that help the EU meet its innovation goals be it in fuel efficiency, safety or the greening of the car in general.

Being acutely aware of this dramatic shift, Vice President Verheugen has promised Lars Holmqvist and Peter Tyroller to take this issue up with EIB President, Philippe Maystadt.

Mr. Verheugen, who has always proved to be a faithful supporter of this key European Industry, will support the European Automotive Suppliers plea for greater financial aid, allowing them to overcome this crisis and pursue their work of innovation and technological development, which is the keystone of Europe's lead in automotive technology.

## News from European Institutions

### Sweden - ambition to be an involved and proactive force in the EU

From 1 July to 31 December 2009, Sweden will hold the Presidency of the EU, offering this Nordic country a unique opportunity to lead and influence work on important EU issues.



#### Climate, environment and energy

Reaching agreement on a post-Kyoto framework at Copenhagen's international conference is seen as a "top priority".

In this regard the EU Affairs Minister, Cecilia Malmström, welcomed the EU's leading role in the fight against global warming, calling for united action of Europeans in order to convince other actors such as the United States or China. She believes the energy package presented by the Commission last January constitutes an essential element of this policy and calls on the EU to set constraining objectives to reduce gas emissions and to develop an ecologic policy for energy.

#### Employment, competitiveness and economic growth

The Lisbon Strategy ending in 2010 will be at the centre of the Swedish Presidency's programme. Even though it "may be a bit premature to assess what the new objectives and means will be" to improve economic growth, competitiveness and employment in Europe, Sweden considers it important to say 'yes' to free trade and open the market".

#### A more secure and open Europe

The fight against criminality and immigration is crucial to the Swedish Presidency, thus citing the "demographic deficit, which makes it necessary to have labour immigration".

#### Baltic Sea

Improving the EU's commitment to the Baltic Sea and tackling transnational challenges posed by environmental threats will constitute one of the priorities of the future Swedish Presidency.

#### EU Enlargement to the North?

The economic crisis has now led representatives from Greenland, Iceland, the Faroe Islands and Norway to debate its impact on their relations with the rest of Europe. The first "Northern Dimension Parliamentary Forum" was a step towards getting lawmakers involved in strengthening ties and re-examining opportunities with the EU.

Members of the European Parliament have already suggested that Nordic countries should apply for EU membership, stating that these countries are "a part of Europe", "sharing not only borders, but also resources, economic interests, environmental and climate change issues." Iceland for one is seen as a perfect fit for EU membership, being able to truly contribute in terms of knowledge and new technology. Currently, Croatia, Turkey and the Former Yugoslav Republic of Macedonia are negotiating EU Membership.

[www.eu2009.se](http://www.eu2009.se)

### European Commission launches Counterfeiting and Piracy Observatory

Over the past ten years the global explosion in counterfeiting and piracy has become one of the most urgent problems facing world business. To tackle this problem, the European Commission has launched the Counterfeiting and Piracy Observatory.

The Observatory, made up representatives from EU Member State key industries, will provide a forum for discussion between Members of the European Parliament, EU Member States, businesses, experts on Intellectual Property Rights, researchers and enforcement bodies to analyse problems and shape best practice improvements.

The overall goal of the Observatory is to produce continuous, objective assessments and up-to-date research that lead to exchange of best practice and knowledge gathering among policy makers, industry experts and enforcement bodies.

[http://ec.europa.eu/internal\\_market/ipenforcement/](http://ec.europa.eu/internal_market/ipenforcement/)

→ CLEPA will seek to promote the "CLEPA code" through the Observatory.

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

## New type approval regulation in the pipeline

Following the adoption of the first-reading report at the European Parliament's plenary session, the text of the new EU regulation on General Safety has now been agreed upon by the three EU institutions.

The new single regulation, which is the result of a prior compromise with the Council, will repeal some 50 different directives currently in force and replace them by UNECE Regulations.

It makes certain safety features mandatory, including Electronic Stability Control (ESC) and the Tyre Pressure Monitoring System (TPMS) for heavy-duty vehicles, Advanced Emergency Braking Systems (AEBS), as well as Lane Departure Warning Systems (LDWS).

