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European Automobile Industry United in Approach towards Further Reducing CO₂ Emissions from Cars

The Board of Directors of ACEA, the European Automobile Manufacturers Association, agreed at their regular meeting today on the general framework and basic principles that should apply to the new EU policy to further reduce carbon emissions from cars, of which the European Commission is currently drafting a proposal. The details of a possible legislative framework will be subject to further discussions in the months ahead. "Defining the right policy is a long process and needs thorough assessment and consideration", said Sergio Marchionne, President of ACEA and CEO of Fiat.

The ACEA Board, consisting of all thirteen members' CEOs, reiterated that the target of 130 grammes CO₂ per kilometre by 2012 through vehicle technology only, as proposed by the European Commission, is not feasible. Furthermore, the vehicle industry needs appropriate lead-time ahead of a legislative framework because of long development and manufacturing cycles. "The European manufacturers operate in a fiercely competitive environment. Their investment and innovation capacity should not be crippled. The first feasible date for implementation of new legal requirements is 2015", said Marchionne. The ACEA members will increasingly implement CO₂-cutting technology such as gear-shift indicators, tyre pressure monitors, efficient air-conditioning and light-weight car parts to ensure a steady further carbon reduction in the coming decade.

Within a future policy framework, cars should stay accessible to consumers to ensure fleet renewal. The effect of possible legislation should be neutral as far as competition between manufacturers is concerned. CO₂ reductions from cars should be related to the differentiation in the car portfolio of the EU manufacturers, with weight as the most suitable parameter. Manufacturers should be able to average the CO₂ performance of their fleet.

The ACEA Board confirmed its determination to reach a realistic and cost-effective agreement with the EU institutions regarding a policy framework to further reduce carbon emissions from cars. The majority of carbon emissions from cars is caused today by the existing and ageing car fleet, by growing congestion and increasing mileage. Emissions from new cars have significantly decreased over the past decade. Therefore, the automotive industry urges the EU institutions to adopt a fully integrated approach to ensure larger, cost-effective reductions in CO₂ emissions from cars.

The European automobile manufacturers share an unwavering commitment to further reduce CO₂ emissions from cars and stress this requires a substantial effort from all relevant actors involved: the fuel industry, policy makers, drivers and the automotive industry. Such an approach would combine the ongoing improvements in vehicle technology with a larger use of biofuels, infrastructure adjustments and implementation of traffic management, CO₂-related taxation of both cars and alternative fuels, and the adoption of a more economic driving style by consumers. All policy elements should be included and their contributions should be allocated in a fair and adequate way, to the benefit of the environment and the EU economy.

The European automotive industry is key to the strength and competitiveness of Europe. The ACEA members are BMW Group, DAF Trucks, DaimlerChrysler, FIAT, Ford of Europe, General Motors Europe, MAN Nutzfahrzeuge, Porsche, PSA Peugeot Citroën, Renault, Scania, Volkswagen and Volvo. They provide direct employment to more than 2.3 million people and support another 10 million jobs in related sectors. ACEA members yearly invest €20 billion in R&D, or 4% of turnover.

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