

# Europe In Motion

Sustainable Mobility in the New Millennium

A Manifesto from the  
Alliance Internationale de Tourisme and the  
Fédération Internationale de l'Automobile





# Foreword

---

Over the past five years the AIT & FIA, which together represent more than 40 million European motorists, have campaigned for cleaner, safer cars and stronger consumer protection. Our efforts, together with robust championing of the consumer by the European Parliament, have delivered real benefits to motorists and their families. New European Union Directives have been agreed that cover:

- the world's toughest new crash test legislation for front and side impacts, the first for more than two decades;
- far reaching environmental standards for fuel quality and vehicle emissions that will transform the environmental impact of cars;
- legislation to provide stronger insurance protection for motorists involved in accidents abroad.

'Europe in Motion' presents the AIT & FIA's programme of action for the next five years. It reflects the aspirations of people across the Continent who are united in belonging to a motoring club, but also united in wanting a better, safer, cleaner Europe for their children. It proposes policies and principles for preserving and enhancing the mobility of our members. The views of automobile users on vehicle safety, the environment and the way we will travel in the future are important for society as a whole, because motorists are in the majority. This is their Manifesto.

*Rosario Alessi*

Rosario Alessi  
President of AIT  
Region 1



*Max Mosley*

Max Mosley  
President of the FIA





# Europe in Motion: Our Policy Agenda

Europe in Motion is the policy programme of the AIT & FIA, the worldwide federations for touring and motoring clubs. It sets out a clear agenda for shaping mobility into the new Millennium. An agenda combining freedom of movement with responsibility for the consequences of that freedom. An agenda that makes a reduction in road accidents a top priority. An agenda that accelerates the introduction of cars that meet the toughest fuel and emissions standards. An agenda that promotes a fair deal for European motorists who are paying billions in taxes.

# Europe in Motion: Our Policy Agenda

---

## Campaigning for safety

Since the European Elections of 1994 road safety improvements have been pushed to the top of the legislative agenda. The world's toughest crash test legislation, for front and side impact, came into force in October 1998 as a direct result of the determination of the European Parliament and the AIT & FIA to secure the best possible protection for consumers.

This manifesto sets out our priorities for reducing casualties over the next five years:

- Introduction of realistic and achievable pedestrian-friendly impact standards
- Audits of the safety design and condition of roads
- Co-ordination of an EU wide seat belt awareness campaign
- Sustained increases in road safety budgets to achieve casualty reduction targets

## Protecting the environment

As a result of tough new emission standards for 2005 secured by the European Parliament, a new car's pollution will be around one hundred times lower than a decade ago. The AIT & FIA want to translate these legislative achievements into practical, deliverable policies which encourage scrappage of older cars and make purchasing of newer, fuel economic, vehicles more attractive. This can be achieved through:

- Investment in EU-wide voluntary scrappage schemes for non-catalyst cars, to encourage and speed up removal of the dirtiest vehicles
- Providing generous fiscal incentives for the newest, cleanest cars that can already meet the emissions legislation of 2005
- Providing consumers with clear advice on which cars on the market are most fuel efficient

## A fair deal for motorists

To our members, the car is an essential part of modern life. Yet across the EU motoring taxes are being raised without improved investment in alternative transport or roads. The AIT & FIA are demanding that Member States and the Commission support a fair deal for motorists, which will include:

- An end to regressive motoring tax increases that do nothing to improve the environment
- Transparency and honesty in evaluating the costs and benefits of the car
- A higher level of investment in quality transport infrastructure and safer roads
- A fundamental review of motoring taxation and investment

## Championing the consumer

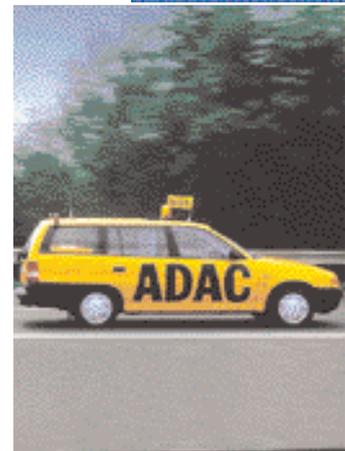
The AIT & FIA act as the consumer watchdog for millions of motorists and their families, ensuring that their rights and freedoms are not forgotten. We will work on their behalf to ensure:

