ACEA presentations
HDV discussion

SLIDES FOR STAKEHOLDER MEETING 16-01-2018

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HDV CO$_2$ standards

ACEA view on limit structure

Henk Voets – WGCO$_2$HDV

Description of elements relevant to the classification in vehicle groups				Allocation of mission profile and vehicle configuration							Standard body allocation
Axle configuration	Chasis configuration	Technically permissible maximum laden mass (tons)	Vehicle group	Long haul	Long haul (EMS)	Regional delivery	Regional delivery (EMS)	Urban delivery	Municipal utility	Construction	
4x2	Rigid	>3.5 – <7.5	(0)								
	Rigid (or tractor)**	7.5 – 10	1			R		R			B1
	Rigid (or tractor)**	>10 – 12	2	R+T1		R		R			B2
	Rigid (or tractor)**	>12 – 16	3			R		R			B3
	Rigid	>16	4	R+T2		R			R		B4
	Tractor	>16	5	T+ST	T+ST+T2	T+ST	T+ST+T2				
4x4	Rigid	7.5 – 16	(6)								
	Rigid	>16	(7)								
	Tractor	>16	(8)								
6x2	Rigid	all weights	9	R+T2	R+D+ST	R	R+D+ST		R		B5
	Tractor	all weights	10	T+ST	T+ST+T2	T+ST	T+ST+T2				

Within a VECTO declaration group (4,5 9 or 10) the vehicle characteristics vary substantially due to different applications.
Cabin type and engine power are proposed as the defining parameters for specific UD, RD or LH subgroups.

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PROPOSAL FOR SUB-GROUPS

Group 4	Urban profile	Long haul profile	Distribution profile
Utility criteria	All cabs < 230 HP	Sleeper cab ≥ 360 HP	Other HP / cab
Cycle	UD mix	LH mix	RD mix
Special vehicles	→		

Group 4 Traction

none
Construction cycle

→ **CO2/ton.km**

Group 5	Long haul profile	Distribution profile
Utility criterium	Sleeper cab	Other cab
Cycle	LH mix	RD mix
Special vehicles	→	

Group 5 Traction

none
Construction cycle

→ **CO2/ton.km**

Group 9	Long haul profile	Distribution profile
Utility criteria	Sleeper cab ≥ 360 HP*	Other HP / cab
Cycle	LH mix	RD mix
Special vehicles	→	

Group 9 Traction

none
Construction cycle

→ **CO2/ton.km**

Group 10	Long haul profile
Utility criterium	none (HP*)
Cycle	LH mix
Special vehicles	→

Group 10 Traction

none
Construction cycle

→ **CO2/ton.km**

- Each subgroup is mission profile related and should have its specific CO_2 limit in gr/ton.km
- Despite of the subgroup definition a restricted number of vehicles will have special applications to be optimised differently. The values and numbers vary between the OEM's.
  A Traction subgroup is proposed to allow a special vehicle exclusion share.
- In class 9 and 10 at high engine powers an HP dependent payload curve* is proposed for high capacity vehicles.

HDV CO$_2$ standards
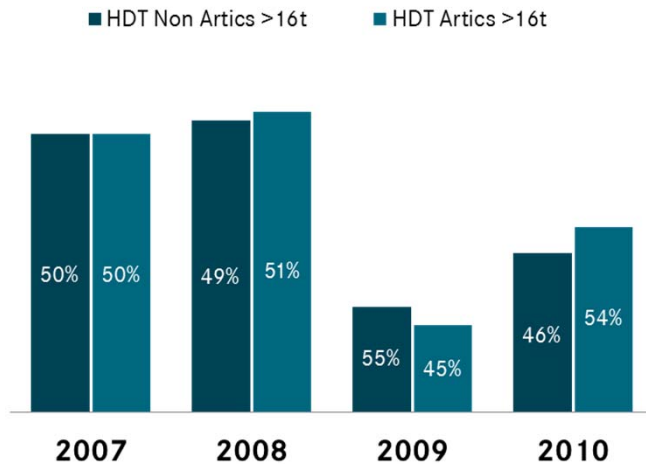
ACEA view on credit system

Volker Hasenberg – WGCO$_2$ HDV

REDUCING CO₂ MOST COST-EFFECTIVELY
Flexibilities lead to an optimized regulation

Change of market segments over time (typical OEM)

■ HDT Non Artics >16t   ■ HDT Artics >16t

Year	HDT Non Artics >16t	HDT Artics >16t
2007	50%	50%
2008	49%	51%
2009	55%	45%
2010	46%	54%

Strength of flexibilities:

- Allow **fitting regulation better to** real truck **market**

- **Reflect** long **product cycles** and development time

- **Balance** inopportune but **unavoidable portfolio shifts** (driven by market demand/GDP, *see chart on the left*)

- **Accelerate technology development** (e.g. by special credits)

- **Trucks are not just big cars. A credit system considers specific truck market conditions and thus, enables a cost optimized CO2 reduction on a level playing field. That will likely translate into the "best" price for the customer**

BASIC PRINCIPLES ON A CREDIT SYSTEM
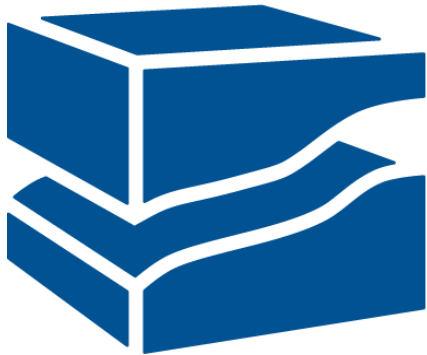
„Each tonne counts equal!"

example

CO2 emissions

credit

CO2 Limits

group x   group y
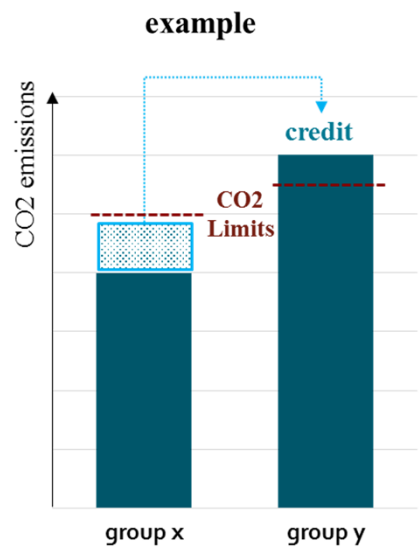
Basic principles

1. Specific **reduction targets** for each sub-group in **g CO_2/tkm** (reflecting specific mission in real world)

2. **Credit**/debit calculated in **absolute g CO_2 per year** *(each tonne counts equal)*

3. Credit/debit **averaging over all groups** (4, 5, 9, 10)

4. Credit/debit **banking over time** (3 years backwards, 5 years forward)

5. **Early credits** (generate credits before limits are mandatory)

6. **Super credits** for low emissions vehicles to support mass market

- **Credits/debits must reflect real CO2 emissions ("each tonne counts equal") then flexibilities do not lead to unfair or unwanted effects**