



**CLEPA**  
*European Association of  
Automotive Suppliers*

# **“What Power for Future Mobility?”**

**Czech Permanent Representation to the EU**

**Lars Holmqvist, Chief Executive Officer, CLEPA**

**European Automotive Suppliers Industry**

**Brussels, 27 April 2010**



## Facts about CLEPA

CLEPA, the European Association of Automotive Suppliers, is a 100% industrial association, representing:

**82** corporate members

**27** National Trade Associations

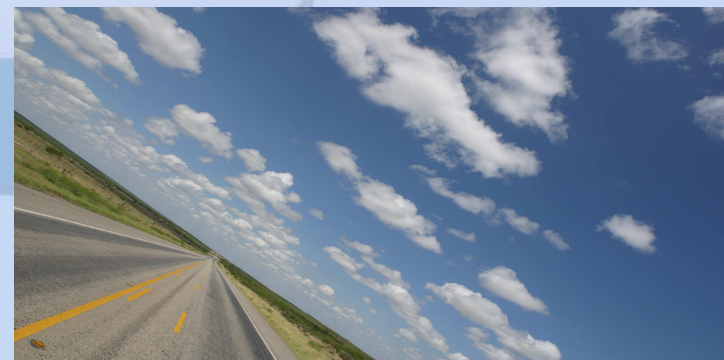
representing more than **3000 member companies** in total,

**2500 SMEs**

more than **3 Million employees**

with **300 Billion Euro** sales

**CLEPA is an accredited partner of the EU and the UN**





**CLEPA**  
European Association of  
Automotive Suppliers

# Automotive Suppliers in Europe

- €13 billion annual spending on R&D (total €26bn)
- 50 % of the R&D budget spent in the automotive industry comes from suppliers
- the majority of patents:
  - ABS
  - ESP
  - Airbags
  - Driver Assistance
  - High-Pressure Injection Systems
  - Navigation Systems
  - Night Vision, Start-Stop System etc
- 75% of a cars' value comes from Suppliers





**CLEPA**  
*European Association of  
Automotive Suppliers*

# The European Automotive Industry

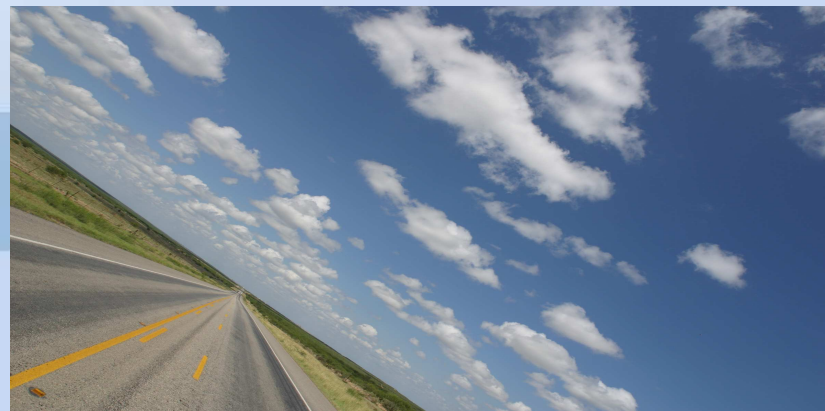
- **12 million jobs** in the entire industry
- **6 million jobs** in manufacturing of vehicles whereof
- **1 million in OEM's**
- **5 million in Suppliers**



The pace of change has accelerated since the **CARS21 mid-term vision**;

The increased **efficiency of the combustion engine** has reduced the CO2 emissions quicker than anticipated;

**The crisis and the economic measures** taken has reduced the size of cars and engines with lower total CO2 emissions as a results



# Environmental Issues and the impact in the Automotive Industry

- **Global Warming** increased awareness;
- **CO<sub>2</sub> emissions** (legislation adopted from the EU Parliament on December 2008);
- **EURO V** – particulate EURO VI – NO<sub>x</sub>
- **ELV** end-of-life Directive (Revision of Annex II) - Heavy Metals
- **CO<sub>2</sub> emission for LCVs**
- **CO<sub>2</sub> emission for HDVs**
- **National CO<sub>2</sub> taxation**
- **Regional environmental regulations**



# Timeline

## 2010 – 2020 – 2030

### Start – Medium - Long

#### **By 2010**

The absolute majority is combustion engines



#### **2020**

The amount of alternative powertrains will depend on the price of oil and fiscal incentives.



#### **By 2030**

The majority of new vehicles are electric



## Electric vehicles

- **Standardization** is needed in all of Europe, preferably **globally**;
- Many features already decided upon like **plugs sockets** and **voltage**;
- **Safety issues** need to be discussed.





## EU leadership

*Europe must become a **leader** in the production and commercialization of **energy storage** in order to remain industrially and environmentally **competitive in the Automotive Industry** and to reduce its oil dependency.*

- This means major coordinate **R&D investments**;
- U.S. Government spending more than **US\$ 5 billion**;
- Similar programmes in Japan, China, Korea, India.

# Restructuring the automotive industry

**The automotive industry is undergoing a considerable transformation and a deep restructuring**

- Employment change: the development of the new technologies could mean less jobs due to fewer components used in EVs;
- The automotive industry will face a difficult transition period between today's vehicles and tomorrow's vehicles.
- The development of new technologies must be coordinated with the development of the necessary infrastructure.

**CLEPA recognizes that in the face of environmental challenges some restrictions might be unavoidable**

## **Education and Training: a new challenge**

The development of the new technical solutions will have a **big impact on the industry** and will mean increased global **competition**.

**Education and training** will play a major role in creating the necessary skills in order to maintain the competitiveness of the industry and thereby safeguarding the jobs.

## Actions

- **Regional actions** should be adopted to regional circumstances for example: densely populated areas or the opposite;
- **National actions** should be avoided except for an increased effort to provide **training and education**;
- **European level** should co-ordinate **infrastructure** and **standardization** and promote and co-ordinate **research**;
- **International level** should agree on **environmental regulations** and co-ordinate utilization of **energy resources** and **strategic raw materials**.