



**JOINT STATEMENT BY M. NICOLAS SARKOZY
PRESIDENT OF THE REPUBLIC
AND MRS ANGELA MERKEL
CHANCELLOR OF THE FEDERAL REPUBLIC OF GERMANY
ON VEHICLE EMISSIONS**

**At the Ninth Franco-German Council of Ministers
Straubing (Bavaria) – Monday, 9 June 2008**

France and Germany share the common objective of lowering emissions from new vehicles and regard this reduction as a critical step on the way to achieve the aim of reducing CO₂ emissions by 20 % in the European Union in 2020 and 30 % in the case of an international agreement. Therefore, they are strongly committed to a quick adoption of the EU regulation on cars emissions standards which will set up the necessary regulatory framework.

Our both countries support the target 120/130 grams per kilometre in 2012 as set by the proposal of the Commission, and accept its proposal for modulation of it according to the average mass of the vehicles sold by carmakers. France and Germany support the Commission's proposed formula for the review. The review, which would be assessed based on the observation of the 2006-2009 period, should take place in 2011 at the latest, with implementation scheduled for 2015.

Germany and France approve the definition of a long-term goal for 2020 in order to give the industry the appropriate planning security to bring forward the necessary investments in new technologies. This long-term goal should be consistent with ambitious but realistic expectations on technological progress till then. Based on a thorough impact assessment a decision may be fixed in the range of 95-110 gram.

Our countries support a substantial phasing-in beyond the Commission proposal, which is consistent with the aim of environmental protection and takes into consideration the technological capacities of the car manufacturing industry, especially with regard to product-cycles. Regarding penalties, they should be adapted for small deviations of carmakers from their target.

It is proven that a number of green technologies generate substantial reductions of emissions and are not yet taken into consideration during the standard measuring cycle of the emissions of a car. The directive should allow the carmakers to be given a credit, up to a certain limit (from 6 to 8 gram) for the average of their fleet, related to the use of these green technologies, provided the directive delineates a precise and objective European framework setting for approving technologies and assessing the extent of their contribution to the reduction of emissions.