

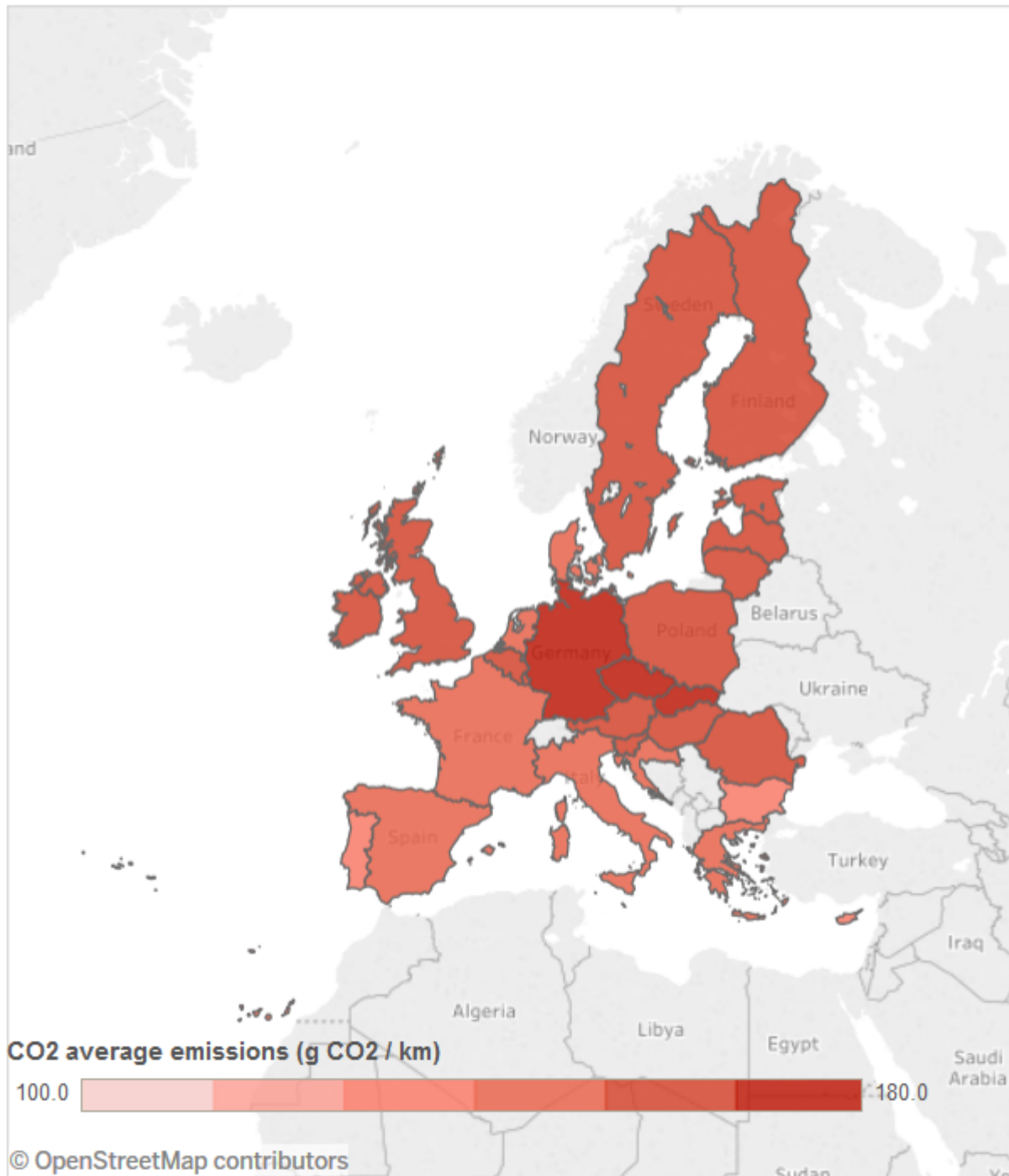
New vans sold in Europe in 2017: Large decrease in annual average CO₂ emissions

The average van registered in the EU in 2017 [emitted 156.0 grams of CO₂ per kilometre](#) (g CO₂/km), which is 7.7 grams less than in 2016. This reduction brings the EU average emissions 10.9% below the 2017 target of 175 g CO₂/km. This target was already met in [2013](#). Further efficiency improvements of 6% are still needed to reach the EU's more stringent target of 147 g CO₂/km set for 2020.

