



**ROYAL NORWEGIAN MINISTRY OF  
CLIMATE AND ENVIRONMENT**

*The Minister*

Vice President Maroš Šefčovič  
Commissioner Violeta Bulc  
Commissioner Miguel Arias Cañete  
Commissioner Elżbieta Bieńkowska

Your ref

Our ref

Date

17/61

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Dear Vice President, dear Commissioners

The challenge of climate change is more urgent than ever and the Nordic countries all have high ambitions in climate policy both nationally and internationally and are dedicated to deliver on the Paris agreement. The international community agrees that global warming should stay well below two degrees. The transport sector is the largest source of CO<sub>2</sub> emissions in the non-ETS sectors in Europe and in the Nordic countries. Reaching our climate goals and non-ETS targets will depend on our ability to reduce CO<sub>2</sub> emissions from i.a. the transport sector.

To decarbonise the transport sector requires actions in all areas. The Nordic countries urge the EU to accelerate the transition towards low-emission mobility.

Significant and intelligent measures are required to achieve the large-scale emissions reductions needed. Putting a price on fossil carbon pollution by way of a carbon tax is an efficient strategy being used in all the Nordic countries and we find it essential that the different parts of EU legislation, affecting our ability to maintain such taxation, will be properly coordinated.

The effectiveness of both national and regional efforts to decarbonise the transport sector, can benefit from EU-wide legislation and policies.

The Nordic countries are strong supporters of the EU's work on setting emission performance standards for cars and vans. This policy has proven to be an effective way of reducing CO<sub>2</sub> emissions from such vehicles. We therefore would like to encourage the Commission to propose ambitious new CO<sub>2</sub> standards for cars and vans, also beyond 2020. The level of ambition of these standards should be kept high also in the period after 2020 and the standards should accelerate the adoption of zero emission vehicles in Europe. The Nordic countries also consider ambitious CO<sub>2</sub> standards to be one of the most effective common European tools to promote electric transport in the whole EU. Further, the Nordic countries are of the opinion that emission performance standards should not be limited to cars and vans alone. The Nordic countries would like to encourage the Commission to prioritise heavy duty vehicles (HDVs) in the work on developing emission performance standards. For this segment, the EURO standards have been successful with regard to reduction of NO<sub>x</sub> emissions. Countries such as Canada, China, Japan and the US have already implemented fuel efficiency standards for trucks, and we believe the EU should follow suit.

We also believe it is important to continue to develop the computer simulation tool, VECTO, to measure CO<sub>2</sub> emissions from new HDVs, and to secure the integrity of such a system. The development of a robust measurement system is a necessary step towards emission performance standards for HDVs. We therefore welcome the decision made by the Technical Committee on Motor Vehicles (TCMV) on the first stage of the measurement system for HDVs.

To prevent a new dieselgate scandal, the Nordic countries urge the Commission to make sure that the results from the new system is repeatable, verifiable and agreeable with real values before proposing emission performance standards for HDVs. In addition, we also believe that an independent third party testing for comparison of declared versus on-road emissions should be an important element in the new regulations.

The Nordic countries believe that strict environmental regulations, when designed properly, instead of being a regulatory burden, can be a source for green competitiveness. For Europe, it can be more viable to compete on quality rather than costs. Standards stimulate innovation in the industry and contribute to competitiveness. It is therefore of utmost importance that the work of the Commission in this field continues

With regard to international maritime transport, although it is an energy efficient mode of mass transport, the emissions from shipping should be reduced. We call on the Commission to actively support Member States' efforts in the development of global regulation for shipping including the Roadmap for developing a comprehensive International Maritime Organization (IMO) strategy on reduction of GHG emissions from ships that was adopted at IMO's Marine Environment Protection Committee (MEPC 70).

For a long time, Europe has had a strong position in the market for green transports. Now Europe needs to ensure that its industry stays at the global forefront. We believe that ambitious regulations for companies in all areas of the transport sector, as well as global regulation for shipping, can provide much needed incentives for innovation, while at the same time making our climate goals more readily achievable.

On behalf of the Nordic Ministers for Climate, Environment and Transport

  
Vidar Helgesen