Setting the Scene: Technology Potential to Reduce CO_2 Emissions from Cars

Moving to a Low Carbon Road Sector
Effective Solutions to "Lighten the Load" (EAA lunch debate)

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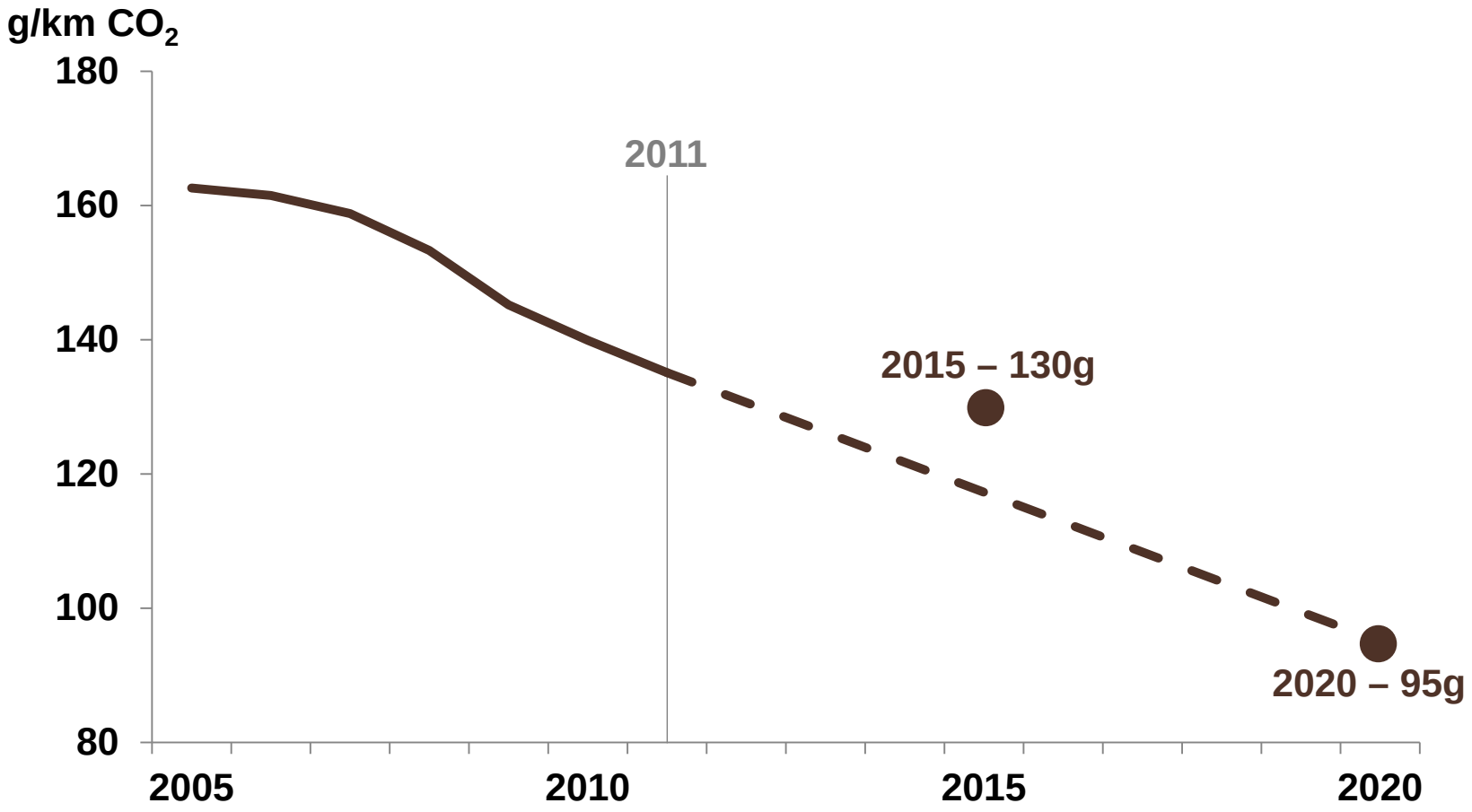
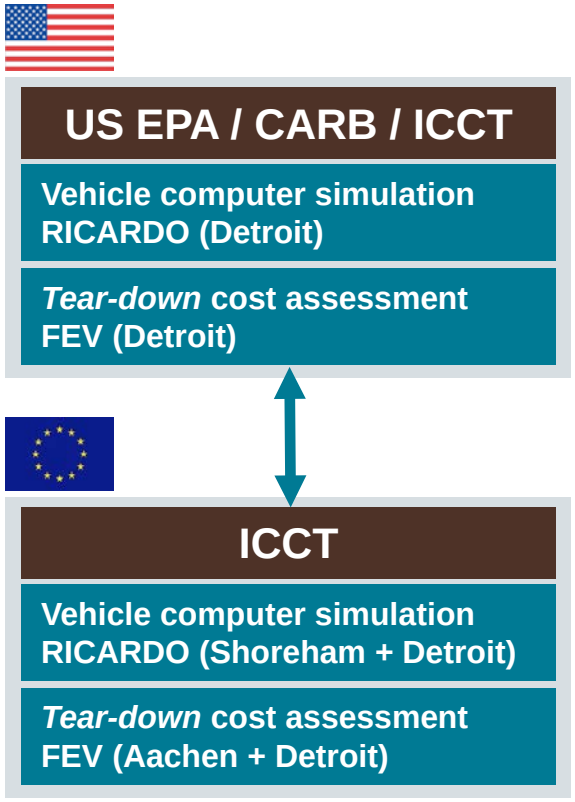
Brussels

