

FIA position on CO₂ targets 2020



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Our members

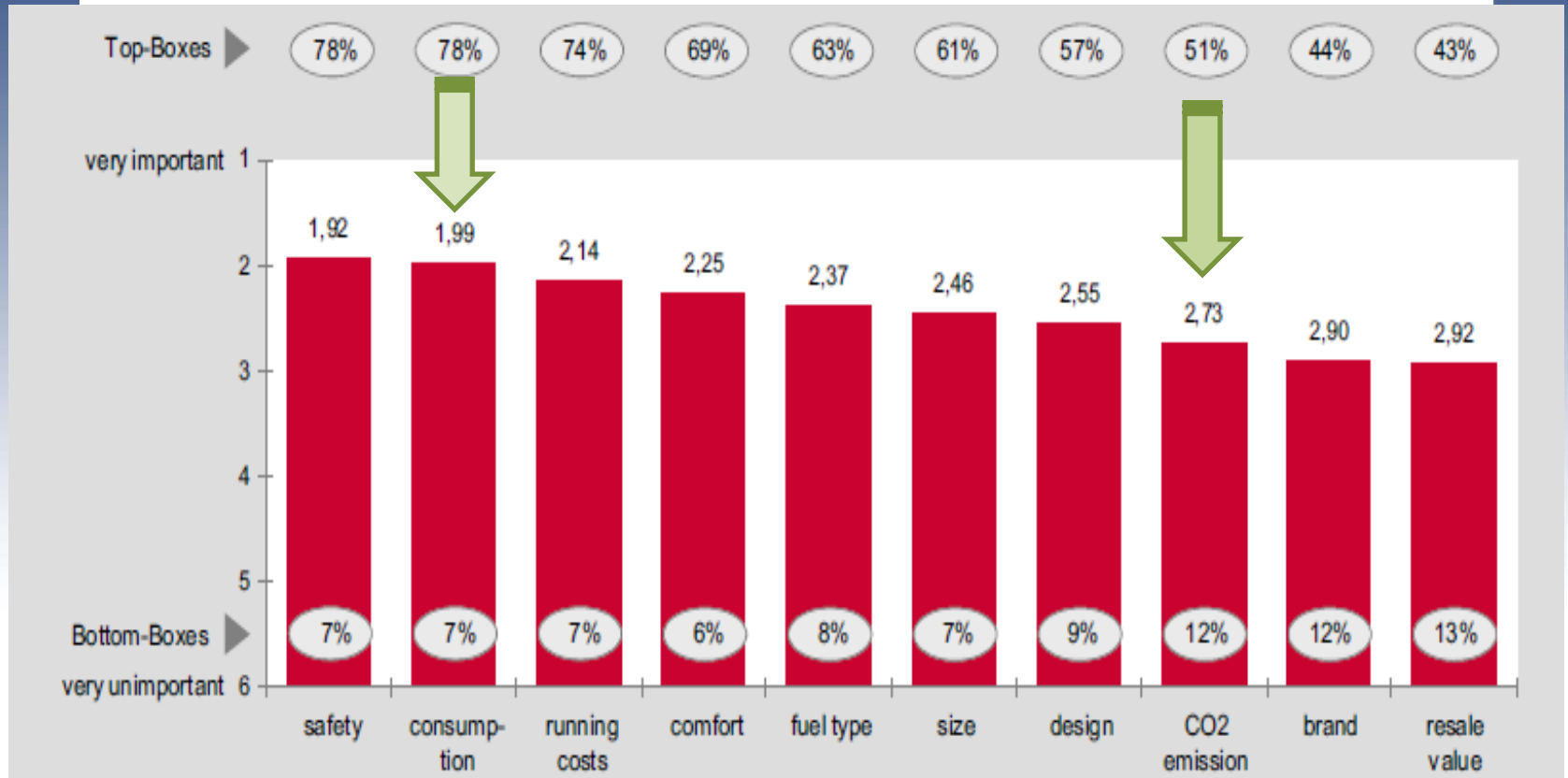


Our objective: to make mobility safer, more affordable and more sustainable for all

Our priorities

MOBILITY	<ul style="list-style-type: none">• Intelligent Transport Systems (ITS)• Cost of Motoring• Ageing Drivers
SAFETY	<ul style="list-style-type: none">• Safer Drivers• Safer Vehicles• Safer Infrastructure
ENVIRONMENT	<ul style="list-style-type: none">• eMobility• Ecodriving• CO₂ Emissions Reduction
CONSUMER PROTECTION	<ul style="list-style-type: none">• Access to Repair and Maintenance Information• Open Access to In-Vehicle Platforms• Mileage Fraud
TOURISM	<ul style="list-style-type: none">• Sustainable Mobility for Tourists

