



HDV CO₂ emission monitoring

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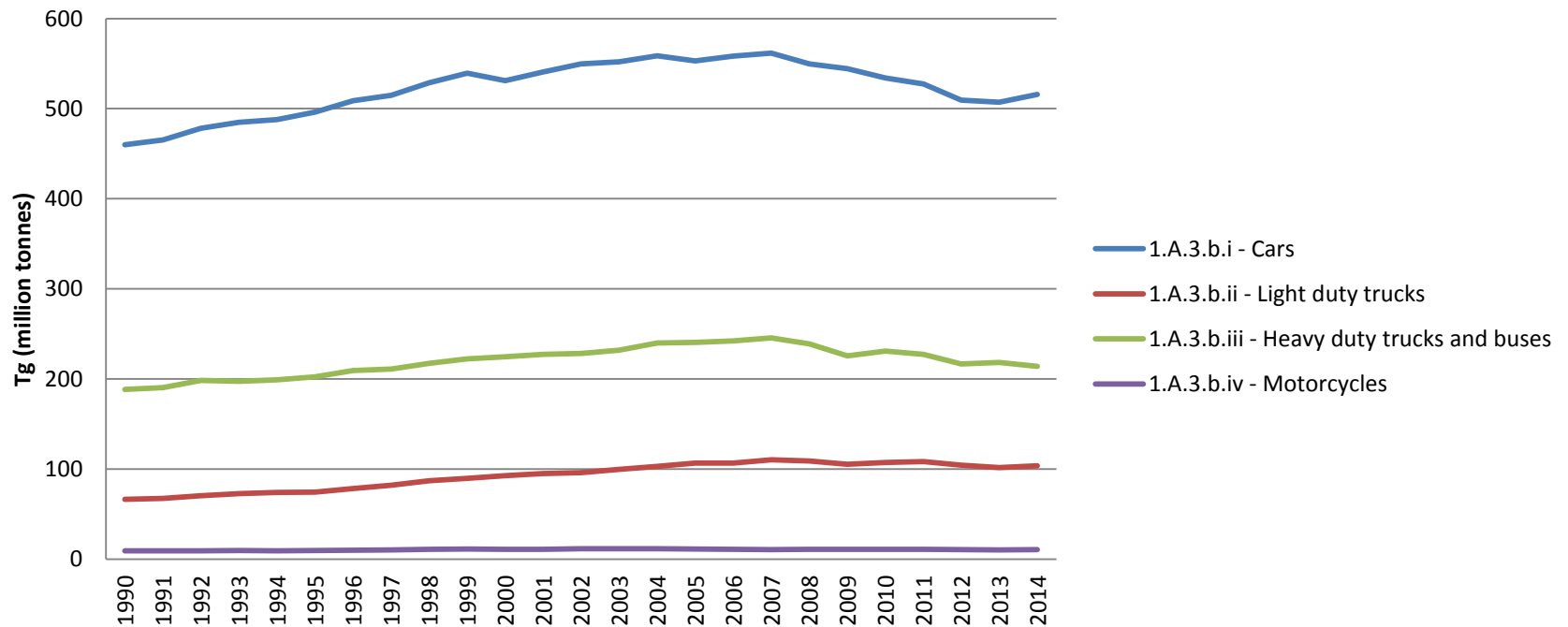
Outline

- 1. Context***
- 2. Scope and objective***
- 3. Monitoring options***
- 4. Preliminary assessment of impacts***

Context

- **Low emission mobility strategy** (July 2016): *Transport, as a whole, should reduce its CO₂ emissions by at least 60% by 2050 compared to its 1990 level and be firmly on the path towards zero CO₂ emissions*
- **2030 Climate and energy framework** *requires a 30% reduction in greenhouse gas (GHG) emissions in sectors outside of the EU Emissions Trading System (ETS) by 2030 compared to 2005*
- **2014 Heavy Duty Vehicle (HDV) Strategy:** *HDV fuel consumption and CO₂ emissions to be measured and monitored to address some of the key market barriers by increasing market transparency and vehicle comparability*

EU28 Road transport emissions 1990 - 2014



Source: GHG Emission Inventory data 2016
<http://www.eea.europa.eu/data-and-maps/data/data-viewers/greenhouse-gases-viewer>

Scope and objective

CO₂ emissions from HDVs are not certified nor monitored and reported

Knowledge gap

Lack of transparency & → competitive pressure for uptake of most energy efficient technologies/vehicles

Scope and objective

VECTO simulation tool to calculate fuel consumption and CO₂ emissions from HDVs

Certification legislation: CO₂ emissions from new HDVs will have to be certified

Monitoring and reporting legislation: certified CO₂ emissions & fuel consumption from every new HDV registered in the EU to be monitored and reported

