



Position Paper

Achieving climate protection goals with open technologies

International motor vehicle manufacturers support Paris climate targets

The international motor vehicle manufacturers support the Paris climate protection targets. Further global warming would entail considerable risks for people and the environment. These consequences of climate change would also be strongly felt in Germany. In 2015, the international community therefore agreed in the Paris Climate Convention to limit global warming to a maximum of 2° C. This would be the maximum temperature at which the world would be able to warm. This requires halving global CO₂-emissions as part of internationally coordinated efforts. It is a fact that Germany must play a major role in climate protection, even if only around two and a half percent of global CO₂ emissions are caused here. The transport sector accounts for about 22 percent of all greenhouse gas emissions in Germany.

International motor vehicle manufacturers aim for climate-neutral mobility

International motor vehicle manufacturers will make a significant contribution to reducing CO₂-emissions from transport. Depending on their individual corporate strategy, they will strive for climate-neutral mobility by the middle of the century at the latest. They have already taken the lead and have continuously reduced the CO₂-emissions of new passenger cars in Germany. In addition, it was above all the international brands that brought vehicles with alternative drivetrains onto the market at an early stage.

The most demanding CO₂ targets already apply to passenger cars and trucks today

In the debate on further measures to reduce CO₂-emissions from transport, it is imperative to take into account the existing requirements of the European CO₂ regulation. The EU has also set very stringent reduction targets for passenger cars and trucks by global standards, which must be met step by step by 2030. It is to be expected that mobility and transport alone will make a significant contribution to meeting climate protection targets in the coming years, but will also become more expensive for companies and consumers.

For passenger cars, the initial target is 95 grams, which must be achieved by 2021. This means that all newly registered passenger cars in the EU in 2021 will only be allowed to emit 95 grams of CO₂/km on average. This corresponds to a fuel consumption of less than four litres of petrol per 100 km. Average CO₂-emissions must be reduced by a further 15 percent by 2025 and by 37.5 percent by 2030. For heavy commercial vehicles, the EU prescribes a reduction of CO₂ emissions from new vehicles by 15 percent by 2025 and by 30 percent by 2030. The basis for the heavy commercial vehicles is the fleet consumption for 2019. The European CO₂ regulation is thus already creating the greatest possible pressure for the introduction of low-emission drives.

Open-technology steering necessary

In the long term, the climate targets set can only be achieved within the framework of a technology-open steering approach. In addition to electromobility, hydrogen, gas and synthetic fuels are also needed. Vehicle manufacturers are setting their own priorities for the drive of the future. Especially against the background of the different international developments and framework conditions, it is therefore still necessary to adhere to the principle of openness to technology. Each individual climate policy measure or levy must therefore be examined to see whether it can discriminate against individual technologies.

Customer acceptance is crucial

Climate protection only works if consumers go along and accept low-emission vehicles and mobility solutions. Vehicles with alternative drive systems are not yet competitive with conventional vehicles in every respect. This makes it all the more important to create an ecosystem in which the purchase and operation of vehicles with alternative powertrains becomes particularly attractive. From a complete infrastructure to tax and financial incentives - numerous concrete individual measures and building blocks must be seamlessly interlinked. The VDIK has already outlined key measures in its [position paper "The German automotive market needs further incentives for the spread of alternative drive systems"](#).

Measures must be socially balanced

In principle, all measures must be socially balanced. In return, incentives for electric driving must not lead to a massive increase in the cost of mobility with conventional drives. The various systems for pricing CO₂ emissions, which have since been presented by politicians and experts, must therefore be tested for their suitability from this point of view in particular.

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