

# CO<sub>2</sub> reductions in Nordic road transport

Presentation by Søren Larsen, Nordic Logistics Association  
Stakeholder meeting on the Impact Assessment on Heavy-Duty Vehicle CO<sub>2</sub> emission standards  
16th January 2018,



## Nordic Logistics Association

*2.000 members*



*4.000 members*



*6.000 members*



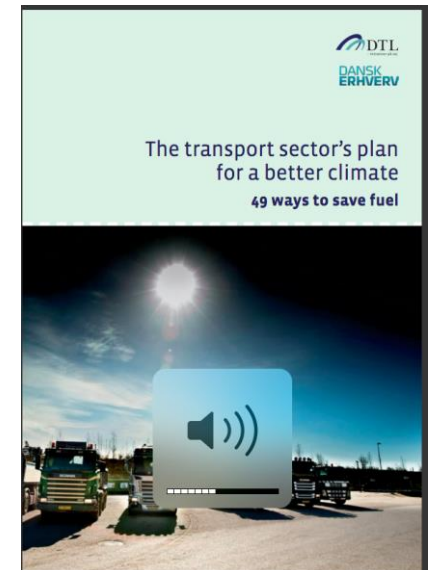
*Affiliated member:*

Finnish Transport and Logistics – *5.500 members*



# Reduction of CO<sub>2</sub> in the Nordic countries

- **Many different approaches:**
  - Industry-led: Fair Transport initiatives; 49 ways to save fuel
  - Urban authorities initiatives
  - ITS-projects
  - Development alternative transport modes: rail, sea
  - Logistics
- **Today focus on:**
  - Bio-fuels
  - Weights and dimensions



# Data - VECTO

- But first some words on VECTO...
  - NLA has been engaged in the work on VECTO
  - Does not mean we necessarily find it to be a good solution, but it is a first step
  - VECTO needs to be further developed – MR proposal is a way to achieve this
  - We strongly believe in transparency and possibility to verify data - a way to ensure reliability and confidence in the system
  - VECTO is the way forward but it must be improved.

# Our two main concerns

- How to handle alternative fuels in the tank and how to deal with logistic efficiency
  - In the standards
  - In what the standards are used for
- This is important because we see standards as a possible cost-efficient contribution to CO<sub>2</sub> reductions in a transparent and fair way, if our concerns are handled

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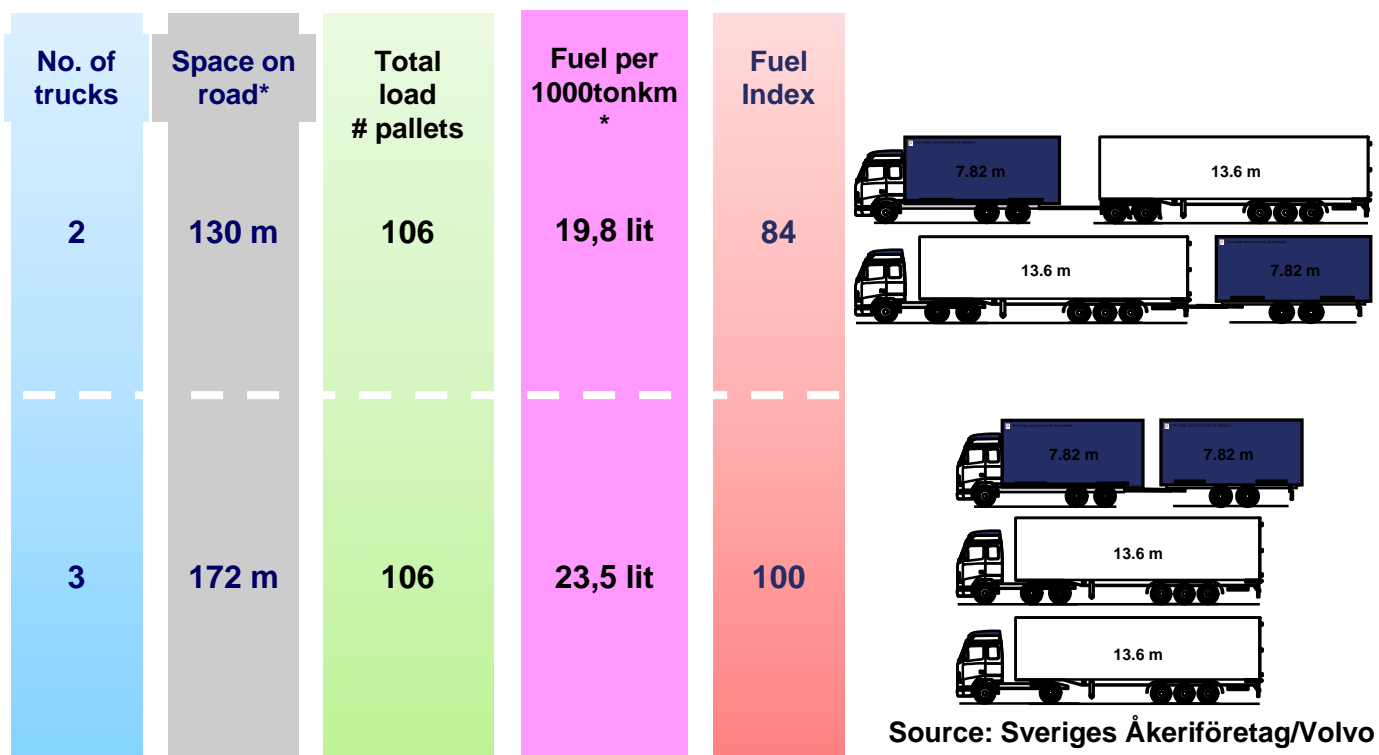
# Biofuels – no change to vehicle