Both Members of the European Parliament as well as the European Commission have welcomed the prospect of more enforceable legislation. The legislation is seen as more comprehensible, better for the environment and safety, as it will reduce CO<sub>2</sub> levels and even be economical, due to a reduction of fuel consumption.

Due to the economic crisis the automotive industry is facing, new tyre standards for one will only become mandatory by 2023, then helping to cut down on CO<sub>2</sub> emissions, noise and fuel consumption.

## MEPs approve new tyre labelling scheme

The European Parliament has with an overwhelming majority adopted an amended regulation which will lead to the introduction of mandatory tyre labels from November 2012.



The new scheme, as existing energy labels, will indicate the fuel efficiency of tyres with the best performing products being given a green 'A' class label, whilst the least efficient products will get a red 'G' class sticker. The labelling system will also indicate a tyre's wet grip and noise performance.

The labelling requirements apply from November 2012 to suppliers and must be given in any technical promotional literature for tyres fitted to passenger cars (C1), light (C2) and heavy duty vehicles (C3) produced after 1 July 2012.

The legislative report also obliges distributors to include the labelling values in their invoices. This new label will also be attached as a sticker to C1 and C2 tyres.

It was noted that by classifying the decision as a regulation, tyre producers will now be forced to comply entirely with the rules as defined by the EU bypassing the national transposition phase.

## Buying a new vehicle in another Member State made easier

As of May 2009 EU citizens will find it easier to buy a new vehicle in any EU Member State. Previously many EU citizens have been discouraged from buying a vehicle beyond their own borders due to administrative burdens.



With the help of a Certificate of Conformity formalities will now be much easier. This certificate has been introduced via a new Regulation, which was adopted by the European Commission, supplementing Directive 2007/46/EC. It will apply to all new vehicles which have been granted EC type-approval from 29 April 2009. The possession of the Certificate of Conformity will be obligatory for the registration of any new vehicle in any Member State.

The Certificate of Conformity is an administrative document delivered by the manufacturer to the purchaser. It proves that a vehicle complies with all the technical provisions in force in the European Union and that it can therefore be freely put into circulation in any Member State. It has already been established in 1993 - but until now it was only issued when national law required it, or, on request, to the purchaser of a vehicle when they wanted to export it in order to facilitate the registration process. However, from May 2009 any manufacturer holding a Community type-approval will be obliged to issue the Certificate of Conformity, thus enabling purchasers to register a vehicle in any EU Member State. For example, it will be possible for a French citizen to buy a new caravan in Germany and to register it in France simply by submitting the European Certificate of Conformity to the registration authority. The Certificate of Conformity includes also environmental performance data, which are increasingly necessary for vehicle taxation schemes.

Special attention has also been paid to reducing the burden for manufacturers with regard to storing data.

<http://ec.europa.eu/enterprise/automotive/directives/proposals.htm>

## News from CLEPA

### Critical times for an ambitious EU-Korea Free Trade Agreement (FTA)



At the last EU-South Korea Free Trade Summit held on 23-25 May, EU Trade Commissioner Baroness Catherine Ashton and her South Korean counterpart Kim Jong-hoon, agreed on concluding the 100bn US\$ trade deal earlier.

Both sides will meet again in Paris on 26 June to resolve outstanding and very strategic issues for the automotive industry such as:

1. "Duty Drawback", which would allow South Korean carmakers to have their import duties reimbursed on cheap component parts sourced from third countries, notably China, if they are in cars exported into the EU market;
2. "The Rules of Origin" which determine what share of a product can be made in a third country (the amount of foreign components which may be used in South Korean products), and that currently stands at 40%.

The CLEPA Trade WG has been pushing forward its position to the key EU policy makers.

In times of global protectionist measures, which have been emerging as a consequence to the financial and economic crisis, automotive suppliers are heavily dependent on open markets and export opportunities. It is in their interests to avoid a protectionist spiral.

CLEPA believes that further multi-lateral and bi-lateral trade liberalisation is the key to strengthening market confidence and thus hopes for a swift conclusion of the Doha Round.

With this in mind CLEPA supports a timely and balanced EU FTA with South Korea. CLEPA understands that the Commission has made important progress on tackling NTBs, including the recognition of UNECE certificates and the acceptance of equivalence between the Euro-6 OBD ("on-board diagnostic" devices in cars) standard for gasoline cars and some safety standards. However, there remain some outstanding, unresolved issues, especially with regard to emissions.

