



PRESS RELEASE

UITP publishes position paper on CO₂ standards for Heavy-Duty Vehicles



Brussels, Belgium

4 July 2023

We are at a decisive moment for achieving the European climate goals, and every mode – including public transport – needs to contribute by reducing emissions wherever possible.

The proposed revision of the CO₂ emissions targets for heavy-duty vehicles newly includes buses in rules that push manufacturers to put more zero-emission vehicles on the market.

In our new position paper, UITP reviews the promising state of clean bus deployment and the remaining challenges that need to be addressed.

Switching to buses running on electricity or hydrogen means purchasing vehicles, transforming depots, re-training staff and deploying charging infrastructure. Accelerating the transition to green public transport requires public support, including sufficient funding for buses and their infrastructure.

Ambitious timeline: Only zero-emission urban buses from 2030 onwards...

UITP is concerned about the proposed timeline of the zero-emission target for new urban buses.

Its success does not only hinge on whether manufacturers can produce enough zero-emission buses, but also on whether the framework conditions allow the public transport sector to buy only these vehicles from 2030 onwards.

In addition to varying national strategies, individual cities and regions have also chosen different paths towards decarbonising the transport sector.

“The new CO2 Standards send a clear market signal and can give a real boost to zero-emission bus deployment, which is promising. But we also hear our members' concerns, those who don't see a path to sufficient funding ahead and those who invested in biomethane to decarbonise their fleets. The timeline for urban buses is extremely ambitious and risks leaving parts of the public transport sector behind.”

Thomas Avanzata, Spokesperson of UITP's European Union Committee

Urban bus definition at odds with the Clean Vehicles Directive...

For defining an urban bus, the devil is in the details. Under the Clean Vehicles Directive, the procurement targets for clean and zero-emission buses only applied to Class I and Class A buses.

These exclusively urban buses are at the forefront of efforts to transition to low-carbon alternatives.

However, the proposed Regulation extends the definition of urban buses to include Class II buses with low entry, which are often used for longer distance public transportation, both regional and interurban, and remain harder to decarbonise.

These vehicles were not previously covered by any procurement targets, meaning the ambition level would go from 0 to 100 in a single step.

Last week, in a joint letter with IRU and ACEA, UITP called on legislators to address this issue and remove Class II low-entry buses from the urban bus definition.

Read the official UITP Position Paper

UITP in Europe



ABOUT UITP EUROPE

UITP is the international association representing public transport stakeholders. In the European Union, UITP brings together more than 450 urban, suburban, and regional public transport operators, and authorities from all Member States. We represent the perspective of short distance passenger transport services by all sustainable modes: bus, regional and suburban rail, metro, light rail, tram and waterborne.

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