Key findings

- In 2017, almost 1.6 million new vans were registered in the EU as in 2016. Higher sales in Sweden (+48%), Czech Republic (+26%) and Slovenia (+20%) were balanced by lower sales in Croatia (-27%), Hungary (-16%), Ireland (-13%), Poland (-12%) and United Kingdom (-10%).
- Two out of three new vans (64%) registered in the EU were sold in just four Member States: the United Kingdom (20%), France (19%), Germany (15%) and Italy (10%).
- The average fuel-efficiency of new vans varied widely across Member States due to the different models and sizes of vehicles sold in each country. As last year, average emissions were lowest in Portugal (133.2 g CO₂/km), Cyprus (133.4 g CO₂/km) and Bulgaria (134.9 g CO₂/km) and highest in the Czech Republic (173.6 g CO₂/km), Slovakia (170.1 g CO₂/km) and Germany (169.2 g CO₂/km).
- The average weight of new vans sold in 2017 also varied across countries. Smaller vehicles were sold in Malta, Cyprus and Portugal (< 1 570 kg); larger vehicles (>1 950 kg) in Slovakia, Czech Republic and Finland.
- There is now an increasing number of electric and plug-in hybrid van models available on the EU market. Registrations of such vehicles increased by 32% in 2017, compared with previous year, representing 0.8% of the total EU van sales. However, this is significantly lower than electric and plug-in hybrid passenger cars' 1.5 % share of total car sales in the same year.
- Diesel vehicles continue to make up the vast majority of the new van fleet, constituting 96% of sales.

CO2 emissions from vans - Map



Background

The EEA collects and regularly publishes data on new light commercial vehicles registered in Europe, in accordance with Regulation (EU) No 510/2011. The data reported by all Member States in order to evaluate the efficiency of the new vehicle fleet includes information on CO₂ emissions and vehicle weight.

It has not yet been confirmed whether different manufacturers have met their own specific annual target for 2017, based on the average weight of the vans they sold. The EEA will publish the final data and the European Commission

will confirm manufacturers' individual performances in the autumn.

Testing vehicle emissions

Member States report new vehicles' CO₂ emission levels, measured under standardised laboratory conditions, following the requirements of the New European Driving Cycle (NEDC) test procedure. This procedure is designed to allow a comparison of emissions for different manufacturers. However, in recent years it has been widely recognised that the NEDC test procedure, developed in the 1970s, is out-dated and does not necessarily represent real-world driving conditions and emissions due inter alia to a number of flexibilities that have allowed vehicle manufacturers to optimise the conditions under which their vehicles are tested.

The EEA has published a [non-technical guide](#) explaining the key reasons for the differences observed between official and real world driving emissions. The 'Worldwide harmonized Light vehicles Test Procedure' (WLTP) has been introduced since September 2017 to decrease the divergence between laboratory test and real world emissions.

[Press release: Auditors identify challenges to integration of migrants in EU](#)

[Download PDF](#)

[Sofia declaration of the EU-Western Balkans summit, 17 May 2018](#)

Your request will be handled by the Press Office of the General Secretariat of the Council in accordance with the provisions of Regulation (EC) No 45/2001 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data.

Your data will be stored in the database until you unsubscribe from the service.

Certain data (name, e-mail address, preferred language, media name, media type) may be disclosed to the press offices of the European institutions, the

Permanent Representations of the Member States and to European Union agencies, under the conditions laid down in Articles 7 and 8 of Regulation 45/2001.

If there is data which you would not like to be stored, please let us know at: press.office@consilium.europa.eu

[New vans sold in Europe in 2017: large decrease in annual average CO₂ emissions](#)

The average van registered in the EU in 2017 [emitted 156.0 grams of CO₂ per kilometre](#) (g CO₂/km), which is 7.7 grams less than in 2016. This reduction brings the EU average emissions 10.9% below the 2017 target of 175 g CO₂/km. This target was already met in [2013](#). Further efficiency improvements of 6% are still needed to reach the EU's more stringent target of 147 g CO₂/km set for 2020.

