

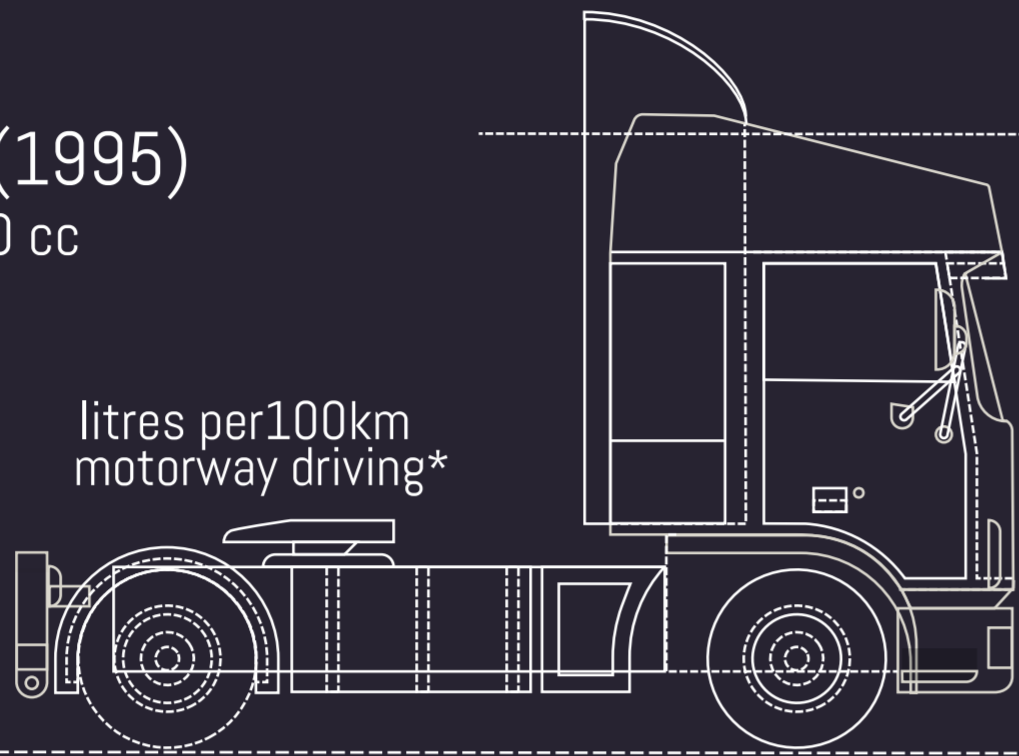
# 20 YEARS

# NO PROGRESS

## 1995

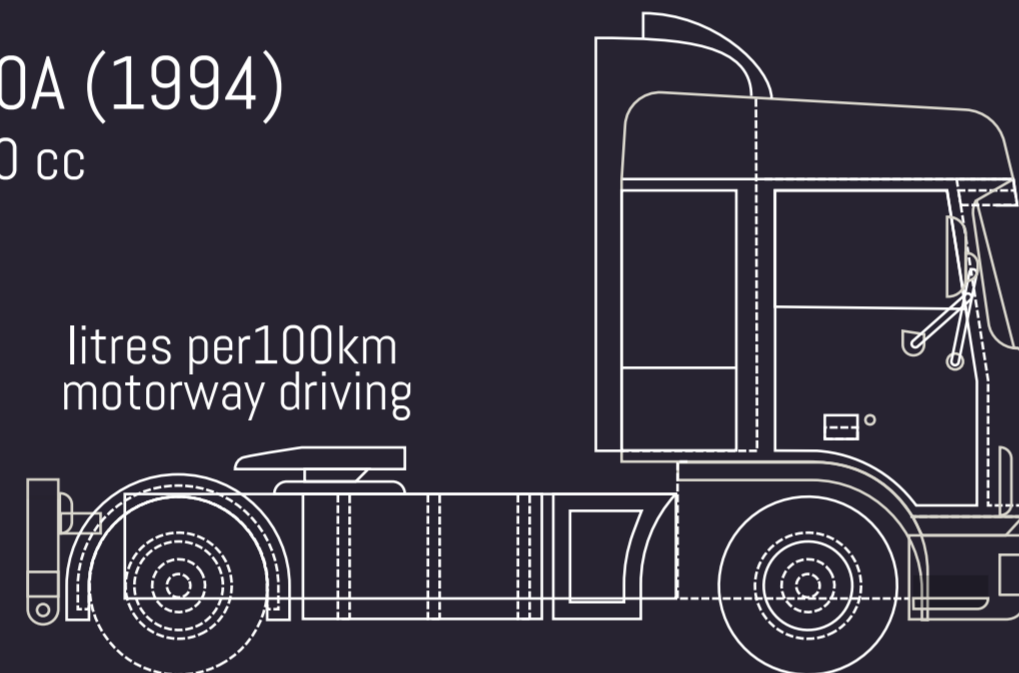
Volvo  
FH12/340 (1995)  
250 kW, 12100 cc

