CEBRE Business Breakfast

What power for future mobility?

Oldřich Vlasák, MEP: Reduction of CO2 Emissions Trends

European Conservatives and Reformists Group

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Overall EU approach to reduce CO2 emissions

- 1995 – Community Strategy to Reduce CO2 Emissions
- 2007 – new agenda to reduce greenhouse gas emissions by at least 20% by 2020

- 2000 – the Council requested the Commission to study green-house gas emissions on LCV
- 2007 – CARS21 Communication
- 2007 – the Council invited Commission to come forward with a proposal on the improvement of fuel efficiency from LCVs

CO2 Emissions Performance Standards - Light Commercial Vehicles – what are we talking about?

- light commercial vehicles =N1 category with a reference mass ≤ 2.610 kg + M1, M2, N1, N2 approved according to Regulation EC No. 715/2007 with a reference mass ≤ 2.840 kg
- approximately 12% of cars on the road

What does the Commission say?

- Draft Regulation no. 2009/0173 (COD)

- CO2 emissions reduction is a must in order to mitigate climate change
- despite the success in all other areas, the transport sector emissions are rising
- recent voluntary commitments of the automotive industry failed
- action is needed, regulation is unavoidable
- inspiration by Passenger Cars Regulation adopted in 2009

What are the targets?

- passenger cars (Regulation no. 443/2009):
  - 135g CO2/km by 2012
  - 95g CO2/km by 2020

- light commercial vehicles:
  - 175g CO2/km by 2014
  - 135g CO2/km by 2002
  - while the aspiration to reduce CO2 emissions by innovative solutions will bring the industry forward and create additional jobs

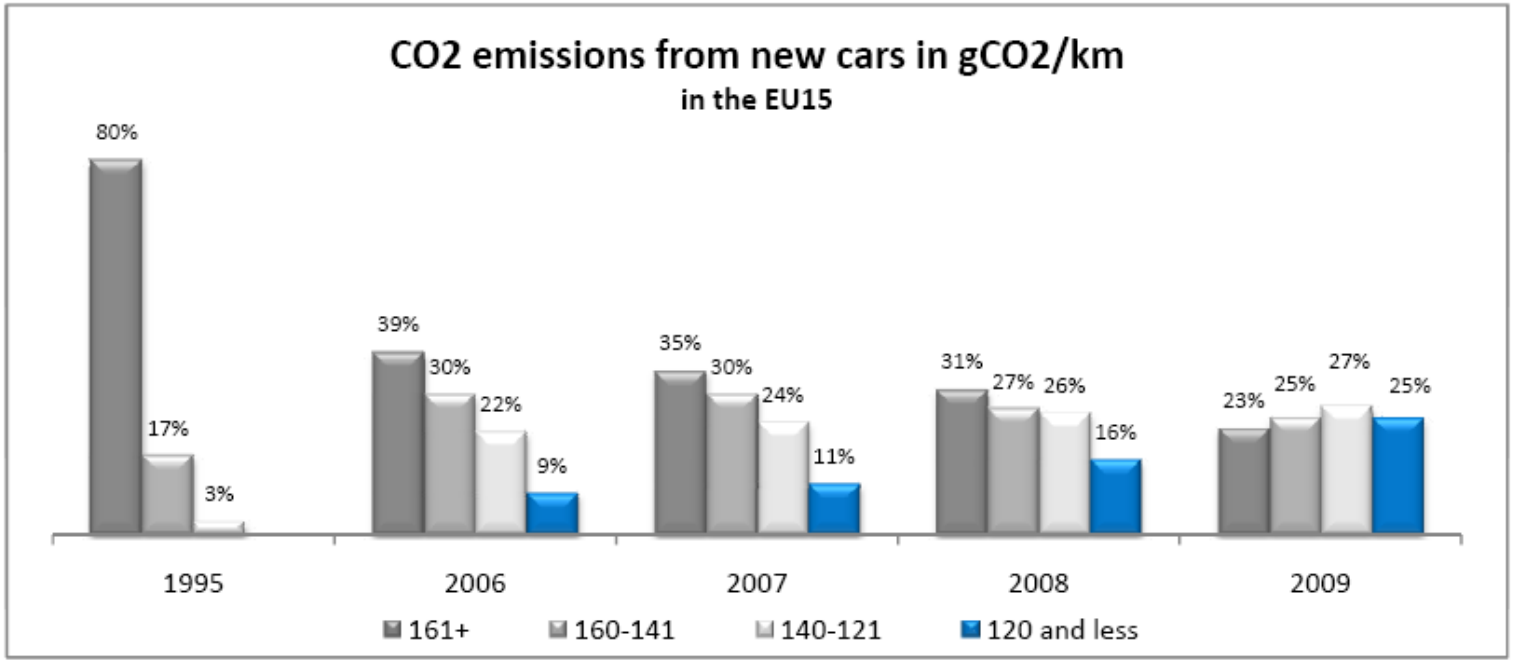
What do the industry and users say?

