

Proposal for CO2 Emission Target Lines for N1 Vehicles

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**N1 stakeholder meeting
on 9th March 2009
in the Conference Centre Borschette, Brussels**



Objective and content of the presentation

Objective

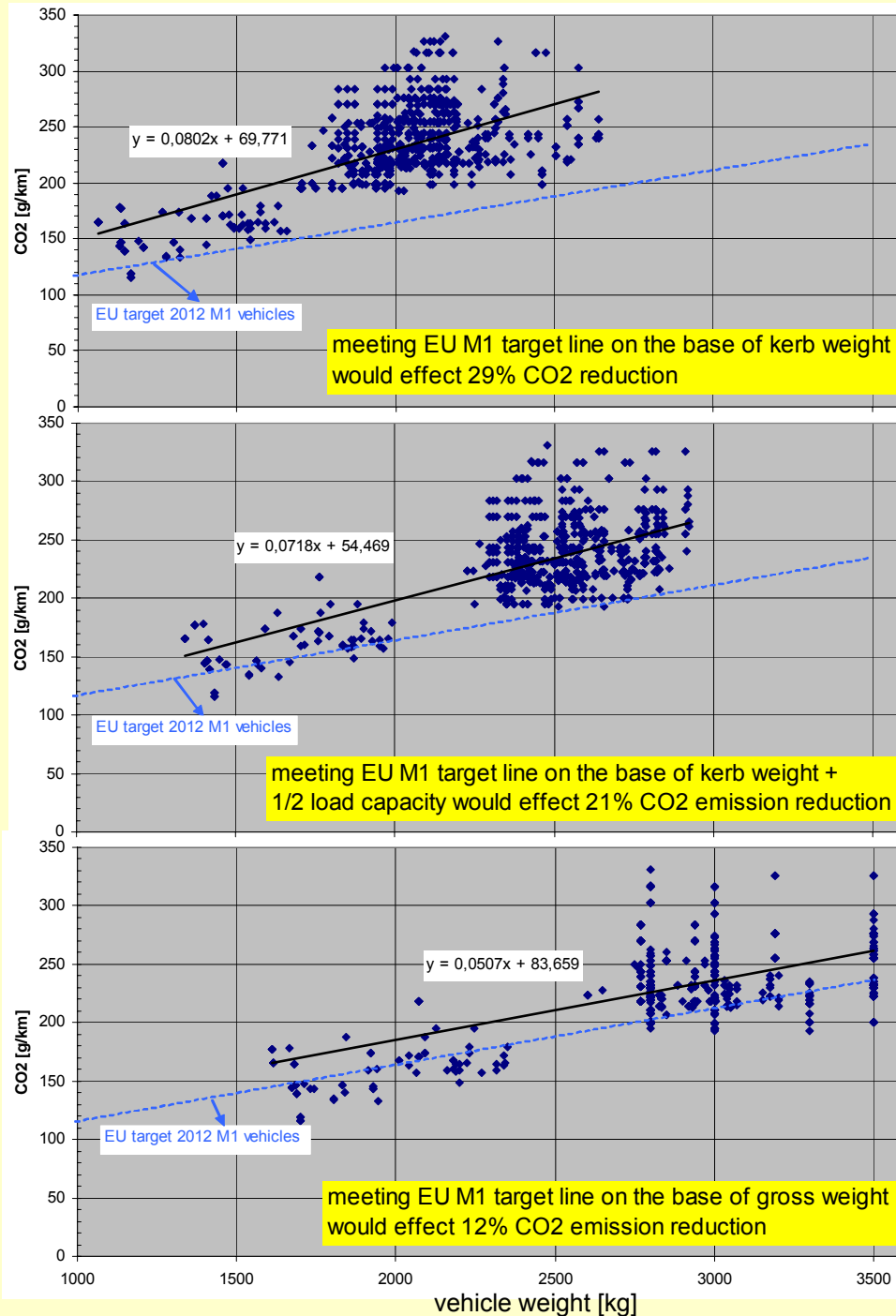
- Proposal for CO₂ emission target lines, which meets the EU targets for a sales rated average CO₂ emission for new N1 vehicles of
 - 175g/km in 2012
 - and 160g/km in 2015

Content

- Analysis on ADAC data to demonstrate the influence of different target line concepts on the emission reduction potential and on the achievability for the future N1 fleet, with the view to find the most promising concept
- Definition of target lines on the base of the EU CO₂ targets and the most promising target line concept



Today's CO2 emissions of N1 vehicles and emission reduction potential due to EU M1 target line



1. CO2 emissions versus kerb weight, target line based on vehicle kerb weight shows high emission reduction potential but low achievability

