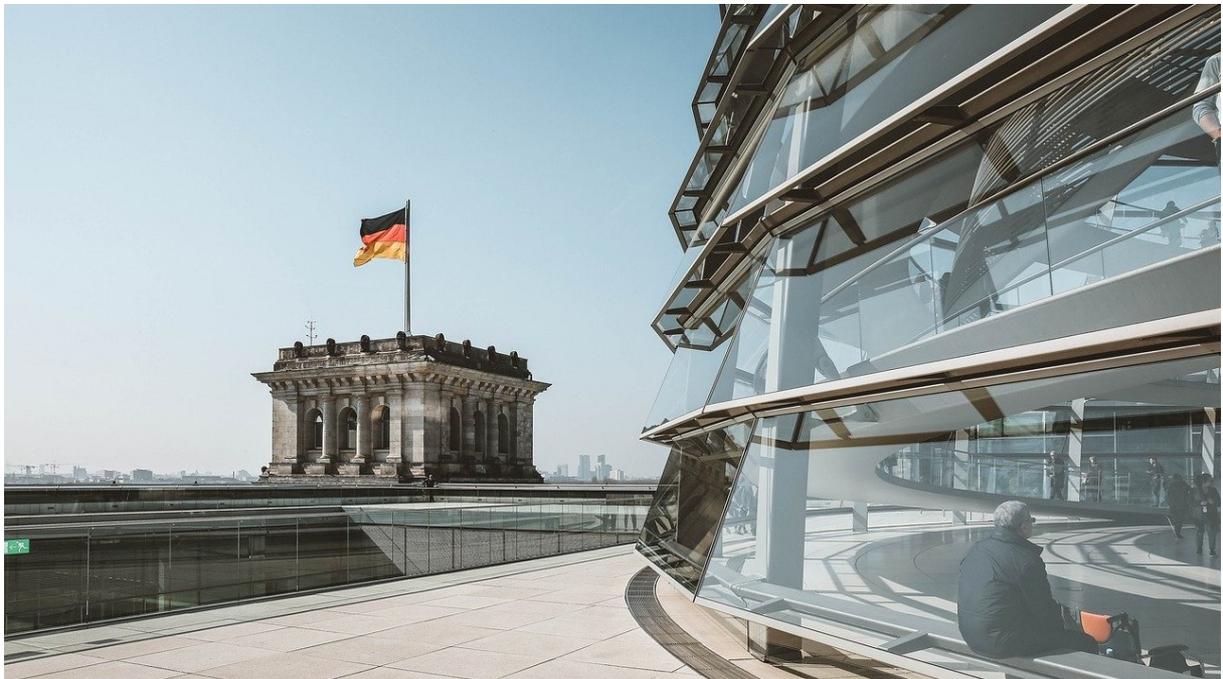


## Positions on the federal election 2021



The international motor vehicle manufacturers are 37 car brands from eleven different countries with a passenger car market share of 40 percent. Around 100,000 people are employed across Germany in the sales centres and affiliated dealerships. The international manufacturers brought vehicles with alternative drives onto the market at an early stage. Electric passenger cars and trucks in particular are widely and easily available to German customers due to the range offered by the VDIK brands.

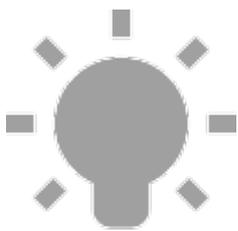
The coming legislative period will see an even greater focus on climate-friendly mobility and the international manufacturers would like to make proposals and recommendations on that.

## Climate goals

The international manufacturers are committed to the Paris climate goals and want to achieve climate neutrality by 2050 at the latest. The EU has set extremely ambitious CO2 fleet targets for passenger cars and trucks for 2030, which are now up for debate again. A further tightening can only be considered if Brussels and the member states create the conditions for the further spread of climate-friendly vehicles: These are strong buying incentives and a nationwide refuelling and charging infrastructure in all EU countries.



## Technology openness



We call for a technology-neutral evaluation and use of all drive technologies. As part of their corporate strategies, the international vehicle manufacturers have each set their own priorities for the drive system of the future: electric cars, hybrids with and without plugs, mild hybrids, gas and fuel cell vehicles, as well as increasingly economical gasoline and diesel-driven vehicles. The international manufacturers will achieve the CO2 targets in different ways. Bans on certain drive technologies or fuels are discriminatory and have to be rejected.

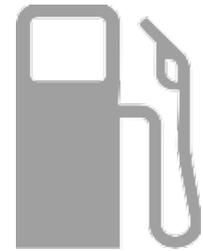
## Electric mobility

The ambitious promotion of electric vehicles\* should be continued. The existing instruments - above all the environmental bonus with an increased state share and company car taxation - have proven their worth and should remain in their current form and amount. The aim is to simplify regulations and make them as unbureaucratic as possible. Plug-in hybrids also make a significant contribution to reducing CO2. In order to increase the proportion of electric driving, we rely on increasing ranges and appropriate incentives, e.g. charging cards and more charging points. Public transport buses and taxis can clock up particularly high mileages. Thus, the rapid switch to climate-neutral drives is particularly important there and should be promoted through corresponding funding programs.



