



MEETING REPORT

Subject: **Meeting with US car industry 25.10.2018 Washington**

Participants:

Art. 4(1)(b)		DG TRADE
Art. 4(1)(b)		DG TRADE
Art. 4(1)(b)	EU Delegation	
Art. 4(1)(b)	EU Delegation	
Art. 4(1)(b)		Auto Alliance
Art. 4(1)(b)		FCA
Art. 4(1)(b)		Ford Motor Co
Art. 4(1)(b)		BMW
Art. 4(1)(b)		Daimler
Art. 4(1)(b)	Jaguar Land Rover	
Art. 4(1)(b)		GM
Art. 4(1)(b)		Toyota
Art. 4(1)(b)		AAC

DG TRADE met with representatives of the US car industry in the context of the EWG process. DG TRADE provided a short overview of the process.

Auto Alliance made the following points:

The EU should put significant items on the table (equivalence of standards beyond cars was mentioned specifically), the US Administration will not be satisfied with a minor package.

Industry supports cooperation on future standards and UNECE reform, but in their view equivalence of technical regulation identified during TTIP should not be off the table either. Regarding the UNECE 1998 Work Programme on Automated Vehicles, industry expressed the view that it is an area where it is premature to regulate and it could lead to stifling innovation. They suggested that pre-regulatory work would be more appropriate at this stage. We asked them to share ideas for pre-regulatory discussions to be had with the US in this field.

Art. 4(1)(a)

The car industry was quite pessimistic about the report itself, and they expect it to be used in the same way as the steel and aluminium report.

American Auto Council

AAC emphasized their support for the harmonization for future areas (both electric vehicles and automated vehicles - also mentioning regulation being premature) and the UNECE 1998 process reform to facilitate US implementation of GTRs.

They pointed out that USTR Lighthizer has been meeting industry, including the car industry to gain insight on the role of standardization and international standardization for the different sectors. They expressed interest for cars to be included in the EWG process for regulatory issues, and were also cautiously supportive of inclusion into the tariffs, if US sensitivities on pickup trucks could be respected. Interestingly, they were under the impression that there is a trade-off between cars and agriculture exclusions.

AAC was also pessimistic as regards the outcome of the 232 Report, but also emphasized that the report is only step – whether it will or will not lead to actual tariffs is a different question.

The industry will have high level meetings with USTR next week and promised to provide feedback to EU DEL.