Furthermore, CLEPA members continue to share some concerns expressed also by other associations in our sector, such as the offer of concessions made on Rules of Origin and Duty Drawback. Lowering the current threshold of 60% and permitting Korea to maintain its Duty Drawback scheme, would lead to

competitive disadvantages for EU automotive suppliers, giving Korean manufacturers an unfair cost advantage.

CLEPA members hope that the momentum in the negotiations shall now be maintained with the aim of setting a favourable precedent for future EU FTAs, notably negotiations with India and ASEAN, which automotive suppliers consider to be key export markets.

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

### Green Cars for Europe

CLEPA and EUCAR have joined forces to outline R&D priorities for EU Green Car Initiative, submitting clear and concise R&D priorities to the European Commission to shape the European Green Car Initiative.

The Green Car Initiative, a part of the European economic recovery plan, aims to allocate 5bn EUR through a Public Private Partnership to bolster innovation in the automotive sector and sustain its focus on environmental progress. The initiative complements the European Clean Transport Facility which, through the European Investment Bank, serves to provide more immediate financial relief to the sector.

The Green Car Initiative concentrates on long-term R&D, largely combining existing projects under a clear policy focus and underlining the importance of a joint approach between industries and policy makers. The European automotive manufacturers and suppliers play a key role in research, development and innovation of products and services to evolve towards greener vehicles and transport systems. They are determined to extend their substantial track record of R&D achievements, through progress in:

- Mobility & Transport (deploying information and communication technologies (ICT) and Intelligent Transport Systems (ITS) for traffic and transport management, involving vehicles as well as route planning)
- Energy & Environment (exploring primary energy sources which are renewable, secure, sufficient and environmentally compatible; the electrification of vehicles and the road transport system as a whole; lightweight structures and new vehicle concepts for high energy-efficiency)
- Safety (ensuring safety of new vehicle concepts and types; development of cooperative systems for efficiency and safety based on communication between vehicles and infrastructure)



- Affordability & Competitiveness (achieving green objectives at an affordable level, taking into account the availability and use of raw and rare materials; (energy-) efficiency of production processes; handling of alternative materials; use of virtual tools)

All of these areas are equally important and none of them can be considered independent from the others.

Automotive manufacturers and suppliers have thus called on the EU to adopt these priorities and implement them as soon as possible. It is vital that the Commission ensures that further work on vehicle technologies is done in parallel to and in close cooperation with the development of a compatible infrastructure for energy sources and future fuels, as part of a comprehensive mobility strategy.

**For further information, please contact Mr. Wim Verhoeve, Director R&D, [w.verhoeve@clepa.be](mailto:w.verhoeve@clepa.be), Tel. +32 2 740 28 42**

## Comparison of VM Warranty Terms – 2008 Update

In order to monitor the development of Vehicle Manufacturer (VM) warranty terms and conditions and the VM requirements on suppliers, the Warranty WG has again updated the Warranty Terms Comparison Matrices. These matrices, last updated in 2007, include a Car matrix which covers fourteen VMs and a separate Truck/Heavy Duty matrix which covers five.

A review of the Car matrix shows a number of significant changes / trends including:

- Further increase in the proportion of VMs offering over 2 years warranty
- Increased access to VMs warranty databases and Early Warning Systems

**For more information, please contact Mr. John Guy, Warranty Adviser, [j.guy@clepa.be](mailto:j.guy@clepa.be), Tel. +32 2 743 91 30**

## Xenon light, high cost benefits and life-saver



Founded in 2006 by Automotive Lighting, Hella, Valeo, Visteon, Osram and Philips, under the umbrella of CLEPA, the LSS Initiative aims to enhance awareness and understanding of the safety,

comfort and environmental aspects of good quality car lighting.

The Initiative commits itself to bringing new lighting advancements to the market in order to increase the performance, safety, comfort and environmental benefits of cars and trucks, enabling to support the continuous efforts of

the society to reduce fatalities, lower power consumption, as well as traffic pollution.

