



Strategy for reducing HDVs' fuel consumption and CO₂ emissions

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Need for a strategy

- Road transport accounts for some 23% of EU GHG emissions
- HDVs account for a quarter of this amount
- Recently freight growth in line with GDP which has led to increased emissions
- Expectation that emissions growth will continue



Policy goals

- **Commitment to an EU GHG reduction target of 80%-95% by 2050 compared to 1990**
- **Roadmap for moving to a low-carbon economy in 2050 – 54%-67% reduction by 2050**
- **Transport White Paper – 60% reduction by 2050**



Achieved so far: cars and vans

Cars:

- 2012 actual 132gCO₂/km
- 2015 target of 130gCO₂/km
- 2020 target of 95gCO₂/km

Vans:

- 2012 actual 181gCO₂/km
- 2017 target of 175gCO₂/km
- 2020 target of 147gCO₂/km



Available technologies

- **Improvements to engines, aerodynamics, tyres and auxiliaries as well as light-weighting**
- **Intelligent transport systems**
- **Vehicle fleet operation**

Market barriers

Fuel – a key operating cost

- Available data
- Fuel saving technologies are optional
- Investment horizons
- Access to finance
- Cost savings do not accrue to vehicle owner



A measurement methodology

HDV emissions are not at present measured

EURO standards will from 2014 require the measurement of CO₂ emissions

Commission in close liaison with industry and academia has developed VECTO



VECTO

*Simulation methodology applied to whole vehicle
CO₂ emissions:*

- **Tractor/trailers**
- **Regional delivery trucks**
- **Inter-city buses**

Initial assessments of accuracy are successful



Emerging HDV strategy

An inclusive approach:

- **Modal shift**
- **Reducing fuel GHG intensity**
- **Research and innovation**
- **Vehicle fleet operation**
- **Filling the knowledge gap**

Next steps

- **Finalisation of strategy**
- **Continuing work on VECTO**
- **Preparation of legislation to measure, certify and report HDV CO₂ emissions**



Thank you

http://ec.europa.eu/clima/policies/transport/vehicles/heavy/studies_en.htm