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IG Metall wishes to mediate in struggle for new CO₂ Regulation

Brussels - In the conflict surrounding the future even stricter emission limit values for new cars in Europe, the German trade union IG Metall wishes to take on the role of mediator between the automotive industry and the policy-makers. "In the past there has been no genuine debate on CO₂ limit values, and we want to change that," said IG Metall President Detlef Wetzel. He was speaking in Brussels on Tuesday, at an IG Metall conference attended by numerous high-ranking representatives from politics and business, including the new EU commissioner for climate action, Miguel Arias Cañete.

Wetzel pointed out that IG Metall basically regarded limit values for CO₂ emissions as a good thing. "But we must talk about what is feasible in terms of technology and employment policy," he said, adding that it was not realistic to simply continue linear reduction of the planned limit value from 95 gram CO₂ beyond the year 2020 at the same speed. An assessment of impacts of the structural change in the automotive industry – towards electric propulsion – on employment had to be carried out in advance, he said. Against this background, a new regulation of the limit value was not possible before 2017. In contrast to current practice, trade unions and employers should be included in the debate. "For this we need



a participation process co-ordinated by the European Commission," Wetzel stated.

IG Metall does not wish to leave it solely to the market to determine what the auto industry will be like in the future. "This is because we should all have learnt one thing from the crisis of 2008: industry, with its specialist workforce, is the backbone of the European economy," explained Jörg Hofmann, Vice-President of IG Metall. Political action had to promote and expand this strength, he continued. "Employment has priority. That also applies to a CO₂ policy and does not go against ambitious climate targets." Hofmann therefore appealed for new limit values not to be set before 2017. Before that time, he said, it was not possible to gauge how successful electric cars would be on the market, and how much electric propulsion could contribute to CO₂ reduction. Electric driving must continue to be included in the calculation of fleet averages with a CO₂ output of zero grams.

Furthermore, Hofmann explained, from 2017 onwards the new driving cycle will apply, which will be used for determining energy consumption. This would have to form the basis for the new limit values. He added that consideration would also have to be given to additional innovations in energy efficiency in both the products and production, and in resource efficiency, achieved through more extensive energy-saving recycling.