The new study on “high cost benefits of Xenon light” was undertaken by the Institute for Transport Economics at the University of Cologne. Introduced more than a decade ago, the rates of Xenon use in new passenger cars are currently at about 25% in Germany – which represents the pioneering market for Xenon – and 5-10% in other European Member States. Xenon headlights promise important safety benefits because they improve the visibility in situations with limited sight (twilight and darkness).

A recent eIMPACT study, evaluating automotive safety systems, ranked Xenon as second, only behind the Electronic Stability Control (ESC).

The study shows that of all recently introduced safety devices in cars, Xenon has one of the highest cost benefits for society. In conditions of bad visibility, i.e. twilight or darkness, Xenon is a very effective system in avoiding accidents and reducing impacts on personal injuries and on property damage. In relative terms, it can, in the EU of 27 Member States, avoid 11.1 % of all fatalities; 6.6 % of all severe injuries and 4.3 % of all slight injuries.

The study has shown that if all cars had Xenon car lighting, 3970 fatalities in the EU 27 and respectively 521 in Germany could be avoided.

**For more information, please contact Mr. Lex Krzyzanowski, Chairman CLEPA LightSightSafety Initiative, [lex.krzyzanowski@philips.com](mailto:lex.krzyzanowski@philips.com), Tel. +31 40 27 57796**

## International Conference on SMEs in Surface Transport



European SMEs are facing huge difficulties in being competitive in a global economy. Innovation seems to be the only available tool today to raise their competitiveness, in particular, on a dynamic sector as Surface Transport where energy and environmental problems are forcing huge changes in the near future. Therefore, more

effort is required to increase their R&D activities with the support of the 7<sup>th</sup> Framework Programme (FP7).

The conference will specifically address small and medium enterprises (SMEs) from the Surface Transport sector, raising their awareness of the opportunities in the 7<sup>th</sup> Framework Programme (FP7). International experts will give SMEs an overview of the existing mechanisms to support their R&D activities under FP7 and provide guidelines on how to build a successful strategy from the initial generation of ideas to the final submission of proposals.

**Date: 17 June 2009 - Venue: International Fair, Poznan, Poland**

**For more information, please contact Mr. Bjoern Hedlund, RTD Adviser, [b.hedlund@clepa.be](mailto:b.hedlund@clepa.be), Tel. +32 473 66 08 29**

## CLEPA gears up to promoting remanufacturing, retrofit and the harmonisation of technical inspections



In the coming months, the CLEPA Aftermarket Department will focus on further promoting remanufactured and retrofit products, as well as the harmonisation of technical inspections in Europe.



A good example of a retrofit product is the Tyre Pressure Monitoring System (TPMS). Once installed, it can contribute to a reduction of up to 2.1% of the fuel consumption, resulting in major CO<sub>2</sub> savings. Through remanufactured parts, further reductions of CO<sub>2</sub> emission are possible. Consumers thus have the possibility of making an environmental choice by sparing

valuable raw materials, while saving costs. This clearly shows that modifications in the existing car park can contribute to an increase in road safety and greater environmental protection.

A further focus will be set on the harmonisation of technical inspections in the 27 EU Member States. Until now, all Member States exercise different technical controls, with a different homologation of test equipment, individual timings and scopes of testing. If periodical technical inspections were to be homogenous and up-to-date diagnostic-tools and test equipment used, the outcome would certainly result in safer and cleaner vehicles on our roads, forcing non-roadworthy vehicles to be scrapped.

Because of the merits of these three solutions, CLEPA will, together with its members, dedicate resources to their promotion at European level.

**For further information, please contact Mr. Josef Frank, Director Aftermarket, [j.frank@clepa.be](mailto:j.frank@clepa.be), Tel. +32 2 743 91 27**

### First CLEPA Aftermarket Conference

This important event, taking place in **Brussels on 19 November**, will focus on: ❶ the future automotive technologies and the effects of the crisis for the aftermarket; ❷ the future oriented aftermarket business strategies, with perspectives from an independent warehouse distributor, a part supplier and a vehicle manufacturer; ❸ the challenges for the future aftermarket, as for example the car becoming a “computer on wheels”; ❹ the significance of counterfeiting solutions and remanufacturing.

After each session, key-decision makers of Antitrust and Automotive will explain the European Commission’s role as a regulator and what impact this has on the European aftermarket. The Conference will be preceded by a networking dinner on 18 November 2009.

