

Automotive industry and market in the light of revolutionary changes



STOWARZYSZENIE
DYSTRYBUTORÓW
I PRODUCENTÓW
C Z E Ń S C I
MOTORYZACYJNYCH



Parlament Europejski



CLEPA
*European Association of
Automotive Suppliers*



Association of Automotive Parts Distributors and Producers

- ✓ SDCM represents the interests of both automotive spare parts and components Distributors and Producers
- ✓ Founded in **2005**
- ✓ SDCM is the member of:



CLEPA
*European Association of
Automotive Suppliers*





Examples of spare parts producers in Poland





Examples of spare parts producers in Poland



Prime Minister visiting one of the Polish spare parts producers

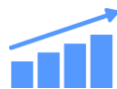




Spare parts producers in Poland in 2017



20 billion euro - production



9% growth dynamics



130 thousand employees



1 billion euro R&D expenses



900 producers



10 billion euro – spare parts exports



Poland is the spare parts production area in Europe
we are „specialised” in spare parts to conventional
vehicles



Forecasted changes to 2022



20 billion euro - production



31 billion euro



130 thousand employees



166 thousand



1,0 billion euro R&D expenses



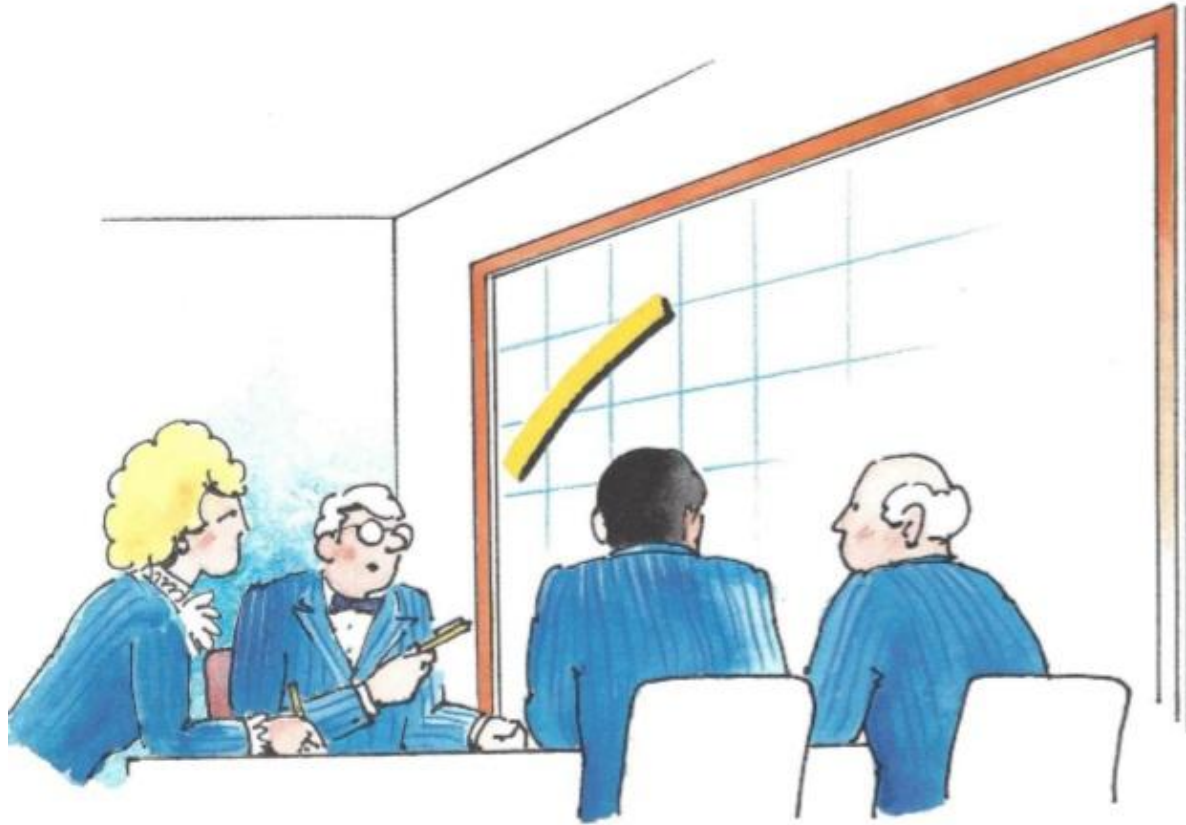
1,5 billion euro



10 billion euro – spare parts exports



16 billion euro



Great, we might say we are on the right track

Key megatrends mutually overlapping market development scenarios:

