

【欧州】【自動車】

New legal instruments on environment for vehicles: European Parliament and the Council reach provisional agreement on regulation for setting CO2 emission standards for trucks

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【概要 : Summary】

In the EU, the heavy-duty vehicles (HDVs) including trucks, buses and coaches are considered to be responsible for around 5% of the EU's total GHG emissions. The HDVs' GHG emissions are currently around 19% above 1990 levels, mainly due to increasing road freight traffic. The European automobile industry had long opposed the idea to introduce CO2 standards for HDVs in the EU. However, since the transport sector is the only sector in which the CO2 emissions have been continuously rising, it was important to finally limit the GHG emissions of HDVs, also in order to reach the ambitious GHG emission reduction targets under the Paris agreement. The reduction of heavy-duty vehicles' GHG emissions is imperative for reaching the EU's medium and long-term CO2 emission reduction targets.

The new CO2 emission standards for trucks will complete the EU's economy-wide legislative framework for reducing GHG emissions in the transport sector. After the European Parliament and the Council agreed in December 2018 on the new targets for reducing CO2 emissions from cars and vans, they now have also reached a compromise to set targets at the EU-level for reducing the CO2 emissions of trucks. The new legislation will set the HDV's CO2 emission limits to achieve the EU's target to reduce GHG emissions by at least 40% by

2030 compared to 1990 and to fulfil the commitments under the Paris Agreement.



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【記事 : Article】

On 31 May 2017, the European Commission presented the Proposal for a Regulation on the Monitoring and Reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles (COM (2017) 279 final) (certification regulation) as part of the “Europe on the Move” package. On 26 June 2018, the Transport Council adopted this regulation. However, due to increasing pressure not only to monitor but also to reduce the GHG emissions for HDVs, the European Commission included a draft regulation on the reduction of CO2 emissions from HDVs in its third and final Europe on the Move Package, on 17

May 2018. The EU's proposal on CO2 standards for HDVs includes an interim CO2 emissions standard for new HDVs, starting in 2025. The Commission proposed to lower the HDVs' CO2 emissions by 15% by 2025, based on 2019 emission levels. By 2030, an indicative 30% reduction target would apply, compared to 2019. The proposed regulation applies to four categories of large trucks, which together account for 65% to 70% of GHG emissions from HDVs. While these targets will apply to trucks, an impact assessment into buses and coaches is still pending. They will remain exempt from the CO2 emissions reduction measures until at least 2022, when a review of the rules will be conducted.

The European Parliament's Committee on Environment, Public Health and Food Safety (ENVI), adopted rapporteur Bas Eickhout's amendments and report on 18 October 2018. On 14 November 2018, the European Parliament voted in favour of a stricter CO2 emissions reduction target of 20% for new HDVs in 2025. The indicative target for 2030 was increased to a 35% reduction, compared to the Commission proposal. On 20 December 2018, the Council agreed its position in its general approach on the proposal to reduce CO2 emissions of new HDVs and provided the presidency with the mandate to start negotiations with the European Parliament. The Environment ministers managed to find a compromise, with a reduction target of an average of 15% by 2025 compared to 2019 emission levels. From 2030, the HDVs should emit 30% less CO2, unless decided otherwise following a review of this regulation in 2022, among others.

In January 2019, the trilogue negotiations with the European Parliament under the new Council presidency of Romania started. On 18 February 2019, the European Parliament and the Council reached a provisional agreement on the proposal for a regulation of CO2 emissions from trucks and set for the first time strict CO2 emission standards. In this agreement they reached a compromise on the reduction target for CO2 emissions from new trucks at the levels of the European Commission's initial

proposal of 15% and 30% for 2025 and 2030 respectively, compared to the 2019 emissions. However, the 2030 target will now be a binding goal and a review will be made in 2022, where MEPs hope to set a more ambitious target. The new legislation will help EU Member States' emission targets, incentivise innovation, promote clean mobility solutions, strengthen the competitiveness of EU industry and stimulate employment, while reducing fuel consumption costs for transport operators and contributing to better air quality. Following the provisional political agreement on a regulation on the CO2 emissions from trucks, the text of the Regulation will have to be formally approved by the European Parliament and the Council. Once endorsed by both co-legislators in the coming months, the Regulation will be published in the Official Journal of the EU and enter into force.

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