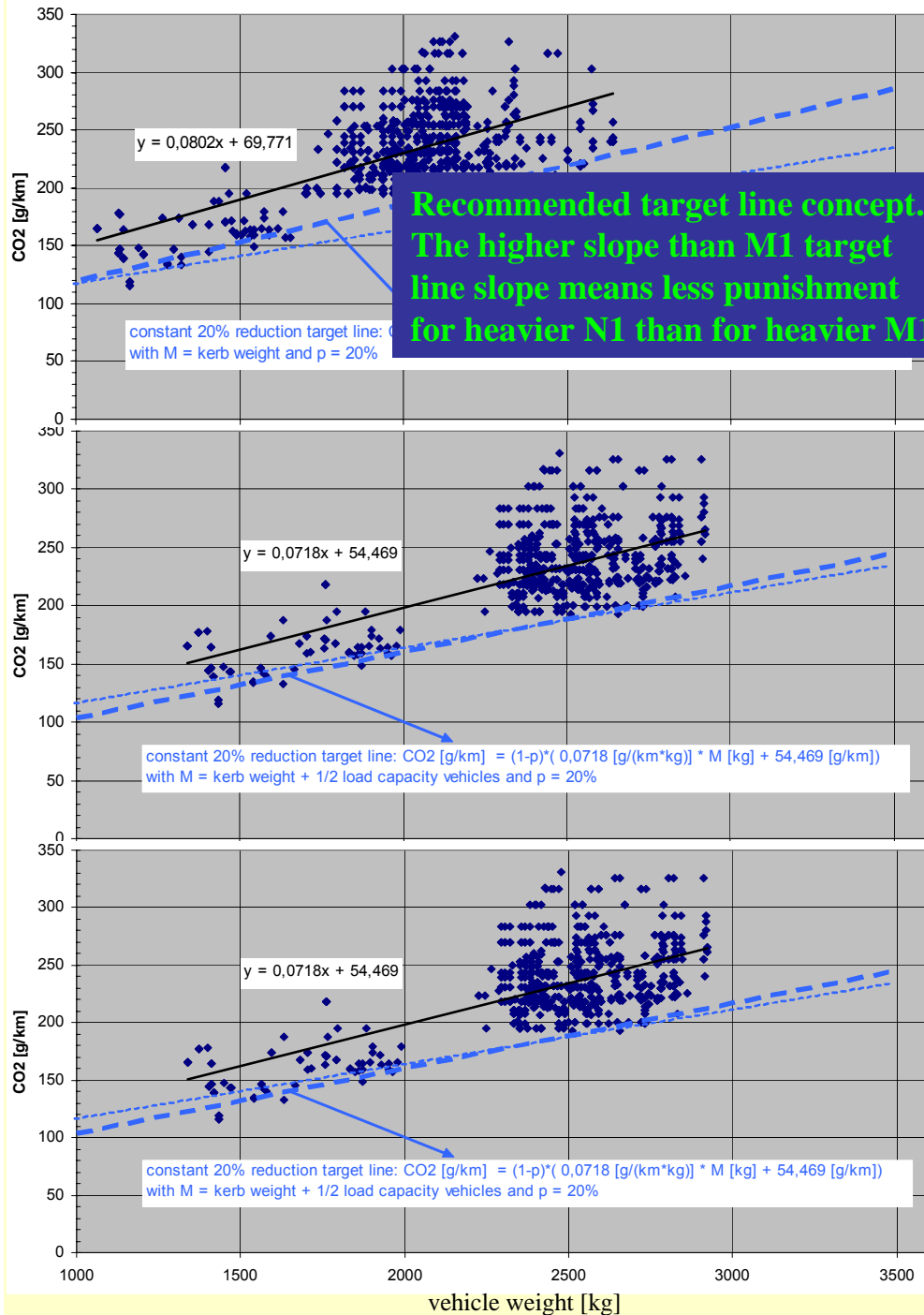
2. CO2 emissions versus kerb weight + 1/2 load capacity, target line based on vehicle kerb weight + 1/2 load capacity shows low achievability for heavier N1

3. CO2 emissions versus gross weight, target line based on vehicle gross weight shows low reduction potential but reasonable achievability

M1 target line is not a satisfactory solution for N1 vehicles: heavier N1 should not be punished by more demanding thresholds. In contrast to M1 vehicles heavier N1 also transport heavier goods



Today's CO2 emissions of N1 vehicles in relation to constant 20% reduction target line