**23.2** litres per 100km  
motorway driving\*



Scania  
R113MA400A (1994)  
295 kW, 11000 cc

**21.4** litres per 100km  
motorway driving



DAF  
FT85400 (1996)  
295 kW, 11600 cc

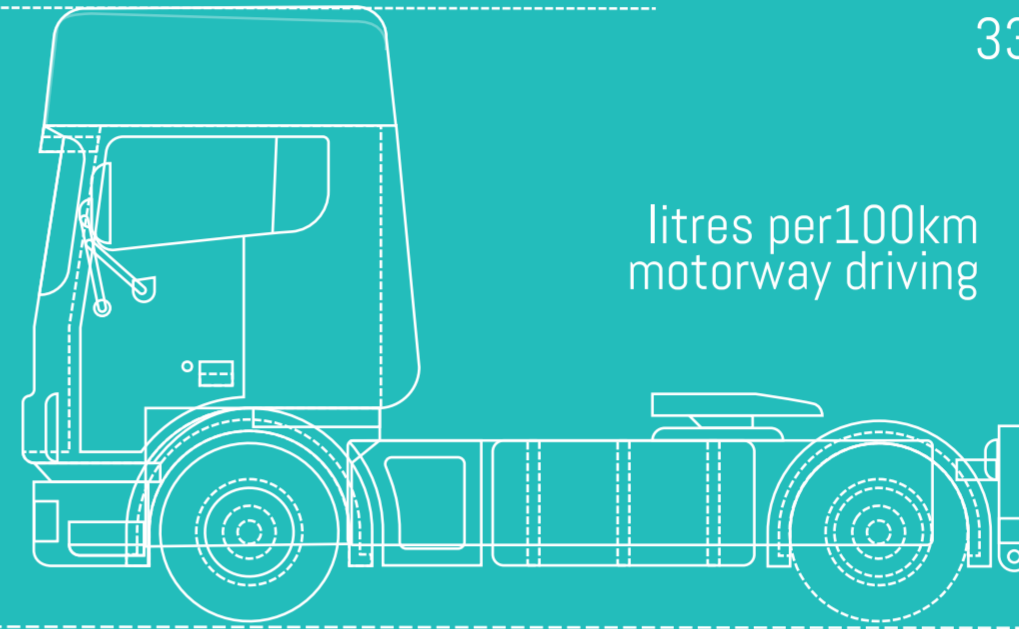
**20.0** litres per 100km  
motorway driving



