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New Power for Transport in Europe lies in electrification, reasonable CO2 reduction targets, strong R&D and motivating incentives

The EU reduction targets for CO2 emissions set for 2012 and 2020 are putting the automotive sector under continuous pressure. These targets have already been set for Passenger Vehicles and now are being discussed for Light Commercial Vehicles. This takes place in a period when the automotive sector, an important industry sector and employer in the EU, was hit by the economic crisis very hard. It is clear that there are limits to the level of regulation the sector can cope with, therefore new technologies must be found. Where is the potential for further reduction of CO2 emissions? Electric vehicles can partly provide an answer. Numerous projects on electric transport in Europe are already on board. By 2030 majority of new vehicles produced could be electric. However, the development must be coordinated at all levels. Participants of CEBRE's event held on 27th April 2010 agreed that targets set for CO2 emissions have to be reasonable and cooperation on common guidelines and standards is necessary as well as support of R&D investment and financial incentives of electrification.



H. E. Milena VICENOVÁ, Czech Permanent Representative, opened the debate and stressed the importance of CO2 emissions reduction in the automotive sector noting the significant reduction already achieved. Now the debate has been targeted on Light Commercial Vehicles (LCVs) that represent 12% of cars on the road and where the European Commission proposes to reduce CO2 emissions to 175g CO2/km by 2014 and 135g CO2/km by 2020. *"We would prefer to stimulate the demand for more effective vehicles and find reasonable binding targets for the automotive industry"*, stressed **Oldřich VLASÁK**, the MEP responsible for TRAN opinion on the proposal for a regulation on setting emissions performance standards for new LCVs. *"I believe that together with my colleagues in the European Parliament we will find a solution that will not destroy the automotive industry. I propose postponing the coming into force of the regulation by three years and softening the 2020 target from 135g CO2/km to 162 CO2/km"*, he added.

The automotive sector is the largest private investor in R&D in Europe. It has been leading and participating in many projects on clean, efficient propulsion technologies for all vehicles. For electric vehicles, numerous technologies can be used. *"The future share of different electrification concepts will be determined by maturity of technology and market acceptance"*, said **Simon GODWIN**, Director of EUCAR – European Council for Automotive R&D. He continued: *"To change the mind of consumers and ensure continuous research, the support of public administration and politicians is needed"*. The crisis and the economic measures taken have reduced the size of cars and engines. The automotive industry is undergoing a considerable transformation. *"Demand for new technical solutions and global competitiveness require higher and appropriate skills. To avoid future discrepancy, the cooperation at regional, national, European (infrastructure, research and standardization) and international level (coordination of infrastructure and use of raw materials) is necessary,"* stressed **Lars HOLMQUIST**, CEO of the CLEPA - European Association of Automotive Suppliers. Expert on renewable energy and sustainable development at the ČEZ Group, **Fabien HILLAIRET**, echoed the previous speakers on the need to cooperate at different levels. *"In Europe, there have been 30 projects on electric mobility on board since 2007. We have to avoid the use of different methods of charging. Unlike cell phone, cars need standardized chargers!"*

The event was organized on 27th April, 2010, by CEBRE – Czech Business Representation to the EU in cooperation with the Czech Permanent Representation to the EU, as a part of the project "Round Tables on Promoting Czech Foreign Policy Priorities" supported by the Czech MFA. For further details contact Michal Kadera, Director of CEBRE, at Michal.Kadera@cebre.cz or visit: <http://www.cebre.cz/cz/docs/LCVs>. This business breakfast will be followed by a workshop on electrification of transport to take place during the Open Days on 6th October 2010.