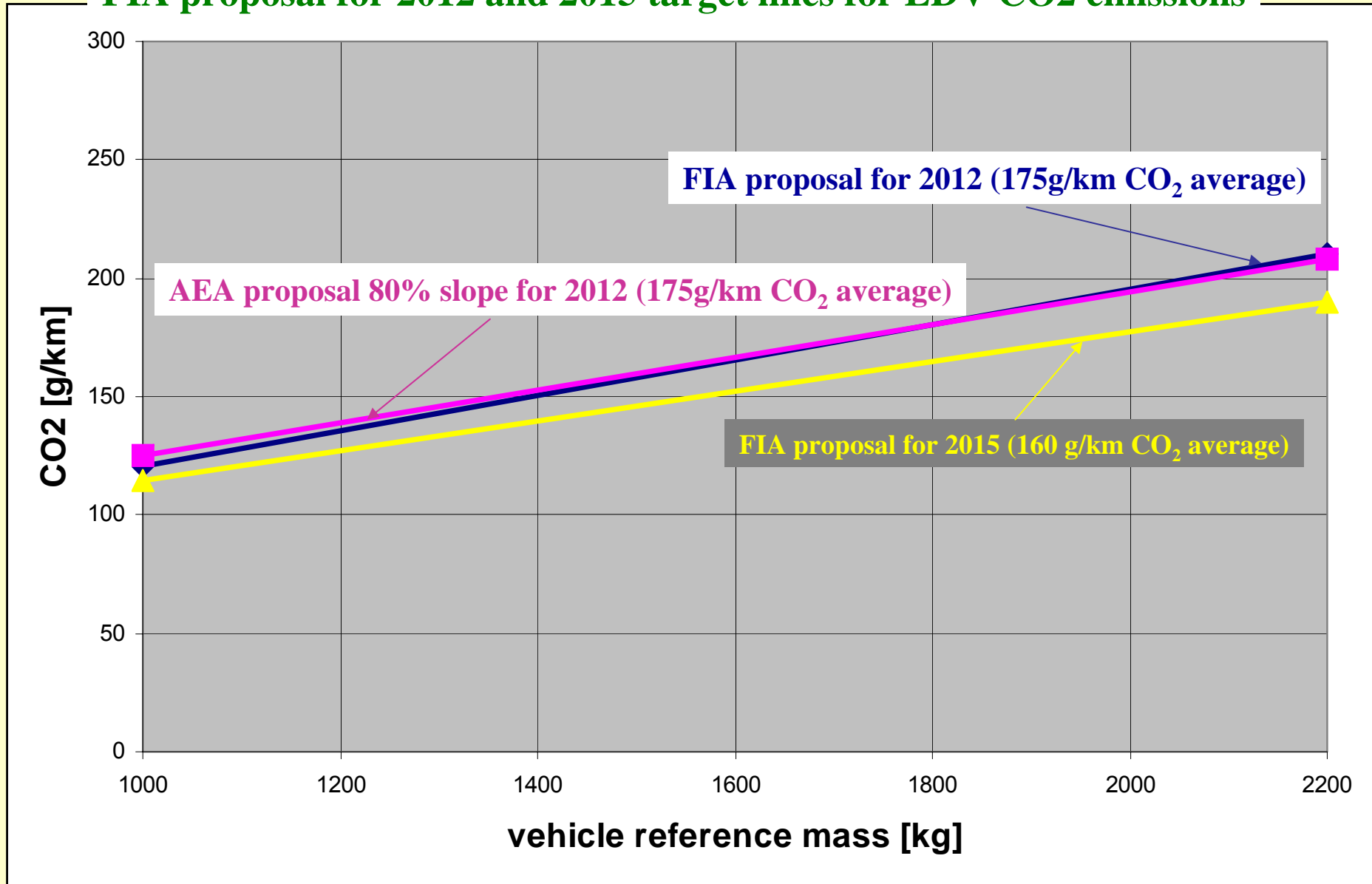
1. CO2 emissions versus kerb weight, constant reduction target line based on vehicle kerb weight shows promising achievability.

2. CO2 emissions versus kerb weight + 1/2 load capacity, constant reduction target line based on vehicle kerb weight + 1/2 load capacity

