

POST-2021 CO2 TARGET FOR LCVs

EUROPEAN AUTOMOBILE INDUSTRY POSITION



ACEA

When it comes to CO₂, the situation for vans (also known as **light commercial vehicles** or LCVs) is completely different to that for passenger cars. Some technological solutions available for cars are not applicable to vans, and the lower production volumes of LCVs do not allow for the same economies of scale. The margin of improvement for LCVs is also lower, both in terms of the longer development and production cycles as well as the limited uptake of alternatively-powered LCVs. The LCV market is also complex: small and medium vans are very different from large vans, with different tasks and technologies. So, there is no 'one-size-fits-all' approach for LCVs – segments need to be treated differently.

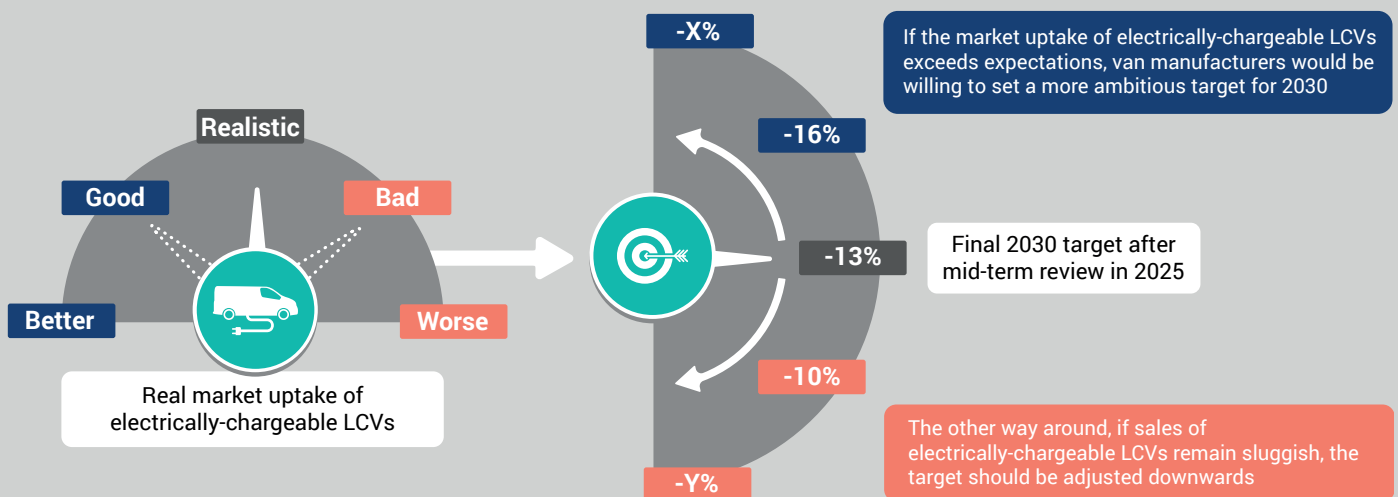
WHAT?

A **13% CO₂ reduction by 2030** (derived from a **2021 WLTP baseline**), which is **conditional** on the real market uptake of electrically-chargeable LCVs.



HOW?

Based on a **mid-term review in 2025**, this target can be adapted upwards or downwards, depending on the number of electrically-chargeable light commercial vehicles registered.



PRINCIPLES TO KEEP FROM EXISTING LEGISLATION



g CO₂/km as metric



Mass as utility parameter



Tank-to-wheel emissions



Additional modalities



No ZEV or LEV mandates

TAKING SPECIFICITIES OF THE LCV SEGMENT INTO ACCOUNT



Design constraints: load versus battery



Type approval of multi-stage vehicles



No interim mass adjustments



Treat van-derived cars (M1) as N1



Keep heavy battery-electric LCVs in N1 category