

NEWS FLASH

Green Cars Initiative

The European Green Cars Initiative is one of the three Public Private Partnerships (PPP) of the European Economic Recovery Plan announced by Commission President Barroso on 26 November 2008.

The objective of the initiative is to support R&D on technologies and infrastructures that are essential for achieving breakthroughs in the use of renewable and non-polluting energy sources, safety and traffic fluidity. A main focus is on the electrification of mobility and road transport.

Beyond providing loans through the European Investment Bank, the PPP European Green Cars Initiative is providing a total of 1 billion EUR of R&D through joint funding programmes of the European Commission, the industry and the member states.

In response to the first round of calls issued by the Commission, CLEPA created the "RTD European Green Car Task Force" in order to facilitate the formation of consortia and the preparation of project proposals. In February 2010 the **ID4EV (Intelligent Dynamics for Fully Electric Vehicles)** project, led by Mr. Mark Wöhrmann (FKA) was approved for funding by the EC and the **OSTLER (Optimised Storage integration for the eLEctric caR)** project, led by Ms. Gabrielle Cross and Mr. David Ward (MIRA) was submitted to the EC.

The CLEPA RTD EGCI Task Force is reviewing its priorities and will come forward with further proposals in the second half of 2010.

www.green-cars-initiative.eu

CLEPA is happy to welcome its new President!

On 1 January 2010, Peter Tyroller took office as president of CLEPA. He has been a member of the board of management of Robert Bosch GmbH since 2006, he holds degrees in engineering as well as industrial engineering and has gained a broad view of the sector at other automotive suppliers. In a short interview, Mr Tyroller shares his goals and motivations.



Peter Tyroller, CLEPA President & Member of the Board, Robert Bosch GmbH

What are the objectives of your Presidency?

CLEPA is the voice of European automotive suppliers in Brussels. Together with Lars and his team, I want to make a contribution to strengthening that voice by increasing the understanding for the supplier industry in Brussels: suppliers are responsible for the majority of employment, innovation and value-added in our sector. I want to demonstrate that our industry and our technologies are part of the solution for future mobility. Further our innovative strength is such that we can thrive in a rational and realistic regulatory framework. At the same time, it is clear that times for suppliers are tough due to the economic crisis, and we need to see how Europe can support suppliers, for example through additional research funds.

What impressions do you take home from your first talks in Brussels?

In February, I was able to talk to a number of European parliamentarians, Commission officials and industry executives during my first visit to Brussels in my capacity as CLEPA President. I have come back with an increased sense of the importance of the EU institutions and our dependence on EU decisions. CLEPA members and the automotive industry as a whole strongly rely on European integration and single market rules for our competitiveness. Moreover, I have been impressed by the openness and willingness of politicians to engage in a dialogue. This is why CLEPA can make a real difference to our industry.

What are CLEPA's demands to the European Institutions?

CLEPA wants to be a fair and close partner to the key decision-makers in the European Commission, Parliament and Council.

European legislation impacts most aspects of our business. We seek a supportive regulatory framework: one that encourages innovation, sets ambitious but realistic targets, gives appropriate lead-times, reduces trade barriers and opens new market opportunities in third countries for European exporters. It is up to all of us to define our industry's messages in more detail, which is why I would like to encourage all CLEPA members to become even more active in our Working Groups.

What do you consider to be the key political questions at present?

CLEPA members and CLEPA staff are working on many issues at present. We need to find answers, and communicate these answers to decision-makers, to questions such as: What are the realistic expectations for the introduction of electric mobility? What is the potential of the combustion engine? What are the future technologies to make roads safer? How can Europe support our competitiveness by concluding reciprocal and balanced Free Trade Agreements with our third partner countries? What rules should apply to the aftermarket? And how can we bring these issues together and discuss them in context: I am thinking of the High-Level Group on CARS 21, of course. EU Industry Commissioner Tajani, whom I had the pleasure of meeting in early March, intends to revive this group – I have offered him the active involvement and support of CLEPA in this process.

Do you have a message to the CLEPA members?

