

BVRLA raises concerns on CO2 emission proposals

The BVRLA has responded to the Department for Transport's consultation on LDV CO2 emission performance standards, which focuses on the technical translation of EU standards when the transition period ends.

The Government has said that it remains committed to securing an approach that is at least as ambitious as the current arrangements for vehicle emissions regulation.

Having read the proposals, the BVRLA has raised concerns about two approaches proposed by the Government, including:

1. Using EU average fleet weights, which are lower than in Great Britain, effectively giving manufacturers a higher emissions target in Britain than the EU. This will be until government aligns the weights with reality, which it has promised to do in due course.
2. Having the GBP/Euro exchange rate set at a certain point in time, when Sterling could depreciate next year and the fines that are levied in Britain would not be comparable to EU fines.

In its [consultation response](#), the BVRLA has asked that both these approaches be reversed, requesting that the UK fleet weight be used from 1 January 2021 and the exchange rate be reviewed regularly.

[Also see the BVRLA's Consultations page, which details of all open consultations and responses.](#)

Views sought on weight limits for heavy-duty vehicles

The Department for Transport is seeking views from industry on EU changes to maximum gross vehicle weight limits for heavy-duty vehicles.

EU regulations allow an extra 1 tonne of weight for alternatively fuelled heavy goods and passenger service vehicles, and an extra 2 tonnes of weight for these vehicles when they are zero emission.

The UK Government is considering adopting these regulations and is keen to understand what impact the changes could have on:

- the timeframes that alternatively fuelled and zero emission vehicles are brought to British market
- the rate that alternatively fuelled and zero emission vehicles are adopted
- the performance of alternatively fuelled and zero emission vehicles when compared with conventionally fuelled vehicles.

The Department for Transport is also looking for views on how longer cabs and rear aerodynamic devices could impact the performance of alternatively fuelled and zero emission vehicles.

The BVRLA is meeting with Department for Transport officials to discuss this proposal and members are invited to email policy@bvrla.co.uk with views or questions.