

**Conclusion Paper on the  
3rd International Conference on Environmentally Friendly Vehicles  
(EFV Conference)  
within the framework of the German G8 Presidency  
on 19 and 20 November 2007 in Dresden**

Tackling climate change and improving energy efficiency are two of the major challenges currently facing transport policymakers around the world. In this context, the development and introduction of environmentally friendly vehicles as well as renewable fuels are the main fields of action. This issue concerns us all: the government, the industry, the research community and the consumers. Nobody can and must shirk from the responsibility for protecting health and tackling climate change especially with regard to safeguarding the life support systems for future generations.

The presentations and discussions at the 3rd EFV Conference in Dresden as well as the previous conferences in Tokyo (2003) and Birmingham (2005) have shown that we can only jointly meet the current challenges.

The essential results of the 3rd EFV Conference are the following:

- The United Nations expect that between 2000 and 2030 the global vehicle population will double from 800m to 1.6 billion vehicles. Given this growth, it is essential to take action now to achieve a greater use of environmentally friendly vehicles and technologies.
- In an integrated approach, all road traffic players have to be involved in the reduction of the CO<sub>2</sub> and pollutant emissions. Increasing the use of alternative energy sources like for example biodiesel and bioethanol, biogas, synthetic biofuels or hydrogen is one of the essential fields of action.
- In order to meet the current challenges it is crucial to take measures for promoting and introducing environmentally friendly vehicles.
- Climate protection is no local but a global task. All countries should make a contribution to fulfilling it within their means. In this context, partnerships may be helpful in achieving the intended results.

- The measures have to be based on a common understanding of environmentally friendly vehicles. This means that a globally harmonised method for evaluating the environmental friendliness of a vehicle has to be developed.
- In developing an evaluation method, focussing on the vehicle will not yield the required results. The development has to be based on a holistic approach. Energy consumption and the emission of greenhouse gases have to be evaluated on the basis of an integrated “well-to-wheels” approach which comprises both the preceding fuel provision chain (“well-to-tank”) and the fuel use in vehicles (“tank-to-wheels”). In the long run, the possibility of an extensive lifecycle evaluation, which also takes into account the fields development - production - use - disposal of vehicles, should be examined as well.
- It is recommended to make use of already existing structures like the World Forum for Harmonisation of Vehicle Regulations (WP.29) of the United Nations in Geneva (UN-ECE). This World Forum has relevant experiences in developing regulations in the field of automotive engineering.
- Other relevant issues besides climate change gases, in particular CO<sub>2</sub>, are the dependence on fossil energy sources, energy efficiency, air quality, harmful substances and noise emissions caused by road traffic.
- From now on, the EFV Conference is to be held every two years and should focus on the following issues:
  - controlling regarding the set goals,
  - exchange of experiences with regard to ongoing measures for promoting and introducing environmentally friendly vehicles,
  - problem analysis on environmentally friendly vehicles, in particular regarding the legal and economic framework,
  - consultation on demands placed on sustainable transport,
  - regular status report to the G8-Leaders (according to the decision taken at Heiligendamm).