



Brussels, 13 July 2012

European Commission confirms 2020 emission targets for cars and vans

On 11 July the Commission tabled proposals to cut average emissions from new cars to 95 grams of CO₂ per km in 2020 from a mandatory target of 130g in 2015. Emissions from vans will be reduced to 147g CO₂/km in 2020 from a mandatory target of 175g in 2017. "The 2020 targets are achievable, economically sound and cost effective: the technology is already available and affordable. Limiting emissions to 95gr/Km would add around 1000 euros to the price of car and that would be quickly paid off through savings in fuels consumption." said Mr Jean Marc Gales, CEO CLEPA.

CLEPA welcomes the Regulations proposed establishing the modalities by which the targets would be achieved. Importantly, those targets are based on today's test cycle (NEDC) so as not to undermine planning certainty in the automotive industry. Their implementation will boost employment and benefit consumers and industry.

CLEPA strongly believes in technology-neutrality as a general principle of CO₂ regulation in the road transport sector. An average fleet approach and a slope that differentiates targets based on a mass parameter will maintain the diversity of the European car industry and provide flexibility in implementation.

It is particularly positive that Eco-innovations are retained when a revised test procedure is implemented. Rewarding innovative technologies beyond 2020 is an incentive for their market introduction particularly if simplified rules for eligibility criteria and administrative procedures will be set up.

The re-introduction of super credits for low emission vehicles will also boost the development of breakthrough technologies.

The European automotive industry is a global technology leader, largely due to its investments of 30 billion € in innovation. The 2020 targets offer a clear and stable legal environment for investment, and will further stimulate innovation by vehicle producers and component suppliers. In addition, fuel efficiency can create high-level jobs, such as engineering, in a mature industry.

"We firmly believe that the 95 g/km and 147 g/km target are the best compromise between costs and CO₂ emission reductions and that they will help keep the competitive advantage that the European automotive industry has in terms of CO₂ emission reduction" said Mr Jean Marc Gales, CLEPA CEO.

Consultations among CLEPA members are now open to contribute to the EC communication expected by the end of this year on further CO₂ emission reduction limits for 2025 and beyond. Uncertainties about costs and market penetration of alternative powertrains in the next decades must be considered.

Note to Editors

CLEPA is the European Association of Automotive Suppliers.

93 of the world's most prominent suppliers for car parts, systems and modules and 25 National trade associations and European sector associations are members of CLEPA, representing more than 3 thousand companies, employing more than 5 million people and covering all products and services within the automotive supply chain. Based in Brussels, Belgium, CLEPA is recognized as the natural discussion partner by the European Institutions, United Nations and fellow associations (ACEA, JAMA, MEMA, etc).

For more information, consult: www.clepa.eu

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