icct
THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

CO_2 regulation shows effect: 2015 target will be exceeded; we are on a good way to 2020.



Significantly improved method to assess CO_2 reduction potential and costs of technologies.



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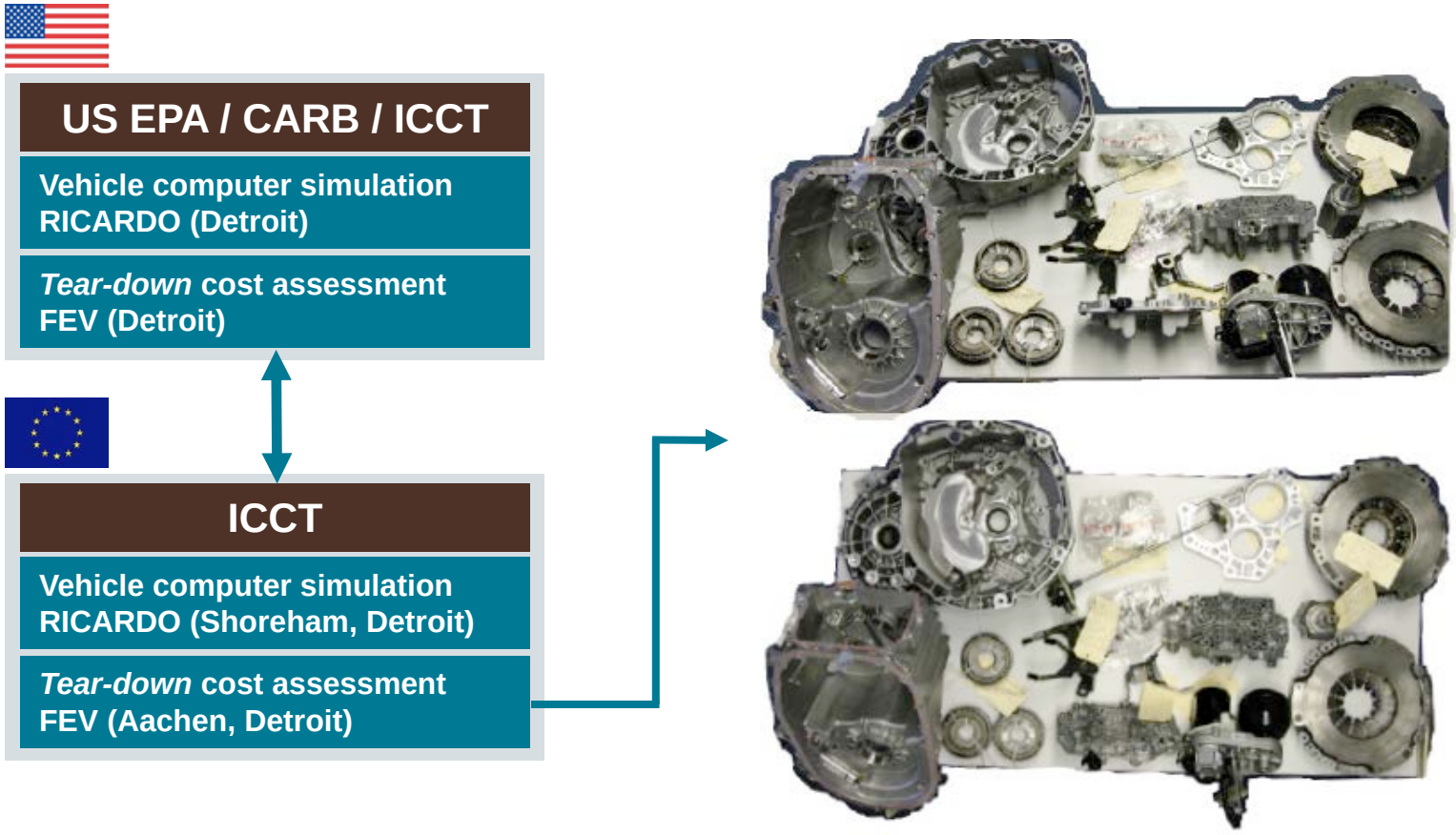
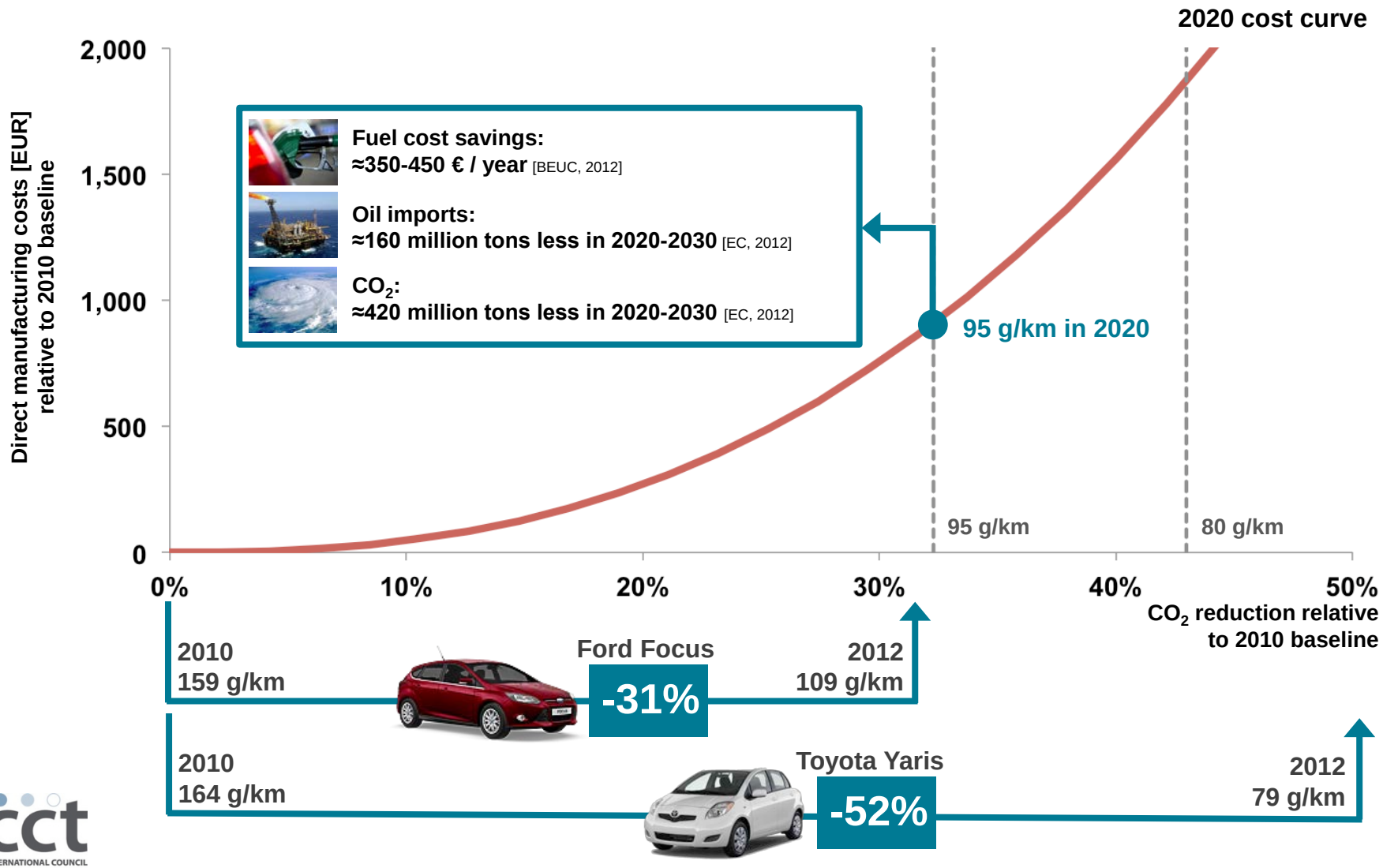


