



ANGLAIS

Automakers fight to rescue small cars from extinction as EU rules bite

The U.S. buys big but relatively unsophisticated cars, while Europe prefers sophisticated small cars. However, **that truism**¹ is about to be rewritten in Europe. In fact automakers start to question their small-car strategy in response to costly new European Union legislation covering safety and tailpipe² emissions, in particular the output of CO₂.

"New CO₂ rules will require automakers to fit thousands of euros of tech to each car," Max Warburton wrote in an April report. "Big cars have the price points and margins to cover **these costs**. Small cars simply do not. These segments may soon be abandoned by many manufacturers."

Automakers across Europe are axing³ their smallest cars or preparing to **do so**. Opel will drop its Karl and Adam minicars, while fellow PSA Group brands Peugeot and Citroen said their 108 and C1 minicars are unlikely to survive. A source at Ford confirmed that it will stop exporting the Indian-built Ka+ small car to Europe.

Volkswagen executives have said privately that the automaker is preparing to drop combustion-engine versions of the Up mini-car, which would almost certainly mean the fuel-powered Seat Mii and Skoda Citigo would also disappear.

Daimler, meanwhile, has begun the process of shifting production and development of its Smart brand to China, where the small cars will be built exclusively starting in 2022.

These cars are at risk because tougher EU rules for CO₂ start to take effect next year. The industry has to reduce its fleet⁴ average to 95 grams per kilometer, down from an average of 120.5g/km last year. The problem is that most current minicars cannot get to below the 95g/km average without including some form of electrification.

Beyond 2021, the EU is finalizing plans that, once agreed later this year, would cut automaker CO₂ targets by 15 percent from the 2021 averages by 2025 onwards and to 37.5 percent after 2030, meaning average CO₂ emissions of less than 60g/km on an NEDC basis (almost 110 miles per gallon), or 66g/km under WLTP. Automakers would need popular EVs in cheaper, more accessible categories to be able to carry on selling conventional SUVs or face fines.

From: <https://europe.autonews.com/sales-segment>

in Automotive News Europe's Monthly Magazine, June 2, 2019.

FOOTNOTES:

1. *une logique, une vérité*

2. *pot d'échappement*

3. *arrêter la fabrication*

4. *nombre de véhicules produits en moyenne*

I. READING COMPREHENSION (9 marks)

A. Fill in the Chart with information from the text. (03 marks)

European Union New Legislation on Small Car manufacturing

1. The two strategic points referred to in the new legislation	a. ----- b. -----
2. Time when the new EU rules for CO ₂ take effect.	c. -----
3. CO ₂ reduction percentages	d. From 2021 to 2025 : ----- e. Beyond : -----
4. Main targeted cars	f. -----

B. What do these words in bold refer to in the text? (1.5 marks)

5. “**that truism**” (parag. 1): -----

6. “**these costs**” (parag. 2): -----

7. “**do so**” (parag. 3): -----

C. Find a sentence meaning the same as the following. (1.5 marks)

8. A certain amount of electrification is necessary to reduce the CO₂ emissions in many mini-cars.

Sentence: -----

9. The EU is working at reducing the automaker CO₂ targets.

Sentence: -----

D. Which sentences are true (T) or false (F). Choose T or F and justify from the text. (1.5 marks)

10. The new European legislation concerning the auto industry has financial implications. T / F

Justification: -----

11. The EU legislation promotes the manufacturing of small cars. T / F

Justification: -----

E. Which of these ideas are expressed in the text ? Write down the letters corresponding to your choice. (01.5 marks)

12. **Ideas:**

- a)- The majority of small cars manufacturers cannot meet the financial requirements of the new European Union legislation.
- b)- Max Warburton thinks that most automakers will keep designing small cars despite the high costs.
- c)- Small cars will be affected by more severe rules.
- d)- Automakers are worried about small cars making.

II. LINGUISTIC AND COMMUNICATIVE COMPETENCE (6 marks)

F. Complete the paragraph with the correct derivatives. (1.5. marks)

With the new European legislation on exhaust pipe emissions and safety coverage, it is
13. ----- (**like**) that several small car makers will close down. This policy can
14. ----- (**decisive**) contribute to reduce the effects of climate change. Governments
worldwide should initiate 15. ----- (**aware**) raising campaigns about the dangers and
encourage people to react accordingly.

G. Complete this paragraph with the following linking words. (2 marks)

IN FACT / NEVERTHELESS / IN ORDER TO / THEREFORE / SO THAT

16. ----- meet the requirements of the EU Legislation, car makers could also increase the
costs of small cars. 17. -----, this option might not be effective as customers could complain.
18. -----, the smaller the car the harder it is to justify the price. 19. -----, it is better to
think of other orientations.

H. Reformulate the sentences to have the same meaning. (1.5 marks)

20. Automakers in the European Union have to rethink their small car strategy because there are
new legislation rules.

As -----

21. Unless they include some form of electrification, most current mini-cars will not get to below
95 grams per kilometer

If -----

22. Automakers have certainly measured the impact of their decisions.
Automakers must -----

I. Reorder the words to make a meaningful sentence. (1 mark)

23. cannot / profit / the technology / car makers / expensive / because / make / is/ to add

Sentence: -----

III. WRITING (5 marks)

24. Choose one topic and write a passage of not more than 150 words. (5 marks)

TOPIC 1: The technological innovations proposed by American and European Union car
manufacturers may not be applicable in Africa. What measures can African governments
take to reduce car pollution and global warming?

TOPIC 2 : Cutting down on CO₂ emissions involves huge investments in technological
developments; that is why some countries think that such money should be better
invested in other sectors for the benefit of populations. Do you share their views? Give
your point with arguments to support it.