✓ autonomous cars

✓ connected cars

✓ digitalisation

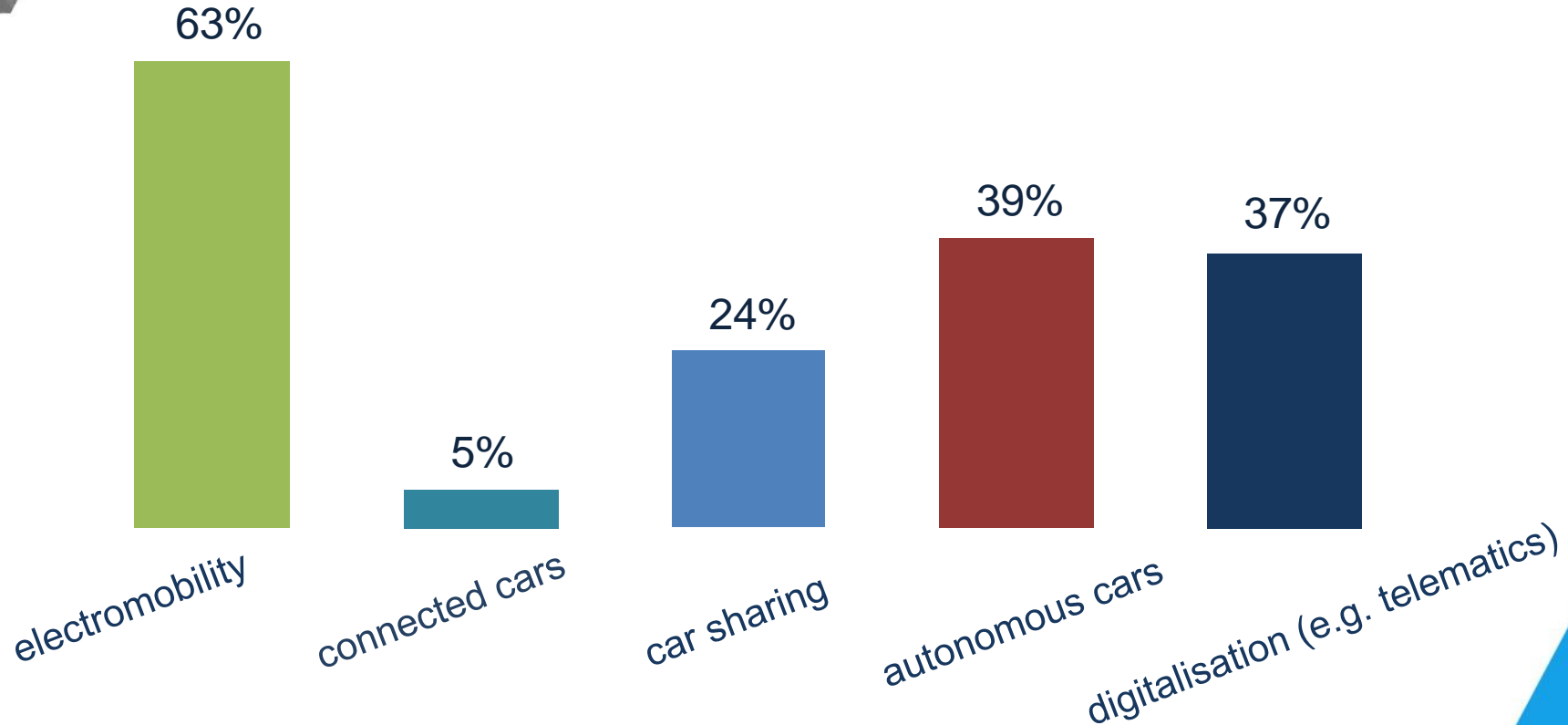


✓ electromobility

✓ car sharing

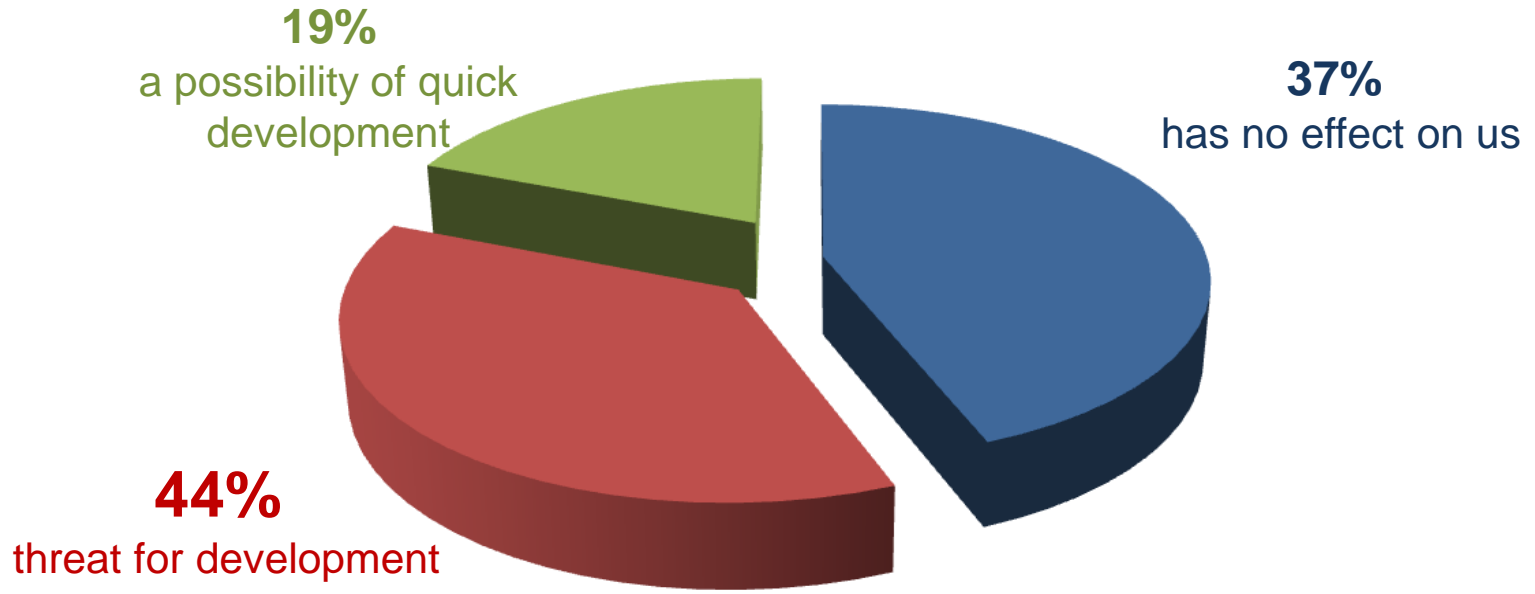


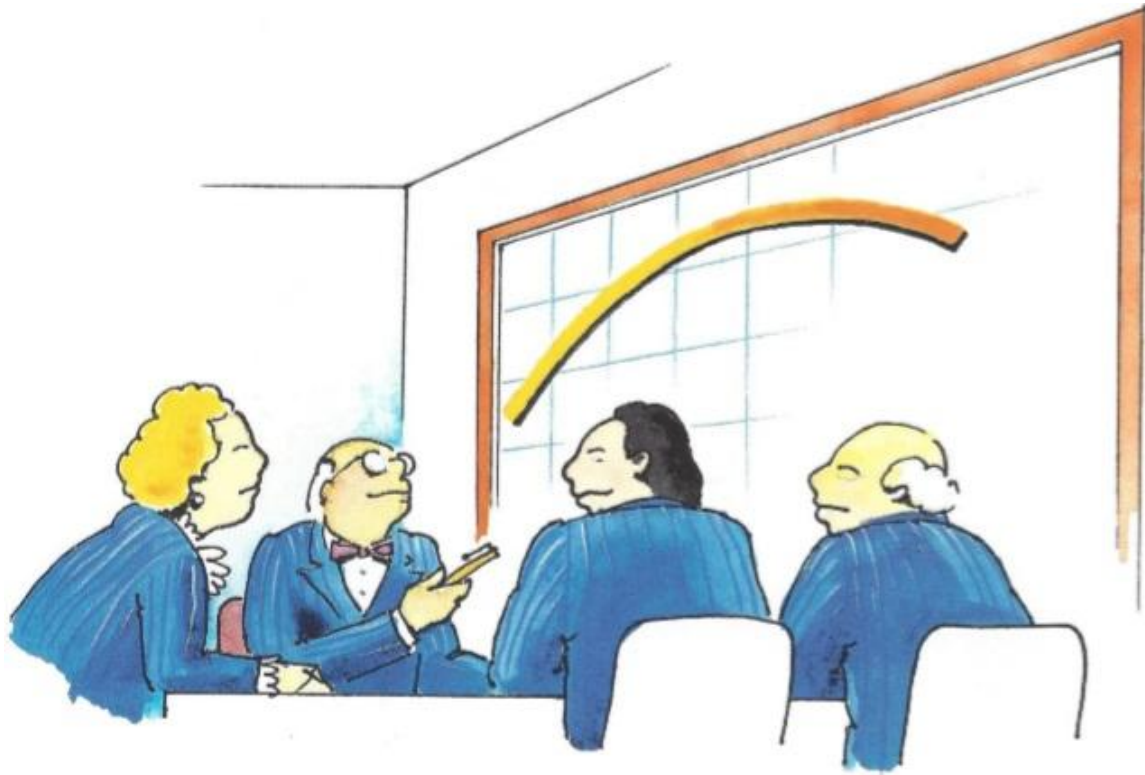
Megatrends which will most likely affect the automotive





The rapid electromobility development is for your company:





We hope that everything will be fine...



When analysing the proposal for CO2 emission reduction the industry expects significant declines

 €	20 billion euro - production		14 billion euro
	130 thousand - employees		85 thousand
	1,0 billion euro - R&D expenses		0,8 billion euro
	10 billion euro – spare parts exports		8 billion euro



The Polish act restricts the entry of internal combustion engine cars, including hybrids

Oslo 

Amsterdam 

Stuttgart 

Polish act on electromobility

London 

Paris 
 Madrid 
 Mexico City 
 Athens 



2016

2017

2018

2018

2025

2025

All diesel engine cars

Diesel engine cars produced before 2000

All diesel engine cars outside EUR 6

All internal combustion engine cars

All diesel engine cars

All diesel engine cars

- In January 2017 the ban on the entry of diesel car engines for two days a week was introduced

