

## PRESS RELEASE

# EUROPEAN PARLIAMENT VOTE ON CO<sub>2</sub> EMISSIONS FROM FUTURE CARS AND VANS AN “IMPORTANT FIRST STEP IN RECOGNISING LIFECYCLE THINKING”

**Brussels, 4 October 2018 – The European Steel Association (EUROFER) welcomed today’s European Parliament plenary vote on future emissions rules for cars and vans. The Parliament recognised the importance of ‘life cycle thinking’ for vehicle CO<sub>2</sub> emissions post-2020. This recognition is an important first step in reducing emissions from the full lifecycle of these vehicles.**

“Until now, car and van CO<sub>2</sub> regulations have focussed solely on tailpipe emissions that occur during the ‘use phase’ of the vehicle”, said Axel Eggert, Director General of EUROFER. “The European Parliament has recognised the increasingly significant emissions from the production and ‘end-of-life’ phases. As use phase emissions are set to decline, the Parliament has signalled its desire for a common lifecycle emissions methodology to be developed”.

The development of a harmonised methodology is an important first step towards the longer-term goal of integrating lifecycle emissions into the automotive CO<sub>2</sub> regulation itself. This could be through the use of a voluntary CO<sub>2</sub> credit that recognises reductions in lifecycle emissions; these are currently not covered in the existing type approval process.

“We see the next stage of negotiations between the European Parliament and member states as a way to set a clear pathway for the Commission to work towards integrating lifecycle emissions into the CO<sub>2</sub> regulations, using a transparent and robust calculation methodology”, added Mr Eggert. “This should be combined with incentives for manufacturers to reduce emissions from the production and recycling of a vehicle”

Mr Eggert concluded, “The European steel industry is ready to work with manufacturers to meet the challenge of reducing CO<sub>2</sub> emissions, and to demonstrate how a lifecycle approach can help reduce costs – whilst avoiding unintended burden shifting – in the pursuit of genuinely effective emissions reductions”.

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## NOTES FOR EDITORS

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### PDF

A PDF of this Press Release is available: [here](#)

### ABOUT LIFE CYCLE EMISSIONS AND WORLDAUTOSTEEL

EUROFER has been working with *WorldAutoSteel* over several years to investigate how the Lifecycle Approach (LCA) can be integrated into automotive regulations in a robust, straightforward and effective way. Further details on the issue of burden shifting, life cycle emissions and voluntary credit options can be found: [here](#)

### ABOUT THE EUROPEAN STEEL ASSOCIATION (EUROFER)

EUROFER AISBL is located in Brussels and was founded in 1976. It represents the entirety of steel production in the European Union. EUROFER members are steel companies and national steel federations throughout the EU. The major steel companies and national steel federations in Switzerland and Turkey are associate members.

### ABOUT THE EUROPEAN STEEL INDUSTRY

The European steel industry is a world leader in innovation and environmental sustainability. It has a turnover of around €170 billion and directly employs 320,000 highly-skilled people, producing on average 160 million tonnes of steel per year. More than 500 steel production sites across 22 EU Member States provide direct and indirect employment to millions more European citizens. Closely integrated with Europe's manufacturing and construction industries, steel is the backbone for development, growth and employment in Europe.

Steel is the most versatile industrial material in the world. The thousands of different grades and types of steel developed by the industry make the modern world possible. Steel is 100% recyclable and therefore is a fundamental part of the circular economy. As a basic engineering material, steel is also an essential factor in the development and deployment of innovative, CO<sub>2</sub>-mitigating technologies, improving resource efficiency and fostering sustainable development in Europe.