CLEPA can give a lot to the industry – but only if members give something to CLEPA. So you are all invited to get involved in the working groups, give your input to the CLEPA staff, and let us make CLEPA even stronger. By doing so, we will enhance CLEPA's position within the industry and thus also bolster the benefits for its members. And do not miss this year's General Assembly that will be held in Brussels on 27-28 May 2010 and will include a discussion on "The Future of Road Transport" - a good opportunity to pool ideas and to set up priorities for the challenging times ahead. I look forward to working with all of you!

News from the European Institutions

The EU Council gets a President

The European Council, more often called the Summit meetings of EU Heads of State and Government, defines the general political direction and priorities of the European Union. With the entry into force of the Treaty of Lisbon on 1 December 2009, it has become an institution like the European Commission and European Parliament. Its first President is Herman Van Rompuy.



Herman Van Rompuy

The job of Mr Herman Van Rompuy, the former Prime Minister of Belgium, is to chair the Summits, a task previously rotated every six months among the Prime ministers of EU countries.

The appointment of Mr Van Rompuy has not, however, changed the principle of rotating the EU presidency for the meetings of EU sectoral ministries (transport, energy etc). Spain will chair these meetings until July 2010 when Belgium will take over followed by Hungary in January 2011.

www.consilium.europa.eu

Priorities of the Spanish EU Presidency

The Spanish Government, eager to protect its important car and renewable energy industry, has identified electric vehicles as the solution to the EU's economic and climate problems.

The Spanish Prime Minister Mr Zapatero has stated that if Europe's markets do not have a regulatory framework to provide financial support and if common standards on the technologies were lacking, it would be difficult for Europe to take a leading role in the development of electric vehicles.

This would be to the detriment of Europe's industries, particularly because "China and Japan are fast on developing electric vehicles, working very hard on batteries", the Prime Minister continued.

The Spanish Presidency has identified some key challenges involved in promoting "battery-powered" vehicles and component production, some concerning the availability of raw materials needed for battery and component production, but also the skills shortages and the need to concentrate scarce financial resources.

The electric vehicle project was launched at a meeting of EU industry ministers in San Sebastian on 8 February.

www.eu2010.es

New EU Commissioner for Industry & Entrepreneurship

Mr. Antonio Tajani is one of the Vice Presidents of the European Commissioners, responsible for Industry and Entrepreneurship.



Antonio Tajani

The Commissioner advocates the idea of the "green economy in a marriage of convenience with industrial policy to fight climate change". He is also keen on innovation, standardisation as a way to cut costs, and horizontal coordination in European efforts to prevent the economic crisis evolving into a social one.

The Vice-President has outlined his plans for a new industrial policy, which should be focused on small and medium enterprises (SMEs), together with promoting innovation alongside sustainable development.

As for the automotive industry, Mr Tajani foresees new standards on CO₂ emissions, while the industry will also have to adapt to new ways of manufacturing electric, hybrid and hydrogen vehicles.

He has also mentioned the possibility of developing standard batteries and infrastructure for electric cars. In his view the automotive sector will continue to be essential in Europe, however cars will change, becoming greener, safer and better.

On 19 February the Industry Commissioner invited EU ministers to an informal meeting on the economic situation in the automotive industry aimed at agreeing on a common vision that ensures its long-term viability.

The meeting confirmed that although supportive measures have been effective in eliminating some of the immediate impacts of the crisis, the economic situation of the European car sector remains difficult.

The industry faces overcapacity and at the same time reduced consumer demand due to the overall economic climate. Coordination of support measures taken at Member State level should continue to ensure the functioning of the internal market. The targeted use of EU instruments, such as EIB loans and structural funds shall be reinforced.

A European strategy on Clean and Energy Efficient Cars should be developed and implemented in order to encourage market introduction of green vehicles, including electric cars. To structure the discussions on these strategic issues, the re-launch of the CARS 21 High Level Group will take place on 16 March 2010.

<http://ec.europa.eu/enterprise/>

News from CLEPA

Spanish EU Presidency invites to CLEPA to discuss Trade concerns

On 26 January 2010, Ms Eleri Wessman (CLEPA) and Mr Eric Bergelin (ACEA Trade Director) presented the automotive industry's key trade concerns and priorities to the EU Member States' automotive experts of the Steel, Textiles and Industrial Sectors (STIS) Working Group, under the Trade Policy Committee (TPC).

