

#### Meeting with Navistar, 18 June 2013

DEL ([article 4.1 b]) met upon their request with [article 4.1 b] from the truck, bus and engine manufacturer Navistar (the company also made a presentation in the HLRCF).

Asked about tariffs on trucks in TTIP, they indicated that they had not yet formed an opinion on the issue noting that any proposal would need to be 'balanced'. They also mentioned that historically the truck sector has been little engaged in FTA discussions and as such may not always have been a priority offensive sector for USTR.

The main point they wanted to convey relates to the proposed revision of directive 96/53 laying down maximum authorised dimensions for certain road vehicles. They are very supportive of the objective - supporting the development of more energy efficient and aerodynamic vehicles by revising maximum lengths. But they think it is too prescriptive (by prescribing aerodynamics devices to the rear of the trailer in particular). Should the Commission rules increase the length adding 1.5 meters with a mere overall energy efficiency increase in percentage objective, the US trucks (that in their view are as or more energy efficient than their European competitors) would be able to enter the market.

They are in touch with USTR ([article 4.1 b]) on this issue and they plan to pursue this issue via the TBT committee as well as in the TTIP context.

[not releasable]