



Ministry of Infrastructure and the  
Environment



## **Stakeholder meeting – Impact Assessment on Heavy-Duty Vehicle CO<sub>2</sub> emission standards**

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# Content

- Political need and climate goals
- Emission space for road transport
- TNO-part:
  - 1) Reduction target for HD road transport
  - 2) Reduction potential conventional HDVs
  - 3) Potential of zero-emission HDVs
  - 4) Considerations on modalities
- Dutch position regarding standards (joint position with various stakeholders)
- Dutch advise to Commission regarding standards
- Example: Green Deal Zero Emission City Logistics in NL





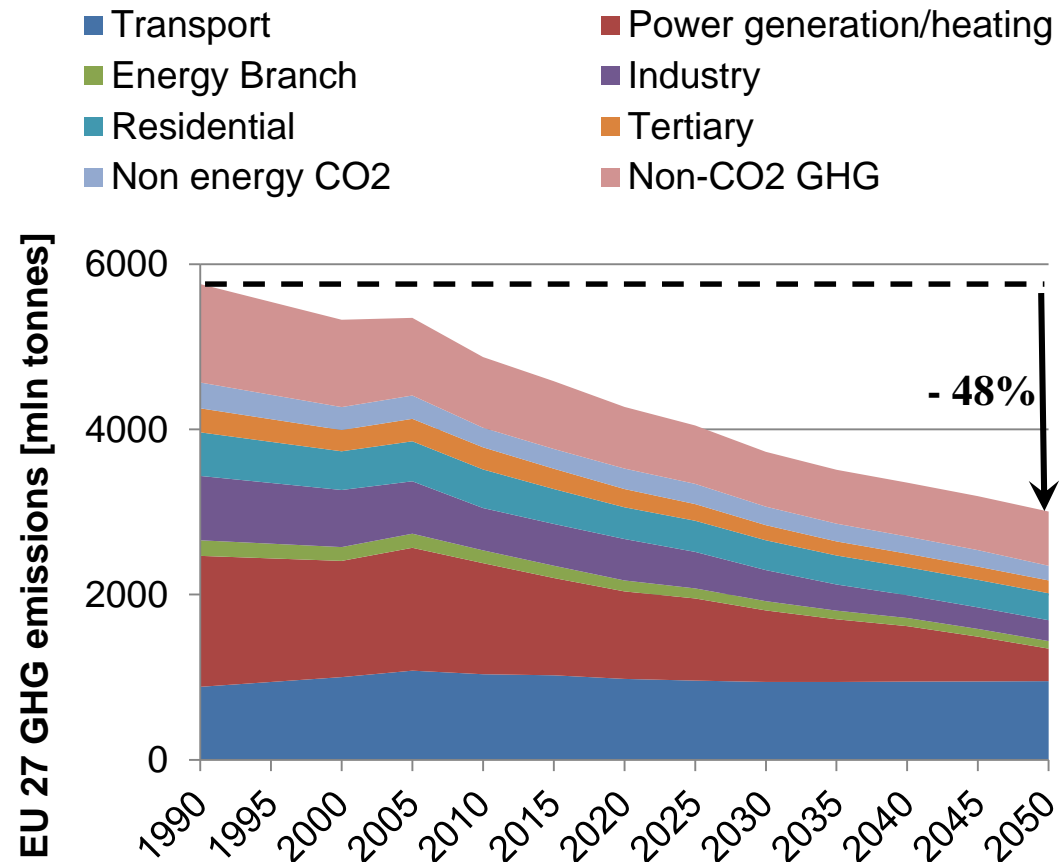
# Overall CO<sub>2</sub> emissions from different sectors between 1990 and 2050

- Between 1990 and 2050 the overall GHG emissions are expected to decrease by 48% based on current policies.

[EU Reference scenario 2016]

- Transport is the only sector in which CO<sub>2</sub> emission are expected to increase between 1990 and 2050 (+8%), despite efficiency improvements.

