



Smart CO2 reductions

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Welcome and opening address

Emilio di Camillo - President of OICA

Ministers,
Representatives of the European Commission,
City Authorities,
Ladies and Gentlemen.

I am honoured for the opportunity I was offered to organise and chair this international congress which, given the importance of the subject and quality of both the speakers and those present, coming from 18 European and 2 Asiatic countries, stands out as one of the city of Turin's main congress events in the year 2000.

First, then, I would like to welcome all congress participants to Turin, the city that today welcomes them to the renowned FIAT Lingotto plant where we can admire the excellent renovation work carried out under the guidance of architect, Renzo Piano.

My special thanks to the Transport Ministers present - Mr Antonin Peltram, Czech Republic, who is also President of ECMT (European Council of Transport Ministers) Mr Alberto Bersani, Italy and Mr Moritz Leuenberg, Switzerland; to representatives from the European Union, ACEA, ECMT and OICA, to those authorities present today representing the city, and to Mr

Paolo Cantarella, Chief Executive of FIAT, who will be addressing us today in his role as President of ACEA.

This is the programme for the next two days. The opening session today will be dedicated to general issues concerning policy and manufacturers, in so far as they concern the objective of reducing road transport CO₂ emissions.

This will be followed by a press conference covering the theme of the congress. In the afternoon we will move on to review the importance of non-technical measures, and examine them from the standpoint of the practical results these can produce in terms of limiting CO₂ emissions.

Tomorrow morning the opening session will look at the issue of the relationship between infrastructure, telematic applications and mobility, ending up with an overview of potential results that non-technical measures can achieve as regards limiting CO₂ emissions.

The theme for this congress originated within the context of the ECMT Transport and Environment Group, as a result of a series of joint meetings in which OICA and ACEA participated as representatives of industry, and where the focus was specifically on the problem of CO₂ reduction as it relates to road transport. The starting point dates back to 1995 and a joint agreement reached in Vienna between OICA, ACEA and ECMT, within the framework of an industry and governmental commitment to reduce CO₂, and which also recognised the importance non-technical measures can have in reducing CO₂ emissions from road transport.

CO₂ is the main cause of the greenhouse effect and global warming. Today the general public is very sensitive towards these issues and media coverage of them continues to increase, especially following the Kyoto Conference on Climate Change in 1997.

In parallel this attention has also been accompanied by an intense period of activity on the part of political authorities, particularly in Europe, who for some

time now have been examining possible actions to obtain a global - namely, in all sectors - reduction in CO2 emissions.

While there are many sources of emissions, in effect both the media and political world have directed attention to road transport's responsibility as a producer of CO2. A responsibility that according to ECMT data can be quantified as 22% of total emissions produced by man, which indeed indicates an important role, although certainly not the most important one.

However it is clearly the most difficult area to manage. Not only because road transport involves hundreds of millions of single users, but also because of its very close links to economic growth. And so acting on one issue means immediate repercussions for the other.

Besides this, the CO2 problem in the EU has effectively been coupled with that of the internalisation of external transport costs. Given the repercussions of this issue on specific fiscal measures regarding mobility - and therefore the cost of road transport - from 1995 onward it has continued to be the subject of heated debate among the parties concerned: the EU Commission, ECMT, manufacturer and transport operator associations, experts and specialists.

For all these reasons, the problem of how to reduce road transport emissions has become a crucial issue of transport policy in every European country.

Environmental problems are first and foremost social problems, that is, problems affecting everyone. And so solutions to these problems must be sought with the cooperation of all parties concerned: the political world, manufacturers, and road users.

This is why an effort has been made at this congress to represent both the points of view held and concrete initiatives and contributions all these parties can and must make - each within its own area of competence - towards reducing the effects of road transport's environmental impact.

As for the question of gassy emissions in general, it must be remembered that starting from the '70s the motor industry is the sector which has made the greatest effort to improve the environmental performance of its products.

For instance, catalysed cars currently produced in Europe today produce 95% less emissions when compared to levels in the mid '70s, while fuel consumption, the main cause of CO₂ emissions, has fallen by 30%. In addition mention must be made of the voluntary agreement reached by ACEA and the EU Commission which commits manufacturers to further, substantial reductions in consumption, and therefore CO₂, compared to 1995 levels.

Moreover the automotive industry is today working on a wide range of innovative measures which focus on limiting emissions and protecting the environment.

In particular, mention should be made of studies and effective steps forward in the areas of natural gas, electric and hybrid vehicles, alternative fuels (such as hydrogen), ongoing progress in engine technology (like common rail injection), and research on innovative light materials to reduce car weight.

All of this involved and still involves technological, design and engineering aspects and approaches towards resolving problems related to reduction of emissions, fuel consumption and therefore CO₂.

To date this has been the focal point for both the political world, leading to technical regulations, and manufacturers' research and investment in terms of product innovation.

There is, however, another aspect that has remained on the sidelines for some time now but which today is assuming progressively greater importance.

I refer to non-technical measures - that is to say, actions which can be taken towards reducing CO₂ by employing telematics, improving infrastructure to

reduce congestion, driver behaviour, renewing the motor vehicle fleet, including buses used for public transport, especially where it is particularly old such as in Italy, and maintaining it correctly - as opposed to interventions that specifically regard motor vehicle technology.

Why this awakening of interest?

There are many reasons.

On the one hand, such considerable progress has already been made in the technological and engine fields that we are now nearing the limit for improvement to the traditional technology currently used on motor vehicles. In other words, in the face of an ever higher cost for such interventions, while they certainly produce concrete results, these are increasingly more marginal compared to what has already been achieved, and they also require time to filter through into the products themselves.

While obviously efforts targeting motor vehicle technology cannot be overlooked, there are, however, interventions concerning other aspects of the mobility system that need to be pursued with greater determination.

Namely, drivers, infrastructure and the existing motor vehicle fleet.

Another reason for this is the length of time required to obtain appreciable benefits from costly product innovation. This can amount to several years since it implies redesign, re-engineering and production of new vehicles. And this is not all. It is quite evident that environmental benefits from innovations introduced on motor vehicles will only effectively be seen when the majority of cars on the road have been upgraded. Today, in Italy, complete upgrading of the fleet still requires 14 years.

On the contrary, non-technical measures can provide significant, concrete results in a much shorter timeframe, and also require much more modest investment.

In an approach to the problem that takes costs-benefits into account and short-term effectiveness of the measures adopted, non-technical measures therefore represent the best solution.

So the aim of this congress is to provide an exhaustive overview of both the range of transport policies addressing the problem of reducing road-related CO₂, and what measures we could in effect already implement tomorrow in order to draw nearer to its solution.

In concrete terms, our aim over these next two days is to ensure that the exchange of opinions between the various parties and points of view concerned lead to indications that will lay the foundations for a common programme. A programme involving all parties present today - both public and private - focused on implementing the most effective non-technical measures able to make a contribution towards reducing road transport CO₂ emissions.

In the hope that this aim can be achieved, I wish all those present every success in their efforts, and now hand over to Mr Antonin Peltram, Minister of Transport for the Czech Republic and President of ECMT.

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