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European car manufacturers have not reached a consensus on how to cut carbon emissions yet
BMW

Europeans Fail to Reach an Agreement on Car CO2 Cuts

The four largest manufacturing countries don't see eye-to-eye yet

Previous reports of four of the largest car manufacturing countries in the European Union coming to a consensus on how to reduce the amounts of carbon dioxide (CO₂) their automobiles put in the atmosphere were neither infirmed, nor confirmed by Thomas Steg, a spokesman for the German government.

During a press conference, he said that "I believe there has been a narrowing of differences but there is not yet a complete agreement. I cannot confirm the report that there has been an agreement. The talks are continuing". Sources in Berlin and Brussels previously told news agencies that the talks had been successful. The UK, Germany, France and Italy were reportedly engaged in talks, as Reuters revealed on Thursday, so as to find a mutually beneficial way of reducing the amounts of carbon the cars manufactured on their territories put out. The talks were apparently prompted by the warning the European Commission gave earlier this year, when it announced that the automotive industry had to reduce its basic emissions by as much as 18 percent. The set target, to be reached by 2012, is of about 130 grams of carbon per kilometer. This goal can be attained through the use of new types of tires, fuels and air conditioning systems, all contributing to gas consumption. Although most European companies are already working on hybrid or entirely electric vehicles as well, they announced that their main product lines would still feature gas- or diesel-powered automobiles, amidst concerns expressed by environmental groups. In order for a consensus on the matter to be reached, discussions between the three parties, The European Parliament, the European Commission and all 27 member states, scheduled to take place on the 24th of November, must have a successful outcome. The Union is most likely to come to a consensus; otherwise, it would sabotage its own carbon emission reduction schemes, scheduled to be attained by 2020.