

## NEWS FROM BRUSSELS 33/2023

### **Right to repair: AECDR welcomes result of IMCO vote**

The European Parliament's Internal Market Committee voted in favour of a flexible and customer-centred right to repair. The aim of the Directive is to promote repairs during the legal warranty period of a product and beyond, as well as to create a new repair culture. Motor vehicles and batteries have been excluded from the scope of the proposed Directive in the draft report. The plenary is expected to vote on the draft report on 20 November. Discussions in the Council are still ongoing: [Committee on Internal Market and Consumer Protection | European Parliament Multimedia Centre \(europa.eu\)](#)

### **AECDR on ENVI vote about CO2 emissions reduction targets for trucks and buses: More effective approach by including e-fuels and biofuels**

The Committee on Environment, Public Health and Food Safety (ENVI) adopted its proposals to strengthen EU CO2 emission standards for new heavy-duty vehicles, which include buses, trucks and trailers. It says that strengthening CO2 emission reduction requirements for heavy-duty vehicles (HDVs) and rolling-out the necessary recharging and refuelling infrastructure will play a key role in reducing the emissions of the entire HDVs fleet to achieve the EU's 2050 climate neutrality goal. With the inclusion of e-fuels and biofuels, supported by a Carbon Correction Factor (CCF), an even more comprehensive and effective approach to reducing emissions could have been achieved, according to AECDR: [MEPs support CO2 emissions reduction targets for trucks and buses | News | European Parliament \(europa.eu\)](#)

### **European Parliament: Need for a targeted support of automotive-dependent regions**

MEPs of the Regional Development Committee approved an own-initiative report on reshaping the EU structural funds to support regions affected by automotive, green and digital transitions. To avoid deeper disparities among EU regions and minimise negative impact on EU's economic, social and territorial development, MEPs require the Commission to come with a proposal for a new Just Transition Fund beyond 2027. It should have additional resources to provide targeted support to regions highly dependent on sectors undergoing a deep transformation such as the automotive industry and its value chain, including motor batteries, electrical equipment, tyres, suppliers of raw materials and car use services. MEPs are convinced that decarbonisation of road transport and green transition must follow a well-planned strategy ensuring socially acceptable transition for the workers and companies especially in the less developed regions. MEPs also stress the need to ease access of micro, small and medium-sized enterprises (SMEs) and small mid-caps to European Structural and Investment Funds (ESIF): [Cohesion: need for a targeted support of automotive-dependent regions | News | European Parliament \(europa.eu\)](#)

### **CLEPA: Heavy-duty vehicles urgently require regulatory update that boosts their data market potential**

The European Association of Automotive Suppliers (CLEPA), together with other independent service providers, has published a position paper calling for a revision of the Type approval regulation that maximises the potential of the data market for heavy-duty vehicles (HDVs): [Heavy-duty vehicles urgently require regulatory update that boosts their data market potential - CLEPA – European Association of Automotive Suppliers](#)