- we are spontaneously reaching improvements as fuel efficiency is required by the market
- in the past years we were able to reduce CO2 emissions considerably
- the space for further reduction is limited with currently known technologies
- during the economic down-turn a dramatic decrease of demand is seen
- the revenues are currently not sufficient to generate advance technologies investments
- new technologies will make the vehicles up to 10% more expensive

Question we asked?

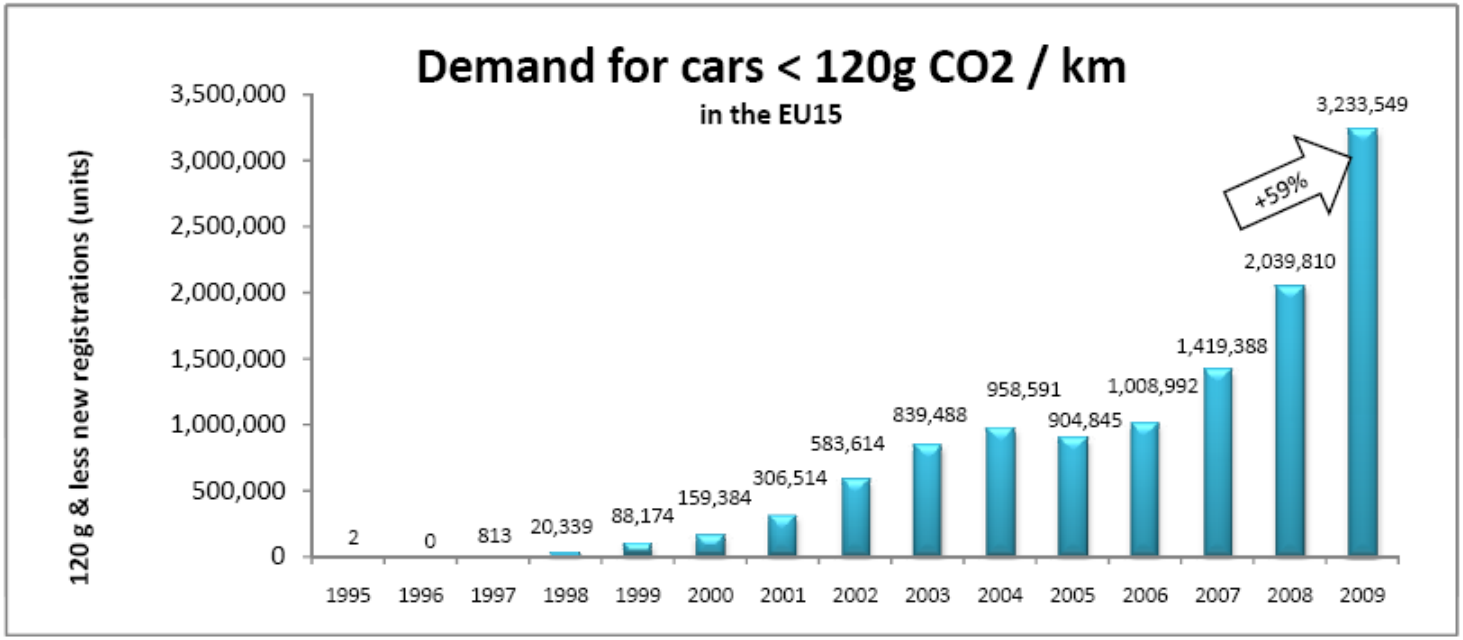
- What is the relation between CO2 emissions and “climate change”?
- Should we impose questionable measures on the industry in crisis?
- What will happen if we leave the space for natural development?
- Should we limit mobility and put certain kinds of vehicles in a risk to disappear from the market?
- Would we reach the desired “demand” limiting the quality of the “offer”?

Figures



Source: ACEA

Figures



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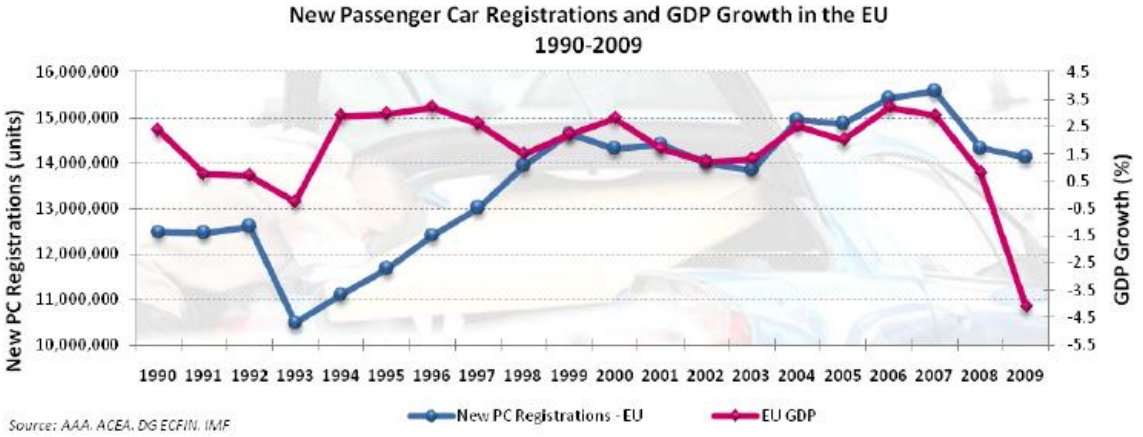

