



Sustainable Road Transport

Upcoming legislative proposals from the EU

Antje Fiehn
Federation of German Industries



Overview

- CO2-Regulation for vans and passenger cars
 - Weights and dimensions for heavy goods vehicles
 - Noise emissions in road transport
 - Including road transport into EU ETS
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Energy Taxation Directive
Energy Efficiency Directive

CO2-Regulation for vans and passenger cars

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Current situation:

CO2 Regulation for light commercial vehicles (EU) No 510/2011
and for passenger cars (EC) No 443/2009
Setting-up CO2-emissions limit values till 2020

Cars

- reduction in average CO2 emissions from new cars to 120 g/km
- encompassing a 10 g reduction to come from complementary measures
- gradual implementation: 65% - 2012; 75% - 2013; 80% - 2014; 100% - 2015
- eco-innovations will count for up to 7 g
- penalties: €5 to €25 for excesses of 1-3 g/km; €95 for each subsequent g
- Average new car CO2 emissions should fall to **95 g/km in 2020**

CO2-Regulation for vans and passenger cars

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Light commercial vehicles (up to 3.5 t maximum weight)

- reduction in average CO2 emissions from new vans to 175 g/km by 2017
- fleet average; pool action permitted
- gradual implementation: 70% - 2014; 75% - 2015; 80% - 2016; 100% - 2017
- eco-innovations will count for up to 7 g
- each low-emitting van (below 50g/km) counts as 3.5 vehicles in 2014/15, 2.5 in 2016 and 1.5 in 2017; max of 25,000 vans over the 2014-17 period
- penalties: €5 to €25 for excesses of 1-3 g/km; €95 for each subsequent g
- Average new van CO2 emissions should fall to **147 g/km in 2020**,
- Cuts represent reductions of 28% compared 203 g/km in 2007

CO2-Regulation for vans and passenger cars

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CO2-limits and modalities for reaching the target to be reviewed after costs and benefits analysis; before beginning of 2013

Result of analysis and new COM proposals expected in **June 2012**:

- CO2-limit for cars likely to be confirmed
- more stringent CO2-limit value for vans
- more room for eco-innovation and complementary measures

Permissible Weights and Dimensions for heavy goods vehicles (Siim Kallas)

Current situation:

Council Directive 96/53/EC sets maximum common measures:

- 16.5 metres for articulated vehicles;
18.75 metres for drawbar combinations;
- Maximum mass: 40 t; Maximum height: 4m

Derogations:

For national transport, Member States can decide to apply within their own borders standards that deviate from the mass and height requirements as well as from length and turning requirements

Permissible Weights and Dimensions for heavy goods vehicles

Permission of longer and heavier vehicles envisaged:

- Allowing longer and heavier trucks to cross-border traffic in countries where trucks benefit from national exemptions

! By ways of re-interpretation of the current Directive; no intention to establish a framework for a general introduction of heavier and/or longer vehicles, or for their mandatory use by Member States.

- **Amendment of Council Directive 96/53/EC** to allow improvements in aerodynamics; and to reduce energy consumption and emissions

→ online consultation Dec '11 – Feb '12; COM **proposal till end 2012**

Permissible Weights and Dimensions for heavy goods vehicles

Field tests for Gigaliners in Germany:

- 5 years field tests started from 1 Jan 2012
- including 7 out of 16 Germany's regional states
- Bavaria, Hamburg, Hesse, Saxony and Lower Saxony, Schleswig- Holstein Thuringia
- 13 trucks with authorized length up to 25.25 m (instead of 18.75 m) and up to 44 t
- opposition from Social Democrats and Greens for reasons of traffic safety issues and possible damage to roads, intersections, railroad crossings, bridges and tunnels

More advanced EU countries: Netherlands, Finland, Sweden

Noise emissions in road transport

Current legislation:

Directive 70/157/EEC and equivalent UN/ECE Regulation No. 51

- noise limits reduced several times, last time in 1996 despite of increasing traffic
- COM: measurement method does not reflect real live driving behaviour and traffic conditions, especially in urban areas

Noise emissions in road transport

EU Regulation for the sound level of motor vehicles (heavy trucks, light commercial vehicles, busses, passenger cars)

- draft presented by in Dec 2011
- more stringent limit values for noise emission
 - noise limit values to be lowered in two steps of each 2 dB(A) for passenger cars, vans, buses and coaches;
 - trucks: reduction of 1 dB(A) to be applied 2 years after adoption and 2 dB(A) after another 3 years

noise reduction by about 25% expected

Noise emissions in road transport

- **new test method** for measurement of the noise emission of road vehicles as part of the type approval procedure,

Sound Emission Provisions (ASEP): preventive requirements to ensure that sound emissions of the vehicle under street driving conditions will not differ significantly from type-approval test result

- optionally: **electric and hybrid electric vehicles** can be fitted with sound generating devices

Including road transport in EU ETS

Extension of EU ETS to heavy goods vehicles envisaged

instead of CO₂-Regulatory measures comparable to vans and passenger cars

Contact:

Antje Fiehn

BDI/BDA The German Business Representation

Rue du Commerce 31

1000 Brussels

Tel: +32 2 290 86 75

E-Mail: a.fiehn@bdi.eu

