CO2 car and van targets: industry reacts to European Parliament votes

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Brussels, 10 July 2018 – The European Automobile Manufacturers’ Association (ACEA) takes note of the outcomes of today’s European Parliament votes on post-2020 CO2 targets for cars and vans in the TRAN and ITRE Committees, and will now make a further assessment of the details.

Generally speaking, Europe’s car manufacturers remain extremely concerned about the feasibility of the proposed CO2 targets and timings, which do not sufficiently consider the impacts on consumers and those working in the automotive sector. With this in mind, ACEA considers a 20% CO2 reduction by 2030 for cars to be achievable at a high, but manageable, cost.

"Looking ahead, we can only hope that Members of the European Parliament (MEPs) will be able to speak with a united and realistic voice ahead of the vote of the Environment Committee in September and the Plenary vote in October," stated ACEA Secretary General Erik Jonnaert.

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Notes for editors

- ACEA represents the 15 major Europe-based car, van, truck and bus manufacturers: BMW Group, DAF Trucks, Daimler, Fiat Chrysler Automobiles, Ford of Europe, Honda Motor Europe, Hyundai Motor Europe, Iveco, Jaguar Land Rover, PSA Group, Renault Group, Toyota Motor Europe, Volkswagen Group, Volvo Cars, and Volvo Group.

- More information can be found on www.acea.be or @ACEA_eu.

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About the EU automobile industry

- 13.3 million people – or 6.1% of the EU employed population – work directly and indirectly in the sector.

- The 3.4 million jobs in automotive manufacturing represent over 11% of total EU manufacturing employment.

- Motor vehicles account for some €413 billion in tax contributions in the EU15.

- The sector is also a key driver of knowledge and innovation, representing Europe’s largest private contributor to R&D, with €54 billion invested annually.

- The automobile industry generates a trade surplus of €90.3 billion for the EU.