

## MAC Summit 2003

### Introductory speech of M. Bergner-CLEPA

M. Gammeltoft, Ms Commissioner, Ladies and Gentlemen,

My name is Ralf Bergner and I am Chief Executive of CLEPA, the European Association of Automotive Suppliers. CLEPA promotes the interests of companies supplying the equipments for car, truck and trailer manufacturers, as well as the independent aftermarket sector.

Today, we represent 80 Corporate Members, 20 Associations members, and by this 2500 companies employing more than 2,5 millions people. 22 of the world's 25 largest suppliers of automotive parts, systems and services are CLEPA members. We stand for equivalent of 300 billions Euros turnover.

The major air conditioning system manufacturers, Behr, Delphi, Denso, Valeo and Visteon are CLEPA members as well. They supply the global vehicle manufacturers and stand for employment of 61 000 people, a major factor in economy.

They are fierce competitors, which is the best driving force to develop and supply the best products meeting customers and societal demands.

To day, these companies design and manufacture components and subsystems for air conditioning. The integration is made by the Vehicle Manufacturers which keep the overall responsibility.

There is now a clear general tendency to move towards a full service supply where responsibility on design, manufacturing, quality and reliability of the whole system is moving to the suppliers.

As to the purpose of this Summit, CLEPA is of course well aware of the environmental concerns raised by the use of air conditioning in vehicles. That is why since long our members put a lot of emphasis and effort on improving the environmental performances of air conditioning systems. The best example was the transition from CFC (ChloroFluoroCarbons) to HFC (HydroFluoroCarbons) under the Montreal protocol in the early 90tees, for which the automotive industry as often is considered as a reference. Substantial investment is made to design and manufacture more energy efficient products, with no additional fuel consumption for better performances, to minimize losses of refrigerants and to develop technologies using refrigerants with lower global warming effect. Bear in mind that a time period of two to three years is needed to develop and introduce new systems using the existing technology to the market, but a much longer period will be necessary for entirely new technologies (some speak about 10 years).

To ensure reliability of servicing air conditioning systems, our members have also established station networks, with trained personnel and adapted tools, thus largely diminishing the risk of refrigerant losses during usage of vehicles.

As often in our industry, all know that "The" solution for a complex problem does not exist as in the automobile sector, the motor vehicle is the sum of a lot of compromises.

Any development needs to take into account the complex issues of safety and environmental performance, and at the same time the users' request for comfort, functionality, reliability, at, last but not least, affordable prices. The environmental performance cannot be the only focus. Again it is a sum of all these factors which need to be looked after.

Also let us not forget that air conditioning systems quickly and efficiently demist car windows, thus enhancing driver's visibility, and their use reduces driver's drowsiness. All this contributes to improved road safety, our major issue in Europe, one of the key topic for the European Commission.

As to the technology, we do not think that use of hydrocarbons (or equivalent with flammability/explosion concerns) as refrigerants is a good solution. We consider the corresponding products not to be safe enough to be used in direct systems and they also lack acceptable performance coefficients. We do rather concentrate on other types of refrigerants, being HFCs with lower Global Warming Index or alternatives such as the CO<sub>2</sub>.

In general speaking, CLEPA members are firmly committed to reduce the overall impact of air conditioning and will as always actively cooperate with the European Institutions on this issue, taking into account that suppliers are to meet legislation, car manufacturers requests and the users requirements.

Of course, CLEPA members can only improve what is under their control. We believe a lot could be gained in the servicing market with regard to direct emissions. However, today servicing is often done in workshops outside of the Vehicle Manufacturers and our networks.

In conclusion, we wish to state that regulatory measures are no solution to solve the various concerns. If, however, such a solution would be envisaged, it must by no means lead technology and product developments into wrong directions, causing a multiple of R&D efforts, and hinder developments of more efficient alternatives which would represent better compromises on all the above mentioned requirements to be faced by our Industry.

I hope that the following debates would allow to reach similar conclusion on how to contribute to the Kyoto protocol, and optimistically speaking that political positions could take our industry's input and concerns into account before acting .

Thank you for your attention