**To receive the programme, please contact Mr. Rutger Devoldere, [aftermarket@clepa.be](mailto:aftermarket@clepa.be), Tel. +32 2 743 91 43, or visit [www.clepa.eu](http://www.clepa.eu)**

## “Good practices of anticipation and management of change within companies and regions in the automotive industry”

This event will take place on 15 June 2009 in Brussels, at the European Economic and Social Committee, and will gather all relevant actors (industry, trade unions, regions and national authorities) to actively discuss the main drivers behind the automotive industry transformation and how the impact of acute crises could be mitigated in order to preserve a competitive industry with a high level of employment.

The main topics to be debated are:

- forward-looking industrial policies,
- good practices developed by companies and regions to anticipate and manage change,
- skills needs and restructuring.

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



## A “shared commitment for Employment”

CLEPA Human Resources & Development WG welcome the EC communication set out on 3 June which puts forward key priorities such as: maintaining employment, creating jobs and promoting mobility; upgrading skills and matching labour market needs; and increasing access to employment.

These priorities should be seen as complementary to other actions being taken by the Commission to face the crisis, including recent proposals on financial supervision and the proposal to make the European Globalisation Fund work better in times of crisis. They are also consistent with the EU’s longer term strategies to reform labour markets.

The EU will make available 19bn EUR of planned European Social Fund expenditure to support people hit by the economic crisis. The EU will also frontload funds and co-financing by Member States for 2009-2010. Together with the European Investment Bank Group and other partners, a new EU loans facility will be set up to provide micro-credits for those who would usually have difficulty accessing the necessary funds to set up a business or micro-enterprise.

The proposals will be presented to the European Council meeting on 18-19 June where the Commission will invite heads of state and government to sign up to the Shared Commitment for Employment.

<http://ec.europa.eu/social/main.jsp?langld>

**For more information, please contact Ms Amalia Di Stefano, Director European Affairs, [a.distefano@clepa.be](mailto:a.distefano@clepa.be), Tel: +32 2 743 91 35**

## News from the world

### WTO warns against protectionism

A gradual build-up of protectionist measures threatens to strangle international trade and

**WORLD TRADE ORGANIZATION**



hamper global recovery, the World Trade Organisation said in its latest report on how countries are responding to the economic and financial crisis.

Both the IMF and the World Bank have projected that world trade activity will decline by 2.8% in 2009. This would be the first fall in global trade since 1982.

The WTO catalogued higher tariffs, new non-tariff barriers and more resort to trade defence measures such as anti-dumping actions, which jumped by a quarter in 2008. It named nine major traders, including the 27-nation European Union as one, that have taken steps to restrict imports and 12 offering special help to their domestic car industries.

Such actions risk creating "a legacy of uncompetitive industries and sectoral overcapacity that will continue to generate protectionist pressures even after economic activity picks up again," the WTO said. Moreover, higher border barriers acted as a tax on consumers, reducing the impact of financial and fiscal stimulus packages intended to boost aggregate demand.

The WTO has a limited mandate but currently pursues a four component strategy to overcome the current crisis: push back protectionism; push for trade opening; tackle shrinking trade financing; and keep focus on aid for trade. [www.wto.org](http://www.wto.org)

### Obama Toughens Rules on Emissions and Mileage



US President Barack Obama has announced tough new nationwide rules for automobile emissions and mileage standards, embracing standards that California has sought to enact for years over the objections of the auto industry and the previous US administration of George W. Bush.

The rules, which will begin to take effect in 2012, will put in place a federal standard for fuel efficiency that is as tough as the California programme,

while imposing the first-ever limits on climate-altering gases from cars and trucks.

The effect will be a single new national standard that will create a car and light truck fleet in the United States that is almost 40% and more fuel-efficient by 2016 than it is today, with an average of 35.5 miles per gallon.

Environmental advocates and industry officials welcomed the new programme, but for different reasons. Environmentalists called it a long-overdue tightening of emissions and fuel economy standards after decades of government delay and industry opposition. Auto industry officials said it would provide the single national efficiency standard they have long desired, a reasonable timetable to meet it and the certainty they need to proceed with product development plans.