30% CO_2 reduction without hybrid vehicles. About 2 year amortisation period.



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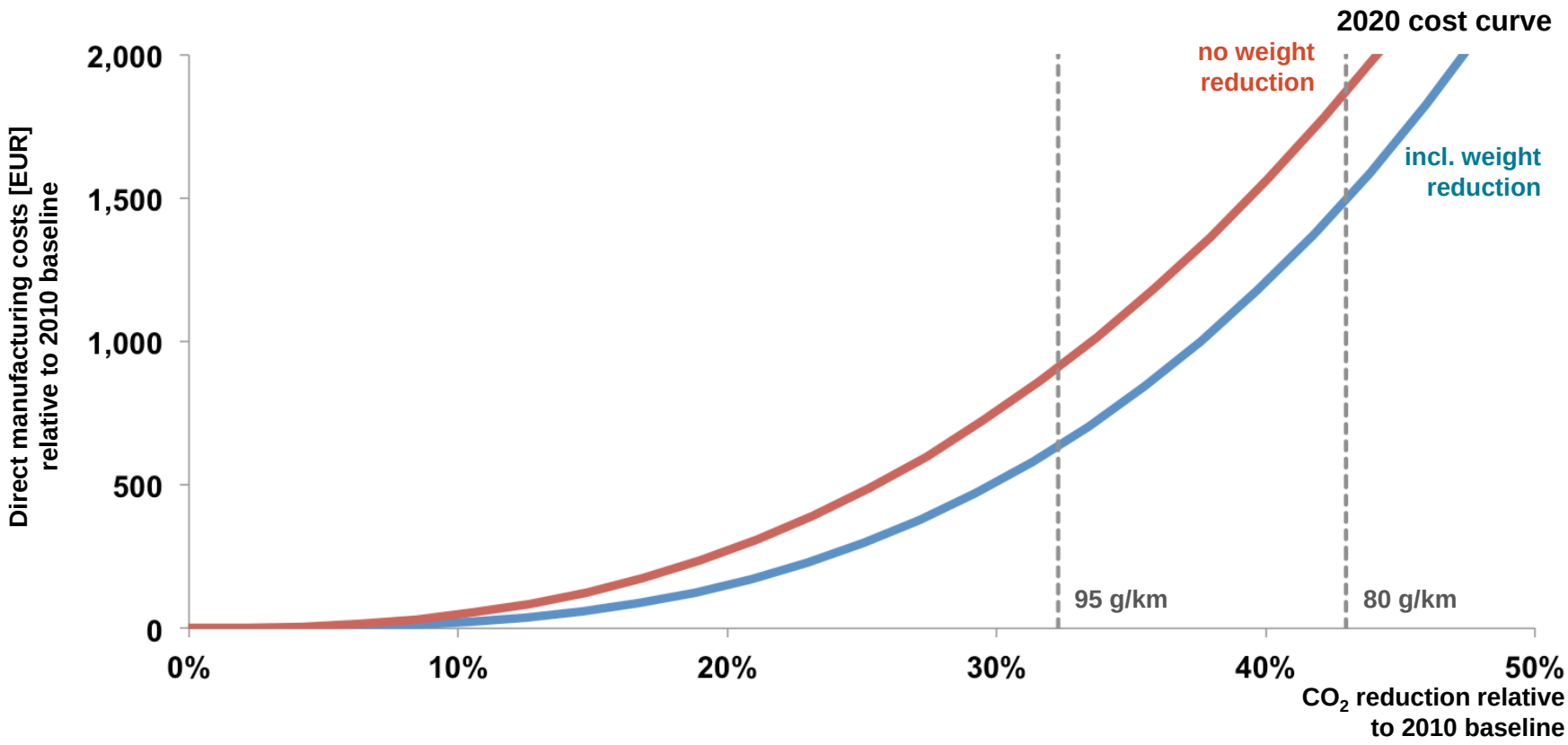