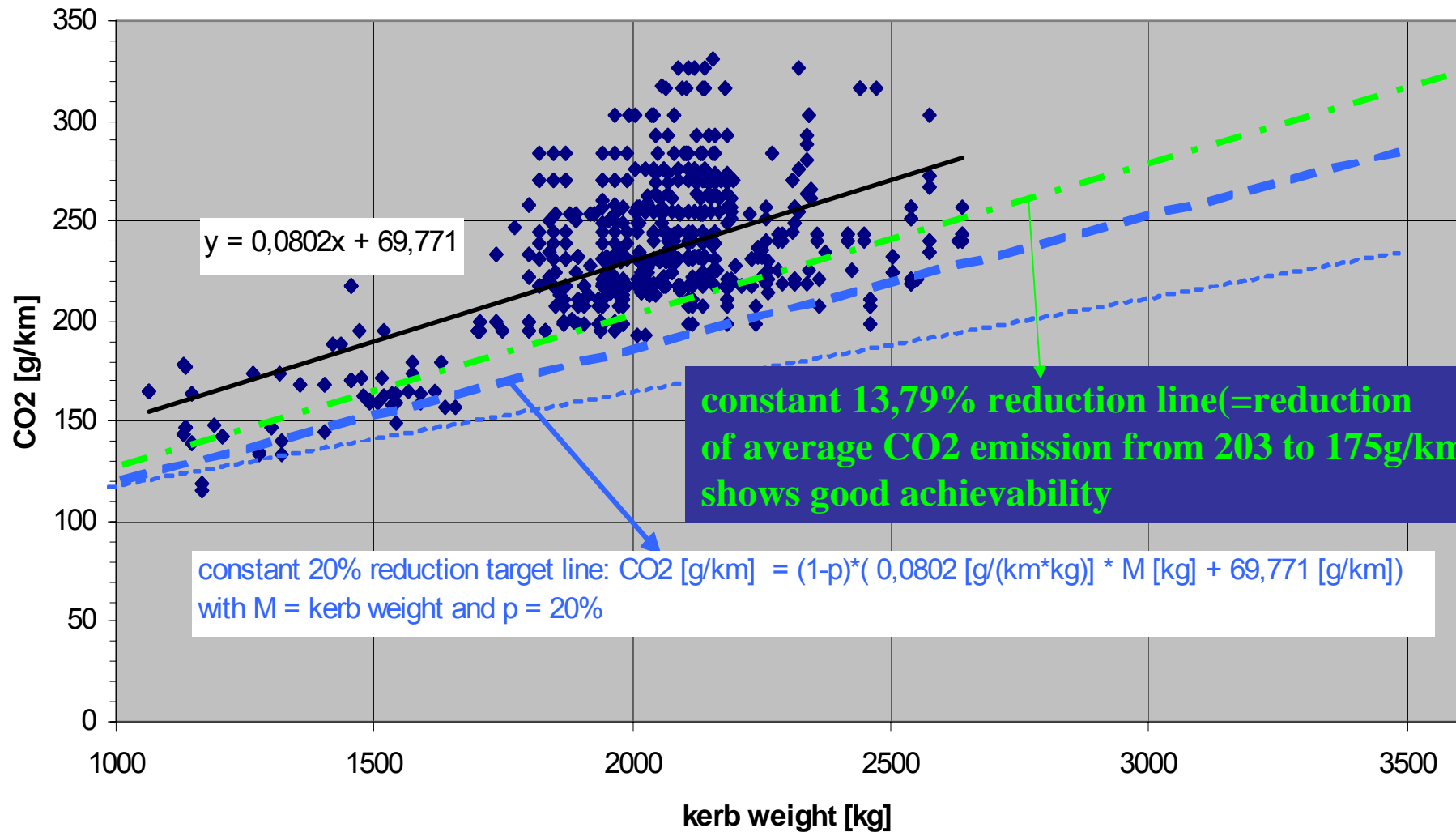
3. CO2 emissions versus gross weight, constant reduction target line based on vehicle gross weight shows low achievability



