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From:	General Secretariat of the Council
To:	Permanent Representatives Committee/Council
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Subject:	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/1242 as regards strengthening the CO <sub>2</sub> emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956 - Policy debate

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In view of the Council (Environment) on 20 June 2023, a background paper from the Presidency with questions to Ministers on the proposal is contained in the [Annex](#).

The [Committee of Permanent Representatives](#) is invited to take note of the background note and questions and to forward them to the Council.

**Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards strengthening the CO<sub>2</sub> emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956**

**Policy debate**

*- Presidency background paper with questions for Ministers -*

The European Climate Law commits the EU to reach climate neutrality by 2050 at the latest, with the intermediate target of at least 55% net emission reduction by 2030 compared to 1990 levels.

On 14 February 2023, the Commission submitted a proposal for regulation with strengthened CO<sub>2</sub> emission performance standards for heavy-duty vehicles, designed to contribute to the Union's climate targets and the commitment of reaching climate neutrality by 2050

The HDV CO<sub>2</sub> emission performance standard regulation aims at reducing CO<sub>2</sub> emissions and speeding up the introduction and the share of zero-emission vehicles (ZEV) in the European HDV fleet, ensuring that innovation and competitiveness of the sector is secured and strengthened. More energy efficient vehicles should benefit transport operators through reduced total costs of ownership of such vehicles, and ultimately benefit consumers. It would also contribute to reducing EU energy dependency.

The heavy-duty vehicles (HDV) sector is responsible for more than a quarter of greenhouse gas (GHG) emissions from road transport in the EU and for over 6% of total EU GHG emissions. Strengthened CO<sub>2</sub> emission standards will support Member State's contribution to the binding emission reduction targets under the recently adopted revision of the Effort Sharing Regulation.

Furthermore, transport accounts for more than two thirds of all NO<sub>x</sub> emissions and a significant proportion of the total amount emissions of other air pollutants. Stricter CO<sub>2</sub> standards and a larger share of ZEV in the EU's HDV fleet will be important for cleaner air, contributing to the strengthened air quality standards as proposed in the Air Quality Directive. The proposal is also of relevance to the Euro 7 Regulation currently under negotiation.

### **State of play in the Council**

The proposed amendment of the CO<sub>2</sub> emission standard regulation for HDV, has been discussed at five meetings of the Working Party on the Environment (WPE) under the Swedish Presidency, concluding a first full read-through of the proposal. The examination of the proposal is thus ongoing, and several Member States are still scrutinising the proposal. Nevertheless, based on preliminary comments, while Member States have indicated initial support for the overall objective of the proposal, views diverge, particularly on the level of ambition.

### **Topics to discuss**

To provide guidance for the further examination of the proposal, the Presidency suggests the following issues be addressed by Ministers.

### **Scope of the emission targets**

The Commission proposes to expand the scope of the emission targets in the current regulation, to include trailers, urban buses, coaches, and other lorries. Vehicles designed and constructed or adapted for use by civil protection, fire services and forces responsible for maintaining public order are not subject to the CO<sub>2</sub> emission targets. Nor are small trucks (3,5 – 5 tons), special purpose, off-road special purpose and vocational vehicles. Member States may also decide to exclude a limited share of urban buses due to certain territorial morphology or meteorological circumstances. The share of potentially exempted vehicles in the total HDV fleet is estimated to 14,9% but only 4,2% of the total CO<sub>2</sub> emissions from the sector. An exemption for manufacturers producing less than 100 vehicles is also introduced.

## **Emission reduction targets**

The target levels contribute to meeting the targets set in the EU Climate Law and the aim to achieve a total reduction in transport emissions of 90% by 2050 relative to 1990. The target levels for 2025 (15%) for the vehicles in the current scope of the regulation is proposed to be maintained. As from 2030, the Commission proposes to strengthen the CO<sub>2</sub> emission reduction targets for new HDVs in three steps until 2040.

- the overall target for 2030 is raised to 45%, expanded to those vehicles that are proposed to be added to the scope of the regulation,
- from 2035, the proposed target is 65% and
- as of 2040, 90%.

The share of zero-emission new urban buses shall be 100% by 2030.

## **Questions to Ministers**

*The Presidency invites Ministers to reflect on the following two questions:*

*Do you consider the proposed target levels appropriate in light of the Union's climate targets and the objective of climate neutrality by 2050 at the latest, while maintaining and enhancing the competitiveness of the EU?*

*Do you consider the proposed scope and flexibilities appropriate?*

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