

EN

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Answer given by Executive Vice-President Timmermans  
on behalf of the European Commission  
(26.10.2022)

The envisaged revision of the Regulation setting CO<sub>2</sub> emission standards for new heavy-duty vehicles (HDV) aims at contributing to the 2030 economy-wide at least 55% CO<sub>2</sub> emissions reduction target set in the European Climate Law Regulation<sup>1</sup>. It also aims at ensuring a clear pathway from 2025 onwards towards zero-emission mobility of the sector. The work on the impact assessment underpinning the proposal for revision of the Regulation setting CO<sub>2</sub> standards for HDVs is currently ongoing. The impact assessment will consider, among other aspects, the possible role of renewable and low-carbon fuels when assessing compliance of vehicle manufacturers with the standards.

Concerning the incentive for the use of renewable and low carbon fuels, the Fit for 55 package and the REPowerEU Plan<sup>2</sup> include measures to incentivise such fuels, including the revision of the Renewable Energy Directive<sup>3</sup>, the new Emission Trading System for road transport and buildings and the revision of the Energy Taxation Directive.

As regards the issue of life-cycle emissions, a study commissioned by the Commission<sup>4</sup> has confirmed that life-cycle CO<sub>2</sub> emissions of large electric lorries are lower than those from comparable fossil fuel-powered vehicles. Nevertheless, the impact assessment will also consider the issue of life-cycle emissions.

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<sup>1</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32021R1119>

<sup>2</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52022DC0230&qid=1664199788839>

<sup>3</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52021PC0557>

<sup>4</sup> DG for Climate Action - Determining the environmental impacts of conventional and alternatively fuelled vehicles through life-cycle assessment, <https://data.europa.eu/doi/10.2834/91418>