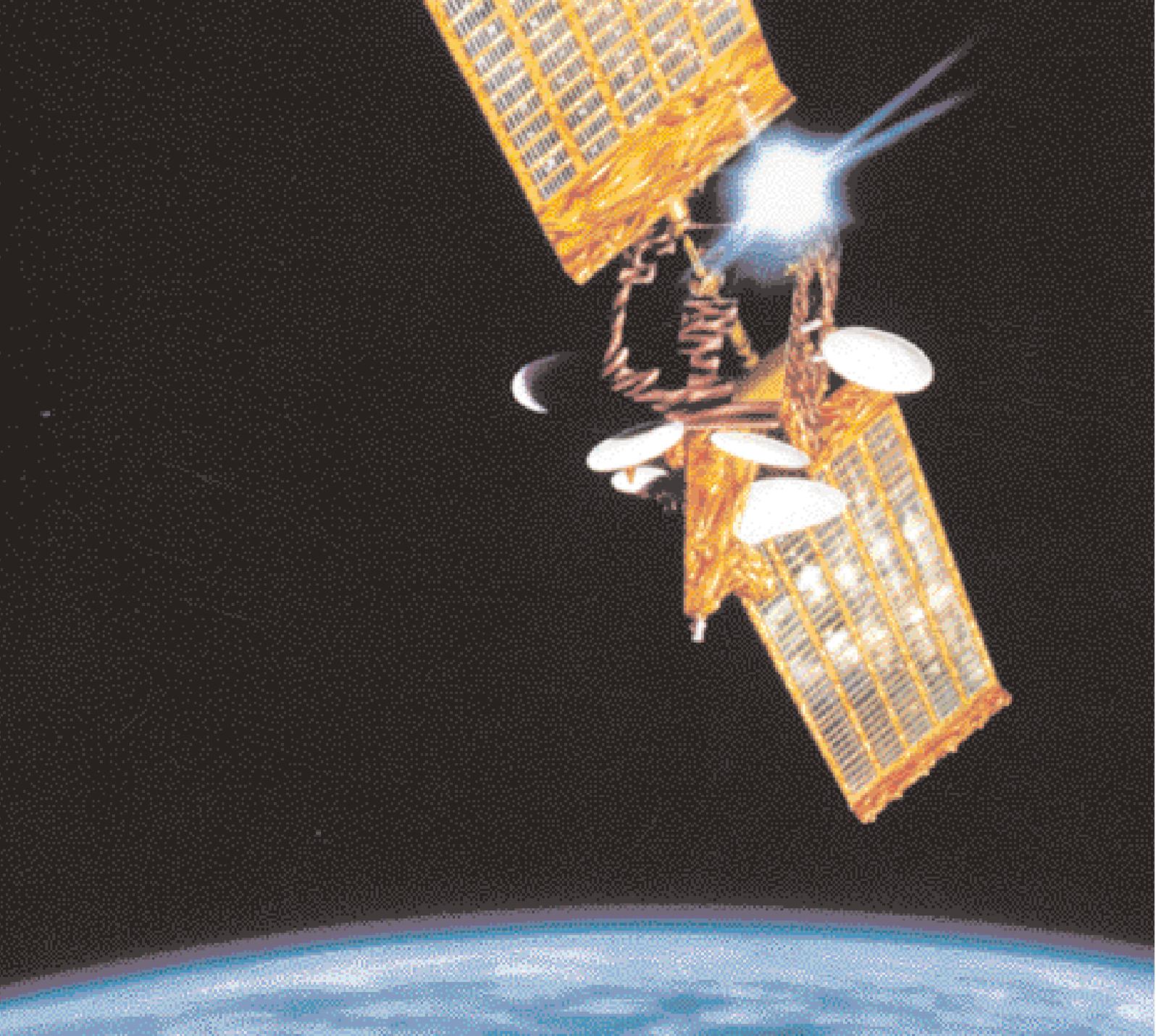
- Consumers are fully protected in negotiations on the motor industry block exemption
- Principles of openness and interoperability are secured for in-car telematics products
- Open access to all on-board diagnostic systems concerning the environment, safety and security
- Ensure motorists' access to justice and insurance representation for accidents abroad

## Promoting tourism

The AIT & FIA provide practical support to tourists through breakdown assistance, route guidance, hotel accreditation and many other touring services. Consumer safety is our main policy priority and we have exposed some of the areas where tourists are being placed at risk. Our agenda for tourists includes:

- Establishing consumer rights as a key objective of European tourism policy
- Maintaining pressure on ferry companies to improve Roll On Roll Off safety
- Supporting EuroVelo project to develop Europe-wide cycle routes
- Promoting awareness of sustainable tourism and developing new ways of supporting tourists with Intelligent Transport Systems (ITS)





## Twenty-first Century Mobility

The automobile has revolutionised the way we live

Satellite positioning and Intelligent Transport Systems (ITS) will help Europe's motorists beat congestion

