

**Question for written answer E-015782/2015
to the Commission
Rule 130
João Ferreira (GUE/NGL)**

Subject: Situation of agents and authorised repairers in the EU motor industry in the face of the strong power wielded by manufacturers/marques

At a recent meeting with representatives of ARAN (the Portuguese national motor industry organisation) and the CEGAA (Council of European Groups of Automobile Agents) my attention was drawn to some of the main problems currently facing agents and authorised repairers in the EU.

Automobile agents and repairers, who encompass 27 000 firms and are responsible for roughly 120 000 jobs, say that manufacturers/marques and their distributors wield a high degree of power and that this is skewing and disrupting the relationship with agents and repairers.

1. Bearing in mind that manufacturers/marques (not least through their representative organisation, ACEA) are extensively involved in policy-making and law-making at EU level, what arrangements have been put in place to secure the participation and involvement of agents and repairers in those processes?
2. Is the Commission aware of the present problems and conflicts of interests? If so, are any measures being considered with a view to remedying the difficulties affecting agents and repairers, for instance by helping to draw up a code of conduct to govern the relationship between a marque and agents and repairers or by laying down other regulatory measures?