

The EU CO₂ emissions legislation at a glance

TIMELINE

1

1 January 2019

New heavy trucks manufactured within the EU must have a declaration indicating fuel consumption and CO₂ emissions.

2

2025

The average CO₂ emissions of new trucks must be at least 15 per cent lower than 2019 levels.










3

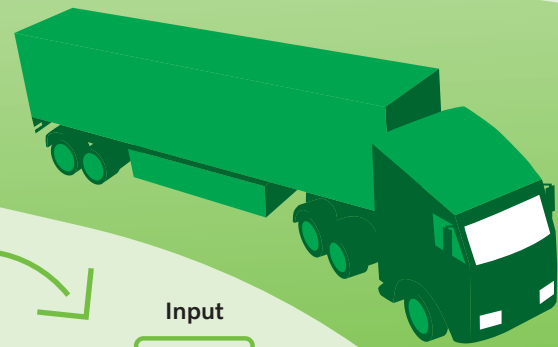
2030

The average CO₂ emissions of new trucks must be at least 30 per cent lower than 2019 levels.

These factors affect fuel consumption

They are measured separately and used as input to a simulation tool.

-  Engine fuel map.
-  Duty cycle.
-  Use of standardized body, semi trailer and trailer.
-  Weight.
-  Gearbox efficiency and ratio.
-  Air resistance.
-  Default values: Payload, standard body, standard semitrailer etc.
-  Rolling resistance and size.
-  Axle efficiency and ratio.



Input








Output



Declaration of fuel consumption and CO₂ emissions.

Other actions that are important when it comes to CO₂ reduction

-  **Driver training:** An individual driver's technique can make a huge difference on fuel consumption.
-  **Logistics and planning:** A tight delivery schedule puts pressure on the driver who then focuses on meeting deadlines rather than minimising fuel.
-  **Wheel alignment:** Correctly aligned wheels and the correct tyre pressure can affect overall fuel consumption.
-  **Load and length:** By allowing trucks to carry longer, heavier loads, fewer trucks will be needed to move the same amount – which means less fuel consumed.
-  **Biofuels:** Alternative fuel, for example biodiesel, HVO and biogas can dramatically lower CO₂ emissions. However there is a limited supply in the current market.

Significant CO₂ reductions expected