At least eight in ten journeys will continue to be made by car

Cars are cleaner and safer than ever before

## Twenty-first Century Mobility

---

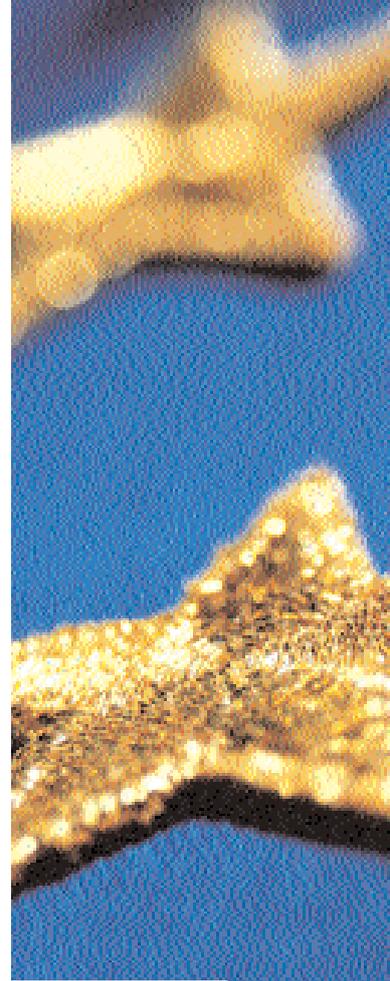
In the nineteenth century the average European travelled about 20 kms each year. In 2000 we travel 20 kms every day. The automobile has revolutionised the way we live. As cars have become more affordable they have given succeeding generations through the century access to new economic and cultural opportunities. The motor car has opened borders, pulled down political walls and brought nations together. Every year more than one hundred million Europeans visit another European country by car, for business or tourism.

The car is the most popular mode of transport in the EU. Eight out of ten journeys will continue to be made by car in the next century. More than 35000 billion car kilometres will be travelled between now and 2010. Although the development of telecommunications and use of the internet is forecast to reduce traffic by some 6%, and while improvements in public transport could see a modal switch of around 10%, the vast majority of EU citizens will continue to rely upon, and enjoy using, their cars.

Managing these travel patterns in a sustainable and fair way will be the major policy challenge of coming years. We must ensure that the machine that has brought us freedom of movement in this century does not constrain us through congestion in the next. We must work with the car, to do everything possible to make cars safer and cleaner, to minimise their impact on the natural and human environments while maximising the efficiency and enjoyment of the driving experience. This is the AIT & FIA approach.

Cars are cleaner and safer than ever before. Three pre-catalyst cars are responsible for the same emissions as 300 cars conforming to the toughest new emissions standards. Technical and legislative developments in the past five years have transformed motor vehicles. The technology of the infrastructure must keep pace. Intelligent transport systems (ITS) will play a major role. Across Europe, and the world, AIT & FIA clubs are working in partnership with leading telecommunications

companies to develop ITS systems that can beat the traffic jams, give drivers real time travel information and provide a lasting solution for the efficient use of road space.





## Campaigning for Safety

Introduce realistic and achievable pedestrian-friendly impact standards

Conduct audits on safety design and condition of roads

Co-ordinate EU wide seat belt awareness campaign

Sustained increases in road safety budgets to achieve casualty reduction target

## Campaigning for Safety

Since the European Elections of 1994 road safety improvements have been pushed to the top of the legislative agenda. The world's toughest crash test legislation, for front and side impact, came into force in October 1998 as a direct consequence of the determination of the European Parliament and the AIT & FIA to secure the best possible protection for consumers.

### Crashing success

The AIT & FIA were subsequently founders of the European New Car Assessment Programme (Euro NCAP), which has dramatically improved the quality of safety information available to consumers. The award winning Euro NCAP has been responsible for a revolution in the way cars are designed and marketed. The new legislative standards have already been met and surpassed by many cars in just two years since Euro NCAP began. Our clubs are also involved in a wide range of other safety product tests on behalf of their members, to ensure high standards of safety and security.

### Pedestrian impacts

The AIT & FIA support legislation to improve pedestrian protection in car design. Reducing fatal accidents at low speeds, particularly amongst children, must be a priority. Because of the complex issues connected to pedestrian friendly design it is vital to develop new protocols in close collaboration with motor manufacturers. The AIT & FIA will ensure that technical pragmatism combines with road safety idealism to secure a workable outcome that saves lives.

Road safety is about more than just vehicle design. Road design, driver education and road safety awareness are all crucial.

### Child Safety

More than 70% of parents may be inadvertently placing their children at risk because child seats are not properly fitted. Different makes of child seat have a variety of fitting arrangements that can often lead to confusion and potentially lethal mistakes. ISOFIX is a standardised system which is simpler, and therefore safer, to use. The AIT and FIA are campaigning for new legislation to make the ISOFIX system a mandatory requirement for all new cars sold in Europe.

### Safer roads

The way our road infrastructure is laid out and maintained is a much neglected safety area. Highway authorities have a duty to provide safe roads, and many are failing to deliver. There should be comprehensive safety audits of roads, and highway authorities should be held liable for deaths and injuries caused by poor road design or lack of maintenance. Governments have a duty to properly finance road management. There is no excuse for inadequate investment in safer roads.

### Ten seconds...

AIT & FIA clubs have developed pro-active campaigns to improve driver and passenger safety skills. Training young drivers has been a priority, and the driver training centres run by some of our clubs greatly improve hazard perception and technical skills.

