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> [EU Parliament discusses CO₂ car strategy](#)

The Environment Committee's first open debate on the EU strategy to reduce vehicle emissions showed a general consent for ambitious but more realistic targets. CO₂ Mobile Air Conditioning emerged as part of a solution based on innovation and competitiveness.

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The Environment Committee of the European Parliament generally welcomed the European Commission (EC) proposal to set strict carbon dioxide reduction targets for the automotive industry and introduce legislation replacing the industry's past voluntary commitment. Its meeting on 3 May served as a first exchange of views on topics like taxation, labeling, consumer information, emissions trading, industry competitiveness, and global cooperation. More specifically, the debate focused on the viability of tight timelines proposed by the European Commission in February.

CO₂ MAC part of an innovation-driven solution

Several Members of the European Parliament (MEPs) stressed the need to avoid damaging the European car industry's competitiveness in a push for reduced emission, favouring an approach that would be based on international cooperation and technological innovation. Some, however, insisted that the main focus should lie on measures that would already now help to reduce greenhouse gas emissions from cars. As an example UK liberal Chris Davies, the Committee's rapporteur in charge of drafting a Parliament resolution, specifically mentioned the natural refrigerant CO₂ as the way forward for energy-efficient Mobile Air Conditioning.



Car industry ready to meet targets

Davies, in contact with the European car industry, indicated a general consent from carmakers on complying with mandatory targets within a given timeframe. He wished, however, "that the [German car] industry would give me solutions and stop giving me problems."

Focus on realistic but ambitious approach

While agreeing on the general approach to set mandatory limits for the car industry, several MEPs questioned 2012 as a realistic deadline to achieve the 120 g/km CO₂ emissions target. They argued that the compliance with this date would not give the car industry enough time to prepare. In return, they want to propose even more ambitious targets to be achieved later. Within an expanded timeline, e.g. 2014, the car industry would have to comply with annual targets.

This approach, however, was not supported by all MEPs, with Rebecca Harms from the Greens saying that the committee "would be nuts" to suggest weaker targets than that proposed by the Commission.

More information:

- > [Read our news on the 120 g/km target proposed by the European Commission](#)

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