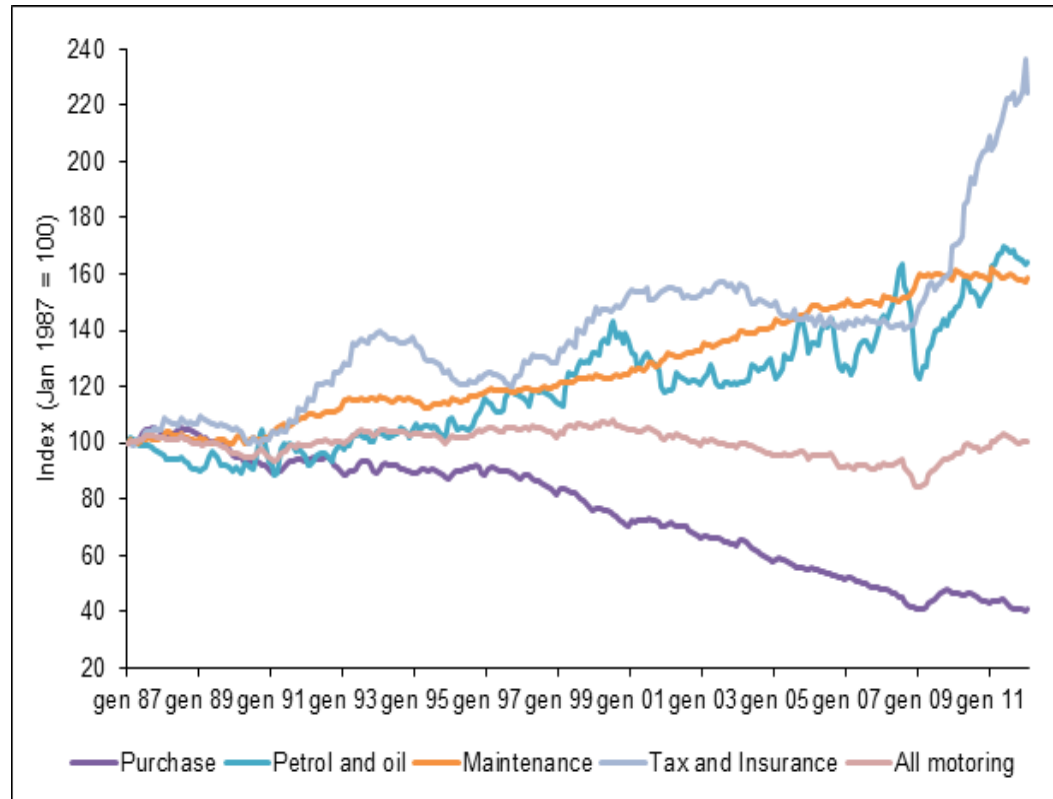
How do consumers chose their new car?



Source: eSafety Study 2011

Ambitious targets are needed to:

1) tackle rising mobility costs



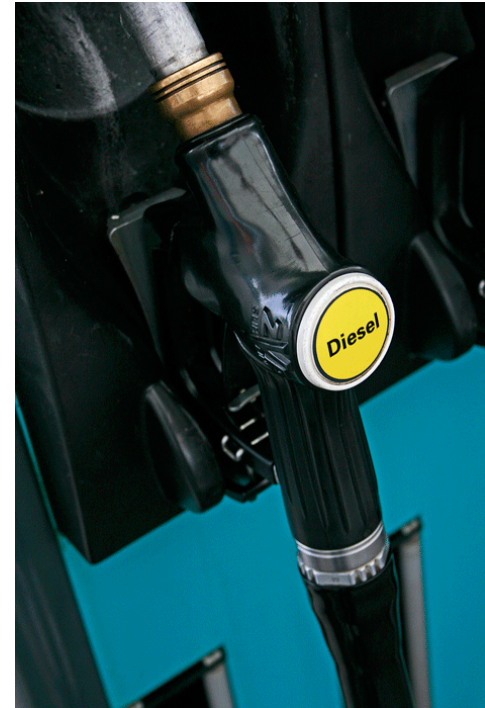
Source: RAC Foundation

95g/km target is reachable with today's technologies

- ☐ Early compliance with the 130g/km by 2015
- ☐ Setting targets contributes to stimulate innovation but in a technology neutral way
- ☐ Number of possible improvements of conventional engines efficiency (tackling thermal losses, exhaust losses, weight optimisation, improved aerodynamics and lower rolling resistance)
- ☐ Supercredits should not be prolonged

Consumers need realistic consumption estimates

- ☐ Urgent need to reduce the gap between type approval and real world consumption
- ☐ Research shows a widening gap
- ☐ Announced technological improvement may not deliver expected gains
- ☐ Risk undermining consumers' confidence



FIA Contribution

☐ Testing / Informing



☐ Demonstrating



☐ Training users

☐ Projects

