



CLEPA position on CO2 policy for Heavy-duty vehicles

- A) CLEPA believes that technological improvements to reduce CO2 emissions from HDVs will continue.
- B) This is true in various areas in which CLEPA members are investing, including:
- the efficiency of the diesel engine
 - turbocharging
 - aerodynamics
 - hybridisation (even for long-haul)
 - efficiency of auxiliaries / components
 - heat-recovery
 - intelligent systems linking the vehicle to navigation data
 - light-weighting
- C) CLEPA believes that the CO2 reduction potential of HDVs must be assessed in detail, and that an extrapolation based on existing studies on passenger cars is not possible.
- D) The potential could be increased through Intelligent Transport Systems and through other logistic concepts e.g. European Modular Systems (EMS).
- E) CLEPA believes that any measurement method for CO2 emissions from HDVs must be broad enough to incorporate the points listed above.
- CLEPA stresses that it is important to get the measurement method right – sufficient time should be allocated to this task.
 - Integration of the above-name technologies into the measurement method would stimulate competition for best technological solutions. Ignoring them, on the other hand, would lead to inaccurate CO2 data and misguided incentives to bring technologies to the market.
 - A measurement method that only focuses on the engine or a small selection of the above points risks not being representative of real-world CO2 emissions from HDVs.
 - An alternative approach based on eco-innovations could be a temporary solution for technologies not initially covered by the measurement method, but would only be a second best option.
 - The assessment method shall enable incorporation of the possible effects of new logistic concepts such as EMS.
- F) An EU-wide standardized CO2 measurement method increase transparency in the HDV market and further stimulate competition for efficient HDVs.
- G) Given that total costs of ownership (TCO) and hence efficiency are already a key factor in HDV purchase decisions, a thorough investigation is required to what extent CO2 limit legislation would be appropriate.
- H) Politics can and should support the market penetration of innovative efficiency technologies by improving their TCO, for example through CO2-based taxation and road tolls.