

Vice-President Maroš Šefčovič

Vice-President Jyrki Katainen

Commissioner Violeta Bulc

Commissioner Elżbieta Bieńkowska

Commissioner Karmenu Vella

Commissioner Carlos Moedas

European Commission

Rue de la Loi 107, Bruxelles - 1000

Brussels, 3 February 2016

Dear Vice-Presidents, dear Commissioners

As was confirmed recently during different meetings and in line with the agenda of the current Commission, your services are working on a very important Communication on decarbonisation of transport that will be published by the Commission during summer 2016.

For ACEA and its members, this Communication will provide the strategic framework and direction on how to address the decarbonisation challenge by 2030, ahead of any new legislative proposal on CO2 post-2020 targets for passenger cars and light duty vehicles to be published later on.

I can reassure you that our industry is taking this challenge serious and is committed to contribute constructively to the development of a roadmap towards decarbonisation of transport, jointly with all other relevant stakeholders. In this spirit, we have recently presented to Commissioner Cañete the attached position paper, which we also want to share with you.

The attached paper as adopted by ACEA's Board of Directors contains following key messages:

- ACEA considers the 2030 energy-climate package as a solid framework for driving progress on decarbonisation of the transport sector, both on targets and timing.
- Any new proposal should reflect the learnings from the current system and address its shortcomings.
- Decarbonisation of road transport across all vehicles will require a more comprehensive and integrated approach, going beyond the current focus of setting targets for new light duty vehicles: only 5 % of current CO2 emissions come from new vehicles.
- We should explore the potential of further stimulating the market uptake of alternative power trains across the EU while embracing ITS as a new opportunity to reduce emissions.

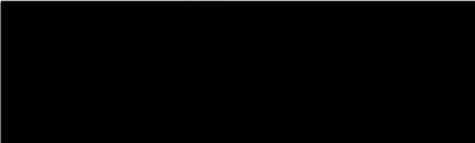


- The decarbonisation challenge should be addressed equally and in the most cost effective way across all transport modes.
- We should focus on identifying sustainable transport solutions which also support the competitiveness of the automotive sector– we need a thorough cost-benefit analysis to ensure we adopt the most cost effective approach.

This position paper is also accompanied by the ACEA view on market uptake of alternatively powered vehicles which gives some realistic perspective from the side of the industry.

Should you have any additional questions from you and your services, myself and ACEA Secretariat is fully at your disposal.

Sincerely yours,


Erik Jonnaert

Cc:

Miguel Arias Canete, Commissioner

J. Nociar, Head of Cabinet Vice-President Šefčovič

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 Automotive and Mobility industries, DG GROW

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