

EU governments confirm 2030 goals for low-CO2 public buses, trucks

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HIGHLIGHTS

Public-sector targets using more electric buses

Push on oil alternatives like hydrogen, LNG

New rules likely to apply from mid to late 2021

Brussels — Public authorities will have to use more alternatively-fueled buses and trucks by 2030, including electricity, hydrogen and LNG-powered vehicles, under new rules signed off by EU governments Thursday.

The rules are part of the EU's wider efforts to cut its transport emissions and move away from oil.

They set out binding minimum national procurement targets for new "clean" light duty vehicles, buses and trucks for 2025 and 2030, the EU Council press office said.

The different national targets for new clean buses range from 24% to 45% in 2025, and from 33% to 65% in 2030, depending on each country's population and GDP.

The European Commission's original proposals from November 2017 set ranges of 29%-50% by 2025 and 43%-75% by 2030.

Electric buses

Half of these targets would have to be met with zero-emission -- electric-- buses. This means that in Germany and Sweden, for example, nearly a quarter of new public buses should be zero emission by 2025, EU clean transport lobby group Transport & Environment said.

The national targets for new low or zero-emission heavy duty public sector vehicles - such as waste collection trucks -- vary from 6% to 10% of new trucks in 2025, and 7% to 15% by 2030.

For new clean cars and vans, the targets vary from 17.6% to 38.5%, defined in 2025 as emitting less than 50g CO2 per kilometer and in 2030 as zero-emission.

The rules update the EU's 2009 clean vehicles directive, and were approved by the European Parliament in April.

They become binding 20 days after being published in the EU's Official Journal, which is likely in the coming weeks.

National governments have to apply the new rules within two years of them becoming binding, so likely around mid to late 2021, and submit a first report on their impact to the EC by April 18, 2026.

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