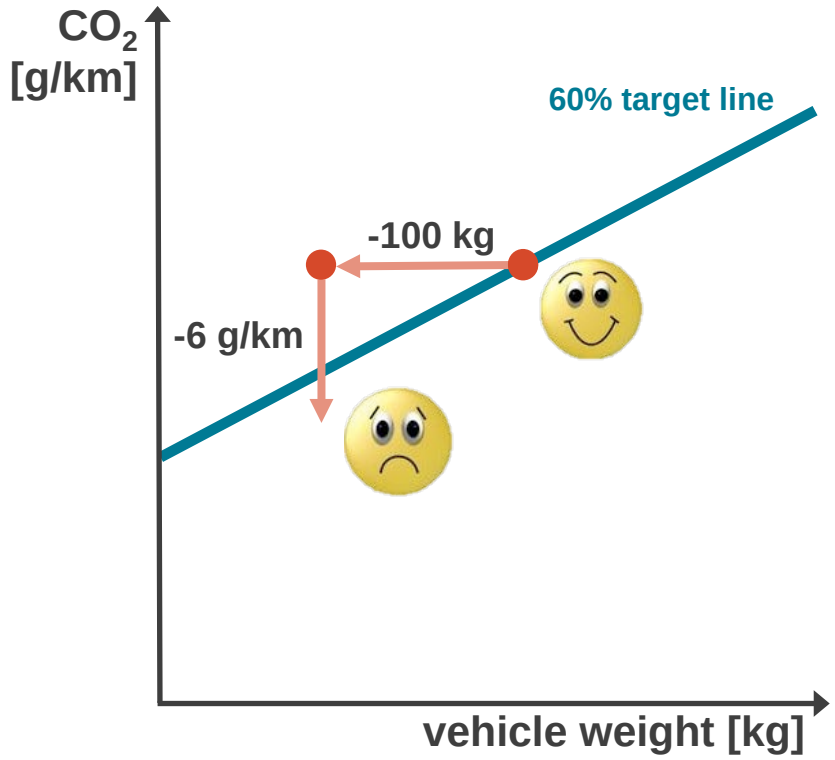
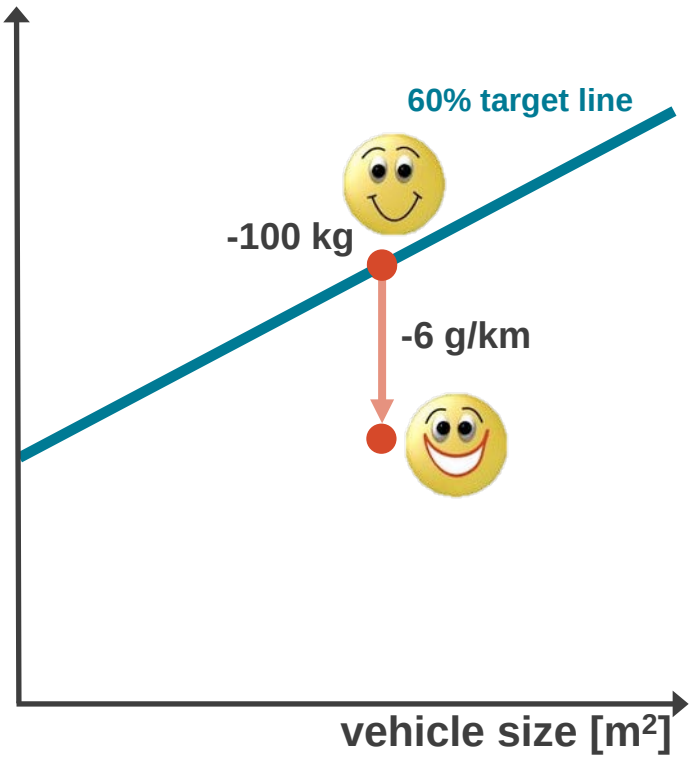


Weight-based system strongly reduces weight reduction incentive; not technology neutral.