In particular, the need was emphasised to have a fair, favourable, reciprocal EU Free Trade Agreement (FTA) with India and key ASEAN members.

In addition, CLEPA and ACEA highlighted the importance of opening up real market access opportunities, to further deepen the industry's trading links especially with Brazil, Russia, India and China. The emphasis is on tackling Non-Tariff Barriers (NTBs), promoting regulatory convergence with UNECE Regulation 1958 and the dismantling of high tariff barriers.



In response to the presentations made, the European Commission will now prepare a "sectoral fiche", to be presented first to the STIS in March and then to the full members of the TPC in April.

EU/ India Free Trade Agreement

On 17 December 2009, members of the CLEPA Trade Working Group had the opportunity to discuss the decisive items arising from the EU/ India Free Trade Agreement, with members of the European Commission's negotiating team.

It is well-known that the auto industry is one of the most sensitive issues in this FTA, with 70% of trade under HS Chapter 87 being potentially excluded.

There are a number of other alarming items, such as the so-called "negative lists", comprising of important tariff headings, which the Indians have proposed to exclude from the negotiation talks.

Furthermore, there is asymmetry, whereby the European Union is offering 95% product coverage, whilst India only 90%. To top this, the speed of liberalisation would be different on both sides, with the EU being pushed to open up sooner. CLEPA members have made it abundantly clear that any exclusion of the automotive industry would not be acceptable.

EU FTA ASEAN

With the start of the New Year, the European Commission has launched EU FTA Agreement talks with Singapore, with a first round envisaged to take place in March. It is expected to be conducted "in 18 months" and that it will go beyond the deal previously negotiated in Seoul.

Tough negotiations are expected both on the Rules of Origin and Duty drawback. CLEPA has already provided the EC with a list of important tariff lines and has asked Members to submit a list of those NTBs, which are harmful to their exporting.

The Commission hopes is that trade agreements with Thailand and Vietnam will follow later in the year.

So far, no negotiations are currently envisaged with Malaysia, although CLEPA has asked the Commission to speed up FTA negotiations, in particular with Malaysia, Thailand and Vietnam, with a view to swift opening of these markets for EU exports.

IPR protection to be discussed at LAG

At the CLEPA Legal Advisory Group meeting on 28 January, experts from the European Commission's IPR SME's Helpdesk and a legal expert from the law firm Taylor Wessing presented on the services it offers to European businesses on IPR protection in China. They provided an insight into the Chinese legal framework, covering the practical steps one would need to take as a victim of IPR abuse, how to bring a case in China, the costs involved, long-term prospects of enforcement; claims for compensation, the penalties etc.

On-going LAG agenda topics are: the Motor Vehicles Block Exemption Regulation; issue of "raw data" within the framework of Euro 5/6, Patent infringements in Russia, Design Rights Protection, the CLEPA Code of Conduct and the Commission's revised guidelines for products, recalls, risk assessment; and REACH implementation.

For further information, contact Ms Eleri Wessman,
Tel.: +32 2 743 91 23, e.wessman@clepa.be



 CLEPA
European Association of
Automotive Suppliers

27 - 28 May 2010

Brussels

A new Chairman for the Human Resources and Development Working Group

On 1 January 2010, Alberto Obert, HR Director at SOGEFI, was appointed chairman of the HR&D WG. He succeeds Manfred Glahe, Head of HR at SKF, who has successfully lead the working group since 2006.



Alberto Obert and Manfred Glahe

In his vision the mission of the WG should be threefold: lobbying to influence the European industrial and social policies, initiating and carrying out European projects such as "Learn4Auto" and "Anticipation of Change in the Automotive Industry" and disseminating best practices among CLEPA members companies.

In 2010 this WG will have the following priorities: **Mobility** of managers and workers of cross-border companies (in particular, social security, taxation and recognition of qualifications); **Flexicurity** to conciliate both employers' and workers' needs, by ensuring the worker safe transitions inside the labour market, while maintaining and improving competitiveness of the companies; **Restructuring** to face downturns in economic growth, an ageing population, introduction of new technologies affecting ways of working and the necessity to combat climate change; **the European Social Dialogue** for the automotive industry launched in January 2010 by the European Metalworker Federation and CEEMET.

