

# STATEMENT BY ACEA'S BOARD OF DIRECTORS

4 December 2015

In the context of the COP21 conference, the Board of ACEA would like to re-iterate its long-term commitment to reducing the environmental footprint of its vehicles and production processes, in an effort to address both climate change and air quality concerns. This is an ongoing and multifaceted strategy, which all manufacturers continue to adhere to.

1. Firstly regarding CO<sub>2</sub> from our vehicles, we have been contributing to driving down greenhouse gas emissions by developing ever more fuel-efficient vehicles and investing in alternative powertrains, including electric, hybrid, fuel cell and natural gas:
  - Last year, European average new car emissions were 123.4g CO<sub>2</sub>/km compared to 186g CO<sub>2</sub>/km in 1995, a 33.7% decrease in less than two decades.
  - The average new car coming onto the road in 2021 will produce 42% less CO<sub>2</sub> per kilometre than a new car bought in 2005.
2. It is important to stress that these CO<sub>2</sub> savings have been achieved in combination with significant decreases in pollutant emissions - like nitrogen oxides (NO<sub>x</sub>) and particulates (mass and number of ultra-fine particles) – despite the fact that both initiatives require conflicting measures:
  - Technical innovation has helped to lower tailpipe emissions from vehicles progressively. Over the last 15 years, NO<sub>x</sub> limits for diesel car engines have been reduced by 84%, and particulates by 90%, plus there are new limits for controlling ultra-fine particles.
3. In parallel, as manufacturers, we have succeeded in significantly reducing the environmental impact of vehicle production over the last decade:
  - The CO<sub>2</sub> emissions per car produced dropped by 25.4% between 2005 and 2014, while the overall figure went down by 27.4%.

Bolstered by massive investments in innovation, we intend to continue making strides to improve the environmental performance of our vehicles and production, which provide mobility and employment for Europeans.

To complement this, we are also pioneering alternative mobility concepts like car sharing, and are helping to foster innovations to enhance the efficiency of road transport, such as intelligent transport systems (ITS).

We fully agree with the need for improved emission test methods – a topic which has been subject to much scrutiny over the past months. It is for this reason that, for many years now, we have been advocating for and collaborating on an updated laboratory test for measuring both pollutant and CO<sub>2</sub> emissions (WLTP), as well as an additional new test to measure pollutant emissions under real driving conditions (RDE). These new tests will give consumers and legislators confidence in the environmental performance of all new vehicles.

Over the past years, policy initiated by the EU institutions has focussed on reducing greenhouse gas emissions, resulting in the most stringent targets for CO<sub>2</sub> emissions from passenger cars in the world. The European automobile industry's success in reducing CO<sub>2</sub> emissions has been, to a greater extent, dependent on higher sales of cars with diesel engines, since they emit 15-20% less CO<sub>2</sub> on average than comparable petrol engines.

Automobile manufacturers and suppliers have invested in advanced diesel technologies for years. We regret that the recent crisis involving one company has thrown into disrepute advanced diesel, which is a crucial component of our strategies to meet CO<sub>2</sub> emissions targets. Any limitation on diesel vehicles would have severe consequences for all manufacturers in being able to achieve these targets, particularly given the relatively low market uptake of alternative fuel vehicles. It is also important not to make new diesel vehicles unaffordable, as this could have the negative consequence of encouraging the market for older diesel vehicles, with much higher CO<sub>2</sub> and pollutant emissions.

ACEA will continue to contribute constructively to the on-going process to update and strengthen testing requirements for exhaust pollutant as well as CO<sub>2</sub> emissions. In addition, we are ready to engage with Europe's policy makers to examine how to reconcile higher air quality standards with ambitious climate change policies in the future.

## ACEA Board of Directors:

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