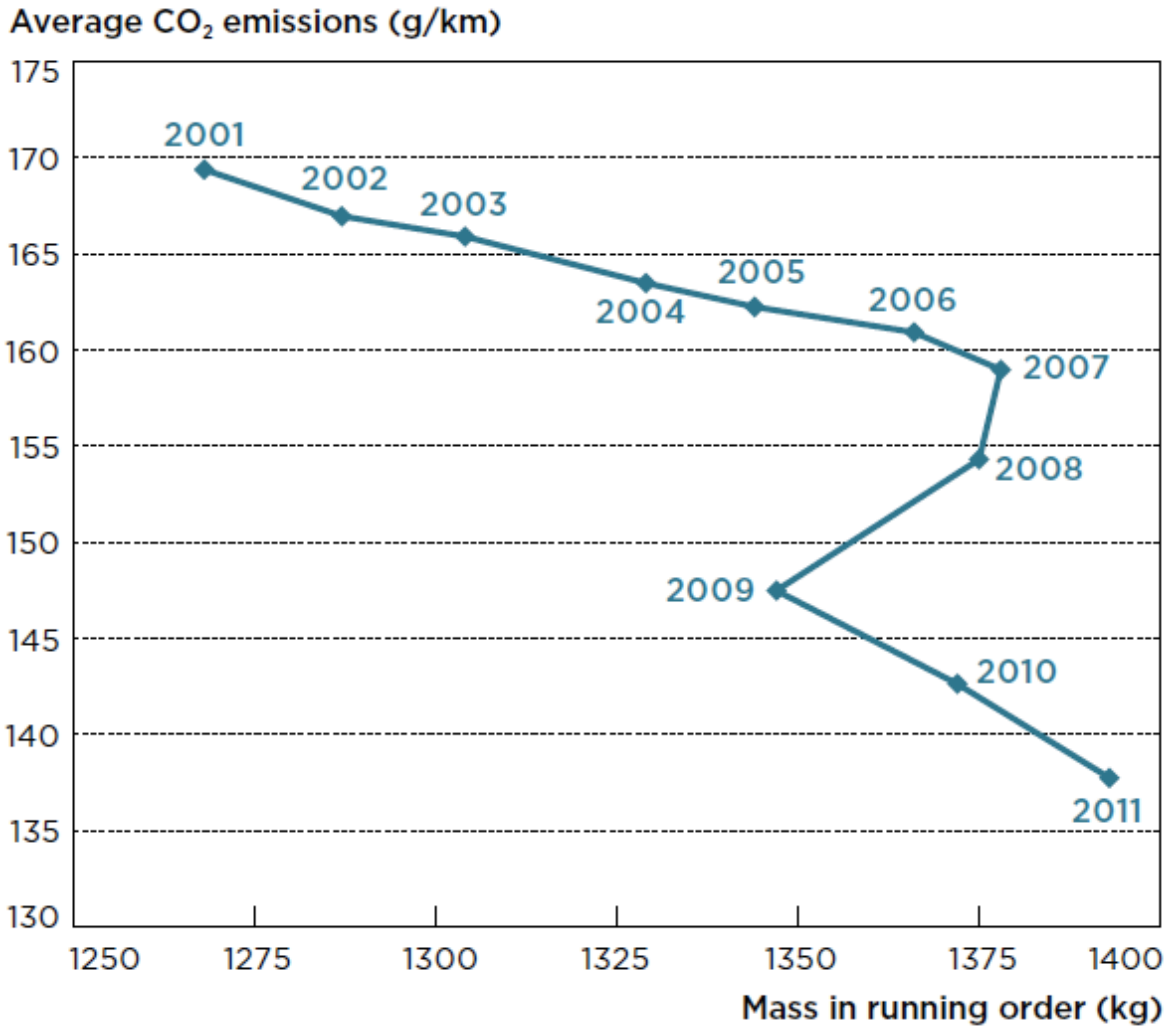
Weight-based target system



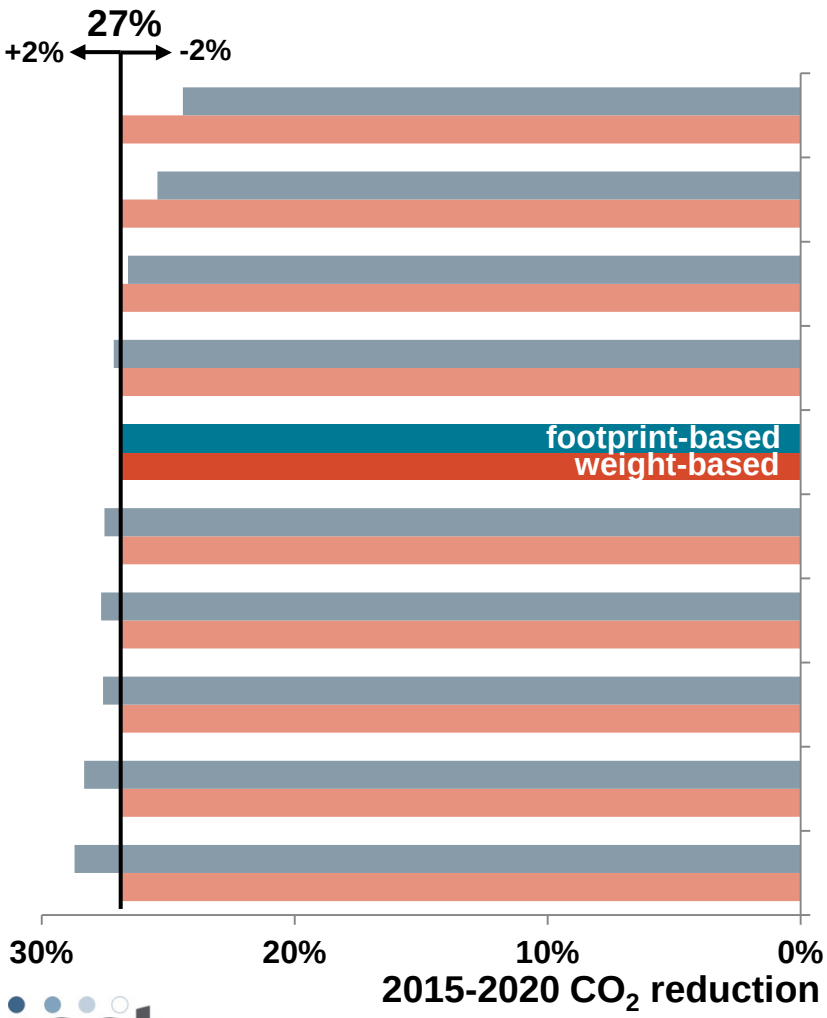
Footprint-based target system

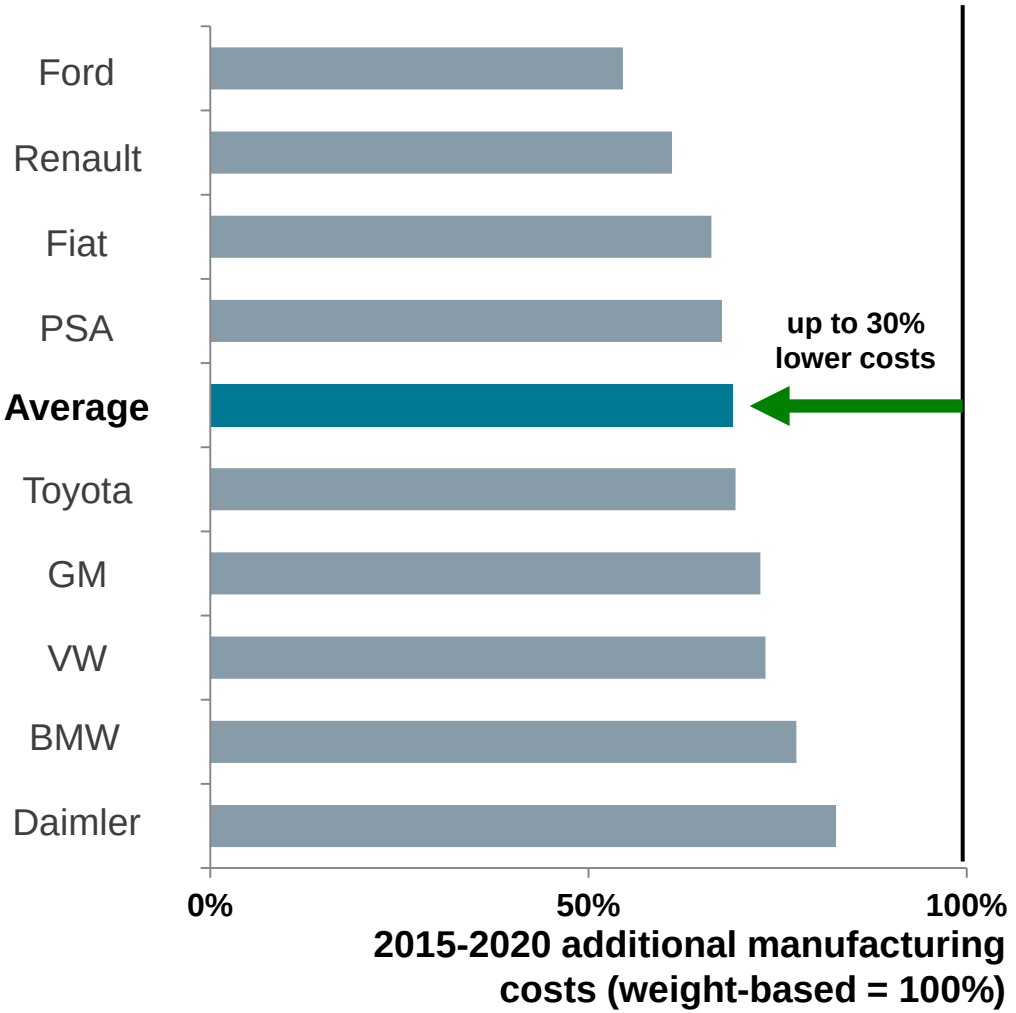


Strong trend to increase vehicle weight: +10% in 10 years.



Lower compliance costs in a footprint-based system: savings for manufacturers and society.





Lower compliance costs in a footprint-based system: savings for manufacturers and society.

- **Data on footprint today readily available.**