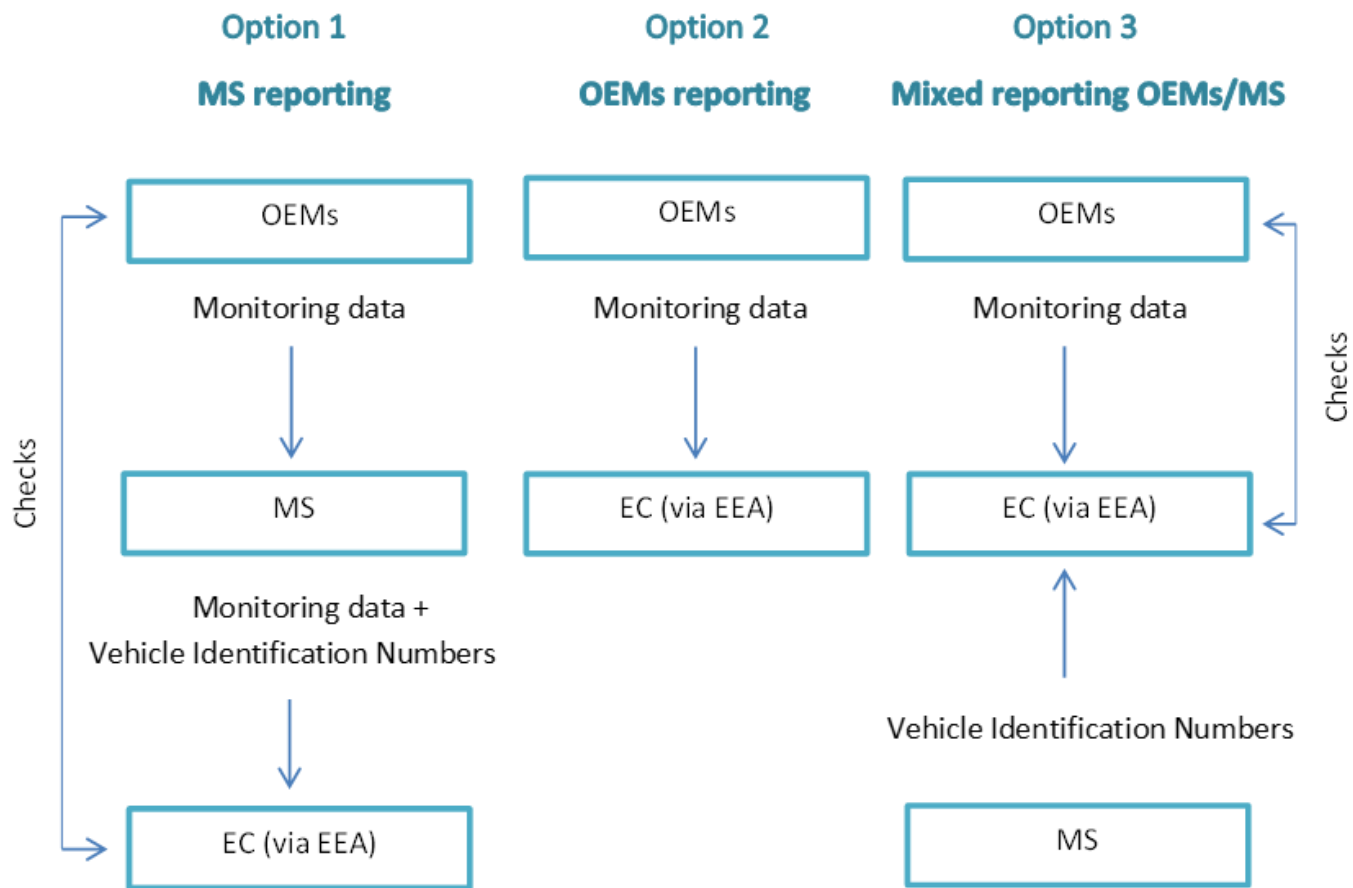
HDV CO₂ emission certification & monitoring

- Monitoring necessary to complete certification
→ without monitoring, benefits of certification not fully attained
- Monitoring legislative proposal to follow adoption of certification regulation
- Certification regulation → likely first half 2017

Monitoring options

- **Option 1** *as for light duty vehicles*
- **Option 2** *"self-monitoring"*
- **Option 3** *"Mixed approach"*

Monitoring options



Monitoring data files

- Data to be defined in certification legislation
- Voluminous digital files
- Approach: as open as possible, except for confidential data

Preliminary assessment of impacts (1)

Likely economic impacts	More fuel efficient freight transport → lower transport costs → lower price for goods	No sizeable impact
Likely social impacts	Limited number of jobs in MS, OEMs and EEA/EC	No appreciable impact
Likely environmental impacts	<u>CO₂ emissions</u> : max. few pp reduction <u>Other emissions</u> : possible slight decrease	Real but limited impact

Preliminary assessment of impacts (2)

Likely impacts on SMEs	<u>Transport operators</u> : SMEs expected to benefit from lower operational costs	Positive impact
Likely impacts on competitiveness and innovation	<u>OEMs</u> : no material impact <u>Transport operators</u> : improved performance → lower prices <u>Other sectors of the economy</u> : lower prices of intermediate goods → possible increased competitiveness	Differentiated impacts

Preliminary assessment of impacts (3)

<p>Likely admin burden</p>	<p><u>OEMs</u> under all options <u>MS</u> under option 1 & less under option 3 <u>EEA/EC</u> under all options</p>	<p>See draft report</p>
<p>Likely impacts on third countries, international trade or investment</p>	<p><u>OEMs</u>: marginal benefit from global market penetration <u>Transport operators</u>: no significant impacts <u>Other sectors of the economy</u>: negligible impacts</p>	<p>Marginal impacts</p>

Thank you for your attention!

*Online public consultation until **28 October**:*
<https://ec.europa.eu/eusurvey/runner/HDV-monitoring-emissions-consultation>

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