FIA proposal for 2012 and 2015 target lines for LDV CO₂ emissions



N1 vehicles: CO2 emissions versus kerb weight



Conclusion

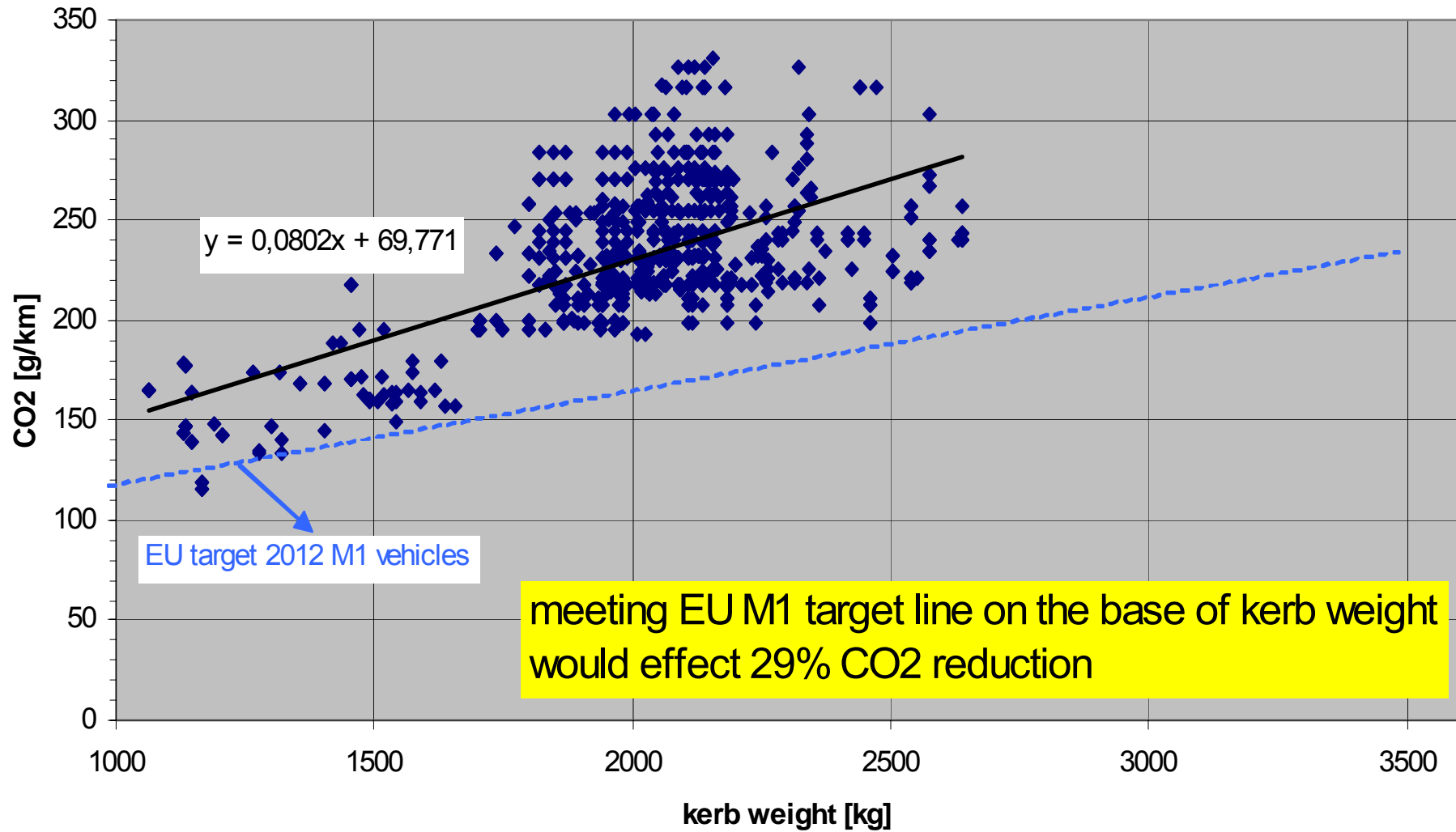
- The constant CO₂ reduction target line concept, based on vehicle kerb weight respectively on vehicle reference mass, is likely to be a good compromise between CO₂ reduction potential and achievability
- Using the M1 target line for the N1 car fleet as well is not a satisfactory solution, due to low achievability and due to the fact that, in contrast to M1 cars, heavier N1 cars normally also transport higher loads. Therefore heavier N1 should not be punished by more demanding thresholds, as it is for the M1 target line
- Based on this concept the target lines to fulfil the CO₂ emission targets for 2012 and 2015 are developed and discussed
- The outcomes show good compliance with the findings of AEA.



