

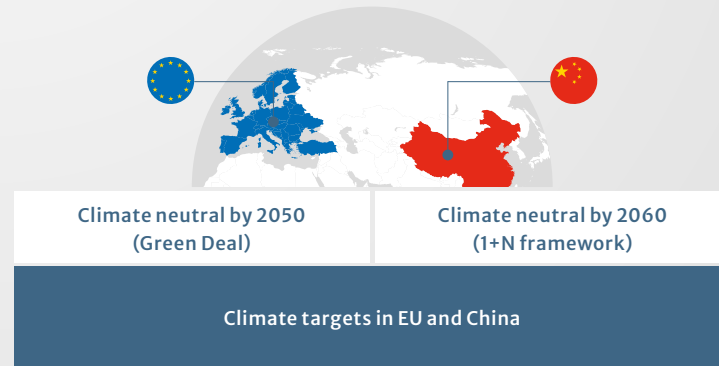
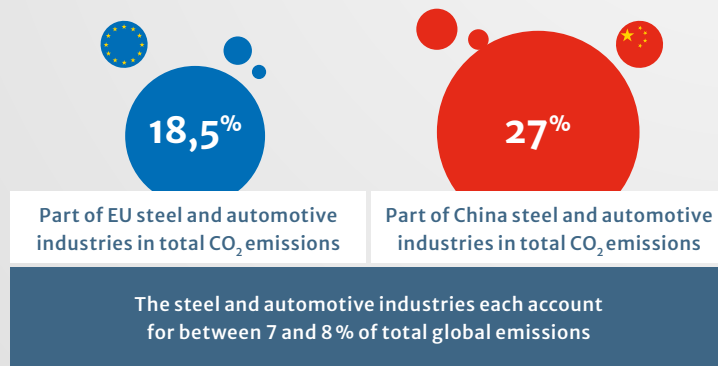
# The Potential of EU-Chinese Cooperation in the Decarbonisation of the Steel and Automotive Industries



In the EU and China, the automotive and steel sector face similar decarbonisation challenges and take the same key approaches to address them



Automotive		Steel	
CHALLENGES	APPROACHES	CHALLENGES	APPROACHES
<ul style="list-style-type: none"> <li>Lack of primary emission data and uniform approach to calculate vehicle life cycle emissions</li> <li>Insufficient availability of “green” materials (e.g. green steel)</li> <li>Green energy supply does not always meet companies’ demand</li> </ul>	<ul style="list-style-type: none"> <li>Harmonise accounting standards for vehicle life-cycle emissions</li> <li>Advance circularity in electric vehicle batteries</li> </ul>	<ul style="list-style-type: none"> <li>Low maturity and scale of net-zero steel technologies</li> <li>Substantial investments needed to develop pilot and demonstration projects of decarbonisation technologies</li> </ul>	<ul style="list-style-type: none"> <li>Setting ambitious sectoral targets</li> <li>Scale-up and improve maturity of new production approaches, especially hydrogen-based steelmaking</li> </ul>
<p>The EU sources significant amounts of steel, aluminium and battery materials from China that flow into automotive construction, and European carmakers increasingly scale up China-based production with localized supply chains</p>		<p>In 2020, the EU exported 1.4 million tons of steel to China, while China exported 2.1 million tons to the EU</p>	



Source: This infographic depicts the study results, for further references see study.