At the EU level, the AIT & FIA have co-ordinated the "Ten Seconds - Think Before You Drive" campaign, with support from the European Commission. The campaign's central seat belt safety message reached a combined media audience of more than 500 million people across the EU. This successful approach must be continued, combined with effective enforcement.

The EU should actively support road safety education campaigns in the countries of Central and Eastern Europe which continue to experience road accident levels that are significantly higher than within the EU.

Universal seat belt compliance would save 7500 lives every year in the EU. The Commission and Member States should be aiming for at least 80% compliance for front and back seat wearing across the EU. Their road safety budgets should be increased on an automatic annual escalator until the target is reached. Motorists have a right to expect such investment in their safety in return for the taxes they pay.





## Protecting the Environment

Promote EU-wide voluntary scrappage schemes for non-catalyst cars, speeding up removal of the dirtiest vehicles

Establish generous fiscal incentives for the newest, cleanest cars that can already meet the emissions standards of 2005

Provide consumers with clear advice on which cars are the most fuel efficient

## Protecting the Environment

---

Over the past five years the European Union has secured major legislative achievements in the field of vehicle emissions and fuel quality. As a result of tough new standards for 2005 a new car's emissions will be around one hundred times lower than a decade ago. The European Automobile Manufacturers Association (ACEA) has also voluntarily committed itself to reducing CO<sub>2</sub> emissions from new passenger cars by 25% over the next decade. The EU is now leading the world in controlling vehicle pollution.

The directives on emissions and fuel quality agreed in 1998 can act as the foundation for the next steps forward. The AIT & FIA have identified an agenda for the next five years that can translate legislative achievements into practical, deliverable policies. Rapid delivery is vital. There is little point in agreeing tough emissions standards and improving fuel economy if the benefits take ten years to filter onto the streets. We must accelerate the introduction of cleaner and safer cars onto the market.

### Incentives for cleaner cars

Governments should commit to investing a proportion of motoring 'environmental' tax take on greening the vehicle parc. Finance and environment ministers must be urged to agree a harmonised, EU-wide approach that will bring emissions benefits without distorting the car market.

The best way to secure these early benefits is to quickly remove the least technically advanced and the dirtiest cars from service. The policy objective must be to encourage scrappage of older cars and make purchasing of newer, fuel economic, vehicles more attractive. The AIT & FIA will therefore be pushing hard for a two-stage approach by Member States:

1. Governments should follow up on their 'green' rhetoric by investing in voluntary scrappage schemes for non-catalyst cars. The abolition of leaded fuel in 2000 will anyway reduce the usefulness of a generation of vehicles, apart from the small historic vehicle sector\*.

2. Governments should establish generous fiscal incentives for the newest and cleanest cars and fuels. This will be the most effective way of bringing into the market cars and fuels that already meet the emissions legislation for 2005.

### Fuel economy

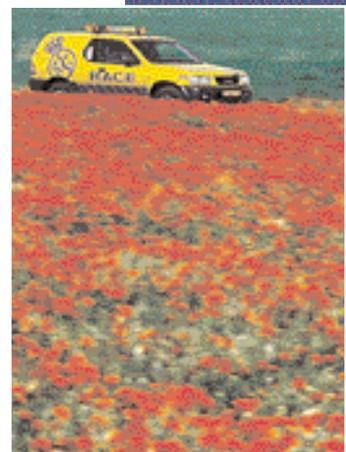
In parallel with positive measures by governments and the voluntary CO<sub>2</sub> improvements by carmakers, consumers must be made aware of the importance of fuel economy. The work of the AIT & FIA on vehicle crash tests has demonstrated the dynamic of consumer information and informed consumer choice in rapidly improving the quality of what is available in a market.

The same principle can be made to work for the environmental performance of cars. Easily accessible, independent and accurate fuel economy information, particularly if allied to a responsible fiscal reward policy, could make a huge difference in the buying patterns of European motorists and in the attitude of manufacturers towards fuel economy. The AIT & FIA are following the legislative debate on fuel economy labelling and will ensure that, whatever the outcome, the consumer will have as clear an understanding of environmental performance as is now available for safety.

### End of Life Vehicles

At the end of their lives cars must be disposed of responsibly. The AIT & FIA support legislation which encourages last owners of end of life vehicles (ELVs) to deliver their cars for recycling and which incentivises car manufacturers to produce more recyclable vehicles. Free take-back of vehicles for the last owner is vital if greater recovery and recycling are to be achieved. There must be no barriers to efficient disposal and the maximum possible recycling of ELVs.

\* Historic vehicles are vehicles manufactured more than 20 years ago, which are of value to collectors and are stored in a sensible and environmentally sound manner. Such vehicles account for only a tiny proportion of the total vehicle parc, but have great historic and cultural importance as part of our motoring heritage. The AIT & FIA are committed to safeguarding the continued existence and use of historic vehicles. We also believe that such vehicles should be excluded from legislation on End of Life Vehicles.





