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Press release | 14.11.2018

Driving down emissions from trucks

CO2/trucks and heavy duty vehicles

Today, the European Parliament voted in favour of **Greens/EFA** rapporteur **Bas Eickhout**'s proposed changes to the European Commission's regulation on "CO2 emission standards for new heavy-duty vehicles", which would see substantial reductions in CO2 emissions from trucks and heavy goods vehicles.

Trucks and heavy goods vehicles will have to reduce their CO2 emissions, by 20% by 2025, and by 35% by 2030, compared with 2019 levels. The proposal also puts in place a benchmark for ZLEVs of 5% in 2025 and 20% in 2030, to incentive manufacturers to make the shift to new technologies. The text has a strong basis for "trilogue" negotiations with the Council and the European Commission.

Bas Eickhout, Greens/EFA rapporteur on the proposals, comments:

"With this vote the European Parliament is sending a strong signal that manufacturers have a duty to drive down emissions from their vehicles and join the race for a cleaner future. After the IPCC report, it's clear that policy-makers cannot remain asleep at the wheel when it comes to climate action. That's why EU member states must join the Parliament's call for far fewer emissions from the transport sector. Cleaner trucks and other heavy duty vehicles will lead to more innovation and new technologies. It's time the transport sector went from being the biggest polluter to an innovator and climate protector.

Background

In its proposal for a regulation on "CO2 emission standards for new heavy-duty vehicles", the European Commission calls for savings of 15% by 2025 and 30% by 2030. MEPs agreed to the Environment Committee's call for incentives for the production of clean trucks and heavy-duty vehicles. The regulation for "CO2 emission standards for new heavy commercial vehicles" sets upper limits for trucks and heavy commercial vehicles for the first time. Strict rules have been in force in Japan since 2005, the USA since 2011, and China from 2015.

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