For further information, contact Ms Amalia Di Stefano,
Tel.: +32 2 743 91 35, a.distefano@clepa.be

CLEPA wins new funding for the Anticipation of Change in the Automotive Industry II

The European project "Anticipation of Change in the Automotive Industry" started its second phase in December 2009. Co-financed by the EC DG Employment and Social Affairs it will run until the end of October 2010.

CLEPA and its partner EMF, in co-operation with ACEA and CEEMET as observers, will continue the implementation of the European Partnership for Anticipation of Change signed in 2007.

The main objective of this new initiative is to gather all relevant stakeholders

to review the evolution of the automotive sector, open a dialogue between the different actors and to help them to adapt to the change. This will be done through four public events and debates, to be organised in Brussels.

Forum on Anticipation of Change in the automotive industry

What future for transport? Beyond challenges, towards a shared vision of mobility

27 April 2010 - Brussels
European Economic and Social
Committee (EESC)



www.anticipationofchange.eu

Other events are:

- ▶ 3 June 2010 Electro Mobility
- ▶ 27 October 2010 Impact of regulatory framework
- ▶ End of January 2011 Integration of the supply chain

For further information, contact Ms Daniela Lenzu, Tel.: +32 2 743 91 25,
md.lenzu@clepa.be or visit www.anticipationofchange.eu

Review of competition rules for motor vehicle sector

At the end of 2009, the European Commission's DG Competition finally published the official proposal for the succession of the Motor Vehicle Block Exemption Regulation MVBBER 1400/2002.

Outgoing Competition Commissioner Neelie Kroes said: "Cars are a big chunk of the average household budget. Competition is therefore vital both as regards vehicle sales and repair. Our analysis has shown that competition is fierce as regards car sales, so we have no reason to treat this sector differently from any other. In contrast, we found the repair and maintenance market more prone to competition problems. This is why we propose to keep specific rules in this area."

The Commission's evaluation has shown that the European markets for motor vehicle distribution are fairly open, with relatively low barriers to entry. Model ranges have expanded, giving consumers more choice within each car segment, and price levels are highly competitive.

CLEPA believes that automotive suppliers can be satisfied with this proposal. The proposal contains some hardcore restrictions especially for dual-branding, as well as guidelines for maintenance and repair information.

Even for older vehicles, these guidelines refer to the stronger Euro 5 regulation.

Other important points are the added guidelines on warranty terms and guidelines in order to avoid abuse of subcontracting which cover tooling and IPR rules.

All points which CLEPA insisted should be included have been integrated into the Commission's proposal, with only some fine-tuning to be done.

CLEPA is confident that the new regulation, which enters into force in June 2010, will be advantageous for all suppliers.

Remanufacturing

Recently, remanufacturing products has for many CLEPA members become a core business of the automotive aftermarket.

CLEPA has thus decided to strongly support this business which is environmentally friendly, increases vehicle safety and even impacts positively on employment, by creating new jobs.

In setting up a roadmap to promote remanufacturing, CLEPA will highlight the many different benefits of remanufacturing for the automotive industry and aims to have it established as a brand.

Once this hurdle has been overcome, the acceptance and use of remanufactured products will increase, quashing any doubts on the reliability and quality of the remanufactured products.

2nd CLEPA Aftermarket Conference

1 - 2 December 2010 - Brussels



Following the success of the first CLEPA Aftermarket Conference, attended by some 160 participants and a keynote speech by European Commission Vice-President Günter Verheugen, the 2nd Aftermarket Conference takes place next December.

For further information, contact the Aftermarket Department, Tel.: +32 2 740 28 43 aftermarket@clepa.be



auto-gration 

This new project, co-financed by the EC, has the goal of facilitating the participation of SMEs in global digital supply chains by harmonising business processes and data exchange architectures and standards, both at European and international level.