## Paying our Way

Motorists pay more than €220 billion every year in car taxes

Higher motoring taxes hit the poorest drivers hardest

Alongside the costs, the benefits of car use to society must also be considered

The car more than pays its way

## Paying our Way

---

**M**otorists pay more than € 220 billion every year in car taxes. Many member states are increasing the tax burden year-on-year - some traditional motoring taxes going up by more than twice the rate of inflation. Governments argue that there is an environmental imperative for this heavy tax burden, and claim that driver behaviour will be altered by increased costs. Emissions, particularly of CO<sub>2</sub>, and traffic congestion problems are used to justify these increases in traditional motoring taxes and experimentation in newer charges, such as urban road pricing.

### Heavy burden

The evidence does not support the belief, particularly prevalent amongst finance ministers, that fiscal instruments can easily manipulate car usage. People use their cars because they are the best all-round available option, for reasons of flexibility, efficiency and speed - as well as price. Because the choice of alternatives is too often limited the car has to be used regardless of the costs imposed in tax and duty.

These extra costs fall hardest on the poorer motorists, who have the least income to spare for their transport and the most to lose if they give it up. Research in the UK has shown that an annual increase of 6% in fuel duty, for example, has three times the impact on low-income motorists as on those in a higher wage bracket. Not only does such taxation not improve the environmental and transport situation, but it is also socially regressive.

### Benefits of the car

The current debate on the 'external' costs of motor transport is equally unfair and unrealistic. Alongside the costs related to traffic accidents and pollution the benefits of car use to society must also be considered. Cars are a vital element of our economic life. Cars generate wealth because they allow economic flexibility and make it easier to meet the demands of our working lives. The car is life-enhancing. For disabled and elderly people a car can be the difference between mobility and isolation. The car also serves as a lifeline for rural areas, cut off from major public transport infrastructure. And it allows many women, who still take up much of the burden of child-rearing, to combine family

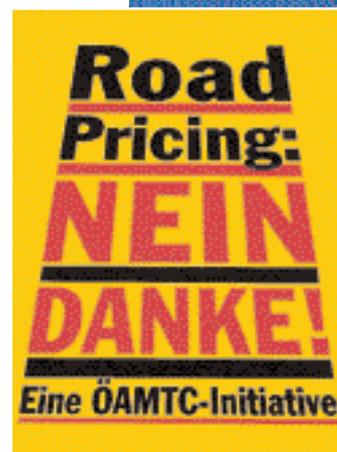
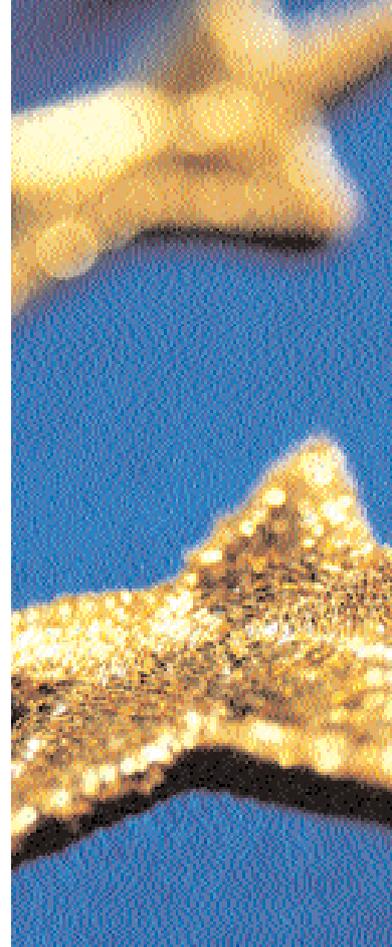
responsibilities with a career or an active social life.

The car contributes immensely to the wealth of the EU. The annual turnover of the European motor industry is around 230 billion. It directly employs more than 1.6 million people and the livelihoods of another fourteen million EU citizens are directly or indirectly dependent upon its health. Care must be taken not to impose levels of environmental taxation which harm economic efficiency and the global competitiveness of Europe.

### Paying our way

The AIT & FIA welcome the debate about the economic, environmental and social impacts of the car because we are confident that the car more than pays its way. It goes a long way towards meeting its 'external' costs even before the high levels of motoring taxation are factored into the equation. Ongoing improvements in vehicle safety and environmental standards will further reduce these external costs.

Taking all this into account, the fairness and the purpose of new road pricing schemes proposed by the European Commission and Member States must be questioned. The AIT & FIA are convinced that introducing urban road pricing or motorway tolls on top of existing taxation levels will be neither politically acceptable to the public nor effective in terms of transport policy. They will simply perpetuate the socially regressive nature of road user taxes and penalise hard pressed drivers.