- Since 2017 diesel engine cars produced before 2000 are forbidden in Amsterdam

- The ban on the use of diesel engine cars in the main Stuttgart areas

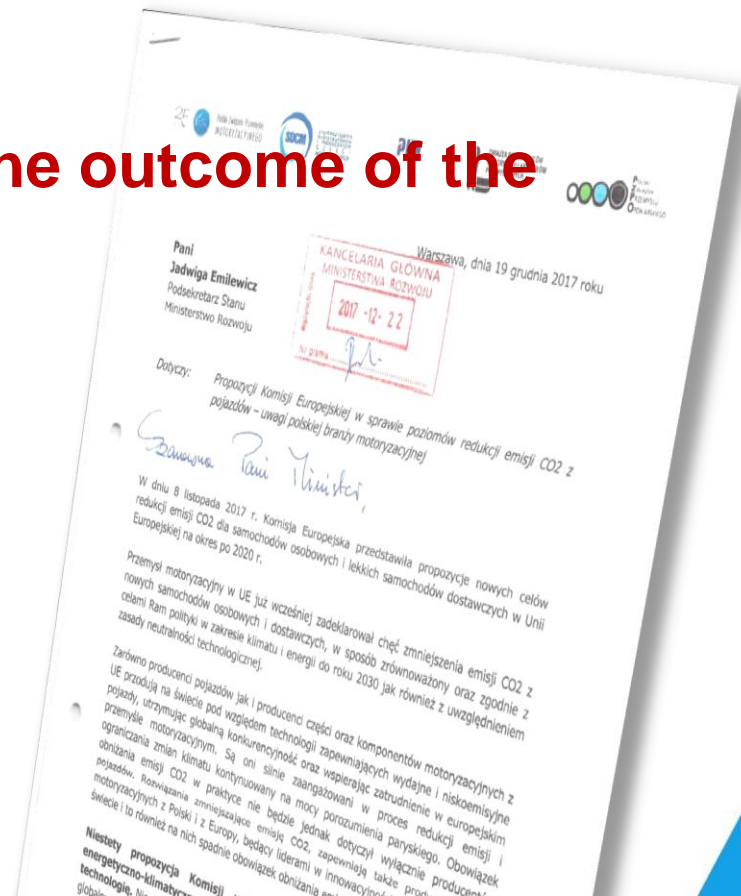
- The entry fee to the city centre amounting to max. PLN 30 per one entry – at the discretion of the local governments. Binding 24/7

- Paris, Madrid, Mexico City and Athens announced the plan to introduce the ban on the use of diesel engine cars in the cities as of 2025



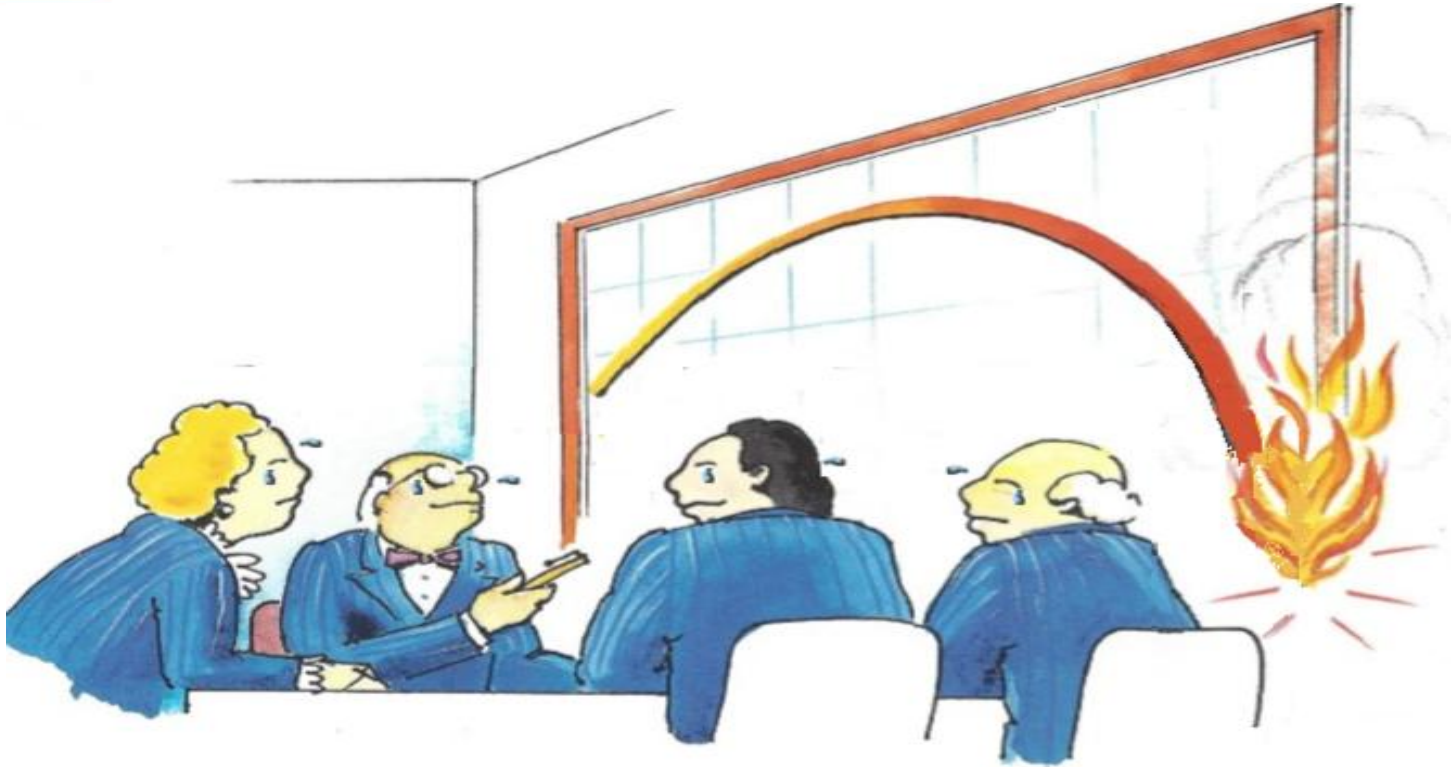
The sector is worried about the outcome of the changes ...

