

# Automotive Summit, Prague 2018

## Key messages

13 April, Prague, Czech Republic

Automotive Industry Associations of the V4 countries call on the EU co-legislators to adopt ambitious, but at the same time realistic post-2020 CO<sub>2</sub> targets for new passenger cars and light commercial vehicles. Pointing out the fact that transition to clean mobility requires more than producing cleaner vehicles, we call on our respective governments and the EU institutions to introduce and keep an integrated approach to future CO<sub>2</sub> policy and clean mobility with broad spectrum of support measures. Deployment of sufficient alternative fuels infrastructure being one of the main prerequisites of realistic market uptake.

We would like to reiterate that the automotive industry contributes largely to the GDP, export and employment of the V4 countries. However, it is to face many challenges in the years to come, including transition to clean mobility. Any new regulation affecting the automotive sector thus has to take the above into consideration since it might have **significant implications for competitiveness, growth and jobs** in the Central European region, but also in the EU as a whole.

We are fully committed to the ongoing decarbonisation of transport and consequently welcome and support all efficient and economically viable ways to reduce CO<sub>2</sub> emissions from road vehicles. We would like to stress that so far the average CO<sub>2</sub> emissions of new cars in the EU have been already reduced by 28% since 2005 and by the year 2021 those reductions should amount to 42%.

We believe, however, that the draft Regulation setting emission performance standards for new passenger cars and for new light commercial vehicles as proposed by the Commission<sup>2</sup> is **not fully technologically neutral** and might restrict a smooth, cost-efficient and socially acceptable transition to low emission mobility.

To allow for this kind of transition we urge the co-legislators to **focus on the 2030 target only and to make it realistic, i.e. to set it at the level of 20%**. As the specific emission targets won't be known to manufacturers till 2022, an additional target in 2025 does not give them enough lead time, neither takes into account the reality of the market. The latter should be also reflected in the proposed benchmark for zero and low-emission vehicles.

Achieving the targets will depend to a large extent on customer uptake of vehicles with alternative powertrains and the availability of alternative fuels infrastructure plays a crucial role. The draft proposal should therefore **include a conditionality mechanism allowing adaptation of the 2030 target to the market reality**.

At the same time, the uptake needs to be underpinned by **support measures of the governments and the EU**.

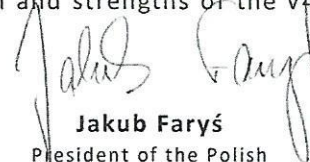
Finally, we underline that keeping the industry competitive for the future requires **cooperation of all actors involved, be it from private or public sector**. Furthermore, this cooperation cannot be limited to a single country, but should also build on the tradition and strengths of the V4 region in the automotive sector and the EU as a whole.



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<sup>2</sup> Proposal for a Regulation from 8 November setting CO<sub>2</sub> emission targets at the level of -15% for 2025 and -30% for 2030 compared to 2021, a benchmark system that would reward manufacturers selling a certain share of zero and low-emission vehicles (ZLEV) (at least 15% by 2025 and 30% by 2030), defining ZLEV as vehicle with less than 50g CO<sub>2</sub>/km (WLTP) and counting only pure BEVs as one vehicle, while vehicles between 0 and 50g of CO<sub>2</sub>/km count for less than one unit