## **A Fair Deal for Motorists**

An end to regressive motoring tax increases that do nothing to improve the environment

Transparency and honesty in evaluating the costs and benefits of the car

A higher level of investment in quality transport infrastructure and safer roads

A fundamental review of motoring taxation and investment

## A Fair Deal for Motorists

---

**T**he AIT & FIA are demanding a fair deal for motorists. We believe that the European Union should carry out a fundamental review of road transport taxation and infrastructure investment. It is right that motoring taxation across the EU should be reformed to deliver targeted improvements for the environment. But the introduction of new taxes to target urban problem areas with road pricing, or other environmental tax reforms, must be revenue neutral. The burden of tax on motorists is already too high.

### Investing in our future

The fair deal must also include a fairer formula for reinvestment of motoring taxes. If governments are serious about reducing congestion and improving the environment they should be providing more efficient and flexible alternatives to the car and improving the road network. Tax incentives for purchasing new, cleaner cars and increases in road safety budgets should also be part of a fairer deal.

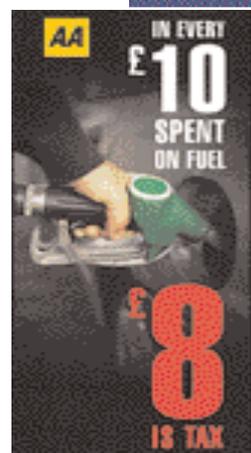
And the money is there to do it. Of the 220 billion provided every year in taxes by the motorist only a quarter is reinvested, on average, in relevant transport projects. Yet in the course of this year, motorists will provide billions more in tax than last year. Across the EU, this extra money could provide the foundation for a genuine renaissance for public transport, cycle routes and pedestrian facilities as well as for the development of Intelligent Transport Systems, and investment in safer roads.

### The voice of the motorist

The vast majority of citizens of the European Union are motorists. Seventy per cent of adults hold a driving licence, more than twice as many people as voted in the 1994 European Parliamentary Elections.

Motorists can be a powerful electoral force, and the AIT & FIA are its voice. Opinion surveys by our clubs show growing concern about the level of motoring taxation and the

lack of any real investment in return. That is why the AIT & FIA are committed to campaigning to secure a fair deal for motorists and their families in Europe.





## Championing the Consumer

Ensure that consumer rights are fully protected in negotiations over the motor industry retail block exemption

Secure principles of openness and interoperability for in-car computer systems and telematics devices

Ensure motorists' access to justice and insurance representation for accidents abroad

Open access to all on-board diagnostic systems concerning the environment, safety and security

## Championing the Consumer

---

**O**ur clubs protect consumer interests in many areas. For example, we provide inspection services for second hand car purchases, and a wide range of legal advice for motorists. Increasingly the European Union now deals with a diverse range of legislative activity that has a direct bearing on motorists as consumers. The AIT & FIA act as the watchful defenders of motorists and consumers, ensuring that the rights and freedoms of ordinary people are not forgotten.

### Fair repairs

Access to repair data is a vital consumer issue. As computerised systems control more aspects of the car, unrestricted access to repair codes allows consumers to choose between breakdown cover and garage repair services. During the passage of emissions legislation in 1997/8, the AIT & FIA secured universal access to on-board diagnostic (OBD) environmental data. However, a wider issue about access to repair data remains. Open access to safety and security systems controlled by on-board computers is not yet guaranteed and this should be a top priority for future legislation.

### Motor Industry Block Exemption

This may be dealt with as part of the re-negotiation in 2001 of the block exemption for the motor industry, which regulates the system of exclusive franchise dealerships. It is important that the negotiations reflect both the consumer benefits that specialist franchises have brought and the genuine concerns of consumers about some restrictive practices. EU-wide pricing transparency and universal access to repair data for breakdown services will be key issues for discussion. Consumer protection in the field of telematics and in-car computer systems will require the same principles of openness and interoperability that were secured for environmental OBDs. The AIT & FIA will work to ensure that different service providers will still be able to operate within the architecture of the new technologies and that independent access and consumer choice are protected.

### Rough justice

Increasing volumes of cross border travel within the EU raise important legal and consumer issues. Access to a satisfactory level of insurance protection for the 500,000 drivers involved in road accidents abroad has been, and will continue to be, an important issue for the AIT & FIA. Examples of rough justice have included a claim by a motorist injured abroad that has been unresolved for more than 21 years and a seven year long compensation claim for serious injury by a holidaying cyclist that resulted in an award of approximately 600. Spurred on by examples like these, Willi Rothley MEP became the first member of the European Parliament to introduce an 'own initiative' Report, supported by the AIT & FIA. The subsequent legislation aims to make processing of claims as speedy and easy as possible. Injured parties will have the right, backed up by the necessary machinery in every member state, to make direct claims against the insurers of at-fault third parties. It is a good example of how the European Parliament can deliver benefits to consumers, and the AIT & FIA look forward to working constructively with MEPs on new motor insurance legislation in the future.

