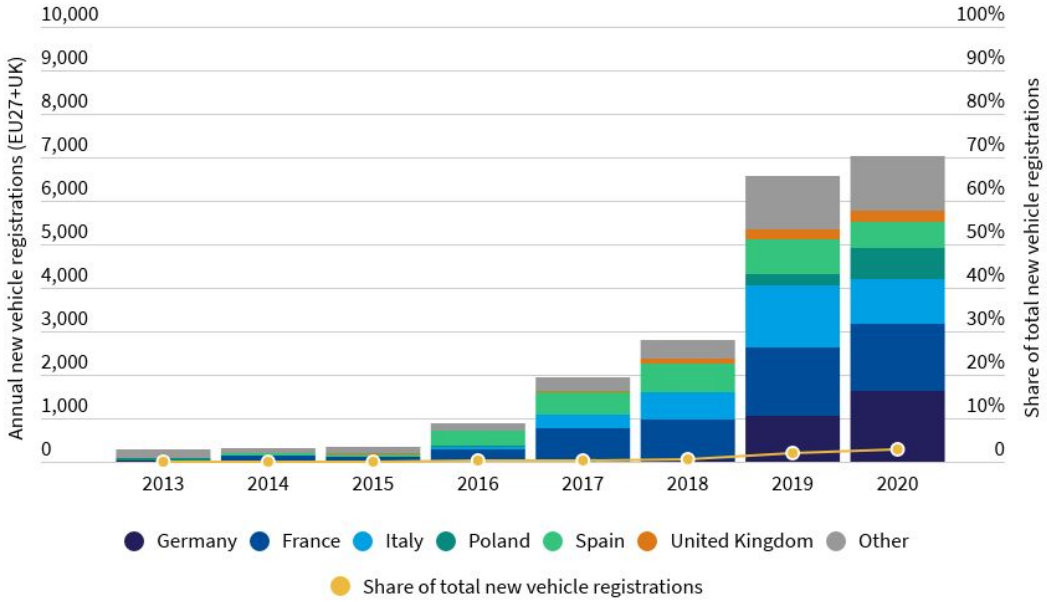
LNG trucks

Emissions testing of a diesel- and a gas-powered long-haul truck

TRANSPORT & ENVIRONMENT

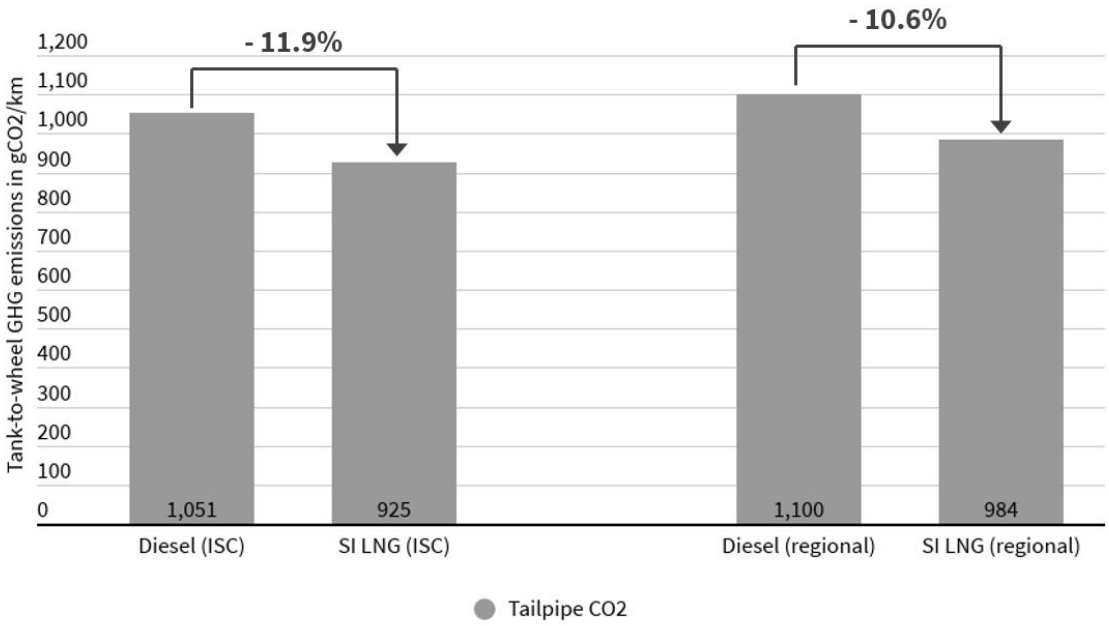
Annual sales of gas trucks in Europe



Notes: 2013 - 2018 sales data based on Eurostat; data for Greece and Slovenia not available. 2019 - 2020 sales data based on ACEA; data for Bulgaria, Croatia, Lithuania and Malta not available. Includes both CNG- and LNG-powered HGVs above 3.5 tonnes GVW.