Yet the industry position represents an abrupt about-face after years of battling tougher mileage standards in the courts and in Congress, reflecting the change in the political climate and the automakers' shaky financial condition. The decision comes as General Motors and Chrysler are receiving billions of dollars in federal help, closing hundreds of dealerships and trying to design the products and business strategy they will need to survive.

Source: [International Herald Tribune](#)

### Brief Description of the American Auto Supplier Support Program:

The new US Administration's new Supplier Support Programme will help break this vicious cycle by providing suppliers with the confidence they need to continue shipping their parts and the support they need to help access loans to pay their employees and continue their operations.

- The programme will provide suppliers with access to government-backed protection that money owed to them for the products they ship will be paid no matter what happens to the recipient car company.
- Participating suppliers will also be able to sell their receivables into the programme at a modest discount. This will provide suppliers with desperately needed funding to operate their businesses and help unlock credit more broadly in the supplier industry.
- The programme will be run through American auto companies that agree to participate in the programme. Suppliers to those companies that agree to maintain qualifying commercial terms will have the opportunity to request this government backed protection. If granted, the supplier will pay a small fee for the right to participate in the programme.
- The Treasury Department has made available up to 5bn US\$ in financing under this programme.

[www.treas.gov/press](http://www.treas.gov/press)

# AGENDA 2009

▶ June 17	Brussels
EU and world-wide rules for classification, labelling and packaging of chemicals → <a href="http://ec.europa.eu/enterprise/reach">http://ec.europa.eu/enterprise/reach</a>	
▶ June 18	Brussels
Automotive Crisis Intergroup: responding to the urgency and anticipating change → <a href="http://www.region-bretagne.fr">www.region-bretagne.fr</a>	
▶ June 23	Brussels
The climate package: a way out of crisis? → <a href="http://www.confrontations.org">www.confrontations.org</a>	
▶ June 23 - 26	Brussels
Green Week - Climate change: act & adapt → <a href="http://www.europa.eu/environment/greenweek">www.europa.eu/environment/greenweek</a>	
▶ June 24 - 25	Brussels
16 <sup>th</sup> edition of Employment Week "Europe's Labour Market -ensuring growth through human capital" → <a href="http://www.employmentweek.com">www.employmentweek.com</a>	
▶ June 30 - July 1	Munich
CO <sub>2</sub> – The Challenge of the Future 2009 → <a href="http://www.atzlive.de">www.atzlive.de</a>	
▶ July 9	Brussels
Achieving Sustainability in the European Automotive Sector: Challenges and Solutions → <a href="http://automotivereform.eu">http://automotivereform.eu</a>	
▶ September 2	Brussels
Forum for the Automobile and Society (FAS) Cocktail to introduce the Forum to the new European Parliament and Commission → <a href="http://www.autoandsociety.com">www.autoandsociety.com</a>	
▶ September 16 - 22	EU Wide
European Mobility Week → <a href="http://www.mobilityweek-europe.org">www.mobilityweek-europe.org</a>	
▶ October 5 - 8	Brussels
European Week of Regions and Cities → <a href="http://ec.europa.eu/regional_policy">http://ec.europa.eu/regional_policy</a>	

## Motor Shows

- **June 16-28 - Buenos Aires**  
Buenos Aires International Motor Show

- **August 26-30 – Moscow**  
5<sup>th</sup> Moscow International Automobile Salon

- **September 15-27 – Frankfurt**

**IAA** | Internationale  
Automobil-Ausstellung

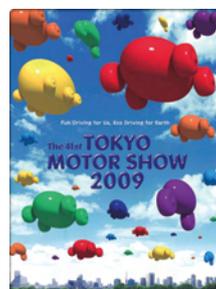
63<sup>rd</sup> International Motor Show

- **October 8-18 – Sydney**  
Sydney International Motor Show



**EQUIP AUTO**  
**13 - 18 Oct. 2009**  
Paris - Parc des Expositions  
[www.equipauto.com](http://www.equipauto.com)

- **October 21 - November 18 – Tokyo**  
41<sup>st</sup> Tokyo Motor Show



- **December 2-13 – Los Angeles**  
Los Angeles Auto Show

- **December 3-6, Istanbul**  
Istanbul Commercial Vehicles & Components Fair