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CO₂ targets for trucks are seriously challenging – Smart strategy for emission reduction is necessary

The European Commission has proposed today for the first time binding EU emission standards for trucks. The proposal contains a reduction of CO₂ emissions from trucks by 15% in 2025 against a 2019 baseline and at least 30% in 2030. The parameter recognises payload and mileage and is expressed as the number of grams CO₂ per tonne kilometre (g/tkm). A fine of 50€ per g/tkm will be imposed on manufacturers which miss the target. A bonus will be awarded for vehicles emitting 350g CO₂/km or less.

Sigrid de Vries, Secretary General of CLEPA comments: “The Commission has made a seriously challenging proposal today to help ensure that the transport sector fulfils its contributions towards the Paris agreement. Automotive suppliers actively support realistically ambitious targets and are key contributors to vehicle innovation in pursuit of safe, sustainable and smart mobility. However, the sector urges policy makers to maintain technology neutrality in the regulation and opt for a smart strategy in reducing CO₂ emissions which reconciles European competitiveness and environmental protection.”

Highly ambitious CO₂ and fuel consumption reduction will only be possible with strong electrification of the fleet as well as additional policy measures, for example by strengthening the uptake of alternative fuels such as CNG (Compressed Natural Gas) and LNG (Liquified Natural Gas), paving the way for climate-neutral synthetic fuels, incentivising eco-innovations, improving infrastructure and rolling out intelligent traffic and transportation systems. Regulation should reward emission reductions, regardless of how these are achieved.

The automotive supply industry argues in favour of making the next steps towards a Well-to-Wheel approach and, in a further stage, Life-Cycle Assessment to take into account the carbon performance of fuels, energy source and vehicle manufacturing, address CO₂ emissions beyond the tailpipe and reap the full benefits of technology neutrality. Furthermore, targets need to reflect the different transport tasks and the particularities of vehicle classes and powertrains. The industry also underlines the need to use robust data. CLEPA supports the VECTO tool, but the proposed reduction baseline of 2019 raises concerns as very little time will be left between the availability of the data and the application of the mid-term target.

Europe is a world leader in manufacturing efficient trucks with best-in-class technology. The regulatory framework should facilitate progress towards even higher efficiency, without prescribing specific technology.

Note to the editor:

CLEPA represents over 3.000 companies supplying state-of-the-art components and innovative technology for safe, smart and sustainable mobility, investing over 20 billion euros yearly in research and development. Automotive suppliers in Europe employ nearly five million people across the continent.

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