



FEDERATION INTERNATIONALE DE L'AUTOMOBILE
REGION I

Mobility 2014

2014 European Parliament elections
mobility2014.eu

Ahead of the European elections, European motorists call on decision-makers to:

- Ensure smooth development of future car connectivity, while fully respecting motorists' freedom of choice and safeguarding conditions for effective competition in the aftermarket;
- Create the right conditions for the deployment of cleaner vehicle technologies and fostering user awareness via dedicated European projects;
- Offer life-long learning opportunities for all road users, with specific focus on vulnerable groups;
- Nominate a yearly road safety ambassador to support EU road safety policy;
- Ensure that motoring remains affordable via liberalised aftermarket for visible spare parts and stricter control for odometer tampering;
- Invest European funds and earmark taxation revenue to properly maintain the road infrastructure to safeguard Europe's growth and high levels of road safety.

Driving future mobility

The FIA calls on decision-makers to:

- Ensure smooth development of future car connectivity, while fully respecting motorists' freedom of choice and safeguarding conditions for effective competition in the aftermarket;
- Create the right conditions for the deployment of cleaner vehicle technologies and fostering user awareness via dedicated European projects.

In the future, technological developments will allow for the optimisation of personal mobility and improve the overall efficiency in European transport.

'Connected cars' should safeguard choice & safety



Very soon, cars will be online and transferring data about consumers and their car usage. Mandatory introduction of 112 eCall will accelerate the penetration of telematics technologies, bringing about a number of additional services that can improve efficiency and safety. In this context, decision-makers should commit to ensuring three key principles about car connectivity:

- 1) **Data Protection:**
European motorists should have full knowledge about what data is being used, by whom and for what purpose.
- 2) **Consumers' free choices:**
Consumers' freedom of choice between service providers for repair and maintenance and future additional services should be guaranteed.
- 3) **Fair competition:**
For consumers to have free choice, independent operators need non-discriminatory access to vehicle data, guaranteed by the means of a standardised, open in-vehicle telematics platform.

To deliver its full potential, connected vehicle technology requires a large network of vehicles equipped with similar, or at least interoperable, communication systems. The European Parliament should make sure future legislation on ITS solutions will give priority to aspects of deployment.

Embrace cleaner car technologies

The lack of accessible and consistent information on the capabilities and benefits of alternatively fuelled vehicles is a major barrier for consumer uptake. Policymakers have a role to play in ensuring a progressive roll out of the technologies, which will foster sustainable mobility.

Consumers need:

- Clear and consistent information on the environmental potential of different fuel types and consistent information on fuel-to-car compatibility;
- Possibilities to test the different technologies on the market;
- Ambitious CO₂ targets post 2020;
- Introduction of Worldwide Harmonised Light vehicles Test Procedures (WLTP) by 2017 to provide consumers with more realistic emission and fuel consumption data of passenger cars.



73.7% of the kilometres travelled by passengers are by car.

(European Commission)

Increased road safety

The FIA calls on decision-makers to:

- Offer life-long learning opportunities for all road users, with specific focus on vulnerable groups;
- Nominate a yearly road safety ambassador to support EU road safety policy.

There is a need to make mobility even safer: our vision should be to have five star drivers in five star cars on five stars roads. In the FIA, we believe that "vision zero" (zero road fatalities) could be an achievable goal with the right policy support.

Improved driver training & quicker rescue

Traffic education should be provided from a young age, to ensure that, even new drivers, have advanced knowledge of safe driving, road rules and defensive tactics. The most dangerous period for drivers is the first year of driving. One in five young people go on to have a collision in the first six months of passing their test. European policymakers should encourage Member States to put in place additional training modules in these critical first months, as it could support a decrease in fatalities.



Motoring Clubs have developed a standardised 'rescue sheet' with technical information in collaboration with vehicle manufacturers. This document would speed up the rescue process if available at the scene by all rescuers. We would therefore propose to link the 'rescue sheet' data to the Minimum Set of Data transmitted by eCall as soon as possible.

In addition, life-long learning opportunities should be offered for all participants in road traffic, with specific focus on vulnerable users.

Road Safety Ambassador

A yearly European Road Safety Ambassador should embody the fight for increased road safety in the European Union. His/her role would be to increase the overall awareness of road safety to a broader audience. This role could be taken on by celebrities, such as famous Formula One drivers, on a voluntary basis.



Around 2% of GDP is lost in serious road crashes.

(EuroRAP)

Supporting affordability

The FIA calls on decision-makers to:

- Ensure that motoring remains affordable via liberalised aftermarket for visible spare parts and stricter control for odometer tampering;
- Invest European funds and earmark taxation revenue to properly maintain the road infrastructure to safeguard Europe's growth and high levels of road safety.

Taking into account the dire financial situation and increasing costs for car ownership in Europe, the FIA proposes simple measures to improve affordability for car owners. Out of the significant revenues that car taxation brings to European Member States, only a tiny fraction is re-invested in road infrastructure. More of this revenue should be allocated to facilitating mobility.

Affordable: ensuring a fully functional aftermarket

Over the lifetime of a vehicle, repair and maintenance cost is as high as the purchase cost. Measures ensuring the European car fleet is maintained at an affordable price is crucial for citizens, safety and the environment alike.

Tampering with odometers is a common fraud, which has important, detrimental consequences on European motorists. Not only do they face higher repair and maintenance bills, but this common scam also has a detrimental impact on road safety. A first step could be achieved in the framework of the Periodical Technical Inspection but more should be done to secure that a technical solution is found to prevent tampering with the mileage of a car.



The average European household spends 13% of its income on transport, almost as much as is spent on food and non-alcoholic drinks.

(Eurostat)

A monopolistic situation still exists in some member states on visible spare parts (such as bumpers or hubcaps). This leads to higher repair costs for consumers. A number of countries have liberalised their markets for visible spare parts, which proved to have a positive cost reduction both for consumers and for European parts manufacturers. However, a final decision at European level is still pending.

Transport infrastructure: the backbone of European prosperity

Europe is on the cutting edge with advanced vehicle technologies. Some are already available on the market, others will be in the near future. These technologies can foster huge savings in safety and comfort to European motorists. However, the proper functioning of these technologies depends on a road infrastructure that can uniformly support these systems. Improved consistency in the road marking and signs should be promoted to support the free movement of people and facilitate the deployment of existing technologies.

The current taxation burden is already high on European motorists. Motorists deserve better information on how their taxes (circulation and registration taxes, fuel duties, etc.) are spent and earmarking to secure sufficient funding is dedicated to maintaining and developing road infrastructure. This will in return have positive impact on society as a whole through safety and economic gains.

Who are we?

FIA Region I represents 37 million consumers through its 108 Touring and Motoring Clubs in Europe, the Middle East and Africa. Our members are motorists, public transport users, pedestrians and tourists. For their benefit, we aim to ensure that mobility is safe, affordable, sustainable and efficient.



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