

Impulse Statement by

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Good morning, ladies and gentlemen,

I guess we all agree by now: Transport volume is going up, but emissions have to go down.

Now all we need to do is agree on the best way to get there. And picking up on what Leif Johansson said this morning, I'd just like to stress four points.

First: Legislation should be reasonable.

As an industry, we hope that Euro VI is the last regulation on pollutants. We have already reduced NOx and particulates of our vehicles in major markets by more than 97% since 1990. And we believe that going further would be counter-productive, because there is always a trade-off: less NOx means more CO2. That's why it is reasonable, that the EPA suggested for the U.S. to put the focus on greenhouse gas emissions now.

Second: Legislation should be realistic.

Reality is that our customers have always demanded the lowest possible total cost of ownership. That also means the lowest possible fuel consumption and with that, the lowest possible CO2 emissions.

But if we create a CO2 regulation, we should avoid mixing it with existing emissions laws. Plus, we have to make sure to use the right test cycle. And in this case, "right" means "in line with our customers transportation tasks".

Third: Legislation should be reliable.

The truck business is a global business. So, the regulation should be global as well. It's pretty simple: Developing a vehicle is a multi-billion euro project. And every cent we have to invest to fulfil different emission laws cannot be invested in more efficient technologies. That's why I think a harmonized political environment is in the interest of all of us. This was one of the key issues discussed during the 8th Global Commercial Vehicle Industry Meeting in Chicago this week.

Fourth: Legislation should be unbiased.

That means, for instance, that co-modality should be improved – we need to bring all means of transport closer together. Otherwise, I don't see how Europe is going to tackle the rising freight volumes.

Another important point: We should evaluate every possible solution based on their efficiency – not on emotions. And one highly efficient solution when it comes to trucks is the adoption of longer vehicles. This concept can improve fuel efficiency significantly. So, I think it deserves a fair chance.

Thank you.