



LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère du Développement durable
et des Infrastructures

Département de l'environnement



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Département des transports

Luxembourg, le 02 mai 2018

Carole Dieschbourg

Ministre de l'Environnement

François Bausch

*Ministre du Développement durable
et des Infrastructures*

Conc: Lettre conjointe des ministres européens de l'environnement et des transports cosignataires, concernant les normes d'émission de CO₂ des véhicules utilitaires lourds.

Cher Vice-Président Maroš Šefčovič,

Chère Commissaire Elżbieta Bieńkowska,

Cher Commissaire Miguel Arias Cañete,

Chère Commissaire Violeta Bulc,

Par la présente, nous avons l'honneur de vous transmettre un courrier conjoint de la part des ministres européens co-signataires, en charge des politiques du climat et/ou des transports.

Nous espérons que nos vues exprimées dans cette lettre pourront être dûment pris en considération lors de vos délibérations en vue de la proposition concernant les *normes d'émission de CO₂ des véhicules utilitaires lourds*, que nous attendons pour le 16 mai prochain.

En vous remerciant d'avance, et avec nos plus sincères salutations,

Courtesy translation

Conc: Joint letter from the cosigning European Ministers for the Environment and/or for Transport, regarding *CO₂ emission standards for Heavy Duty Vehicles*.

Dear Vice-President Maroš Šefčovič,

Dear Commissioner Elżbieta Bieńkowska,

Dear Commissioner Miguel Arias Cañete,

Dear Commissioner Violeta Bulc,

Hereby, we have the honor to transmit the attached joint letter on behalf of the co-signatory European Ministers in charge of climate and/or transport policies.

We hope that our views expressed in this letter can duly be taken into account during your deliberations in view of your proposal for *CO₂ emission standards for Heavy Duty Vehicles* that we expect for May 16.

Thanking you in advance,

Sincerely yours,

Carole Dieschbourg
Minister for the Environment

François Bausch
*Minister for Sustainable Development
and Infrastructure*

**European environment and transport ministers' joint letter to the European Commission,
regarding the 2030 greenhouse gas emissions reduction target
and CO₂ emissions from Heavy Duty Vehicles**

To: his Excellency, Commission Vice-President Maroš Šefčovič
Cc: Commissioner Elżbieta Bieńkowska
Cc: Commissioner Miguel Arias Cañete
Cc: Commissioner Violeta Bulc

02nd May 2018

Leaders from Member States and EU institutions are committed to the 2030 Effort Sharing targets, the Paris Agreement and its long-term objectives. To make the EU's greenhouse gas emission reduction coherent with these objectives, meaningful action is needed in the road transport sector, including for Heavy Duty Vehicles (HDVs). While trucks only represent 5% of the vehicles on the roads today, they already account for a quarter of the road transport emissions in the EU. Without further action, CO₂ emissions from heavy goods vehicles are projected to increase by another 10% between 2010 and 2030, and 17% between 2010 and 2050. We therefore warmly welcome the Commission's announcement of a proposal for CO₂ emission standards for HDVs for the first half of May.

We believe that, just like for cars and vans, strong standards are needed to ensure both the necessary increase in fuel efficiency and supply in ultra-low or zero emission trucks. These will be essential in determining whether the proposed emission cuts will be achieved or not.

Therefore, the undersigning ministers call on the Commission to propose:

- a. A 2025 CO₂ emission reduction target of at least 24% for trucks from VECTO categories 4, 5, 9 and 10 and an ambitious 2030 range target (35-45%). Both the transport sector and climate protection will benefit from fuel efficiency standards that aim for the maximum cost-effective potential from trucks. A review clause by 2021 should allow the final 2030 target to be set, and introduce standards for trailers and other truck categories not included in this proposal.
- b. Ambitious and mandatory 2025 and 2030 sales targets of zero emission trucks for OEMs. These levels shall not be tradable against the overall ambition of the overall post 2020 CO₂ targets, as it would mean a de-facto lowering of the EU's agreed ambition levels.
- c. Real-world testing for HDVs. The Commission should develop and introduce a compliance on-road verification test by 2019, carried out by the original equipment manufacturers (OEMs) on a mandatory basis. This test should be under the complete supervision of independent national authority or authorities responsible for carrying out market surveillance on the territory of the Member State to make sure VECTO values match on road performance within a certain limit.

d. Third party testing for HDVs. Third parties should also be allowed to commission such compliance on-road verification test, provided it is carried out by accredited technical laboratories, and should have access to the necessary testing and vehicle data to perform the test in accordance to the rules.

We believe that these elements are key requirements for credible and meaningful EU legislation, delivering on the needed emission reductions and the recovery of the citizens' lost confidence, but also ensuring that EU industry innovates and leads the sector in the future.

Yours sincerely,

Carole DIESCHBOURG
Minister for the Environment
Luxembourg

François BAUSCH
Minister for Sustainable Development and Infrastructure
Luxembourg

Kęstutis NAVICKAS
Minister of Environment
Lithuania

Stientje van Veldhoven - Van der Meer
State Secretary for Infrastructure and Water Management
The Netherlands

Denis NAUGHTEN
Minister for Communications, Climate Action and Environment
Ireland

Shane ROSS
Minister for Transport, Tourism and Sport
Ireland