European Automobile Manufacturers Association

EU policies for clean and efficient mobility

Automotive summit

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The Automobile Industry in Europe

Key figures

- ⇨ 16 major international companies/ groups
- ⇨ 12.6 million direct and indirect jobs
- ⇨ €26 billion in R&D spending, largest private investor
- ⇨ €28.6 billion of net trade contribution
- ⇨ €427.4 billion of tax revenues (EU15)

BMW Group	DAF	DAIMLER	FIAT GROUP
Ford	GM	JAGUAR | LAND ROVER	MAN
PORSCHE	PSA PEUGEOT CITROËN	RENAULT	SCANIA
TOYOTA	VOLKSWAGEN	VOLVO	VOLVO

Key steps for clean mobility concepts

1. EU Strategy for clean and energy efficient cars
2. Electrification – part of the solution
3. Necessary market uptake
4. Involvement of all stakeholders and need for pan-European solutions
5. Management of expectations and more experience needed

1. EU strategy on clean and energy efficient vehicles

Strategy is welcomed

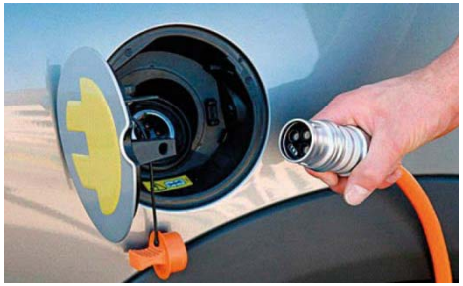
- Need for policy action and coordination at EU level
- Technology neutral approach based on two pillars – improving internal combustion engines and
- Promoting 'breakthrough technologies'
- This should include not only electrically chargeable vehicles (also LPG, CNG, hydrogen…)
- Global standards and access to raw materials should be ensured
- Mobilising relevant sectors and stakeholders (automotive industry provides some solutions, not answering all aspects…)
- Integrated approach needed – also need for re-launch of CARS21

Electrification: Part of the solution / 1

No ‘silver bullet’ towards sustainable mobility

- Need for diverse transportation
- Potential namely in urban transport, but part of an “integrated urban mobility concepts”

Electrically Chargeable Vehicles



- Wide range of electrical technologies in development
- Applications include hybrids, plug-in hybrid electric vehicles, extended-range electric vehicles (incl. fuel cells), battery electric vehicles
- Low or zero emissions (need to consider inputs – energy)

Electrification: Part of the solution / 2

Strong link to energy sector

- Need to generate energy
- Question of smart grids
- “Standardisation package” on the side of EVs and on the side of infrastructure

Administration

- Information gateway for the consumers

  (stations, availability)
- Data sharing among stakeholders (producers of cars, energy, consumers)
- Access to the system and its management
- Data protection and other technicalities (e-invoicing, fleet monitoring and management etc.)

Market uptake for clean technologies

Prerequisite

- Availability of cars and infrastructures (e-mobility, hydrogen, CNG…)
- Cross-boarder operation and mobility
- Competitive prices

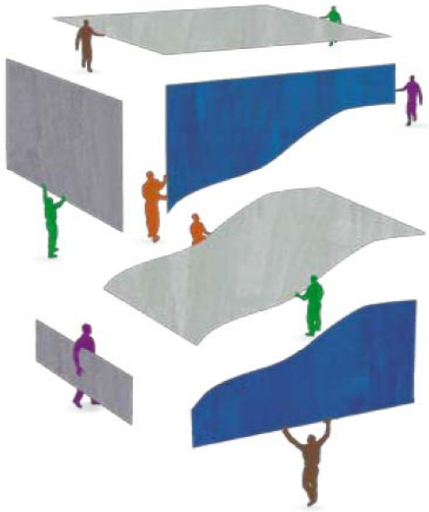
Solutions and questions

- Subsidies on the side of the Member States and local/regional authorities
- Infrastructure standardisation and availability (on e-mobility for example smart grids, smart meters, technology for safety, financial operations etc.)
- Viability of the support (will MS continue to support and how long? Calculations of prices of energy must me included, long-term investment into grids/infrastructures….)

Roadmap for EU-leadership in clean technologies

Defining a supportive long-term policy environment

Building up infrastructures



Coordinating national strategies

Increasing consumer awareness, information

Ensuring access to finance to further R&D

Delivering partial solutions for market readiness (standards,, vehicles, components…)

Key pillars for success / 1

Policy environment

- Re-launch of CARS21 need to be seen as a step forward – need to force implementation and respecting the outputs
- Need for coherence and coordination of industrial and environmental policy, respecting consumers needs.
- Collaboration and coordination

Market readiness

- Harmonized market incentives (EU, national governments)
- Stakeholders participation (policy makers, implementation of different infrastructure policies, creation of favourable conditions for consumers)
- Customer acceptance, market demand
- Question of standardisation

Key pillars for success / 2

Technology ability

- Vehicles for variety of customer needs
- Reduction of cost (link to infrastructure, equipment – batteries for ex.)
- Need for further R&D

Well-to-Wheel consideration

- Low carbon energy production in every aspect, not selective approach

Implementing the integrated approach

- Allows to achieve environmental goals at lowest costs
- Eco-driving (no gains from low emitting engines when not using their potential)
- Traffic management
- Intelligent Transport Systems

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Questions welcomed!

Thank you for your attention

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