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Ministry of the Environment and Energy  
Climate Division

## Sweden's views on the upcoming proposal on CO<sub>2</sub> emission standards for heavy-duty vehicles

Sweden is looking forward to the Commission's upcoming legislative proposal on CO<sub>2</sub> emission standards for heavy-duty vehicles. Sweden believes that it will be a key piece of legislation to set the EU on track to decarbonising its transport sector.

Sweden's point of departure is that the EU and its Member States need to take on emission reduction commitments in line with the long-term temperature goals of the Paris Agreement. As such, Sweden supports an increased ambition from the EU including a target of net zero emissions by 2050 at the latest. Sweden also believes that the current EU target for 2030 needs to be increased.

Domestically, the Swedish Parliament has adopted a net-zero emissions target for 2045 with negative emissions thereafter. This target is part of a climate policy framework that entered into force on 1 January this year. The climate policy framework also includes binding targets for the non-ETS sector of minus 63 percent for 2030 and minus 75 percent for 2040 compared to 1990.

Since the transport sector is where the largest potential for reducing emissions exists in the short- and medium-term, the Swedish Parliament has also adopted a goal of reducing greenhouse gas emissions from domestic transportation (except for aviation) by at least 70 percent by 2030 at the latest, compared with 2010.

In order for Sweden and the EU to reach these targets, climate policy measures need to be adequately stringent. Sweden therefore calls on the Commission to reflect this matter in its upcoming proposal. The proposed CO<sub>2</sub> emission standards for heavy-duty vehicles will need to be sufficiently ambitious to help drive the necessary transformation of our transport sector. Furthermore, for these standards to be able to spur competitiveness throughout Europe, they need to be constructed in such a way to keep the administrative burden imposed on both companies and public agencies at a minimum. Sweden also believes that they need to take proper consideration of the varying uses and subsequent combinations of heavy-duty vehicles, in order to avoid unfair distortions that reduce the standards' effectiveness and efficiency.