CLEPA will lead the pilot testing phase which aims at demonstrating how

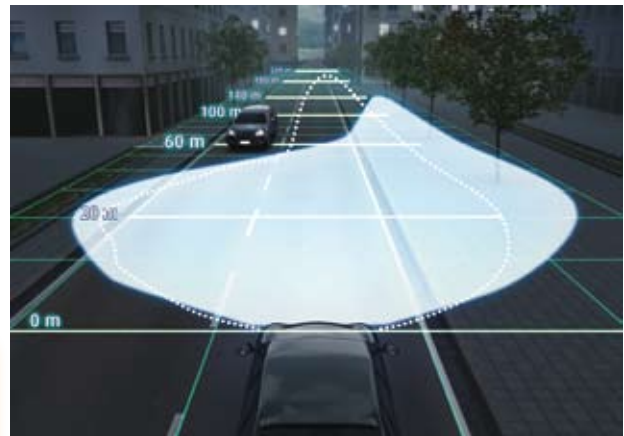
different systems can interoperate in order to fully exploit the innovative potential of ICT (e.g. making greater use of sales data and information linked to the final consumer all the way up the value chain, by sharing productive capacities between networked enterprises, etc).

CLEPA will also promote awareness and dissemination of the benefits and opportunities raised by the participation in digital business networks.

Other partners in this project, which will run until the end of December 2011, are: Odette International, BOOST, CECRA and INOVA+.

For further information, contact Mr Josef Frank, Tel.: +32 2 743 91 27, j.frank@clepa.be or visit www.auto-gration.eu

More Light = More Safety



Light supports the most important and most intuitive perception – the human vision. Advanced car lighting, based on innovative Xenon and LED systems provides more and better directed light than conventional halogen technology.

No surprise that cars with better head lighting are much less involved in severe accidents during darkness or in bad weather conditions. A cost-benefit-analysis for the Xenon headlamp technology revealed a huge saving potential for the European society – positioning Xenon light on second, behind ESC (reported in June 09 newsletter). This means that thousands of lives could be saved year after year when the whole car park would be converted.

Now a brand-new investigation, based on the probably most-detailed accident database (GIDAS, Germany), has visualized in impressive case studies the life-saving effect of high-quality head lighting. About every second night-time accident influenced by limited front visibility can be avoided by Xenon headlights; this corresponds to ~16 % of all night-time accidents with injuries or fatalities.

It can be supposed that with the already started penetration of even more advanced lighting systems, like adaptive beams, this safety potential will rise even further.

Last but not least, highly-efficient light source technologies like Xenon or LED will balance the environment challenge: "More light = more safety = less CO₂".



Receives EU funding boost

eSafety refers to vehicle technologies that can assist the driver in an emergency situation and by providing vital information and warnings to help avoid the situation occurring in the first place. The systems increase car occupants' safety by helping the driver make the right decisions and remain in control of the car by informing, advising and alerting about dangerous situations.

The eSafety Challenge is a project funded by the European Commission. The FIA Foundation is the coordinator of this initiative. Other partners include the eSafetyAware, FIA, CLEPA, H3B and IMK.

The Challenge focuses on innovative vehicle safety technologies and the potential for lives to be saved on the roads through increased deployment of these technologies. An important obstacle for deployment is the lack of awareness among both policymakers and end users, which is affecting policy support, user expectations and readiness for change. The key eSafety applications promoted by the eSafety Challenge are:

- Electronic Stability Control
- Blind Spot Monitoring
- Lane Support Systems
- Speed Alert
- Warning and Emergency Braking Systems
- Adaptive headlights

Exhibitions during fairs will also include TPMS, ABS for motorcycles and eCall.

The next eSafety Challenge event will take place on 13 July 2010 at the UK's Millbrook vehicle testing centre.

For further information, contact Ms Amalia Di Stefano, Tel.: +32 2 743 91 35, a.distefano@clepa.be or visit www.esafetychallenge.eu



Since its first presentation in June 2009, the Star-Net Project has established a permanent network to provide value-added services to the Surface Transport SME's. Together with CLEPA, the 15 project partners assist SME's to build an innovation strategy, supporting their efforts to take the opportunities presented by the Sustainable Surface Transport Programme under FP7.



GLOBAL INSIGHT

CLEPA's research partner

IHS Global Insight is a global leader in economic and financial analysis, forecasting and market intelligence. It provides comprehensive economic, financial, and political coverage to support planning and decision making. CLEPA has decided to cooperate with IHS Global Insight, as it is a strong and reliable partner, giving an independent, fact-based view of the global automotive industry. Thanks to the cooperation, CLEPA members

During the upcoming Transport Research Arena 2010 (TRA2010) held in June, the Star-Net Transport project will present the results of the project and plans to start a debate on the following topics:

- Current support mechanisms and their flaws.
- Overcoming current barriers with an all new approach and measures.
- Building a successful innovation strategy - Lessons learned.
- In-depth analyses of feedback from the SME's - Research needs.
- Contributions to the future Research Agenda on Transport.