## Charging and refuelling infrastructure

The development of a Europe-wide charging and refuelling infrastructure for vehicles with alternative drives needs to progress further. With an increasing number of new registrations and a growing range of alternatively powered passenger cars and trucks, the necessary infrastructure must not become a bottleneck across borders. Therefore, Europe, the Federal Government, the Federal States and local authorities need to accelerate the development of a charging infrastructure even further. In order for public charging not to become too expensive, we propose an exemption of the charging current from the EEG surcharge as well as rules for genuine price transparency. The planned fast charging network should become operational as early as 2023, with the highest possible charging capacities. Funding for private charging stations must also be continued. The international manufacturers are pioneers in bidirectional charging. Thanks to harmonized standards and intelligent networks, electric vehicles will be able to support the energy transition in the future (smart grid). The hydrogen refuelling infrastructure for passenger cars and trucks must also be further expanded with state funding.



## Low-emission commercial vehicles

The race for the drive of the future in commercial vehicles is still on. Therefore, technology openness should remain the guiding principle. The international manufacturers are developing different variants of electric and fuel-cell trucks. Buyers of these vehicles should be supported by an attractive promotion. The use of advanced biofuels, biogas and e-fuels in road freight transport makes sense as well.



At present, gas-powered trucks are readily available as a low-CO<sub>2</sub> alternative to diesel trucks. With biogas, they can even be operated in a completely climate-neutral manner. Purchase incentives for these environmentally friendly vehicles should continue to be granted, and toll exemptions must apply as planned until 2023. Subsequently, a CO<sub>2</sub>-differentiated truck toll should come into force, which also takes climate-neutral fuels into account when calculating the toll rate. The energy tax relief for natural gas should be extended. Additionally, the expansion of the LNG infrastructure must also be driven forward.

## Automated, connected driving

Automated and connected driving is becoming a key technology for the entire automotive industry. Germany has already laid important foundations with the autonomous driving law. The technical and legal framework for the gradual introduction of automated driving should now be further developed - above all through the creation of European and international standards and rules. It is important to meet the particularly high data security requirements for motor vehicles - also for social acceptance to increase. For the digital networking of automobiles, the mobile network coverage in Germany needs to be further improved. In accordance with the Federal Cabinet's 5G strategy, the fastest possible, extensive introduction of the 5G radio network is essential.



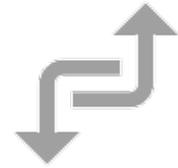
## Affordable mobility

The car is an indispensable means of transport for many people. Individual mobility must not become a luxury but must remain affordable. We therefore reject any new attempt to introduce a toll on passenger cars in Germany. The HGV toll shall not be extended to light commercial vehicles either. Amending the current regulations on the taxation of company cars is unnecessary because contrary to some claims, the majority are small or medium-sized vehicles. Future emissions standards (Euro7/VII) should be based on what is technically feasible and must not be used to inflate prices for gasoline or diesel engines through the back door. To improve air quality, it makes much more sense to replace old passenger cars and trucks with new, more environmentally friendly vehicles. We are extremely sceptical regarding additional or extended technical tests that are particularly costly but not very beneficial for drivers.



## Trade policy

Germany is an export country. Its prosperity is largely based on the success of its companies abroad. Free access to markets around the world is therefore in the best interests of Germany and the EU. Europe should therefore continue to stand up against protectionism and also create as few tariff or non-tariff barriers as possible for its own market. International companies should be able to trade in Europe free of discrimination. The international manufacturers, including those with non-European roots, have numerous production facilities in Europe. Consistent free movement of people and goods is essential for them. The EU single market needs to be strengthened further. To this end, rules and regulations for motor vehicles should also be further harmonized, if possible, not only at European level, but also internationally.



## Infrastructure

Germany should continue to improve its efficient transport infrastructure. Investment funds for the roads should therefore be maintained at the level of previous years. Income from road traffic should flow back reliably and transparently into the maintenance of road infrastructure. Planning and approval of projects to remove infrastructure bottlenecks should be accelerated further. Since there are already speed limits along numerous motorway routes, especially those particularly prone to accidents, we do not consider a general speed limit to be necessary. More appropriate are flexible speed limits that are adapted to the traffic situation. In built-up areas, an intelligent traffic management, which, for example, controls traffic lights and thus optimizes the flow of traffic, is more useful than an area-wide speed limit of 30km/h. Corona has relentlessly exposed deficits in digital administration. Vehicle registration should therefore be fully digitized by the end of 2022.



**Verband der Internationalen Kraftfahrzeughersteller e.V.**  
**Association of International Motor Vehicle Manufacturers e.V.**



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Legend

\* Electric vehicles: Pure battery-electric vehicles, plug-in hybrids, fuel cell vehicles