Latest developments in EU CO2 standards for the transport sector

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Post 2020 CO\textsubscript{2} emission standards for cars and vans (Regulation EU 631/2019)

- **EU fleet-wide targets:** % reduction vs 2021
  - 2025: cars: **-15%**, vans: **-15%**
  - 2030: cars: **-37.5%**, vans: **-31%**

- **Zero and low emission vehicles incentive:**
  - 1% exceedance = 1% target bonus; subject to 5% cap

- **% of ZLEV in fleet**
  - cars: 15% (2025) 35% (2030)
  - vans: 15% (2025) 30% (2030)

- **Governance**
  - Real-world emission monitoring and reporting
  - In-service verification
  - Excess premiums, derogations, eco-innovation, pooling

- **Review in 2023:** targets 2030, real world emissions procedures, etc.

**2021-2024:**
- 95 / 147 g CO2/km regime continues to apply
- specific emission targets translated from NEDC into WLTP

Implementing rules to be developed
CO₂ emission standards for heavy duty vehicles (Regulation EU 1242/2019)

- **NEW, first HDV standards for EU**

- **EU fleet-wide targets:** % reduction vs 2019/20
  - 2025: -15%
  - 2030: -30%

- **Zero and low emission vehicles (ZLEV) incentive:**
  - Super-credits until 2024 subject to a cap
  - Bonus-only crediting system: 2% benchmark from 2025

- **Governance**
  - Real-world emission monitoring and reporting
  - In-service verification
  - Excess premiums

- **Review in 2022:** targets 2030, extension of scope to other HDVs, etc.
Thank you!

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Road transport CO₂ emissions:

Long-term strategy 2050: