



The future role of trucks for energy and environment

Dr Dimitrios Savvidis

European Commission

DG Climate Action

Unit C4: Transport

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**Climate
Action**

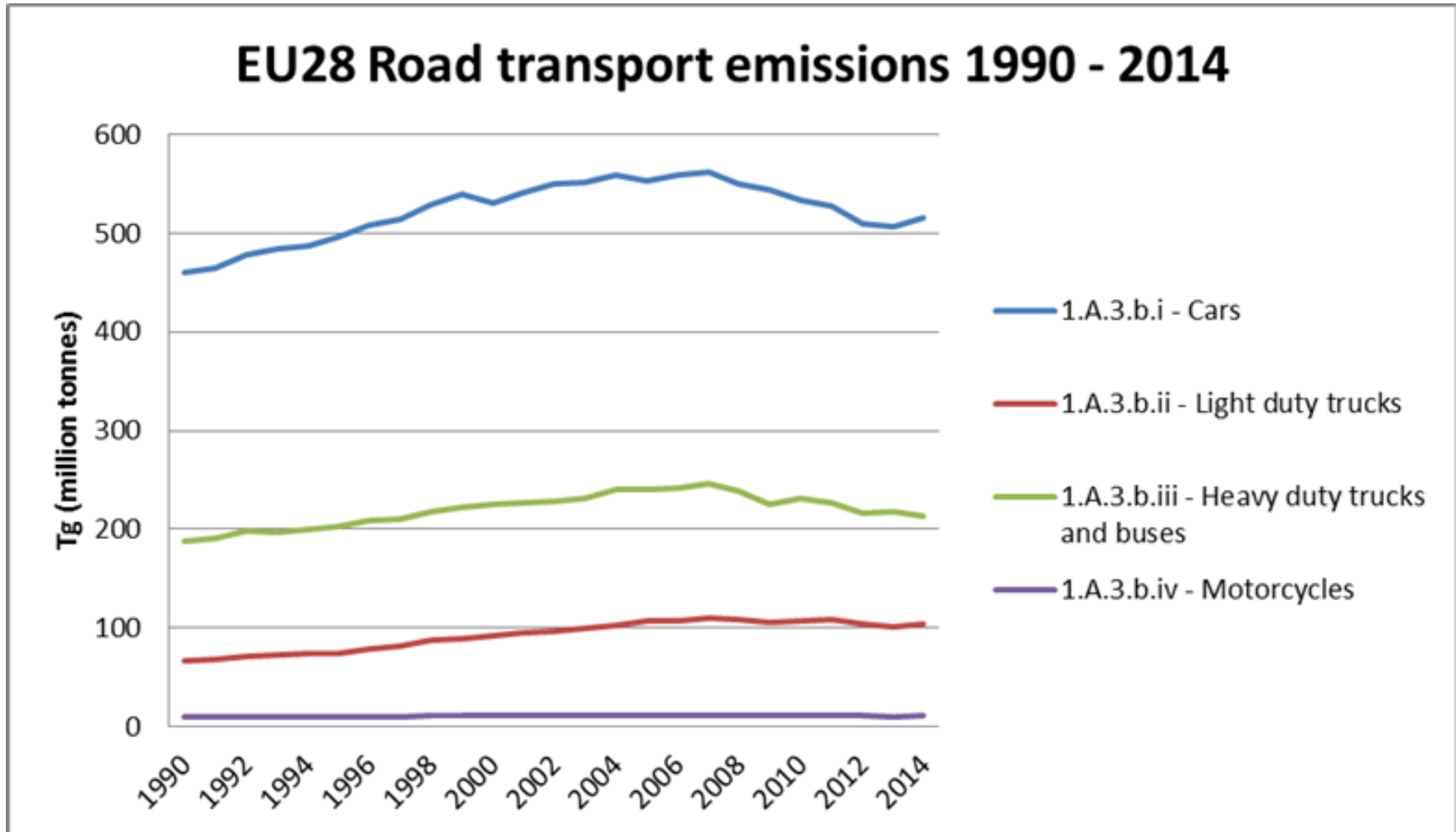
Low-emission mobility

An essential component of the shift to the low-carbon, circular economy

Transport sector challenges

- *About one fifth of greenhouse gas emissions*
- *Dependence on oil for more than 90% of its need*
- *Major cause of air pollution in cities*
- *Global competition and third countries' market access*
- *Changes in mobility models, consumer preferences, disruptive technologies*

