

**Munich Economic Summit**

**Friday, 20 May 2011**

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**Chairman of the Board of Management, BMW AG, Munich**

**"The State's Role in the Economy: Centralisation or Subsidiarity?"**

Ladies and gentlemen,

As CEO of the BMW Group, I would like to speak from a business perspective.

- For the BMW Group, Germany is our home. Almost three quarters of our employees are based here.
- The BMW Group is also a European company. More than half of our sales are here in Europe.
- And, of course, the BMW Group is a truly global company. We have 25 production and assembly facilities in 14 countries around the world. We are present in more than 100 countries.

Setting the general conditions for business is the task of governments.

Their policies have a major effect on business. The different CO2 emissions laws for cars are just one example of the way legislation has an impact on what we do.

Our task as a company is to ensure that we remain successful in the framework that has been set. Even more, because we are responsible for around 100,000 employees and their families around the world.

Global corporations like the BMW Group need: **The freest possible markets with few trade barriers.**

**We believe in worldwide, fair competition on a level playing field.**

The European car market is a relatively open and competitive market. We have a large share of imported cars. In contrast, many developing markets are trying to become

more closed – even though they already have their own automotive industry structures in place and no longer have a real need for protection.

The automotive industry has significant implications for national economies: Hardly any other sector is such a strong magnet for attracting further industry to a location.

Industrial bases should focus their attention on those parts of the value creation chain where they perform best. Here in Germany and Europe, for example, expertise in Research and Development is our clear advantage.

**This is why we need to invest more in training and education, and in promoting new technologies.** But at the same time, we must be sure not to neglect our all-important industrial basis.

Electric mobility is meeting with widespread social consensus.

Here in Germany, the government has a goal: to have one million electric cars on the roads by the year 2020. Experts from industry, science and NGOs are currently working together on the National Platform for E-mobility.

We will ensure that there will be a realistic approach regarding what subsidies and financing is really needed for e-mobility.

It is also clear that ramping up the market to accept a new key technology will demand clear, focused support.

The way to E-mobility shows that:

**Politics, business and society must communicate more with each other.**

All of us need to be partners, supporting a joint effort to develop the necessary infrastructure and incentives for the implementation of e-mobility.

Companies must take responsibility for their actions. At the BMW Group, we see ourselves as a part of society. In every location, we strive to be a good corporate citizen. We do so to ensure our global success.

Thank you very much for your attention.