



## European Green Deal: Commission proposes 2030 zero-emissions target for new city buses and 90% emissions reductions for new trucks by 2040

Strasbourg, 14 February 2023

Today, the European Commission has proposed ambitious new CO<sub>2</sub> emissions targets for new heavy-duty vehicles (HDVs) from 2030 onwards. These targets will help to reduce CO<sub>2</sub> emissions in the transport sector - trucks, city buses, and long-distance buses are **responsible for over 6% of total EU greenhouse gas (GHG) emissions** and more than 25% of GHG emissions from road transport. These strengthened emissions standards would ensure that this segment of the road transport sector contributes to the shift to zero-emissions mobility and the EU's climate and zero pollution objectives.

The Commission proposes phasing in **stronger CO<sub>2</sub> emissions standards for almost all new HDVs** with certified CO<sub>2</sub> emissions, compared to 2019 levels, specifically:

- 45% emissions reductions from 2030;
- 65% emission reductions from 2035;
- 90% emissions reduction from 2040.

To stimulate faster deployment of zero-emission buses in cities, the Commission also proposes to **make all new city buses zero-emission as of 2030**.

In line with the [European Green Deal](#) and [REPowerEU](#) objectives, this proposal will also have a **positive impact on the energy transition**, by lowering demand for imported fossil fuels and enhancing energy savings and efficiencies in the EU's transport sector. It will provide benefits for European transport operators and users by reducing fuel costs and total cost of ownership, and ensure a wider deployment of more energy-efficient vehicles. It will also **improve air quality, notably in cities**, and the health of Europeans.

Moreover, this is a key sector to **support the European clean tech industry and boost international competitiveness**. The EU is a market leader in the production of trucks and buses and a common legal framework helps to secure that position for the future. In particular, the revised standards provide a clear and long-term signal to guide EU industry investments in innovative zero-emission technologies and boost the rollout of recharging and refuelling infrastructure.

### Background

Emissions in the HDV sector have been increasing year-on-year since 2014 with the exception of 2020 due to the COVID-19 pandemic. Especially in the freight sector, emissions are increasing rapidly. This is mainly due to growing road transport demand, which is expected to keep rising in the future. In 2019, freight emissions were 44% higher than emissions from the aviation sector and 37% higher than maritime transport emissions.

The vast majority of heavy-duty vehicles in the EU fleet (99%) currently run on internal combustion engines, fuelled largely by imported fossil fuels such as diesel. This adds to the EU's energy dependency and current volatility of the energy market.

The current HDV emissions standards date from 2019, but are no longer in line with the EU's climate objectives. Existing legislation does not provide a sufficiently clear and long-term signal to investors and does not reflect the new reality in the energy sector and the rapid developments in the HDV industry globally. The proposed new CO<sub>2</sub> standards are in line with the EU's increased climate ambitions, the [Fit for 55 package](#) and the Paris Agreement.

To support this proposal, investments need to be channelled into zero-emission vehicles and into the recharging and refuelling infrastructure, and the Commission has already proposed the [Alternative Fuels Infrastructure Regulation](#) to develop the necessary charging infrastructure to support the green transition of the heavy duty vehicles sector. In particular, the Commission proposed to install charging and fuelling points at regular intervals on major highways: every 60 kilometres for electric charging and every 150 kilometres for hydrogen refuelling. The Commission is working intensively

with the co-legislators to finalise the negotiations on these proposals.

## For More Information

[Proposal](#)

[Annexes to the proposal](#)

[Impact assessment of the proposal](#)

[Questions & Answers](#)

[Factsheet](#)

[Heavy-duty vehicles webpage](#)

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## Quotes:

To reach our climate and zero pollution goals all parts of the transport sector have to actively contribute. In 2050, nearly all of the vehicles on our roads have to be zero-emission. Our Climate Law requires it, our cities demand it, and our manufacturers are gearing up for it. With today's proposal, we are making sure that new trucks are becoming less polluting and that more buses with zero emissions will ride through our cities. Fighting the climate crisis, enhancing the quality of life of our citizens, and boosting Europe's industrial competitiveness go hand-in-hand.  
Frans Timmermans, Executive Vice-President for the European Green Deal - 14/02/2023

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