Key findings

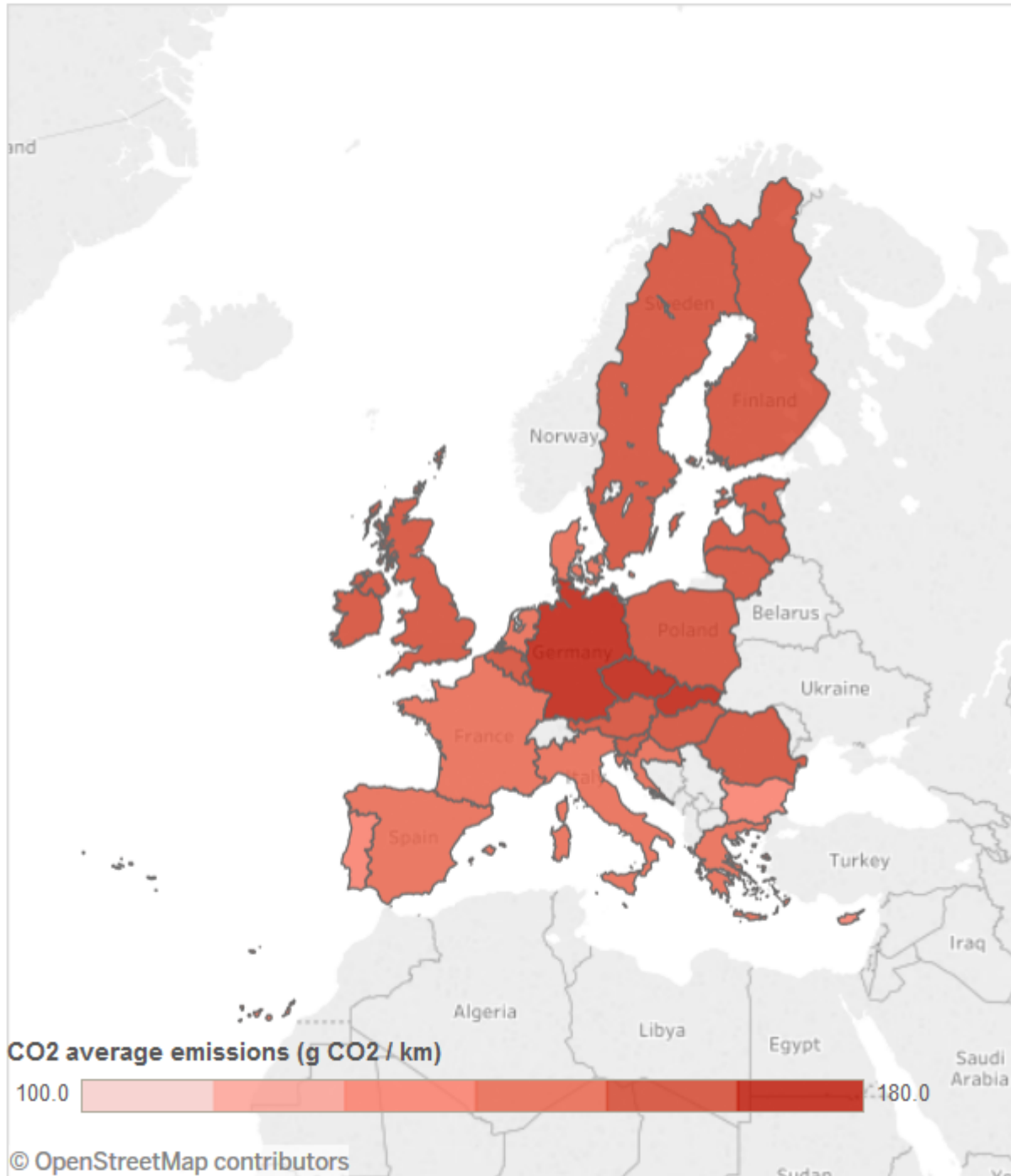
- In 2017, almost 1.6 million new vans were registered in the EU as in 2016. Higher sales in Sweden (+48%), Czech Republic (+26%) and Slovenia (+20%) were balanced by lower sales in Croatia (-27%), Hungary (-16%), Ireland (-13%), Poland (-12%) and United Kingdom (-10%).
- Two out of three new vans (64%) registered in the EU were sold in just four Member States: the United Kingdom (20%), France (19%), Germany (15%) and Italy (10%).
- The average fuel-efficiency of new vans varied widely across Member States due to the different models and sizes of vehicles sold in each country. As last year, average emissions were lowest in Portugal (133.2 g CO₂/km), Cyprus (133.4 g CO₂/km) and Bulgaria (134.9 g CO₂/km) and highest in the Czech Republic (173.6 g CO₂/km), Slovakia (170.1 g CO₂/km) and Germany (169.2 g CO₂/km).
- The average weight of new vans sold in 2017 also varied across countries. Smaller vehicles were sold in Malta, Cyprus and Portugal (< 1 570 kg); larger vehicles (>1 950 kg) in Slovakia, Czech Republic and Finland.
- There is now an increasing number of electric and plug-in hybrid van models available on the EU market. Registrations of such vehicles increased by 32% in 2017, compared with previous year, representing 0.8% of the total EU van sales. However, this is significantly lower than electric and plug-in hybrid passenger cars' 1.5 % share of total car sales in the same year.