- **Manufacturers need lead time to align product plans with target system.**
- **In the US, footprint-based system was introduced for 2008 regulation.**

Lower compliance costs in a footprint-based system: savings for manufacturers and society.

- **2015 target almost met already today; on a good way to 95 g/km in 2020**
- **Technologies to meet 95 g/km in 2020 readily available; additional costs lower than 1,000 €/vehicle; amortisation period ≈ 2 years**
- **Weight-based target system discourages weight reduction → continuous weight increase → compliance costs higher than necessary**
- **Society and manufacturers will benefit from switch to a footprint-based system; but need lead-time to adapt product plans**

Lower compliance costs in a footprint-based system: savings for manufacturers and society.

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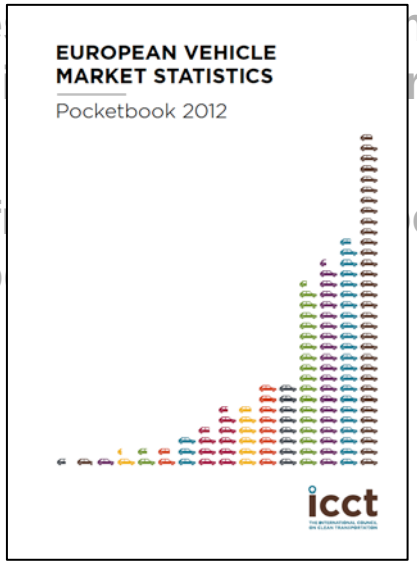
- Technical reports
- Summaries of key results
- Newsletter



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