Therefore, a mutual position of almost all automotive players was prepared and directed to the most important members of the Polish government.





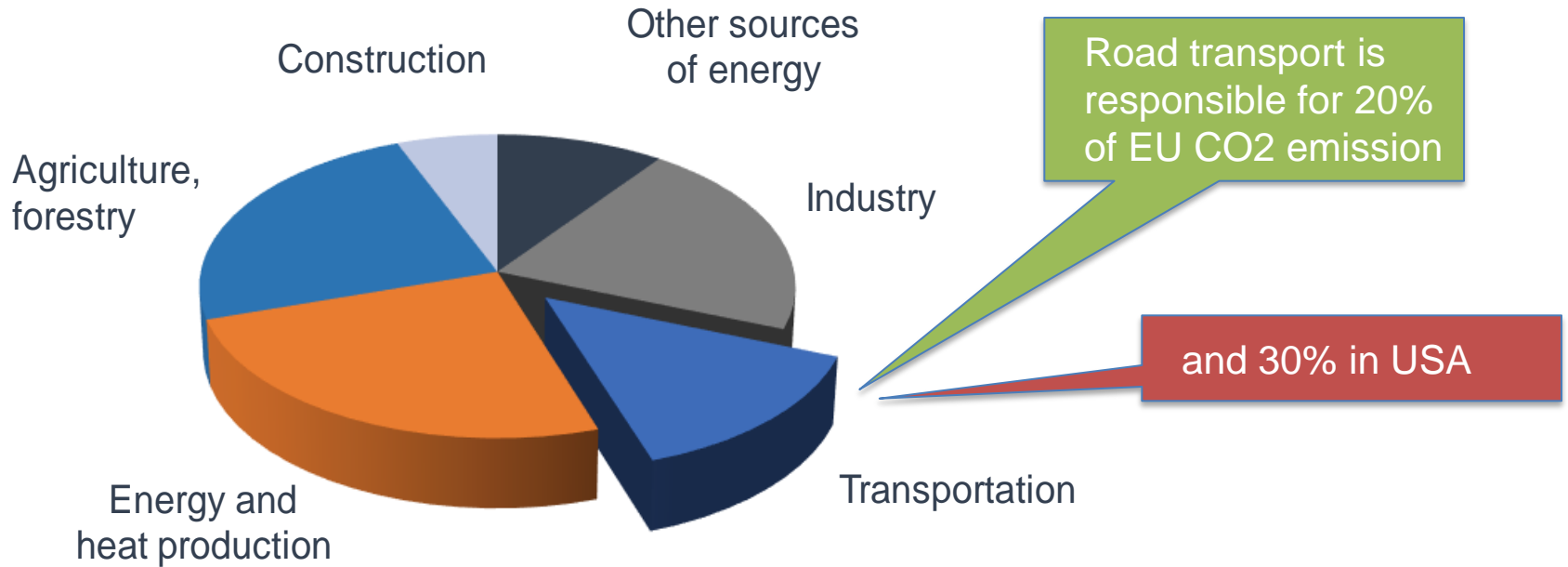
We are afraid that when we get to this point...



nothing can be done...



Transport is one of the causes of the climate changes all over the world





We ask for the maintenance of technological neutrality and promoting low-emission mobility in a sustainable and competitive way

