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Pressemeddelelse

Bilindustrien svigter aftale med EU

Bilindustrien har i 1998 indgået en aftale med EU-kommissionen om inden 2008* at nedbringe det gennemsnitlige CO₂-udslip fra nye biler til 140 g/km, mod 196 g/km i 1995. Men med den hidtidige indsats vil man ikke nå dette mål. Målet er endda slapt, set i forhold til, at EU har sin egen målsætning om at komme ned på 120 g/km inden 2010.

Der er ellers sket en betydelig forbedring af motorteknologien i denne periode, men forbedringerne er blevet opvejet af, at de biler der sælges, bliver stadig tungere og med stadig mere energiforbrugende ekstraudstyr, såsom aircondition og automatgear.

Den europæiske NGO-sammenslutning Transport & Environment (T&E) har gennemgået resultaterne for hvert af de 15 gamle EU-lande – aftalen gælder ikke for de nye medlemslande. Tallene (nedenfor samt vedlagt) viser, at Danmark ikke gør nogen specielt god figur. Ser man udelukkende på biler produceret i Europa, ligger vi midt i feltet, hvad angår reduktion af gennemsnitlig CO₂-udledning. Men ser man på den samlede bilimport ligger Danmark næstsidst – kun Spanien har et ringere resultat.

Resultatet peger på, at brændstofafgiften og dermed brændstofprisen er for lav, til at bilkøberne er motiveret til at tænke på bilens brændstoføkonomi.

Christian Ege
Det Økologiske Råd

Ivan Lund Pedersen
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Det Økologiske Råd og NOAH er de to danske medlemmer af Transport & Environment.

* Den ikke-europæiske bilindustri har dog frist frem til 2010.

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From: te_members@googlegroups.com [mailto:te_members@googlegroups.com] **On Behalf Of** Nina Renshaw
Sent: 18 April 2006 10:34
To: Nina Renshaw
Subject: [T&E Members] EMBARGO 00:01 19/04/06 - Car industry failing on climate pledge

Please find below a press release from the European Federation for Transport and Environment (T&E).

EMBARGO 00:01 19/04/06, Brussels - Car industry failing on climate pledge

Carmakers are defaulting on their pledge to tackle climate change, new figures show. Last year, car industry efforts to improve fuel efficiency achieved a third of the rate needed to meet a commitment they made to the EU in 1998.

Improving fuel efficiency is a key factor in tackling climate change because the more fuel a car uses, the more CO₂ is emitted into the atmosphere.

European manufacturers sold cars that produce on average 160 grams of CO₂ per kilometre last year, down only 1 per cent on the previous year, according to sales figures analysed by Transport and Environment (T&E).

The European Automobile Manufacturers Association (ACEA) promised the European Commission in 1998 to reach average emissions of 140 grams of CO₂ per kilometre for new cars by 2008.

Carmakers now need an unprecedented improvement rate of 4.3 per cent per year for the next three years to meet their commitment. To date, the best performance was 2.9 per cent, recorded in 2000.

“President Barroso’s Commission has sat back and watched while carmakers put all their technology into making cars heavier and more powerful, rather than more fuel efficient” said Jos Dings, Director of T&E.

“President Barroso, himself the owner of a gas-guzzling Volkswagen Touareg, must recognise that a voluntary commitment from an industry that is responsible for 15% of CO₂ emissions in the EU is not enough and is failing miserably. Legislation is urgently needed if real progress is to be achieved” said Dings.

Further improvements in efficiency are not expensive and can be made with widely-available existing technology. A report for the European Commission last year showed that the cost of meeting the EU’s own target for new cars of 120 grams of CO₂ per kilometre would be on average € 577 per car.

Meeting the EU target would result in twenty-five per cent lower fuel bills. At today’s prices that would mean a € 1000 saving for the average car over three years.

“Rules that make cars more fuel efficient save lots of money and save the climate. It’s time President Barroso parked his gas-guzzler and got Europe’s carmakers on the road to fuel efficiency” said Dings.

Ends

Notes to editors

The source of the sales and CO₂ data for 2005 is R.L. Polk Marketing Systems GmbH in Germany. The data have been analysed for T&E by IEEP, the Institute for European Environmental Policy, UK.

In 1998 the European Automobile Manufacturers Association (ACEA) committed to the European Union to reduce the average CO₂ emissions of new cars sold in the (then) 15 EU Member States to 140 g/km, down from 186 g/km in 1995.

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About T&E

T&E is the principal environmental organisation campaigning on transport at European level. The federation has 45 members in 21 countries. www.transportenvironment.org

Best regards,

Nina Renshaw

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