PRESS4TRANSPORT, the EU-funded project, has been tasked with creating a Virtual Press Office to improve the media visibility of EU surface transport on a national and regional level.

The scope of the research to be promoted covers the entire Surface Transport System, i.e. road, rail and waterborne. The initial target of transport research projects to be disseminated has been defined as Sustainable surface mobility and Freight and Maritime transport.

For further information, contact Mr Björn Hedlund, b.hedlund@clepa.be and visit www.starnet-transport.eu or www.press4transport.eu respectively.

Warranty Seminar, 27 October 2010 Save the Date

The importance of warranty issues affecting the EU automotive industry continues to increase, especially in terms of the impact felt in our supply industry. CLEPA is organizing the Warranty Seminar in order to keep members up to date with the developments in warranty practices and to fully benefit from the work which is being carried out by the Warranty WG. The Seminar, which will be held in conjunction with the CLEPA Technology Day, will include a review of European warranty trends, Warranty Process Guidelines and developments in legal aspects of warranty.

CLEPA believes that everyone who is working with the customer needs to have a good understanding of this subject (including Sales and Marketing, Quality/Warranty and Legal departments).

For further information, contact Mr John Guy, Tel.: +32 2 743 91 30, j.guy@clepa.be

benefit from preferential prices when the services of IHS Global Insight, which include offering the means to sharpen the competitive edge and to:

- evaluate a market's potential, risk, and opportunity,
- quantify market-segmentation shifts,
- analyse competitors' products, markets, and manufacturing strategies,
- check the accuracy of internal and customer forecasts and to
- assess technology-related risks and opportunities.

For further information, contact Ms Françoise de Ville d'Avray, Tel.: +33 1 55 45 26 53, francoise.devilledavray@ihsglobalinsight.com

News from the world

European Motor Show Brussels "Heading for tomorrow"



Between 13-24 January, the 88th European Motor Show Brussels attracted some 606.000 visitors who came to discover the technological revolution that the automotive sector is going through in the race towards environmentally friendly vehicles.

The Belgian Automobile Federation (FEBIAC), organisers of the Show, themed this, the largest showroom in Belgium, "Heading for tomorrow".

Giving visitors the opportunity to experience for themselves new transmission concepts and environmental technologies, FEBIAC wanted to present "smoother, cleaner, quieter and cheaper mobility for everyone".

This remains the ambitious, but basic objective of the automotive industry.

www.salonauto.be

Germany and France decide to go electric

German Chancellor Angela Merkel and French President Nicolas Sarkozy have presented their visions for 2020 in a wide-ranging cooperation programme for the next ten years.

At a joint Franco-German council of ministers, Merkel and Sarkozy agreed launch 80 "concrete projects" to forge closer economic ties by 2020.



In view of the upcoming summit where EU leaders will discuss the Unions new 2020 strategy for economic growth, Chancellor Merkel stated that she wanted common answers to the question "what is growth in the 21st century?"

Germany and France largely regroup their cooperation in six areas, the economy, energy and the climate, research, foreign policy and defence, citizenship, and institutional cooperation.

Concrete announcements include the creation of a Franco-German storage facility to alleviate cross-border gas shortages, a joint school textbook on Europe and EU integration and the launch of a satellite to monitor greenhouse gas emissions.

The two leaders also announced that they wanted to create the world's first "cross-border demonstration project for electric cars", aimed at illustrating the limitless possibilities of electric vehicles.

South Korea takes record share of world car industry

The Korea Automotive Manufacturers Association (KAMA) has announced that the Korean automakers manufactured in 2009 some 3.5 m vehicles at home, of the 61.3 m produced worldwide. With this, Korea's share of the world's car market rises to a record high of 5.7 %, making it the world's fifth largest automaker in terms of domestically produced vehicles.