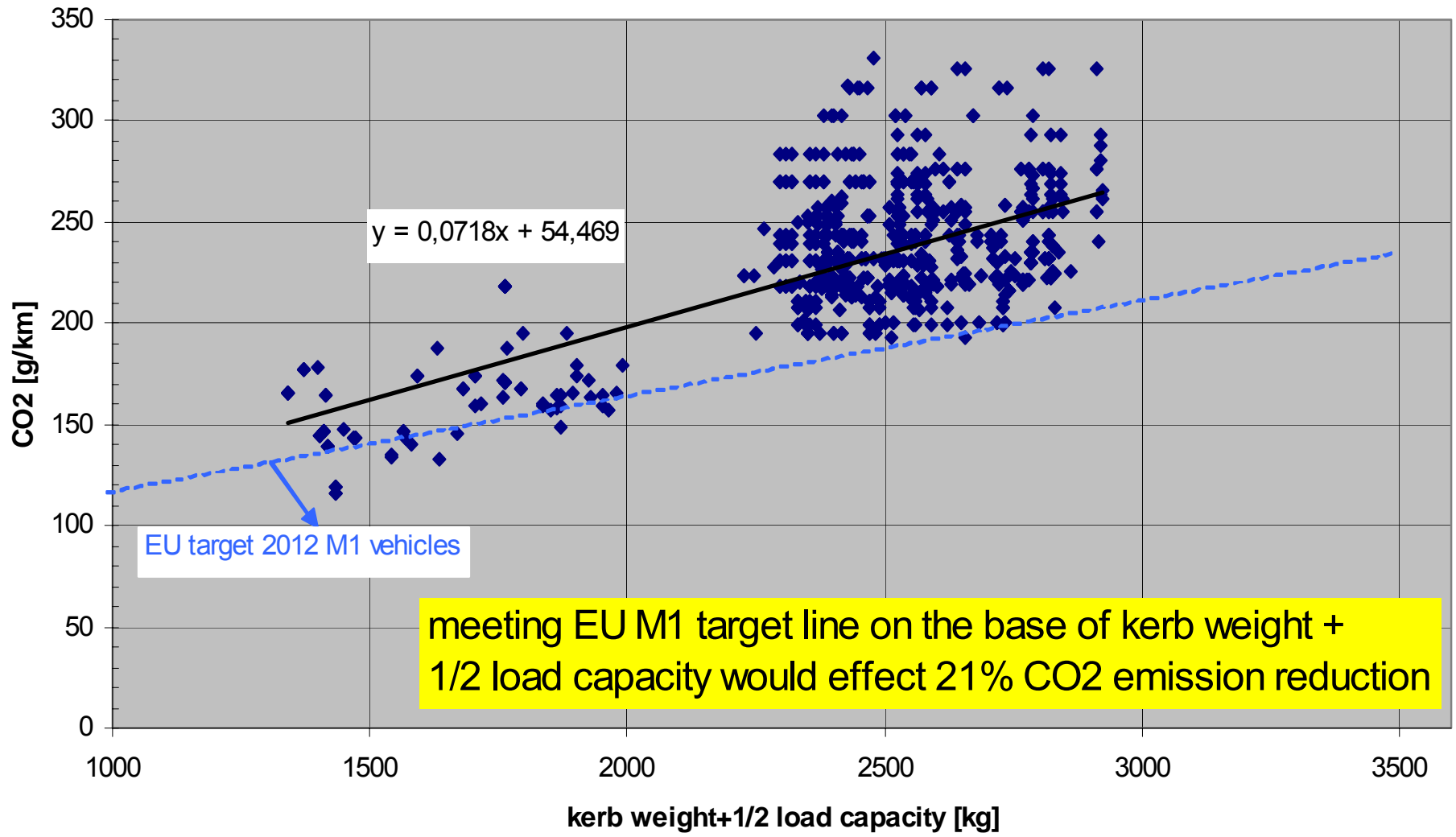
**Thank You
for
Your Attention**



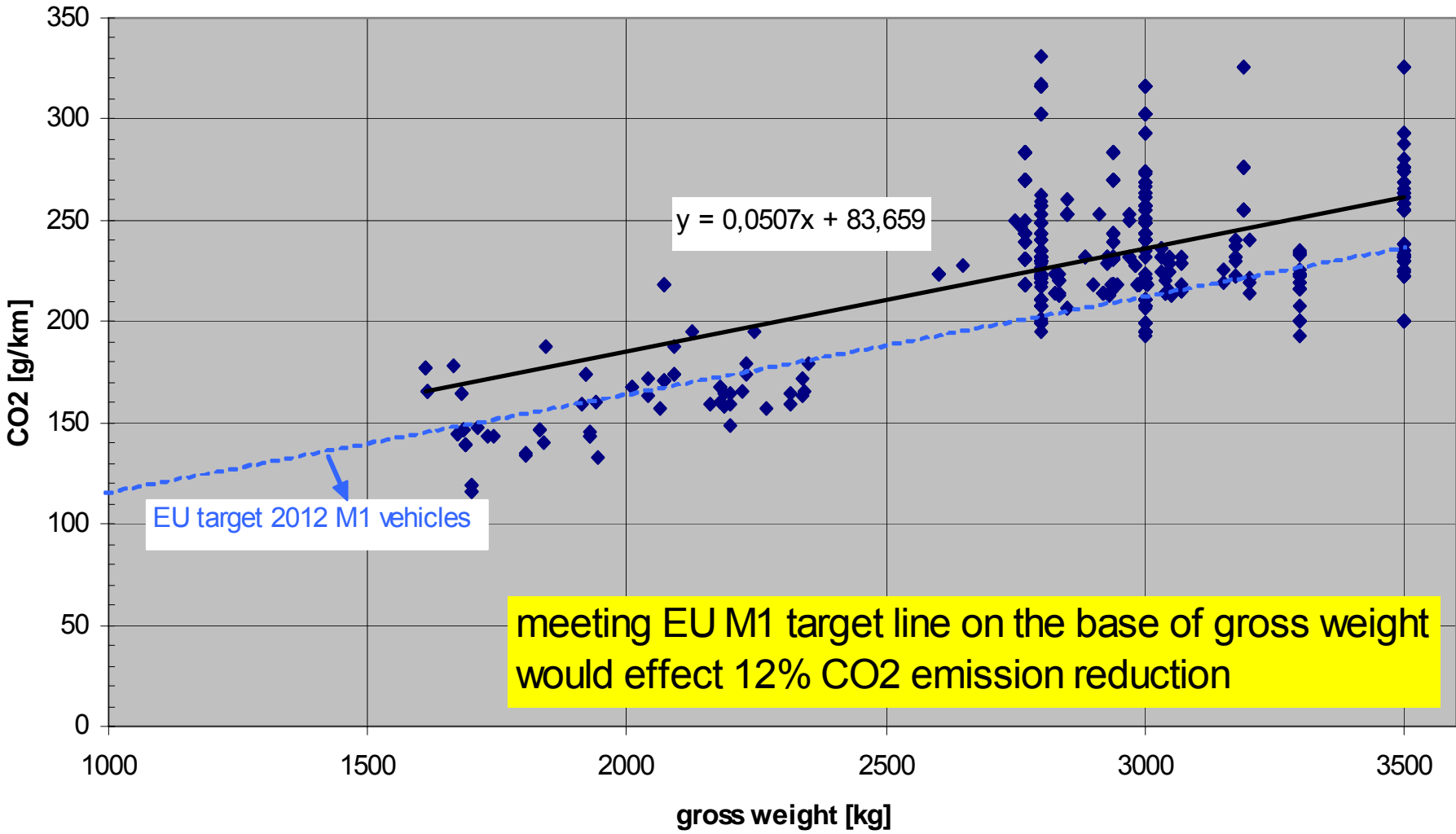
N1 vehicles: CO2 emissions versus kerb weight