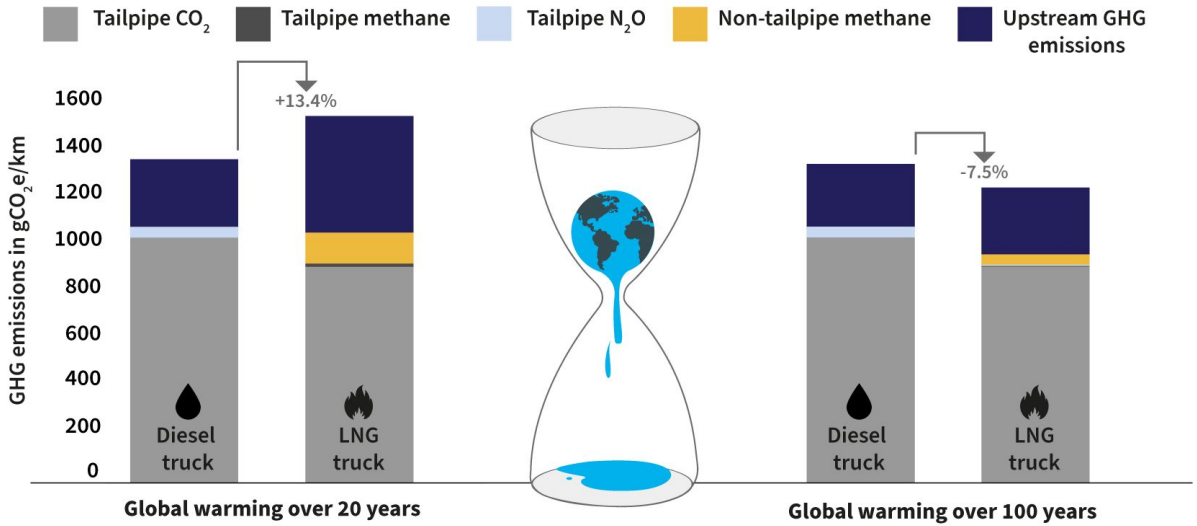
Sources: Eurostat (2021) and ACEA (2021).

Tailpipe CO2 emissions can be lower



Sources: T&E calculations based on FVT (2021).

But only small GHG savings overall - increase in GHGs over 20 years



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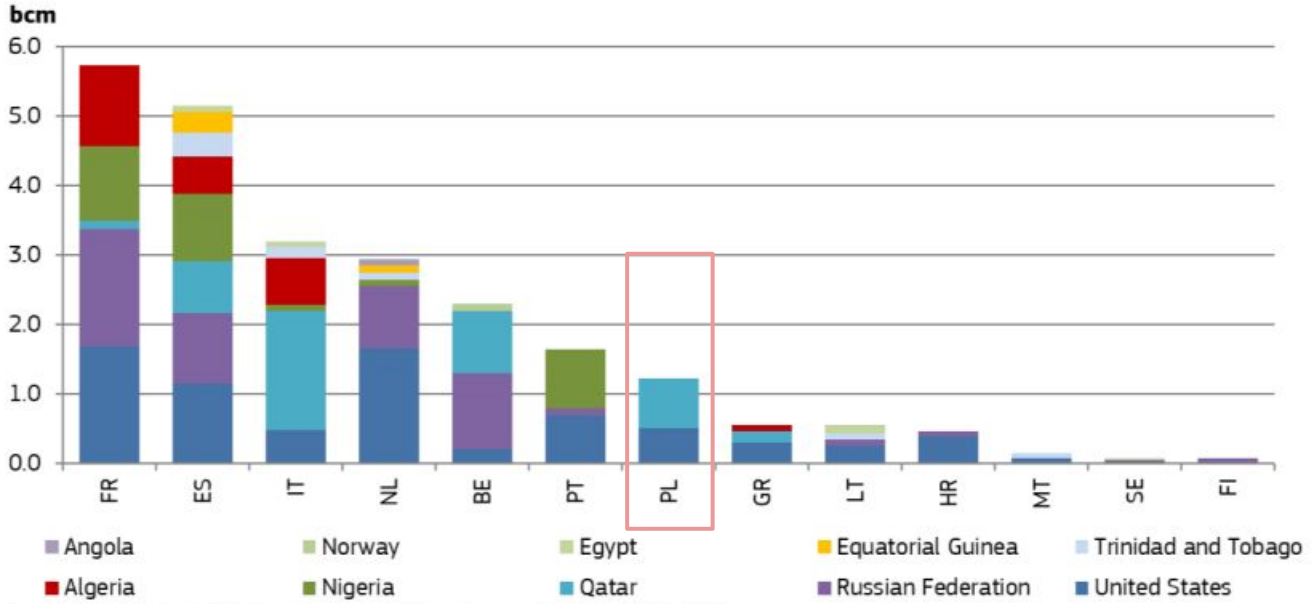
Sources: Tests by Technical University of Graz, and T&E calculations based on Prussi et al. (2020), IPCC (2007), IPCC (2013), Mottschall et al. (2020).