The global economic crisis also hit Korea, which according to KAMA produced 8.2 % fewer cars last year than a year earlier due to the worldwide decline in demand. Korea however faces a much smaller decrease than for example Japan, who faced a 31 % reduction, the US with 34 % or Germany with 14 %.

Only China and India produced more cars in 2009, growing by 48 % and 13 % respectively, according to KAMA figures.

The exports of automobile parts from South Korea has been steadily growing in strength. Since 2007 the EU has had a trade deficit with South Korea. Last year, South Korea exported 2.9 bn EUR in parts, compared to EU exports of 1.5 bn EUR.

80th International Motor Show: 80 years old and more up-to-date than ever!

The Geneva International Motor Show is one of the most attractive shows in the world and ranks among the "Top 5 Worldwide" of the most important automobile exhibitions, alongside those in Detroit, Frankfurt, Paris, and Tokyo.

After a highly eventful year, with a number of automobile companies merging, being sold, or new alliances being formed, the industry seized the opportunity of the 80th Geneva International Motor Show to play their trump cards.

All the major manufacturers and a large number of design houses, engineering and preparation specialists presented more than a hundred World and European Premiers. Economy cars propelled by alternative technologies are the current driving force in the market, but unique luxury automobiles and new classical sports cars competed for the adulation of the passionate.

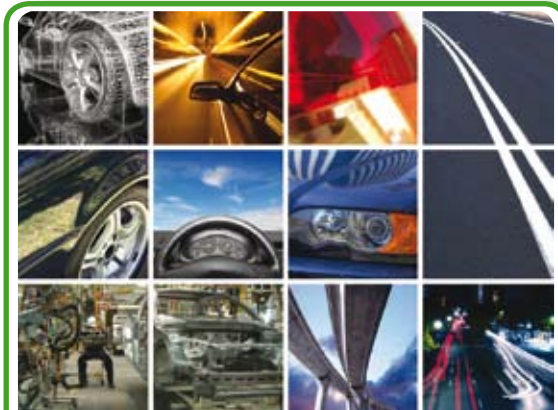
This is a clear indication that the future of the automobile remains exciting.

www.salon-auto.ch



AGENDA 2010

▶ March 23	Brussels
CLEPA/ FAS Event: Automotive Competitiveness and Regulation in 2010 and beyond → www.autoandsociety.com/programme.php	
▶ March 23	EU Wide
EUSEW 2010: The 4th EU Sustainable Energy Week → www.eusew.eu	
▶ March 24	Brussels
CLEPA Steering Committee and Board Meeting → www.clepa.eu	
▶ March 24-25	Ludwigsburg
12th VDA Technical Congress 2010 → www.vda.de	
▶ April 27	Brussels
Anticipation of Change II – 1st Mobility Conference → www.anticipationofchange.eu	
▶ April 29	Tarragona
5th European PV-Hybrid and Mini-Grid Conference → www.otti.de	
▶ May 10 - 11	Berlin
14th International Forum on Advanced Microsystems for Automotive Applications → www.amaa.de	
▶ May 18	Stuttgart
Automobil Forum → www.automobil-forum.de	
▶ May 25 - 28	Lisbon
16th World Road Meeting "Sharing the road" → www.irf2010.com	
▶ June 3	Brussels
Anticipation of Change II – 2nd Mobility Conference: "Electric Car" → www.anticipationofchange.eu	
▶ June 22-23	Bilbao
Automotive News Europe Congress → www.autonews.com	



October 27, 2010 – Brussels

CLEPA TECHNOLOGY DAY

Green technologies for
tomorrow's mobility

→ www.clepa.eu

Motor Shows

- April, 2-11 – New York City
New York International Auto Show
- April, 23 - May, 2 – Beijing
Beijing International Automotive Industry Exhibition
- May 25-28 – Novosibirsk
Autosib
- June, 21-23 – Shanghai
Auto Components & Parts Exhibition
- September, 14-19 – Frankfurt
Automechanika 2010
- September, 23-30 – Hannover

IAA

Internationale
Automobil-Ausstellung

63rd IAA Commercial Vehicles

- October, 2-17 – Paris
Mondial de l'Automobile

2010
PARIS
MONDIAL DE
L'AUTOMOBILE
2-17 OCTOBRE