- We have one set of rules for which biofuels are allowed in the EU. This is not a discussion about those rules, but how we optimise use of the bio-fuel these rules allow;
- The Nordic countries have some of the highest shares of biofuels in the energy mix for transport – and have good experiences
- NLF in Norway made a real test of HVO 100 in 2016 in 4 trucks – saved 150 tons CO<sub>2</sub> in 4 months!
- We need to make sure operators are not punished for using biofuels by standards that do not take it into account.
- The member state can get a general discount but also need to give a discount to the operator to encourage/compensate

# Weights and dimensions

- A Nordic speciality – allowing for vehicles far above 40 and 44t : 56, 74/76, 90 t
- Also lengths
- European Modular Concept is originally a Nordic approach
- In Finland and Sweden fully integrated part of the logistics chain
- Norway and Denmark also using it now, but in smaller scale
- Spreading in rest of Europe: Netherlands, Germany, Belgium, Spain...
- How to ensure that we keep getting these benefits and encourage them despite CO2 standards?

## Comparison 25.25 m vehicles to 18.75 / 16.5 m



\* Note: Calculated for load = 400 kg per pallet  
Safety distance 40 m per truck



# Volume freight – real fuel consumption

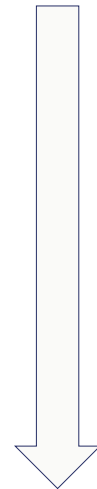
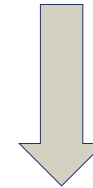
Standard EU 13,6 m  
Load: 16 ton, 100 m<sup>3</sup>  
Fuel consumption: 37 l / 100 km

EMS 7,82 + 13,6 m  
Load: 24 ton, 150 m<sup>3</sup>  
Fuel consumption: 48 l / 100 km

13,6 + 13,6 m  
Load: 32 ton, 200 m<sup>3</sup>  
Fuel consumption: 53 l / 100 km

Savings compared to standard EU:  
- 16% fuel and CO<sub>2</sub>

Savings compared to standard EU:  
- 27% fuel and CO<sub>2</sub>



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# Concerns

- Standards:
  - Standard only based on VECTO
  - Better reduction of CO<sub>2</sub> may be achieved using biofuels/W&D
  - Impact on the focus of the industry – negative for W&Ds
  - Risk operators are put in situation to only focus on standards when investing
- Use of standards:
  - Road charging, taxation, urban access
  - Problem if same or better result as a specific standard can be achieved by other means – but no longer possible
- We need focus on contribution of weight/volume and biofuels to be reflected in standards.



**Thank you for the attention**

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