

To the President of the European Parliament
Mr **David Sassoli** MEP

Brussels, 18 December 2019

Mr President, dear Mr Sassoli MEP,

On Wednesday 11 December, Ursula von der Leyen, the President of the European Commission, presented her **European Green Deal** to the European Parliament, setting out ambitious next steps for the EU's climate policy. **The Parliament will soon hold a debate on the European Green Deal and intends to adopt a resolution** in the first plenary session in January 2020. The Conference of Presidents and the groups' coordinators will decide on the next steps as well as assigning responsibility for the drafting of the resolution.

With this letter, we would like to share the views of CLEPA, the Association of the European Automotive Supplier's Industry on the proposals. As you may know CLEPA represents over 3.000 companies supplying state-of-the-art components and innovative technology for safe, smart and sustainable mobility, investing over 25 billion euros yearly in research and development. Automotive suppliers in Europe employ overall nearly five million people across the continent.

The automotive suppliers' industry in Europe is a driving force behind the transformation to sustainable, safe, and smart mobility. We support the Paris agreement and are ready to contribute to a reliable, technology-open, and ambitious regulatory framework to achieve its objectives. We urge the European legislators to build on Europe's strengths — the single market, the continent's advanced technology competence, its high value-add industrial base and global competitiveness — and to provide the supportive regulatory framework needed to master the monumental tasks unfolding.

Climate policies must be deeply intertwined with a coherent industrial strategy, in order to ensure that the three pillars of the sustainability triangle, i.e. environmental, economic and social policies, are balanced. Such balance is precarious and climate protection needs to condition the strategies towards a sustainable economy as much as the social and economic dimensions should.

The recently agreed CO₂ limits for cars are the world's most ambitious and will spark real progress towards carbon neutral mobility. While an early revision of the CO₂ emission standards regulation may provide a good opportunity to take stock of progress

and to examine whether industry and society are on the right path, such a **revision should steer clear from a possible debate on increasing the level of ambition so shortly after adoption**. Focus should turn to enabling the transformation and implementing the targets that have just been set, rather than to moving goalposts. We advocate for an even more intense and constructive dialogue with all stakeholders concerned. We are setting out our suggestions in the following paragraphs.

In the crucial and highly complex area of electrification, we now first and urgently need to enable scale. This means forging a high level of collaboration across Europe to secure the necessary charging infrastructure, stepping up renewable energy generation, promoting green public procurement, and enabling development and production of next-generation batteries.

Furthermore, **there is additional decarbonisation potential in the car fleet which can be realised** without tightening the targets in the current CO₂ regulation. We support a comprehensive approach to reach carbon neutrality by 2050 including in the transport sector.

This includes **making the use of renewable fuels, such as hydrogen and synthetic hydrocarbons a reality** by accounting for their contribution to reducing CO₂ emissions as well as putting adequate binding targets in the revision of the Alternative Fuels Infrastructure Directive and Renewable Energy Directive. **Extending the Emissions Trading System** to include sectors of relevance to road transport, as well as taking into account **Well-to-Wheel emissions** and data from **Life Cycle Analysis** could offer an interesting path to account for the performance of both vehicles and energy carriers. The uptake of low-emission vehicles could be promoted via the **Eurovignette** and **Combined Transport Directives**. Furthermore, automotive suppliers have consistently argued in favour of making the CO₂ regulation more comprehensive by facilitating the deployment of the most efficient components through flexible rules for **eco-innovations** and to support **R&D** through targeted funding.

Seeking ways to improve supply chain and resource efficiencies and better methods to reuse and recycle materials as well as remanufacturing of parts and components are parts of **our industry circular economy approach**. This approach should be consistent and supportive of other targets such as component light weighting, recycled material integration and substances regulations.

Not least, fleet renewal would contribute strongly to reducing carbon and pollutant emissions by ensuring that comparatively best performing vehicles are deployed on the roads.

Even if it were inevitable to tighten the CO₂ emission standards, such a step could only be imagined when taking into account all the considerations in the above paragraphs.

Automotive suppliers are technology solution providers and stand ready to work together with policymakers towards the common objectives. We are working on further suggestions to make the European Green Deal a success for the environment, economy and citizens and would be glad to discuss these further in the coming months.

Yours sincerely,



Roberto Vavassori
President

In copy, the Conference of Presidents of the European Parliament

Mr Manfred Weber MEP, President of the group **EPP** in the European Parliament
Ms Iratxe García Pérez MEP, President of the group **S&D** in the European Parliament
Mr Dacian Ciolos MEP, President of the group **Renew** in the European Parliament
Ms Ska Keller MEP, Co-President of the group **Greens/EFA** in the European Parliament
Mr Philippe Lamberts MEP, Co-President of the group **Greens/EFA** in the European Parliament
Mr Marco Zanni MEP, President of the group **ID** in the European Parliament
Mr Raffaele Fitto MEP, Co-President of the group **ECR** in the European Parliament
Mr Ryszard Legutko MEP, Co-President of the group **ECR** in the European Parliament
Ms Manon Aubry MEP, Co-President of the group **GUE/NGL** in the European Parliament
Mr Martin Schirdewan MEP, Co-President of the group **GUE/NGL** in the European Parliament

In copy, the chairpersons and political groups' coordinators in the committees ENVI, TRAN, ITRE

ENVI Committee

Mr Pascal Canfin MEP, Chair of the **ENVI** committee
Mr Peter Liese MEP, Coordinator of the group **EPP**
Ms Jytte Guteland MEP, Coordinator of the group **S&D**
Mr Nils Torvalds MEP, Coordinator of the group **Renew**

Mr Bas Eickhout MEP, Coordinator of the group **Greens/EFA**
Ms Silvia Sardone MEP, Coordinator of the group **ID**
Mr Alexandr Vondra MEP, Coordinator of the group **ECR**
Ms Silvia Modig MEP, Coordinator of the group **GUE/NGL**

TRAN Committee

Ms Karima Delli MEP, Chair of the **TRAN** committee
Mr Marian-Jean Marinescu MEP, Coordinator of the group **EPP**
Mr Ismail Ertug MEP, Coordinator of the group **S&D**
Mr Jose Ramon Bauzá Díaz MEP, Coordinator of the group **Renew**
Mr Ciaran Cuffe MEP, Coordinator of the group **Greens/EFA**
Mr Roman Haider MEP, Coordinator of the group **ID**
Mr Roberts Zīle MEP, Coordinator of the group **ECR**
Ms Elena Kountoura MEP, Coordinator of the group **GUE/NGL**

ITRE Committee

Mr Cristian-Silviu Bușoi MEP, Chair of the **ITRE** committee
Mr Christian Ehler MEP, Coordinator of the group **EPP**
Mr Dan Nica MEP, Coordinator of the group **S&D**
Ms Martina Dlabajová MEP, Co-Coordinator of the group **Renew**
Mr Ville Niinisto MEP, Coordinator of the group **Greens/EFA**
Mr Paolo Borchia MEP, Coordinator of the group **ID**
Mr Zdzisław Krasnodębski MEP, Coordinator of the group **ECR**
Ms Marisa Matias MEP, Coordinator of the group **GUE/NGL**