

Mr. Antonio Tajani  
Vice-President of the European Commission,  
Commissioner for Transport  
European Commission  
Brussels

Brussels, 8 July 2009

Dear Vice-President Tajani,

As mentioned in our letter to you on the 5 of March we were extremely pleased by the bold response from the European Commission to the crisis in the automotive industry through its Communication entitled 'Responding to the crisis in the European automotive industry'. This paper created a clear set of rules and guidelines to allow fair competition in the deployment of the public support to the industry, so protecting its survival.

However to our great disappointment and disbelief we have been told that some of the National authorities and Member States do not recognize finished vehicle logistics as an integral part of the automotive industry and therefore they maintain this sector is not eligible for any kind of public support. The fact that finished vehicle logistics sector is considered an associated industry to the automotive industry and not part of the automotive industry was then confirmed by DG Enterprise referring to the Eurostat classification.

Such classification however is not accurate and does not reflect the specific case of the finished vehicle logistics sector, which is exclusively supplying both transport and industrial services to the car manufacturers by using assets (road car transporters, rail wagons, car carrying ships) that are specifically designed for transport of cars and cannot be used for any other purpose. This proves that finished vehicle logistics sector is part of the automotive industry and should be recognized as such.

When contacted Eurostat on the issue, we have been told that they are not the ultimate owners of the categorization, but only provide guidelines for the classification to the Member States. These guidelines cannot be changed until the next revision of the classification. Furthermore, in most of the cases the NACE guidelines follow closely those of the ISIC which is a worldwide classification used by the United Nations and again it is important to keep consistency with this classification. The only possibility of

change is to raise our concerns when the next revision of the classification will start (in a few years time).

We feel the urgency to bring to the attention of the Commission the specific case of the finished vehicle logistics sector. The Finished Vehicle Logistics sector directly employs around 66,000 people in Europe with 167,000 indirect and induced employees. In 2008, it contributed to the European GDP with 16 billion euro of direct turnover and generated a global turnover in excess of 40 billion euro.

The current crisis has shown how close the two sectors are linked. The activity of the finished vehicle logistics sector has been reduced in line with the drop in vehicle sales, with heavy losses in terms of jobs as well as at economic level. The majority of companies active in the vehicle logistics sector are small and medium sized enterprises and therefore the sector is particularly vulnerable to the drop in demand and lack of available credit. Many companies in the vehicle logistics sector are currently struggling for survival and a substantial number has already gone out of business.

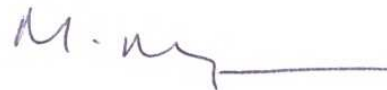
The inability to re-classify our sector as part of the automotive industry, of which we are an obvious and integrated part, means that our members would always be disadvantaged commercially to the point of bankruptcy which would in turn affect the economic welfare of the EU. We would therefore like to appeal to the Commission for help in this vital issue for the sector.

We remain available for any additional information you may require and look forward to your reply.

Yours faithfully,



Costantino Baldissara  
President



Mark Morgan  
Executive Director