

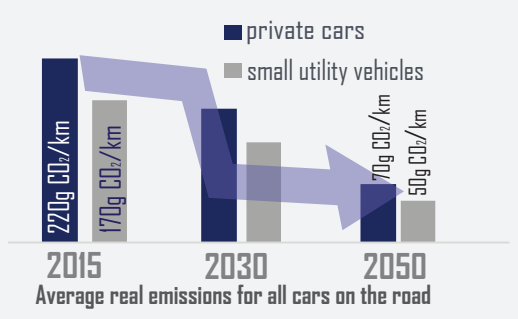


2/ Fuel-efficient vehicles

Our proposal

Bring into widespread use 2 L/100 km vehicles

Establish regulatory policy systematically favoring the most efficient vehicles and banning the biggest GHG emitters.



The stakes for the climate

The widespread use of fuel-efficient vehicles should make it possible to reduce annual greenhouse gas emissions from the transport sector by around **400 million tonnes of CO₂ equivalent** by 2050, i.e. **nearly 14% of the total emission reductions required to meet our "carbon budget"* responsibilities.**

Other reasons to adopt this solution

Job creation

Significant indirect benefits for employment are likely, as a result of reduced oil imports and an improved trade balance. These benefits should **more than outweigh** the jobs lost as a result of lower fuel consumption in the refining and fuel distribution sectors.

Economic activity

Pressure on the motor vehicle industry due to new regulations. But the measure will be widely welcomed by players who have already started to invest in the development of fuel-efficient vehicles.

Environment, health & well-being

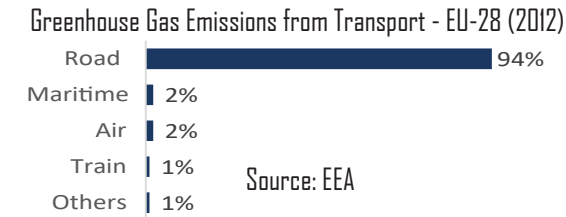
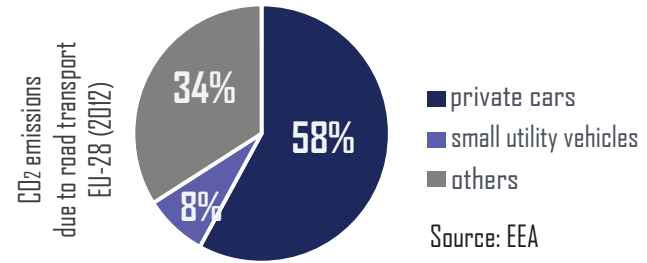
Significant improvement in air quality, reduced noise pollution. Potential positive impact on road safety.

* Our "carbon budget": target greenhouse gas emission ceiling for 2050, corresponding to a four-fold reduction in European Union Member State emissions compared to 1990 levels.

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Why ?

Road transport is responsible for 94% of total greenhouse gas emissions in the transport sector.



Private vehicles and small utility vehicles are respectively responsible for **58%** and **8%** of total transport sector emissions.

How ?

- Impose **emission ceilings** for new vehicles via European legislation from 2030: **50 gCO₂/km** for cars and **70 gCO₂/km** for small utility vehicles
- Sustainable **subsidy** systems to facilitate the purchase of new vehicles (**scrappage premium scheme, bonus-malus, vehicle sticker systems**)
- **Increase the fuel tax rate**, in order to avoid the rebound effect caused by lower vehicle fuel consumption
- Support R&D to improve **engine fuel performance** and **make vehicles lighter**

How much does it cost ?

The total additional investment is likely to be between **€0 and €2 000 billion**, over the period 2015-2050 (with a maximum annual additional investment flow of around **€70 billion per year**).

Who pays?

- The R&D investment required for the development and industrial production of "2L/100km" vehicles is borne by the motor vehicle sector (with partial government funding).
- Any additional costs associated with purchasing "2L/100km" vehicles are covered by the buyers themselves, bearing in mind that all or some of these additional costs may be offset by various supporting measures.