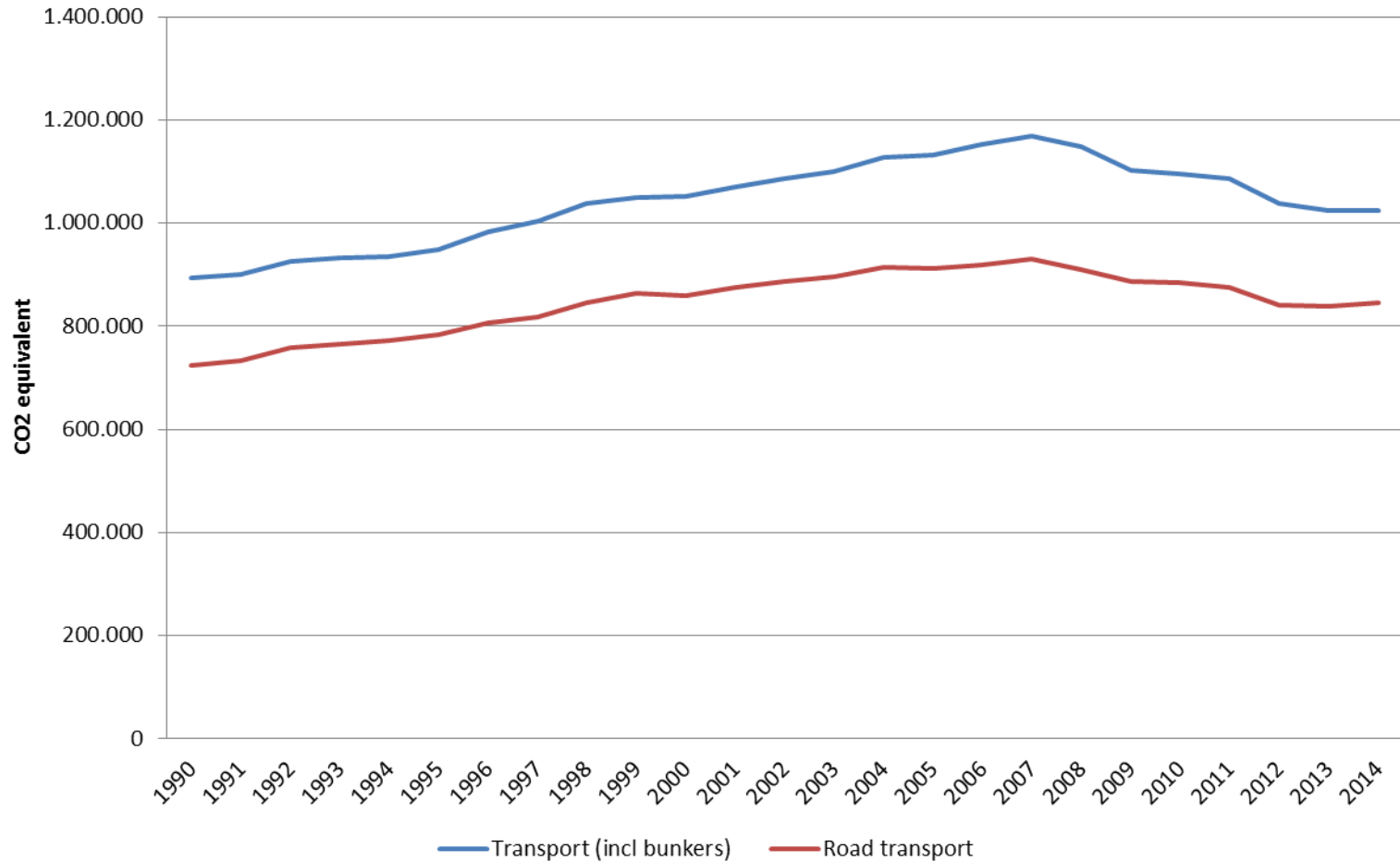
Road transport emissions 1990-2014





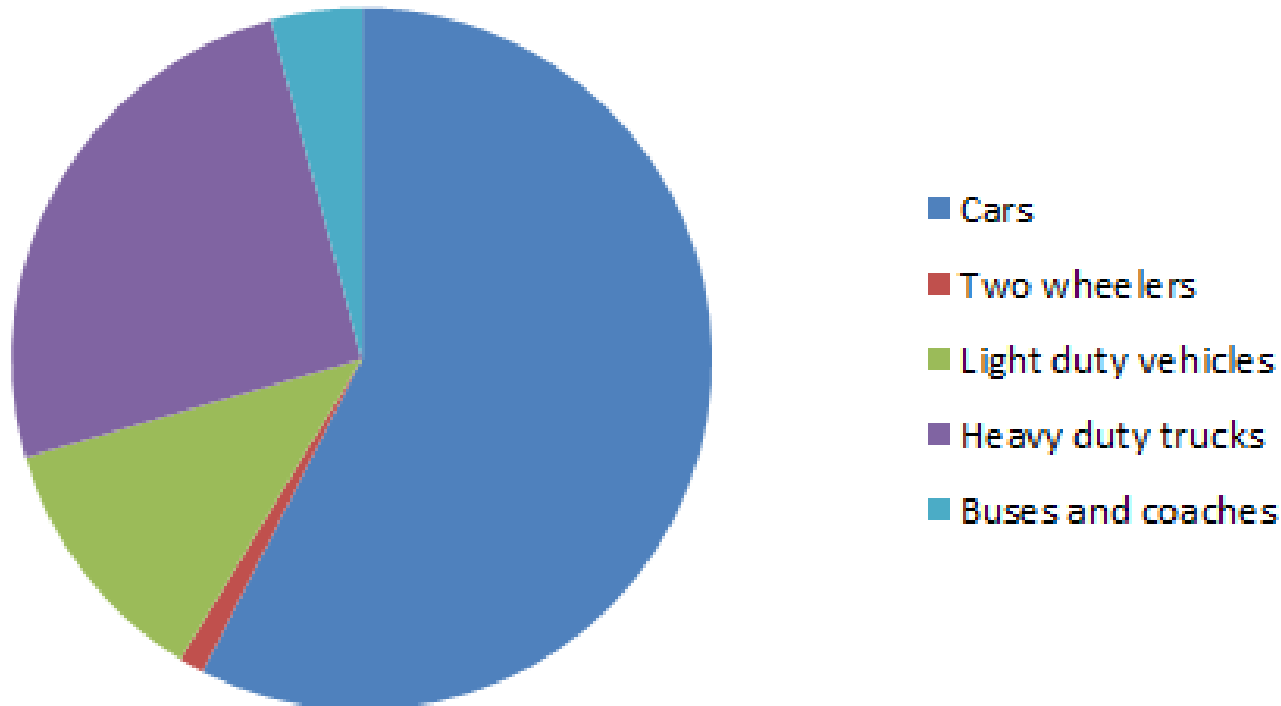
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Trend in transport GHG 1990-2014 EU28



Road transport emissions

Estimated CO₂ emission by type of road vehicle



-- Cars and light duty vehicles (vans) \approx 70%

-- Heavy duty trucks, buses and coaches \approx 30%

Certification legislation

In the EU, certification of motor vehicles takes place under type approval legislation as defined in the 2007/46/EC Framework Directive that is currently being transformed into a new regulation.

DG GROW is currently preparing a new legislative Act on HDVs' certification under the existing Reg 595/2009 that deals with HDVs' emission pollutants.



Simulation tool to calculate
both, fuel consumption and
CO₂ emissions from the whole
vehicle

Vehicles' segmentation

Identification of vehicle class			Vehicle class	Allocation of mission profile and vehicle configuration							Standard body allocation
Axle configuration	Chassis configuration	Maximum GVW		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	7.5 - 16	5	T+ST	T+ST+T2	T+ST	T+ST+T2				
4x4	Rigid	>16	(6)								
	Rigid	>16	(7)								
	Tractor	all weights	(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				
6x4	Rigid	all weights	11	R+T2	R+D+ST	R	R+D+ST		R	R	B5
	Tractor	all weights	12	T+ST	T+ST+T2	T+ST	T+ST+T2			R	
6x6	Rigid	all weights	(13)								
	Tractor	all weights	(14)								
8x2	Rigid	all weights	(15)								
8x4	Rigid	all weights	16								
8x6 8x8	Rigid	all weights	(17)								

* in these vehicle classes tractors are treated as rigids but with specific curb weight of tractor

R = Rigid & standard body
T1, T2 = Standard trailers
ST = Standard semitrailer
D = Standard dolly



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Brussels, 20.7.2016