- Diesel vehicles continue to make up the vast majority of the new van fleet, constituting 96% of sales.

CO2 emissions from vans - Map

CO2 emissions from vans - His...

CO2 emissions from vans - Map



Background

The EEA collects and regularly publishes data on new light commercial vehicles registered in Europe, in accordance with Regulation (EU) No 510/2011. The data reported by all Member States in order to evaluate the efficiency of the new vehicle fleet includes information on CO₂ emissions and vehicle weight.

It has not yet been confirmed whether different manufacturers have met their own specific annual target for 2017, based on the average weight of the vans they sold. The EEA will publish the final data and the European Commission will confirm manufacturers' individual performances in the autumn.

Testing vehicle emissions

Member States report new vehicles' CO₂ emission levels, measured under standardised laboratory conditions, following the requirements of the New European Driving Cycle (NEDC) test procedure. This procedure is designed to allow a comparison of emissions for different manufacturers. However, in recent years it has been widely recognised that the NEDC test procedure, developed in the 1970s, is out-dated and does not necessarily represent real-world driving conditions and emissions due inter alia to a number of flexibilities that have allowed vehicle manufacturers to optimise the conditions under which their vehicles are tested.

The EEA has published a [non-technical guide](#) explaining the key reasons for the differences observed between official and real world driving emissions. The 'Worldwide harmonized Light vehicles Test Procedure' (WLTP) has been introduced since September 2017 to decrease the divergence between laboratory test and real world emissions.

[Infringements: Commission refers Italy to Court over its failure to adequately prevent further spread of the quarantine harmful organism 'Xylella fastidiosa' in Apulia](#)

Today, the European Commission decided to refer **Italy** to the Court of Justice of the EU on the grounds that the Italian authorities are not taking the necessary measures to eradicate the quarantine harmful organism *Xylella fastidiosa* in Apulia and thus have failed to stop its spread.

Following the first notification of the outbreak of *Xylella fastidiosa* in the Apulia region in October 2013, the Italian authorities failed to fully comply with the EU rules on quarantine organisms harmful to plants or plant products and prevent its further spread in Apulia ([Commission Implementing Decision \(EU\) 2015/789](#) and [Council Directive 2000/29/EC](#)). These measures involve, among other provisions, the removal of infected plants in some parts of the demarcated areas immediately after the first confirmation of the presence of *Xylella fastidiosa*, as well as monitoring and sampling of the plants in the

relevant parts of the demarcated area. The timetable communicated by Italy was considered not effective to ensure the immediate removal of the infected trees as requested by EU legislation. This lack of adequate action increases the high risk of further spreading of the organism out of the current demarcated area.

Background

Xylella fastidiosa is one of the most dangerous plant bacteria worldwide, causing a variety of diseases, leading invariably to the death of infected plants, with huge economic impact for agriculture. Member States have to take all necessary measures to eradicate *Xylella fastidiosa* and, when this is not possible, at least prevent its further spread within the rest of Italy and elsewhere in the EU territory.

The Commission has repeatedly urged Italy to fulfil its obligations. A letter and a supplementary letter of formal notice were sent in December 2015 and in [July 2016](#), followed by a reasoned opinion in [July 2017](#).

The Commission continues to use all available means to pursue the ongoing dialogue with the Italian authorities with the aim to prevent further spread of *Xylella fastidiosa* in Apulia.

For more information

- The EU's actions to fight [Xylella fastidiosa](#)
- On the key decisions of the May 2018 infringements package, please refer to the full [MEMO/18/3446](#).
- On the general infringements procedure, see [MEMO/12/12](#).
- On the [EU infringements procedure](#).