



ACEA

European
Automobile
Manufacturers
Association

Commission defines framework conditions for deploying 'clean and energy efficient vehicles'

Brussels, 28/04/2010 – The Communication on Clean and Energy Efficient Vehicles, published today by the European Commission in Brussels, identifies the essential framework conditions for a viable transition to sustainable mobility in the European Union.

“We support the Commission in its goal to facilitate a rapid deployment of clean and energy efficient vehicles by embedding the innovative force of the European automobile industry in a smart policy framework and promoting coordination among the 27 Member States. This is the right approach given the fact that major competing economies, such as the United States, Japan and China, have already taken strategic action in this field”, said Ivan Hodac, Secretary General of ACEA.

“The Communication, however, also highlights the complexity of the tasks ahead and the many stakeholders involved. Some actions can be started immediately, such as agreeing on a European plug to recharge a vehicle. Other measures need still further, careful consideration. For example, commercial transportation is very different from individual mobility, and policies must be shaped accordingly.”

The European automobile manufacturers are contributing significantly to the transition to sustainable mobility in Europe and are maintaining substantial R&D investments despite the economic crisis. Advanced conventional technologies as well as alternative fuels will continue to play a predominant role for decades to come. At the same time, auto manufacturers invest heavily in bringing solutions to market that make use of alternative propulsion technologies, including plug-in hybrid cars, extended range vehicles (including fuel-cell technology) and battery electric vehicles. To deploy these many solutions, a coordinated policy approach is key.

“A viable policy framework sets feasible objectives, provides predictability to industry, enables technological progress without declaring winners or losers, and assesses the impact of regulatory measures beforehand”, said Hodac. “Such a framework also provides timely market incentives for breakthrough technologies and supports further investments in R&D with funding and access to capital. Investments in renewable energies and the necessary recharging and refuelling infrastructure are a further prerequisite and require the involvement of many parties.”

The auto industry, furthermore, welcomes the revival of ‘CARS21’, as announced in today’s Communication. This ‘Competitive Automotive Regulatory System for the 21st century’ initiative was launched in 2005 to boost Europe’s automotive competitiveness and employment base, while advancing safety and environmental goals in a viable way. “CARS21 provides an important platform to enhance policy making and share best practices across the EU”, said Hodac.

About ACEA

The European automotive industry is key to the strength and competitiveness of Europe. The ACEA members are BMW Group, DAF Trucks, Daimler, FIAT Group, Ford of Europe, General Motors Europe, Jaguar Land Rover, MAN Nutzfahrzeuge, Porsche, PSA Peugeot Citroën, Renault, Scania, Toyota Motor Europe, Volkswagen and Volvo. They provide direct employment to more than 2.3 million people and indirectly support another 10 million jobs. Annually, ACEA members invest over €26 billion in R&D, or 5% of turnover.

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