COM(2016) 501 final

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

A European Strategy for Low-Emission Mobility

{SWD(2016) 244 final}

EN

EN

Post-2020 strategy for lorries and buses

- Certification, monitoring and reporting of CO₂ emissions and fuel consumption
- Additional measures to actively curb CO₂ emissions
- Other parts of the world, such as the US, China, Japan and Canada, have already introduced standards
- Lower running costs for transport of goods, more fuel efficient vehicles will benefit the entire economy and ultimately, the consumers and passengers.

Post-2020 strategy for lorries and buses

"This Commission will, therefore, speed up analytical work on design options for CO₂ emission standards for such vehicles and will launch a public consultation to prepare the ground for a proposal during this mandate.

Given the average lifetime of a lorry of about 10 years, vehicles sold in 2020 will still be on European roads in 2030.

In order to be able to make swift progress different options for standards will be considered, including for engines only or for the whole vehicles, with the objective of curbing emissions well before 2030.

*In its analysis, the Commission will make full use of all available data, including the **simulation tool** developed in close collaboration with stakeholders"*

Timeline (trucks)

- VECTO development: on-going
- Dissemination and trials: from 2013 to 2016
- Preparation of possible legislative proposals: 2015-2016
- Possible first reporting year: 2018/2019

Thank you for your attention

- I will be happy to address your questions

- More info can be found at:

<http://ec.europa.eu/clima/policies/transport/vehicles/heavy>

- Dimitrios SAVVIDIS: dimitrios.savvidis@ec.europa.eu



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