## 2015

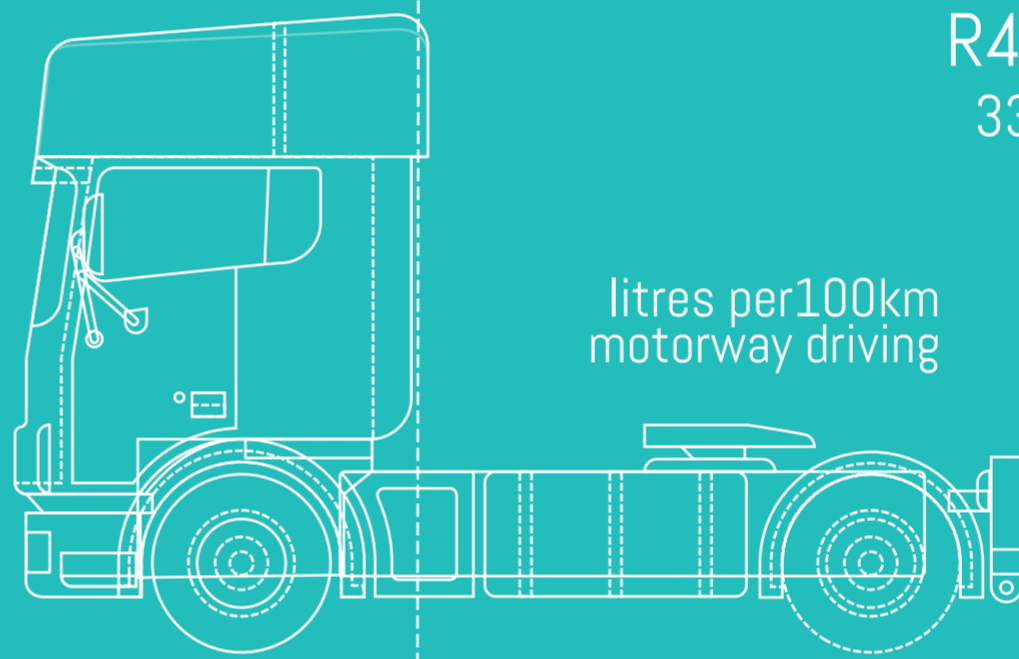
Volvo  
FH460 (2014)  
338 kW, 12800 cc

litres per 100km  
motorway driving **22.8**



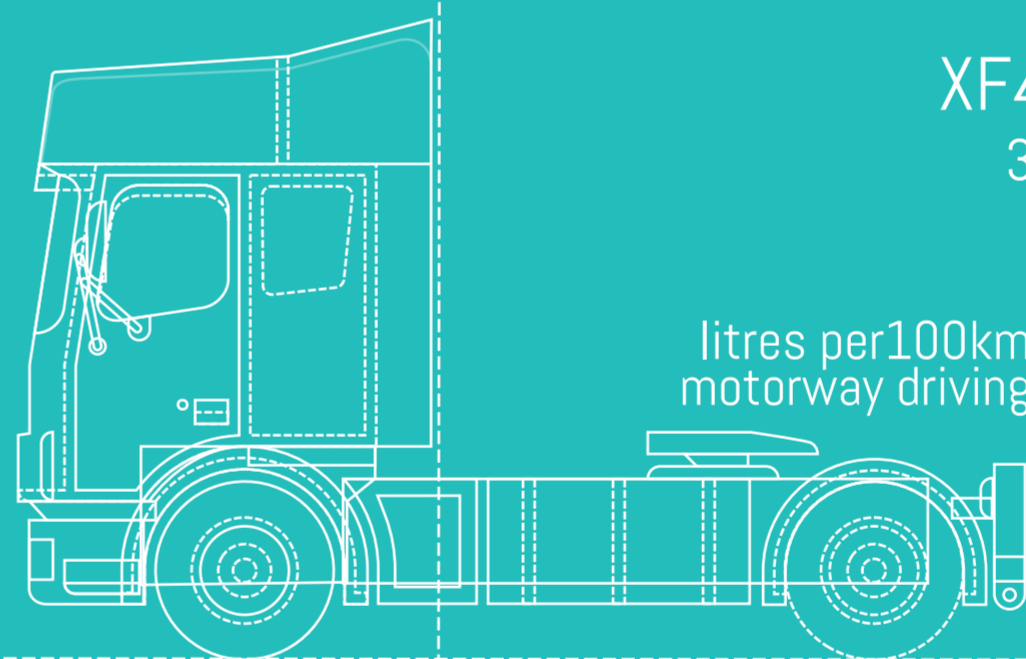
Scania  
R450LA (2014)  
331 kW, 12700 cc

litres per 100km  
motorway driving **21.8**



DAF  
XF440FT (2014)  
320 kW, 10800 cc

litres per 100km  
motorway driving **20.8**



\*As tested by Lastauto Omnibus

# THE TRUCK OF THE FUTURE

**35%** lower fuel cost  
1 truck saves **€10,000** per year  
Europe saves **€18.5bn** per year



## 20 year of no progress in making European trucks more fuel efficient

For the past 20 years truck carbon emissions, linked to their fuel efficiency hardly budged. A typical 1995 truck consumed around 22l/100km when driving on the highway\*. Two decades later, new truck highway fuel economy is still on average that same number. It has become clear that without regulation truck fuel efficiency and CO2 emissions will not improve.

The trucking sector is one of the pillars of the European economy, transporting 75% of European goods while at the same time the demand for road freight is increasing. As a result, this sector's rapidly growing CO2 emissions and diesel addiction represents a major challenge. 20 years of little or no progress on fuel economy have led to truck emissions accounting for 30% of road's carbon footprint in Europe. Other countries such as the US, China and Japan already introduced CO2 truck standards. Unless Europe takes steps to improve truck fuel efficiency, US trucks will soon become the most efficient in the world, undermining Europe's leadership on truck fuel efficiency and innovation.

## CO2 standards for European trucks: A game changer for Europe's climate and economy

After years of idling and developing a tool to measure truck CO2 emissions (VECTO), the Commission finally decided in July 2016 that it is time to start tackling the problem. The Commission announced it would introduce truck fuel economy regulation before 2019 and has started preparing a standards proposal.

This will catapult trucks into the spotlight and put them at the centre of heated political debates. More efficient trucks are crucial for Europe to live up to the commitments it made in the Paris climate agreement and help our economy saving fuel and money. However there is still much to be decided in how we will develop these standards – they need to work in the real world, not just in truckmaker brochures - and how ambitious we will be. For more information please visit [www.inconvenienttruck.eu](http://www.inconvenienttruck.eu).

\* Total fuel consumption is higher, around 33-34l/100km