**Source: TNO**

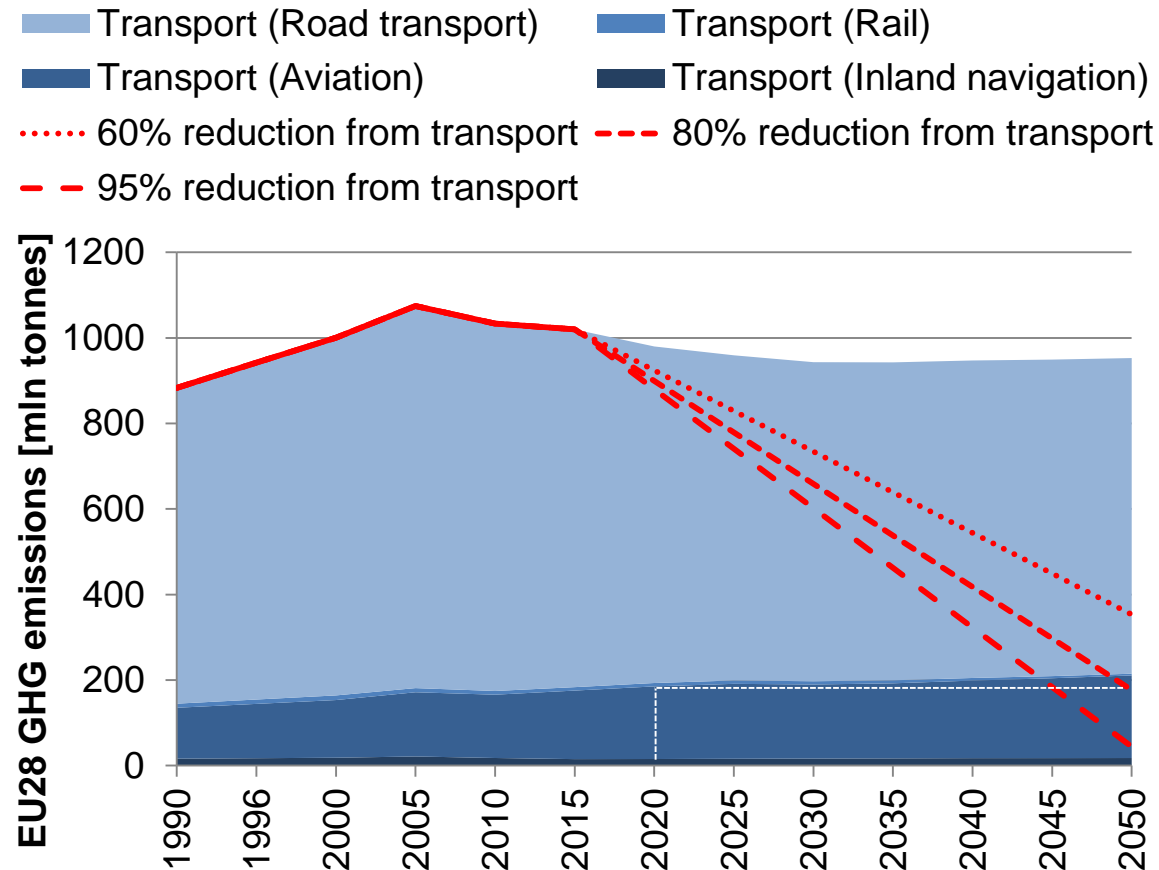




# The gap between what will happen en what's needed

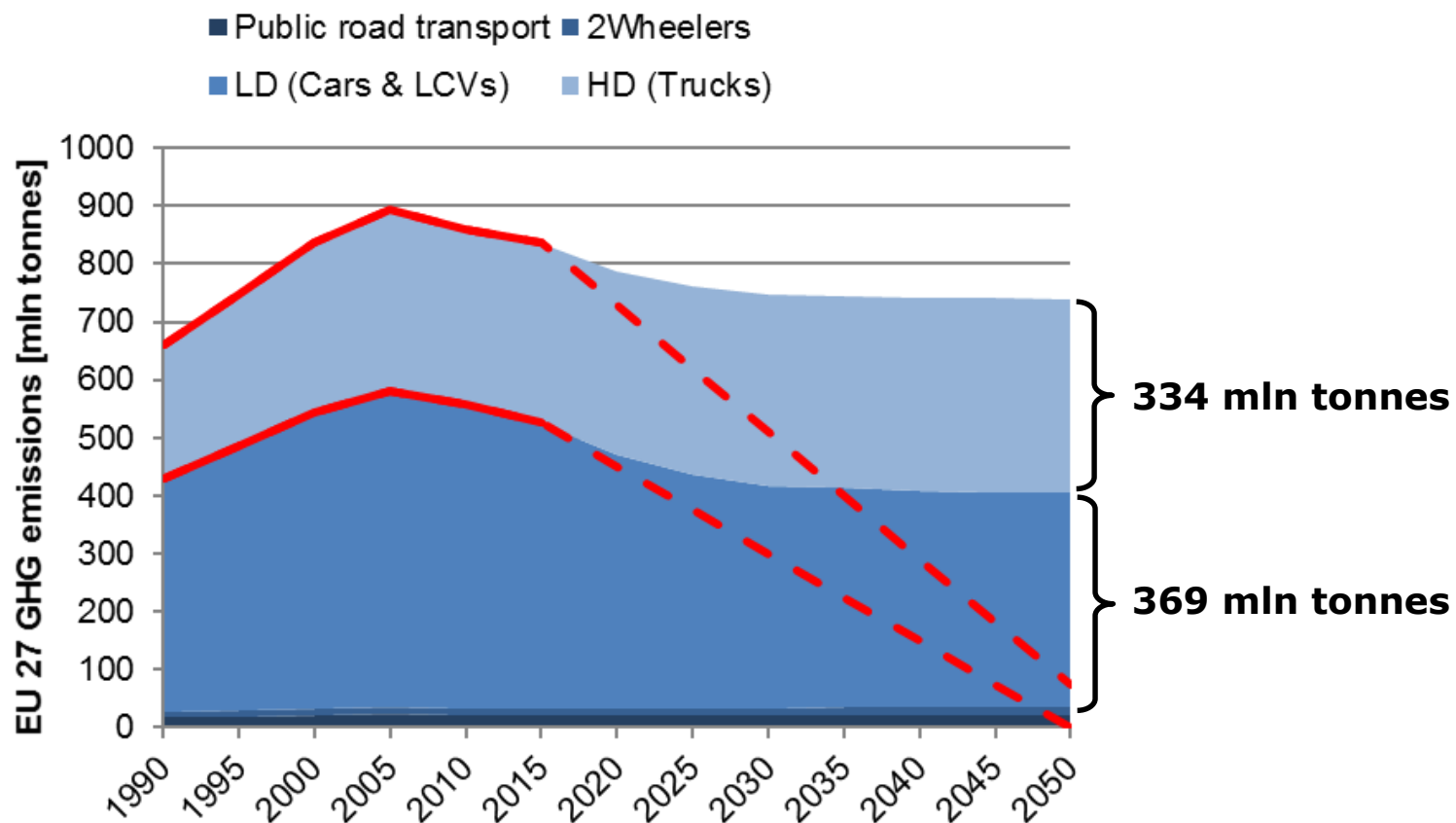
- Climate goal: stick to 1.5C  
Even if other sectors on average would reduce 95% CO<sub>2</sub>, the emission space for transport is only 5% relative to 1990, or 44 mln tonnes
- Emission reduction is expected to be more difficult in aviation and shipping. In order to allow some emission in these sectors, road transport emissions (especially LD) will have to be (close to) zero by 2050.

**Source: TNO**





## Roadtransport: HDV vs LDV



Source: TNO



TNO slides (max 10-15):



## Dutch position (work in progress)

- Common Dutch position with various stakeholders;
- Main focus of EU-action must be reduction of GHG emissions from HDV in order to keep on track of 2030 and 2050 climate goals;
- Cut of TCO costs (fuel costs) for sector and better competitiveness are important and „nice to have“;
- Strong need for EU CO2 emission standards, which set incentive to achieve huge reduction potential for conventional vehicles and set the scene for zero emission vehicles:
  - in favor of emission standard for whole vehicle, based on VECTO
  - in favor of limit value per segment
  - in favor of initial values and probably annual reductions, defined ex-ante (no front runner approach!)
  - targets in **gram per km** apply to all vehicles within 4 main groups, regardless of their use
  - all 4 mission profiles should apply to all HDV
  - no strong position to options regarding utility parameters (more research needed)
  - flexible mechanisms allowed: banking and borrowing only in combination with annual reduction targets



## Advice

and consequences of adopting target from Paris agreement

- **Strong focus now on target for 2025**
- **Formulate aim for 2030, but fix definitive values later** in order to be able to anticipate on future technological developments;
- We are positively surprised by high reduction potential of conv. HDV (ICE), **set targets which stimulate all that potential (30/40% reduction in 2030)**
- Zero-emission vehicle mandate seems possible and market is asking for these kind of vehicles, especially in city and short haul logistics. **Take ZEV mandate for 2025 into consideration!**
- **Do not base target level on what seems to be possible today, but take future technological developments into consideration**, developments like decrease of battery prices are going fast





# Green Deal Zero Emission City Logistics

- In 2025 all city logistics zero emission (ICE ban in city centers)
  - Government, local authorities, logistic sector, NGO's, OEMs





THANK YOU FOR YOUR ATTENTION!