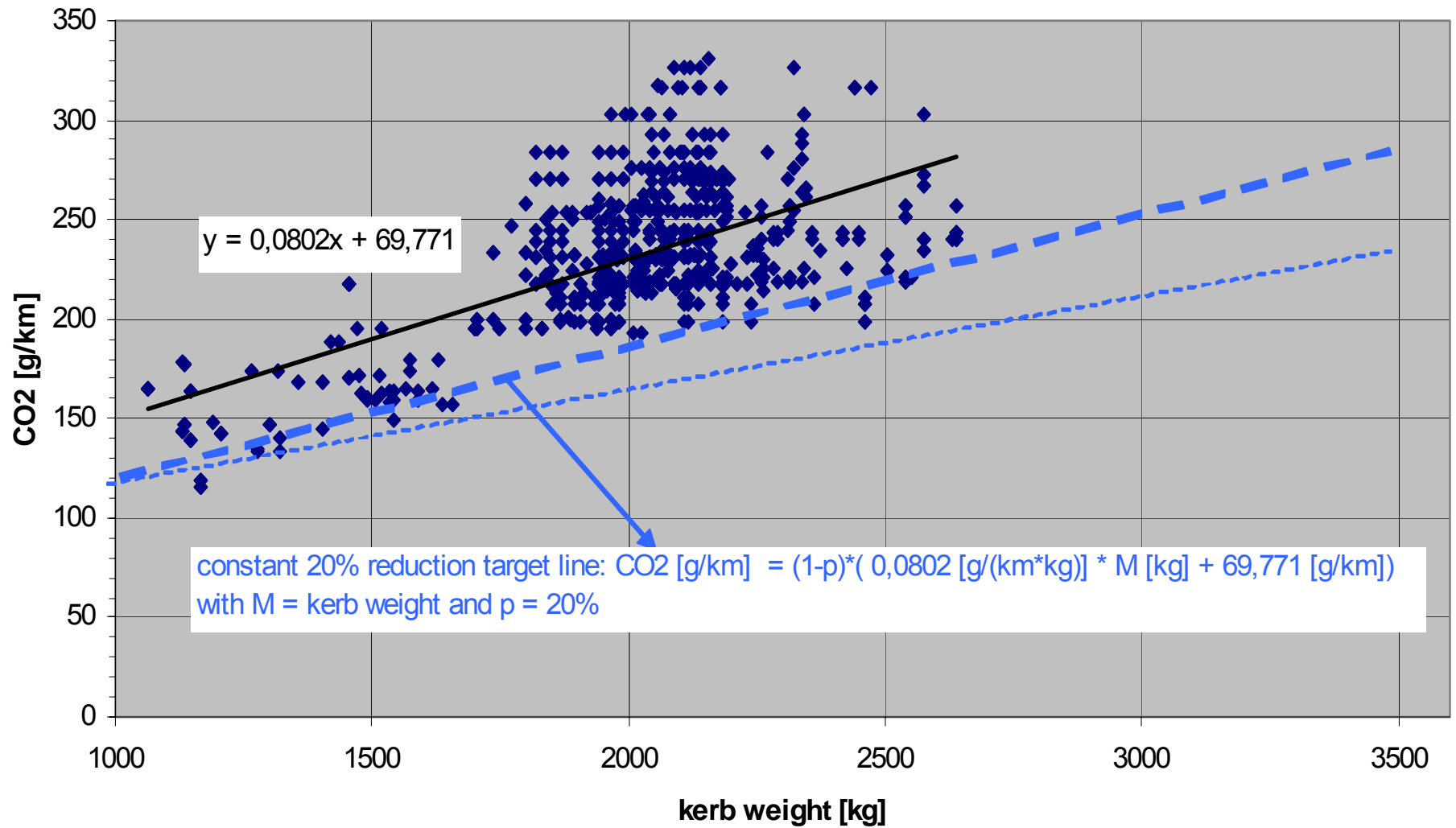
N1 vehicle: CO2 emissions versus kerb weight+1/2 load capacity



