

Diverging paths, EU vs US

What can you do in 10 years?



European Council tells Commission to develop a HDV CO2 test procedure and policies to reduce HDV CO2.

“Green vehicles strategy” announces ‘future proposal on fuel consumption from HDV’

Commissioner Hedegaard promises EU strategy to **reduce** HDV CO2 emissions; truck-makers (ACEA) and Commission jointly develop EU truck CO2 test procedure

European Commission publishes HDV CO2 strategy and commits to introducing the truck CO2 test procedure (VECTO)

European Commission “editing board” drafts legal text for HDV CO2 test procedure; Commission Energy Union strategy announces unspecified measures to reduce HDV fuel consumption

Commission plans to introduce truck CO2 test procedure into type approval legislation; VECTO doesn’t cover trailers or hybrid technology

Commission to make a proposal to monitor, report and verify (MRV) truck CO2

EU truckmakers to **report** new truck CO2; due to ‘testing burden’ process will be spread over two years; no action to regulate new truck CO2 is currently planned.

2007

Mid-2010

2011

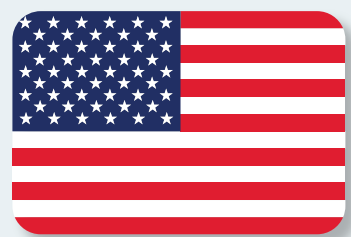
2014

2015

2016

2017

2018-19



Obama orders US EPA to develop fuel economy standards for heavy trucks; US EPA and NHTSA start working on US Phase I rule

US introduces Phase I fuel efficiency standards requiring ca. 20% efficiency improvements by 2018

Obama orders EPA and NHTSA to start preparing for extension of Phase I HDV standards as Phase I takes effect

EPA and NHTSA Phase II standards proposal requiring ca. 12-24% improvements. Phase II includes updated and improved test procedures (incl. for hybrids) and trailers

First half 2016 - Phase II proposal to be adopted

Phase I requirements fully operational; Phase II requirements are gradually phased in from 2021 to 2027 (according to 2015 proposal - tbd)

