



Brussels, 22 January 2013

RE: Stricter fuel economy standards for vans

Dear Mr. Krahmer,

We have learned of your appointment as rapporteur for the review of the Regulation setting "CO2 emission standards for light commercial vehicles". We hope that the European Parliament, under your guidance, can strengthen the level of ambition of the current Commission proposal.

Increasing fuel costs are becoming a major problem for businesses. As no long term reduction of the global oil price can be expected, we need to reduce our dependence on oil. Businesses all over Europe are making tremendous efforts to cut fuel costs, increase efficiency and improve delivery planning, and limit negative environmental impacts. A switch to more fuel efficient vehicles is also needed if Europe is to achieve its climate objectives.

Business cannot do this alone. Smart regulation must play a role and more ambitious CO2 standards for vans are fundamental in this respect.

As reducing CO2 emissions has a direct impact on fuel economy, our organisations feel that the proposed 2020 target of 147 g/km or ca. 5.6 l/100km is insufficient.

The current regulation was adopted in 2010 on the basis of information that suggested that average CO2 emissions were around 200 g/km per van and that reducing those emissions would be highly expensive (ca. €2000 - €3000/van). A recent study by TNOⁱ for the European Commission however demonstrates that the potential costs for achieving a target of 147 g/km would be around €500 - 4 to 6 times lower than originally expected. It has also emerged from the study that the average emissions of vans were significantly overestimated when this Regulation was adopted.

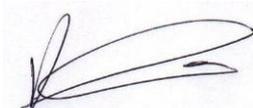
On the basis of the latest scientific evidenceⁱⁱ, and given the potential benefits for both the economy and the environment, we therefore call on the European Parliament to set **a more ambitious 2020 target of 118 g/km or 4,5 l/100km.**ⁱⁱⁱ

A stricter target of 118 g/km would save around €825/year in fuel costs for every van and additional acquisition costs would pay back rapidly even at low future oil prices.

The case for stricter fuel economy standards for vans is overwhelming and we therefore urge you to lead the Parliament to the adoption of an ambitious regulation that will be to the benefit of business, the environment, and society as a whole.

Yours sincerely,

David Caro
President
European Small Business Alliance



David Caro

Christian Verschueren
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ⁱ http://ec.europa.eu/clima/policies/transport/vehicles/vans/docs/report_co2_lcv_en.pdf

ⁱⁱ <http://www.transportenvironment.org/sites/te/files/TNO%202012%20Vans%20report.pdf>

ⁱⁱⁱ A target equivalent to the cars target of 95 g/km