

CIT/G101614/JMA

Geneva, 20 October 2011

## **IRU POSITION ON THE METHODOLOGY FOR THE CALCULATION AND DECLARATION ON ENERGY USE AND GREENHOUSE GAS EMISSIONS**

*unanimously adopted by the IRU International Commission on  
Technical Affairs (CIT) on 6 September 2011 in Helsinki*

**Revised IRU Position on the methodology for calculation, declaration and reporting on energy use and greenhouse gas emissions.**

### **I. ANALYSIS**

Fuel costs are the most important aspect in the truck haulier's budget. So far, in the commercial vehicles' sector, there is no quantification of fuel consumption and CO<sub>2</sub> emissions of complete heavy duty vehicles and chassis-cab vehicles.

Up to Euro VI, there were no CO<sub>2</sub> requirements and/or clear limits in terms of CO<sub>2</sub> emissions. If such limits did exist, they were presented as a fleet target or balance and it was therefore very difficult to calculate the objectives of a company. Although all countries around the world are focusing on fuel consumption and CO<sub>2</sub>, there is no global industry vision at the moment.

In mid-2010, the European Commission commissioned consultants to assess the amount and reduction of greenhouse gas (GHG) emissions of Heavy Duty Vehicles (HDV) and to propose a method to quantify such emissions for complete vehicles.

It seems that the entire road transport industry is currently focusing on reducing its CO<sub>2</sub> footprint by various means to save costs through fuel savings, but now the road transport sector may measure consumption by the operator through different tools, which may result in a lawsuit with the manufacturers and / or distributors.

### **II. IRU POSITION**

The IRU Secretariat General and its Members support the initiative of the European Union to develop a declaration procedure for CO<sub>2</sub> emissions and fuel consumption for HDV and remember the efforts and achievements in terms of reduction of toxic emissions (NO<sub>x</sub>) and particulates, which have already been completed.

The IRU and its Members believe that a different test cycle (realistic driving cycle) from the emission cycle should be developed to enable all actors in the road transport sector to use a tool for the fuel efficiency calculation of different heavy commercial vehicles. The current motor vehicle emission test cycle shall be changed to the World Harmonized Transient Cycle (WHTC).

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In order to ensure the exhaust gas emission reduction performance, more sophisticated onboard diagnostic systems (OBD) shall be introduced at the earliest possible date, by the next exhaust gas emission regulations.

In order to ensure and sustain the achievements of environmental standards in the future and secure international competitiveness in environmental technology, future policies for energy use and greenhouse gas emissions declaration shall be set so that a simulation based system able to evaluate a large number of vehicle types should be preferred, taking into consideration the balance between the fuel used versus the work done, which means that the expected declaration would indicate “**grams of CO<sub>2</sub> per ton-km m<sup>3</sup>-km of goods or by passenger-km**”.

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