



ACEA

European  
Automobile  
Manufacturers  
Association

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## **EU support is essential to bridge difficult economic times and ensure investment in clean technologies**

**The European commercial vehicle manufacturers call on the EU to approve a multi-billion stimulus package for the European economy and to reassess economic measures in 2009 and 2010. “Regarding the automotive industry, the recent stimulus packages announced by the European Commission and the Ecofin Council are an encouraging signal. However, additional measures are needed to tackle the crisis and relief the credit crunch”, said Andreas Renschler, Chairman of the ACEA commercial vehicle manufacturers Board and Head of Daimler Trucks.**

Renschler, speaking on behalf of Daimler, DAF, Iveco, MAN, Scania, Volkswagen and Volvo Group outlined the industry’s views yesterday during an important ACEA conference on the future of freight transport. Distinguished speakers, among whom European Commissioner Antonio Tajani, addressed the European transport and environment policies and the consequences of the current economic turmoil.

“No industry is immune to the effects of the financial crisis. But manufacturers of capital goods like us are among the first to feel the pain”, said Renschler. “Right now, there is little need, willingness and ability to invest.” In October new registrations of commercial vehicles in Europe were down 17 percent compared to the same month last year. In the first ten months of 2008 the European market for commercial vehicles declined by 5.3 percent.

“Commercial vehicle manufacturers, suppliers and operators are looking at political decision makers to resolve the credit crunch. For our customers, the European governments should look at additional incentives to encourage the renewal of the fleet – to the benefit of economy and environment”, added Renschler. “We know how to deal with ups and downs of the market, but the financial crisis is not the only thing on our plates. Extra liquidity for R&D and product programmes is essential to help our sector bridge these difficult times and sustain our investments in clean technologies.”

### **“Vision 20-20”**

Renschler highlighted that commercial vehicle manufacturers are leading in pushing fuel efficiency to new levels, with the clear goal to contribute further to sustainable mobility around the world. “Competition among us has long been driving fuel-efficiency. And, as a sector, we also want to show leadership and foresight.”

To underline their determination, the commercial vehicle industry has united behind the “Vision 20-20”. Renschler: “Our direct contribution is a further decrease in the fuel consumption of modern trucks by on average 20% per tonnekilometre by the year 2020<sup>1</sup>. In addition, our industry will actively help strike a balance between mobility and environmental protection through a partnership with policy makers, the fuel industry, the hauliers, vehicle operators and, last but not least, the drivers themselves.”

The manufacturers’ ambitious strategy fits in the recently defined EU objective to reduce overall greenhouse gas emissions by 20% towards the 2020 horizon. Road transport can contribute to this objective with an integrated approach, combining increased fuel-efficiency with the larger use of alternative fuels, more efficient transport, better infrastructure and supportive policy measures.

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<sup>1</sup> Compared to 2005, the year when the newest generation of vehicles (Euro V) entered the market.

Press Release

**Benchmark in fuel efficiency**

Modern trucks, vans and buses already set the standard in terms of safety, efficiency and environment. Pollutant emissions such as NOx and particulate matter have been reduced by as much as 85% and 95% respectively since the late 1980s. The commercial vehicle industry has cut the fuel consumption of its products by more than a third since the 1970s. Progress will continue with improved combustion engines, hybrid trucks and buses, other innovative drive-trains and the use of alternative fuels. A further 20% reduction by 2020 will require the utmost of the manufacturers' engineers and management.

However, developing technological solutions is not enough to address all of the traffic-related concerns worldwide. Policy makers, the fuel industry, the hauliers, vehicle operators and drivers must all do their part to help shape sustainable mobility. In addition, road, rail, waterways and air transport must extend their cooperation, and increase efficiency within and among modes. Political support, however, is the most important lever to push sustainable transportation.

**Transport enables growth**

Road transport is key to the global economy. In the industrialised countries, trucks carry nearly 80 percent of all freight. Statistically, every single day, trucks deliver 70 kilograms of goods to each European citizen. Commercial vehicles are also enablers of employment and an engine of economic growth in many other sectors worldwide.

The ACEA commercial vehicle members are Daimler AG, DAF Trucks, Iveco SpA, MAN AG, Scania AB, Volkswagen AG and AB Volvo. Commercial vehicle industry plays a key role in the European economy. They produce 2.6 million commercial vehicles every year, generating a turnover of nearly €70 billion. A quarter of a million skilled staff are employed in their manufacture. Three quarters of a million more Europeans depend on the industry for their jobs, including parts suppliers, distributors, dealers and those providing after-sales care. A further 2.6 million, employed in the €250 billion-a-year haulage industry, complete the picture.

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