

Stricter CO₂ standards for heavy-duty vehicles

In February 2023, the European Commission proposed a revision to Regulation (EU) 2019/1242 on CO₂ emission standards for new heavy-duty vehicles in the EU. The proposed changes would broaden the scope of the regulation to include urban buses, coaches, trailers and additional types of lorries. The goal is to reduce, by 2040, the average CO₂ emissions of new heavy-duty vehicles by 90 % compared to 2019 levels. Council adopted its position in October 2023 and Parliament at its November II 2023 session. After a trilogue agreement was reached in January 2024, Parliament is set to vote on the agreed text during its April I 2024 plenary session.

Background

The proposal, along with the revised [CO₂ emission standards for cars and vans](#), aims to tackle CO₂ emissions in road transport, a sector responsible for about one-fifth of the EU's greenhouse gas (GHG) emissions. [Heavy-duty vehicles](#) (HDVs) currently contribute about a quarter of total road transport emissions in the EU and over 6 % of total EU GHG emissions. GHG emissions from heavy-duty road transport increased by about 5.5 % between 2000 and 2019, primarily due to a nearly 25 % growth in transport demand over that period. [Regulation \(EU\) 2019/1242](#) currently requires HDV manufacturers to reduce the average fleet CO₂ emissions of new HDVs within regulated vehicle groups by 15 % by 2025 and 30 % by 2030, compared to a mid-2019 to mid-2020 baseline.

European Commission proposal

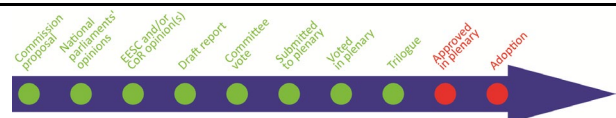
The [proposed revision](#) would expand the scope of the regulation to include urban buses, coaches, trailers and additional types of lorries, but exclude vocational vehicles such as garbage trucks from this scope. The average fleet CO₂ emissions of new heavy-duty vehicles, compared with 2019 levels, would have to fall by 45 % from 2030, by 65 % from 2035, and by 90 % from 2040 onwards. The proposal sets CO₂ requirements for new trailers and aims for 100 % of newly registered urban buses to be zero-emission vehicles from 2030.

European Parliament position

The Parliament adopted its [position](#) on 21 November 2023. It upheld the proposed emissions reduction targets, yet suggested including vocational vehicles, such as garbage trucks, in the scope of the regulation. The Council adopted its [general approach](#) on 16 October 2023, upholding the proposed headline targets for 2030, 2035 and 2040. It proposed moving the target date for 100 % of newly registered urban buses to be zero-emission vehicles from 2030 to 2035, and exempting inter-urban buses from this requirement.

The co-legislators reached a [provisional political agreement](#) on 18 January 2024. The agreed text extends the scope of the regulation to almost all new heavy-duty HDVs with certified CO₂ emissions, including smaller trucks, urban buses, coaches and trailers. Vocational vehicles will be included in this scope from 2035. The text maintains the emissions reduction targets for trucks and coaches as set in the Commission proposal. It requires 100 % of newly registered urban buses to be zero-emission vehicles by 2035 (5 years later than proposed by the Commission, following the Council position), and sets an intermediate 90 % target by 2030. Inter-urban buses will be subject to the general targets for coaches. As requested by Parliament, the Commission will have to work on a methodology for assessing and reporting the full lifecycle CO₂ emissions of new HDVs. The regulation will apply from 1 July 2025.

First-reading report: [2023/0042\(COD\)](#); Committee responsible: ENVI; Rapporteur: Bas Eickhout (Greens/EFA, the Netherlands). For further information see our 'EU Legislation in progress' [briefing](#).



[Outcome of the Conference on the Future of Europe](#): This proposal is relevant for measures 2(2), 4(3).

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