

An Automotive Supplier Perspective

Complementary measures to
help meet the carbon plan



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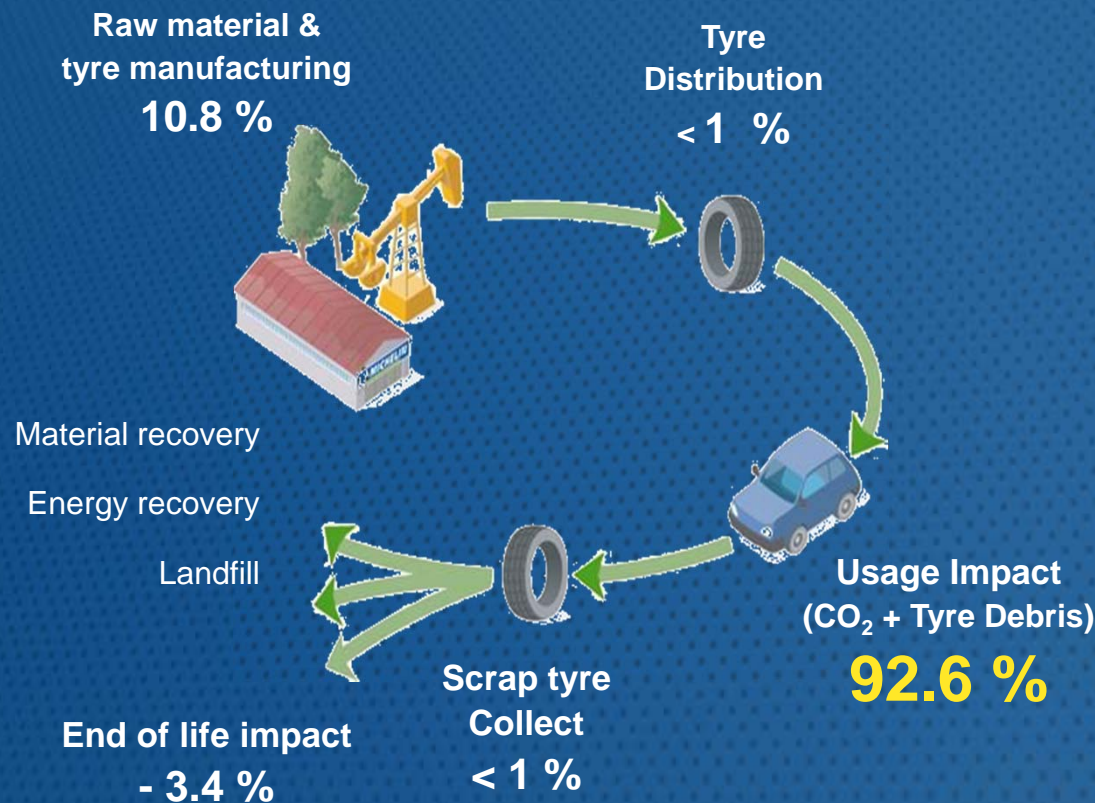
Carbon Plan - Outline

- The long term goal is to put the UK on a path to reduce carbon emissions 80% by 2050
- Today, domestic transport emissions make up nearly 25% of UK emissions
- Cars and vans account for 70% of today's emissions
- Due to a rising population and a greater number of vehicles on our roads today, carbon reductions are only just coming into effect

Carbon Plan - Today's Performance

- Rail travel has substantially decarbonised through further electrification, more efficient trains and lower carbon fuels
- Freight sector have found lower carbon ways of working, such as modal shift to rail and water and more efficient driving techniques.
- The 2020s are a key transitional decade, with the average car and van projected to produce - 60gCO₂ / 90gCO₂
- New technologies have helped to make cars more efficient from, regenerative braking systems, lighter materials, more efficient engines....
- Even **tyres!**

Overwhelming impact of tyres on the Environment comes from its usage...



Tyres account for 20% of the fuel used by an ICE car, and can reach 30% for an urban electric vehicle or a commercial truck

* Internal combustion engine

Conclusion

Adopting the lowest rolling resistance (LRR) tyres today across the UK

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**8 Million tonnes CO₂
saved annually**

i.e.

CO₂ emitted annually by
3.2 million cars*
(10% of current UK total car fleet)

**7% of CO₂ emitted annually by the
UK road transport ****

**1.6% of total UK annual CO₂
emissions****



* based on an average 8.3k miles p.a. and average 37.8 mpg fuel consumption

** source: 2009 final UK greenhouse gas emissions UK National Statistics

Tyre Labelling - New legislation for Consumers

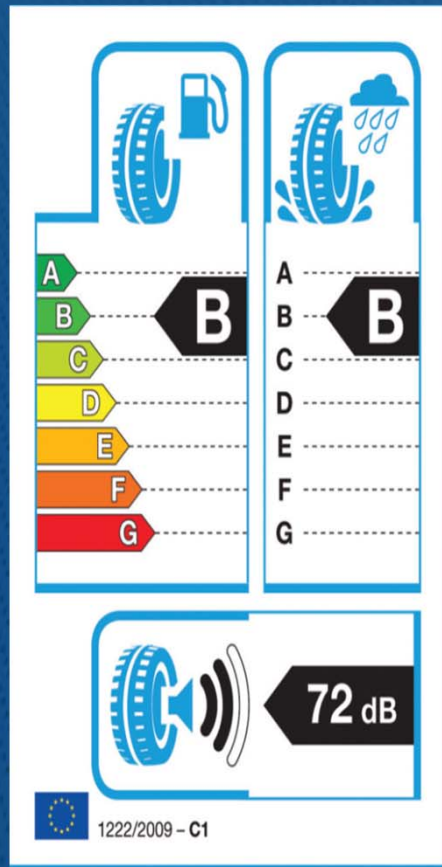
Main objectives

1. Increase the safety and the environmental and economic efficiency of road transport by promoting tyres that are efficient in terms of fuel and that are safe with a low noise level.
2. Help consumers to choose their tyres according to 3 criteria:
 - Wet grip
 - Fuel efficiency
 - External noise



Application date : 1st November 2012.

Tyre Labelling Performance Criteria



Fuel efficiency

The level of rolling resistance. The difference in fuel consumption provided by an A class set of tyres and a G class set of tyres could be **up to 7.5%***

Wet grip (safety)

The level of braking on wet roads, from A to G. For a typical passenger car travelling at 50 mph this could mean a reduction in braking distance of **up to 18 metres***.

Noise

The tyre external rolling noise level.

* Performance measured in accordance with the test methods set out by Regulation EC 1222/2009.
Source: European Commission's impact Assessment SEC (200) 2860.

Conclusions

- Tyre Labelling **only covers 3 performance areas**, whereas Michelin is committed to providing tyres with an excellent **Balance of Performance all-round**
- Are we doing enough to encourage the fitment of more efficient tyres in the replacement market ?
- The role of the tyre has a significant part to play to help meet the Carbon Plan



Thank you