### Legal harmony

Harmonisation of driving laws is also evolving. Member states are harmonising penalty outcomes (although so far only for driving disqualification) but not yet giving the same attention to levels of driver awareness or access to justice under the requirements of national legal systems. This imbalance must be rectified so that all EU motorists know the penalties for breaking the law, but also have clear guidance on the rules of the respective roads they are travelling on and access to the same quality of justice that they would expect in their own country. This is urgently required before any further harmonisation of driving laws is considered.





## Promoting Tourism

Establish consumer rights as a key objective of European tourism policy

Maintain pressure on ferry companies to improve Roll On Roll Off safety

Support EuroVelo project to develop Europe-wide cycle routes

Promote awareness of sustainable tourism and develop ITS tourism support

## Promoting Tourism

---

Cars are used for the majority of tourism in the EU. More than 80 million Europeans visit other Member States by car for tourism every year. Nearly 60% of the world's tourism takes place in Europe. Employing around nine million people and contributing at least 5% of the EU's gross domestic product, tourism is economically and culturally crucial to the integration of Europe.

The AIT & FIA have a proud record, spanning more than a century, of providing practical support to tourists through breakdown assistance, route guidance, hotel accreditation and many other touring services. We have also vigorously campaigned for an increased role for the EU in tourism. We strongly believe that the rights of tourists as consumers should become a key objective of European tourism policy.

### Ferry investigations

Tourist safety is the main priority for the AIT & FIA and we are exposing some of the areas where tourists are being put at risk. Our major German club, ADAC, has exposed the dangers of some Roll On Roll Off car ferries shocking consumers and holiday providers alike. Shortages of life jackets, unsecured lorries and buses and open hatches below sea level were just a few of the findings of our undercover investigators. It is unacceptable that a quarter of ferries in the EU pose a serious risk to tourists, and the AIT & FIA will continue to name and shame RoRo ferry operators who gamble with the lives of their passengers.

### Holiday safety

In the wake of the 1996 Biescas campsite flash flood disaster that killed 86 holidaymakers, the AIT & FIA have been collaborating with members of the European Parliament in promoting tighter safety rules for campsites. Our report on the 'safety of visitors to European camping and caravan sites' could be used to ensure that the location, design and safety procedures of campsites meet the highest possible standards.

The tragic avalanche disaster in Austria in February 1999, which killed more than thirty winter tourists, demonstrated the risks to which tourists can be exposed. Our Austrian club, the ÖAMTC, played an honourable role in the aftermath, airlifting survivors to safety by helicopter.

### Disabled parking

The huge volumes of cross border tourist traffic can cause legal and cultural problems on the roads, and local officials sometimes don't keep pace with EU harmonisation. Our British club, the AA, is developing, with European Commission support, a parking information card for disabled drivers. The AIT & FIA will distribute these cards to ensure that holders of genuine disabled parking badges can park in spaces reserved for disabled drivers across the EU.

### Sustainable tourism

Ever greater numbers of vehicles and people are putting pressure on favourite tourist destinations. Promoting sustainable tourism is a key objective for the AIT & FIA. It requires new approaches to catering for demand, rather than curtailing access. We are examining how the internet and telematics devices can be used to provide real time information about transport alternatives in tourist areas, to ease the burden on the roads.

The AIT & FIA are enthusiastic partners in EuroVelo, an initiative organised by the European Cyclist's Federation, to connect bicycle routes across Europe. It is this type of imaginative project that will help to secure the future of both tourism and tourist sites. We also want to raise awareness of how personal tourism can be made more sustainable, and how small changes in behaviour can help to respect cultural diversity.

On behalf of our 40 million members the AIT & FIA want to maintain freedom of movement and easy access to tourist attractions. On behalf of our members' children, we do not want today's tourists to spoil the world's beauty and diversity before tomorrow's visitors have had the chance to see it.