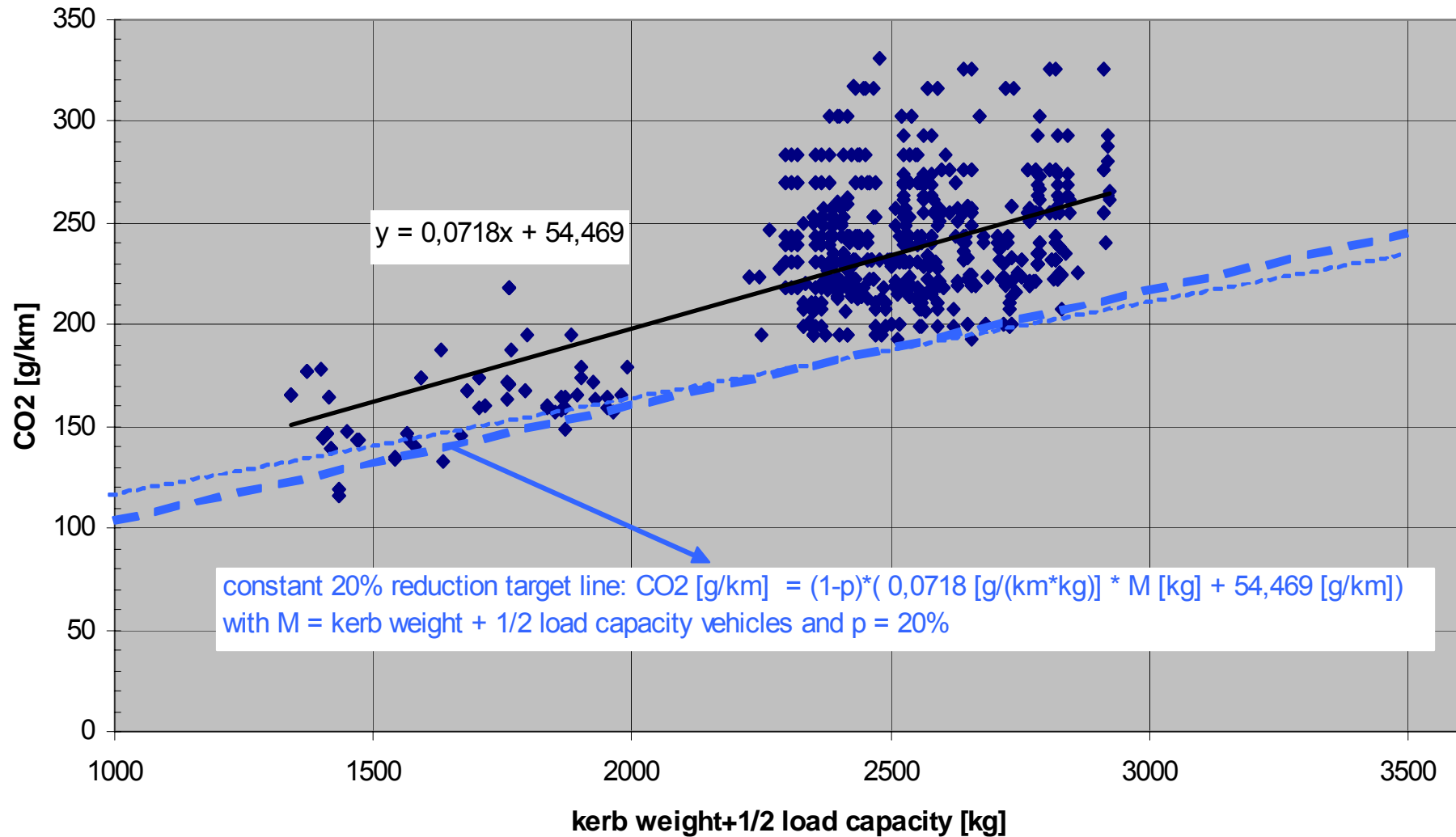
N1 vehicles: CO2 emissions versus gross weight



N1 vehicles: CO2 emissions versus kerb weight



N1 vehicle: CO2 emissions versus kerb weight+1/2 load capacity



N1 vehicles: CO2 emissions versus gross weight

