

EVP Timmermans / Commissioner Breton call with automotive industry Brussels, 13 May 2020

I- Introductory part (25')

- Introduction by EVP Timmermans (5')
- Introduction by Commissioner Breton (5')
- State of the industry and need for a coordinated restart, passenger cars and vans: [REDACTED], ACEA [REDACTED], Fiat Chrysler Automobiles' [REDACTED] (5')
- State of the industry and need for a coordinated restart, commercial vehicles: [REDACTED], ACEA CV [REDACTED], Scania [REDACTED] (5')
- State of the industry and need for a coordinated restart, suppliers: [REDACTED] ZF (5')

II- Regulatory framework 30' (10' of introduction followed by 20' discussion)

- [REDACTED], JLR [REDACTED]
- [REDACTED], MAN [REDACTED]
- Reaction Commissioner Breton
- Possible reaction EVP Timmermans

III- Green Deal 30' (10' of introduction followed by 20' discussion)

1. Green deal; review of CO2 targets
 2. Accelerated investment in infrastructure for recharging and refuelling
- [REDACTED], Daimler AG [REDACTED]
 - [REDACTED], CNH Industrial [REDACTED]
 - [REDACTED], Bosch [REDACTED]
 - Reaction EVP Timmermans
 - Possible reaction Commissioner Breton

IV- Relaunch strategy 30' (15' of introduction followed by 15' discussion)

1. Proposals for market stimulus schemes
 2. Other elements of the relaunch strategy: Re/up skilling and R&I
- [REDACTED], Toyota Motors Europe [REDACTED]
 - [REDACTED], DAF [REDACTED]
 - [REDACTED] Faurecia [REDACTED]
 - Wrap-up EVP Timmermans and Commissioner Breton

Conclusions (5')

Participants

I- European Commission

Frans Timmermans, Executive Vice-President for European Green Deal
Thierry Breton, Commissioner for Internal Market
Daniel Mes, Member of Cabinet of EVP Timmermans
Lucia Caudet, Deputy Head of Cabinet of Commissioner Breton
Artur Runge-Metzger, Director, DG CLIMA
████████████████████ DG CLIMA
Gwenole Cozigou, Director, DG GROW
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II- European Automobile Manufacturers Association

MEMBER COMPANY	ATTENDEE
BMW Group	██
CNH Industrial	████████████████████
Daimler AG	██ ████████████████████████████████████
Daimler Truck AG	██
DAF	████████████████████
Ferrari	████████████████████████████████████
FIAT Chrysler Automobiles	██
Ford of Europe GmbH	████████████████████
Ford Trucks	████████████████████████████████████

Honda Motor Europe	[REDACTED]
IVECO	[REDACTED]
Jaguar Land Rover	[REDACTED]
MAN Truck & Bus AG	[REDACTED]
Scania AB	[REDACTED]
Toyota Motor Europe	[REDACTED]
Volvo Car Group	[REDACTED]
VW CV	[REDACTED]
ACEA	[REDACTED]

III- CLEPA, EUROPEAN ASSOCIATION OF AUTOMOTIVE SUPPLIERS

Faurecia	[REDACTED]
Robert Bosch	[REDACTED]
ZF Friedrichshafen	[REDACTED]
CLEPA	[REDACTED]
CLEPA	[REDACTED]

Introductory comments (after EVP Timmermans)

- I am very pleased to meet with you again - some of you I see already for the third time while there are also new faces present today.
- Our initial discussions helped me get a good understanding about the impact of the crisis on your entire ecosystem.
- This time we decided to hold a discussion jointly, with my friend and colleague Frans Timmermans.
- To come out of the current crisis more strongly, the recovery needs to focus on making our industry greener, more digital and more resilient.
- The Green Deal should guide us through this recovery, and will remain a key policy for the long term.
- I look forward to our discussion.
- I am particularly interested in where you stand in relaunching production, your views and insights on national measures to stimulate demand, and on your work to accelerate the green transition (batteries) as well as on reskilling your workforce.

Regulatory deadlines

- We made a thorough analysis of all the upcoming regulatory deadlines, which are relevant for the automotive industry.
- As just indicated, the European Green Deal remains at the heart of our policy. Measures that would imply a rollback of an environmental benefit should be avoided and we examine your requests keeping this in mind.

- For measures that could help reducing red tape, a pragmatic approach is possible.
- We will take decisions regarding your requests without delay and when and where possible, we will try to apply easy to adopt solutions.

Scrapping schemes

- We are reflecting on how we can help stimulate demand, but demand for clean vehicles.
- During the 2008-2009 crisis, Member States put in place scrapping schemes to encourage demand. These scrapping had different focus depending on the country.
- The crisis ahead of us is an opportunity to launch a more coordinated EU approach that would accelerate the transition to clean mobility and incentivise investments and research by industry.
- Scrapping schemes and purchase support schemes for clean and fuel efficient vehicles could be the signal that the competitive Automotive and Mobility ecosystem remains on track with the European Green Deal objectives.
- All such measures must have one thing in common - they are not aimed at restoring status quo ante crisis: they would be there to put you in a more competitive position for the years ahead.

Skills

- Skills are, no doubt, one of the cornerstones of effective and efficient recovery.
- I expect both ACEA and CLAPA but also the companies directly, to come forward with recommendations regarding the longer term needs for reskilling and upskilling, reflecting on the changes that COVID19 has brought about.
- These could contribute to pave the way for a Pact for Jobs and Skills in the automotive sector. The online conference on skills in automotive, taking place on 27 May, will give the ideal opportunity to explain more about the necessary actions for the way forward.
- Equally, with regard to the ongoing Blueprint projects on batteries and automotive, I count on your advice and guidance on how to adjust the ongoing project activities in the light of the COVID19 scenario.
- It is important to receive a clear feedback on the needs from your members, to advise the projects on which activities to prioritize and to help them with recognition of project deliverables within the sector.

Background information

Scrapping and purchasing schemes (condition, sources and values TBC, work in progress jointly with CLIMA, nothing decided yet)

Regulation (EC) No 1049/2001,
Article 4(3) first subparagraph

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Skills

Short term reaction to COVID19: Free online courses for automotive

As an immediate reaction to the COVID19 confinement, Blueprints on sectoral cooperation on skills Albatts and Drives have prepared an online database of existing free online courses related to automotive. They have also pushed forward certain project activities that were planned for later. Drives will deliver the first 8 new online courses, which address the existing skills gaps already end of June this year. The rest of the courses will follow after the summer.

Longer term actions on COVID19: Skills pact

European Commission will propose a Pact for Jobs and Skills to foster employment and meet the skills needs of the workforce. It will be a new engagement and governance model that will help us to meet Covid-19 challenges and deliver on our ambitions for industrial green and digital transition. It will engage us all, at all levels, EU, national and regional.

The Pact will aim incentivize key stakeholders to work together and reach ambitious commitments on recruitment and training provision, guidance, validation and adoption of best practices. As a single-entry point at EU level, it will provide efficient access to relevant funding instruments and programmes as well as to labour market intelligence for matching demand and supply, facilitating mobility and maximising impact. Stakeholders will be incentivized to pool expertise and set up large-scale partnerships addressing the needs of their industrial ecosystems (e.g. automotive) for recovery.

The Pact will put a particular focus on industrial ecosystems for recovery with growth potential for Europe, as well as on those, which are the most affected by the Covid-19 crisis and the green and digital transitions. It will contribute to the successful implementation of the EU industrial strategy and economic and social recovery.