



## Press Release

### **STRONG CONCERN FOR THE NEW AND STRINGENT TARGETS PROPOSALS FOR THE CO<sub>2</sub> EMISSIONS OF CARS AND OF LIGHT COMMERCIAL VEHICLES BY 2030 AND 2035, CONTAINED IN THE “FIT FOR 55” PACKAGE, PRESENTED TODAY BY THE EUROPEAN COMMISSION**

#### **Unsustainable effort for the Italian automotive supply chain and for the social and economic fabric of the country**

*Turin, July 14th 2021* - ANFIA expresses its upset and strong concern for the proposal, presented within the “Fit for 55” package, to tighten the targets for the reduction of CO<sub>2</sub> emissions given by current regulations, setting them to -55% for cars (respect to -37.5%) and to -50% (respect to 31%) for the light commercial vehicles by 2030 and introducing a new target of -100% by 2035.

Although we are aware of the important role the automotive industry can play in achieving the decarbonization goals of the European Green Deal, we believe that the effort required by the **current proposal does not take into due account the industrial, economic and social impacts of such ambitious and categorical choices.**

Setting a target of zero emissions by 2035 for cars and for light commercial vehicles marks the abandonment of the most advanced propulsion technologies on which, today, most Italian components companies, including multinationals present on our territory, are still mainly concentrated, making an incomprehensible and univocal technological choice, without considering the fundamental contribution that they could make to decarbonization through the use of renewable fuels with low carbon content.

Also the choice of not providing for flexibility mechanisms in the transition, including those for small motor vehicles manufacturers, points out an ideological choice that does not take into account the many specificities of the automotive industry, severely penalizing niches of excellence, particularly Italian ones.

Representing more than 5,000 companies of the Italian automotive production chain, which are strongly affected by this proposal, we ask to the Italian institutions to adopt an accompanying path for the components supply chain to the productive reconversion and **to represent with determination the requests of one of the most important sectors of the country in the legislative process that will follow the proposal in the coming months.**



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#### **ANFIA - Italian Association of the Automotive Industry**

Born in March 1912, over these one hundred years, ANFIA mission has always been to represent the interests of its associate members and ensure effective communication between the Italian motor vehicle industries on the one hand, and the Public Administration and Italian political bodies on the other, with regard to all technical, economic, fiscal, legal, statistical and quality-related issues referred to the automotive sector. The Association is structured in three product-based Groups, each one chaired by a President. Components: motor vehicle parts and components manufacturers; Car Coachbuilders and Designers: companies working in the sector of design, engineering and style of motor vehicles and/or parts and components for the automotive sector; Motor vehicles: motor vehicles manufacturers in general, including trucks, trailers, camper vans, special means of transport.

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#### **The Automotive Production Chain in Italy**

5.546 companies

278.000 employees (direct and indirect), more than 7% of the employees in the Italian manufacturing sector

106,1 billion Euros of turnover, which means 11% of the Italian manufacturing sector turnover and of 6.2% of the Italian GDP

76,3 billion Euros of tax levy of motorization