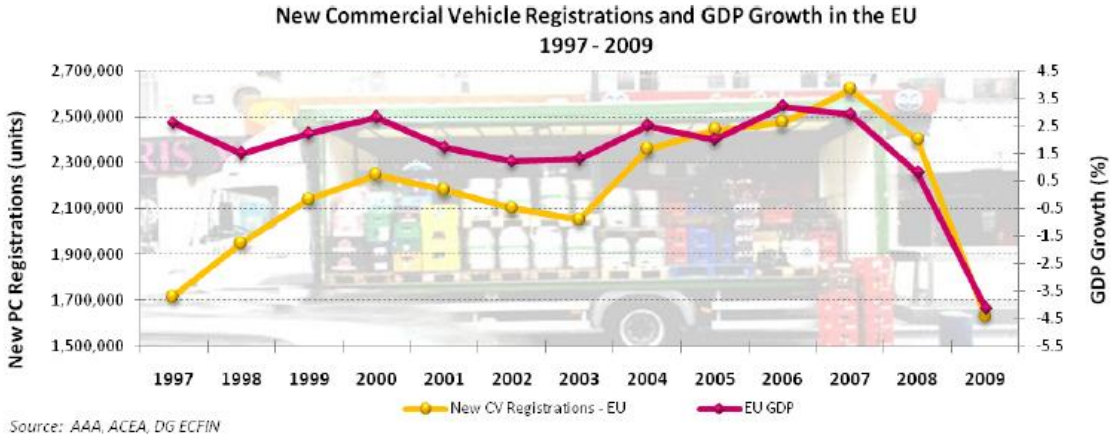

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Where do we stand?

- we would prefer to stimulate the demand for more effective vehicles
- but we understand that there must be some binding targets
- **our attitude:** in consensus with the automotive industry let find a set of binding targets accompanied by other measures, including reasonable sanctions

What are we proposing?

draft opinion of the TRAN Committee

- postponing the entry into force of the regulation by three years
  - since the lifecycle of a LCV is different than the one of a passenger car

- softening the 2020 target from 135g CO2/km to 162g CO2/km
  - as it will not be achieved with currently known technologies

What are we proposing?

draft opinion of the TRAN Committee

- the fines collected by the Commission from the manufacturers should be re-invested into measures lowering the negative impact of transport on air quality and environment in general
  - if we are honest with aiming to improve the air quality
- harmonising other provisions of the LCV regulation with the passenger cars one
  - in order not to discriminate the respective sector

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What are we proposing?

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	Step one	Phasing in	Step two	Phasing in	AMI	Multi-stage vehicles	Super credits
Passenger cars – adopted in 2009	130g CO2/km by 2012	65% (2012) 75% (2013) 80% (2014) 100% (2015)	95g CO2/km by 2020	no	x	x	3.5 veh. 2012 3.5 veh. 2013 2.5 veh. 2014 1.5 veh. 2015 1 veh. 2016
EC – LCV proposal from 2009	175g CO2/km by 2014	75% (2014) 80% (2015) 100% (2016)	135g CO2/km by 2020	no	Revision each 3 years	"non paper"	2.5 veh. 2014 1.5 veh. 2015 1 veh. 2016
LCV – TRAN draft opinion	175g CO2/km by 2017	75% (2017) 80% (2018) 100% (2019)	162g CO2/km by 2020	no	No AMI	"non paper"	3.5 veh. 2017 1.5 veh. 2018 1 veh. 2019

What are we proposing?

draft opinion of the TRAN Committee

	Excess Premium	Pooling	Derogation	Derogation – specific emissions	Eco-innovation	Inclusion of N2, M2
Passenger cars – adopted in 2009	€ 95	Between manufacturers	≤ 10.000	x	7g CO2/km	x
EC – LCV proposal from 2009	€ 120	Between manufacturers	≤ 22.000	Reduction potential + economic and technological potential	7g CO2/km	EC confirms the inclusion
LCV – TRAN draft opinion	€ 95 + reinvestments to lower the impact of transport on air quality	Between manufacturers	≤ 25.000	EC proposal + industry average	9g CO2/km	EC submits proposal to EP and the Council

Thank you for your attention!

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