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.

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.