## Major AIT & FIA clubs in the European Union

<b>A</b>	<p><b>Österreichischer Automobil-, Motorrad- und Touring Club (ÖAMTC)</b>            Schuberting 1-3, 1010 Wien            • tel: + 43-1 711 1317      • fax: + 43-1 71199 1565      • www.oeamtc.at</p>	
<b>B</b>	<p><b>Royal Automobile Club de Belgique (RACB)</b>            Rue d'Arlon 53, 1040 Bruxelles            • tel: + 32-2 287 09 11      • fax: +32-2 230 75 84      • www.racb.com</p>	
<b>B</b>	<p><b>Touring Club Belgium (TCB)</b>            Rue de la Loi 44, 1040 Bruxelles            • tel: + 32-2 233 26 96      • fax: + 32-2 233 26 58      • www.touring.be</p>	
<b>D</b>	<p><b>Allgemeiner Deutscher Automobil-Club e.V. (ADAC)</b>            Am Westpark 8, D-81373 München            • tel: + 49-89 7676 0      • fax: + 49-89 7676 4991      • www.adac.de</p>	
<b>D</b>	<p><b>Automobilclub von Deutschland e.V. (AvD)</b>            Lyoner Strasse 16, 60528 Frankfurt am MAIN            • tel: + 49-69 66 06 0      • fax: + 49-69 66 06 789      • www.avd.de</p>	
<b>DK</b>	<p><b>Forenede Danske Motorejere (FDM)</b>            Firskovvej 32, Postboks 500, 2800 Lyngby            • tel: + 45 45 27 07 07      • fax: + 45 45 27 09 1 89      • www.fdm.dk</p>	
<b>E</b>	<p><b>Real Automovil Club de España (RACE)</b>            José Abascal 10, 28003 Madrid            • tel: + 34-91 594 72 75      • fax: + 34-91 594 72 79      • www.race.es</p>	
<b>E</b>	<p><b>Reial Automòbil Club de Catalunya (RACC)</b>            Av. Diagonal 687, 08028 Barcelona            • tel: + 34-93 495 50 01      • fax: + 34-93 448 09 62      • www.racc.es</p>	
<b>F</b>	<p><b>Fédération Française des Automobile-Clubs et des Usagers de la Route</b>            8 place de la Concorde, 75008 Paris            • tel: + 33-1 53 30 89 30      • fax: + 33-1 53 30 89 29      • www.automobileclub.org</p>	



FIN

**Autoliitto (Automobile and Touring Club of Finland)**

Hämeentie 105, PO Box 35, SF-00551 Helsinki  
 • tel: + 358-9 725 84400 • fax: + 358-9 725 84460

• www.autoliitto.fi



GB

**The Automobile Association (AA)**

Norfolk House, Priestley Road, Basingstoke, Hampshire RG24 9NY  
 • tel: + 44-990 500 600 • fax: + 44-1256 49 30 22

• www.theaa.co.uk



GR

**Automobile and Touring Club of Greece (ELPA)**

395 Messogion Street, Athens 15343  
 • tel: + 30-1 606 88 00 • fax: + 30-1 606 89 81

• www.elpa.gr



I

**Automobile Club d'Italia (ACI)**

Via Marsala 8, I 00185 Roma  
 • tel: + 39-06 49982445 • fax: + 39-06 49982291

• www.aci.it



IRL

**The Automobile Association Ireland Limited (AA Ireland)**

23 Suffolk Street, Dublin 2  
 • tel: + 353-1 617 99 50 • fax: + 353-1 677 53 87

• to be confirmed



L

**Automobile Club du Grand-Duché de Luxembourg (ACL)**

54 route de Longwy, L-8007 Bertrange  
 • tel: + 352 45 00 45 1 • fax: + 352 45 04 55

• www.acl.lu



NL

**Koninklijke Nederlandse Toeristenbond ANWB**

Wassenaarseweg 220, 2596 EC's-Gravenhage  
 • tel: + 31-70 3147147 • fax: + 31-70 3147871

• www.anwb.nl



P

**Automóvel Club de Portugal (ACP)**

Rua Rosa Araújo 24-26, 1250 Lisboa  
 • tel: + 351-1 318 01 00 • fax: + 351-1 318 01 33

• www.acp.pt



S

**Motormännens Riksförbund (M)**

Sveavägen 159, Box 23142, 104 35 Stockholm  
 • tel: + 46-8 690 38 00 • fax: + 46-8 690 38 24

• www.motormannen.se





The European Parliament in session

## The Alliance Internationale de Tourisme and the Fédération Internationale de l'Automobile in the European Union

The AIT and FIA represent more than forty million motoring consumers in Europe. It is the role of the European Bureau of the AIT and FIA to ensure that the motorist's voice is heard in the heart of the European Union. Our clubs assist more than 14 million members every year in vehicle breakdown situations, and another 20 million with touring, consumer, technical and legal advice.

The European Bureau's staff of campaigns, policy and technical experts provide representation in Brussels and Strasbourg for the motoring and touring clubs. The Bureau monitors the work of the EU institutions and co-ordinates media campaigning and political activity across the European Union.

Expert working groups of AIT and FIA clubs specialists in legal and consumer affairs, tourism and technical policy are brought together by the Bureau to consider the latest EU legislative issues and to develop common policies for the benefit of consumers in all fifteen Member States.

These are the policy priorities of Europe's motoring and touring clubs, co-ordinated and supported by the AIT & FIA European Bureau:

- ensuring that motorists get a fair deal in the taxes they pay;
- ensuring that emissions are reduced and roads are safer;
- ensuring that consumer rights are protected, and that tourism continues to thrive.

---

**For more information please contact:**

**David Ward, Director General**

**AIT & FIA European Bureau, Rue d'Arlon 50, B-1000 Brussels, Belgium**

**Tel: + 32-2 280 0758**

**Fax: + 32-2 280 0744**

---





Tony Stone Images

