

## Press Release

### Reducing CO<sub>2</sub> emissions from cars and vans: technological neutrality to lighten the load

**Brussels, 7 November 2012:** Future legislation on CO<sub>2</sub> from cars and vans must be technology neutral, the European Aluminium Association (EAA) warned at its event organised today in the European Parliament.

The two proposals, which are currently being debated in the European Parliament and the Council and which set a framework for CO<sub>2</sub> emissions reduction by 2020 for cars and vans, need to take into full consideration the contribution of all sustainable technologies such as lightweighting and ensure technological neutrality.

EAA estimates that reducing the mass of a car by 100 kg would cut CO<sub>2</sub> emissions by 8 grams per kilometer. Lightweighting could greatly contribute to achieving the objective set in the White Paper on Transport to reduce greenhouse gas emissions for the transport sector by 60%.

*"The European Commission's proposal does not correct what is already a discrimination against lightweighting technologies," said Bernard Gilmont, Transport Director at EAA. "Today, if a car manufacturer applies weight reduction to meet its emission target it will have to meet a stricter target in return. This CO<sub>2</sub> target calculation method based on mass is unfair and short-sighted. We call upon the European Parliament and Council to no longer compromise on CO<sub>2</sub> emission reductions and introduce a footprint parameter, namely the area between the four wheels of the car, instead of mass."*

Moving to footprint in the EU regulations will treat all technologies the same way and offer new potential to car manufacturers. Moreover, it will provide the certainty that car manufacturers need for their production plans and enable them to invest in the technology of their choice. It will generate greater competitiveness which will in turn stimulate innovation and benefit the whole sector.

Hosting the meeting, MEP Chris Davies concluded: *"All types of technologies that contribute to lowering CO<sub>2</sub> emissions should be considered. It's too early to try and predict how the best long term solutions will be achieved. So far as possible we should be ensuring that legislation on both cars and vans is technologically neutral."*

#### **About the event "Moving to a low carbon road sector: Effective solutions to lighten the load":**

- Today the European Aluminium Association (EAA) organised a [debate](#) in the European Parliament "Moving to a low carbon road sector: Effective solutions to lighten the load", hosted by the ALDE MEP Chris Davies, a Shadow rapporteur on the revision of the CO<sub>2</sub> and cars regulation for the ENVI Committee.
- Participants focused on the revision of the two regulations which set mandatory CO<sub>2</sub> emission targets for new passenger vehicles and light-commercial vehicles by 2020. They also touched on possible measures that would enable the EU to meet the challenges of reducing the carbon footprint of the road sector and therefore comply with the objectives set out in the White Paper on Transport for 2050.

- Peter Mock - International Council for Clean Transportation Europe (ICCT) – supported the shift to a footprint-based regulation, underlining that it will help to achieve future targets at a lower cost for all car manufacturers.
- Laurianne Krid – Fédération Internationale de l'Automobile (FIA) – focused on the need to improve vehicles' fuel efficiency both to save money for consumers and to reduce emissions.
- For more information on aluminium in cars, please see the new aluminium in cars brochure [here](#).

**About the European Aluminium Association:**

The European Aluminium Association, founded in 1981, represents the European aluminium industry from alumina and primary production to semi-finished and end-use products, through to recycling. The European aluminium industry directly employs 255,000 people. *For more information, visit [www.alueurope.eu](http://www.alueurope.eu)*

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