Where do European LNG imports come from?

Figure 16 – LNG imports in the EU Member States from different sources in the second quarter of 2021

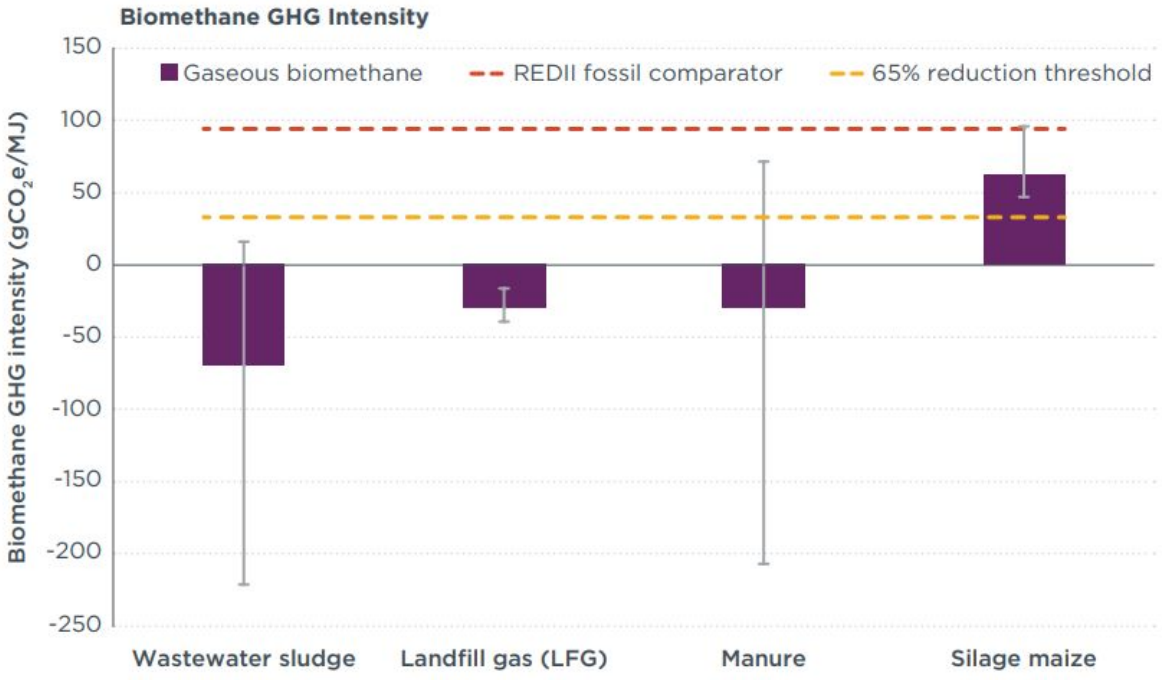


Source: Commission calculations based on tanker movements reported by Refinitiv
Imports coming from other EU Member States (re-exports) are excluded
"Other" includes Angola, Brazil, the Dominican Republic, Egypt, Oman, Singapore, the United Arab Emirates and Yemen

Fugitive methane emissions from oil and gas production

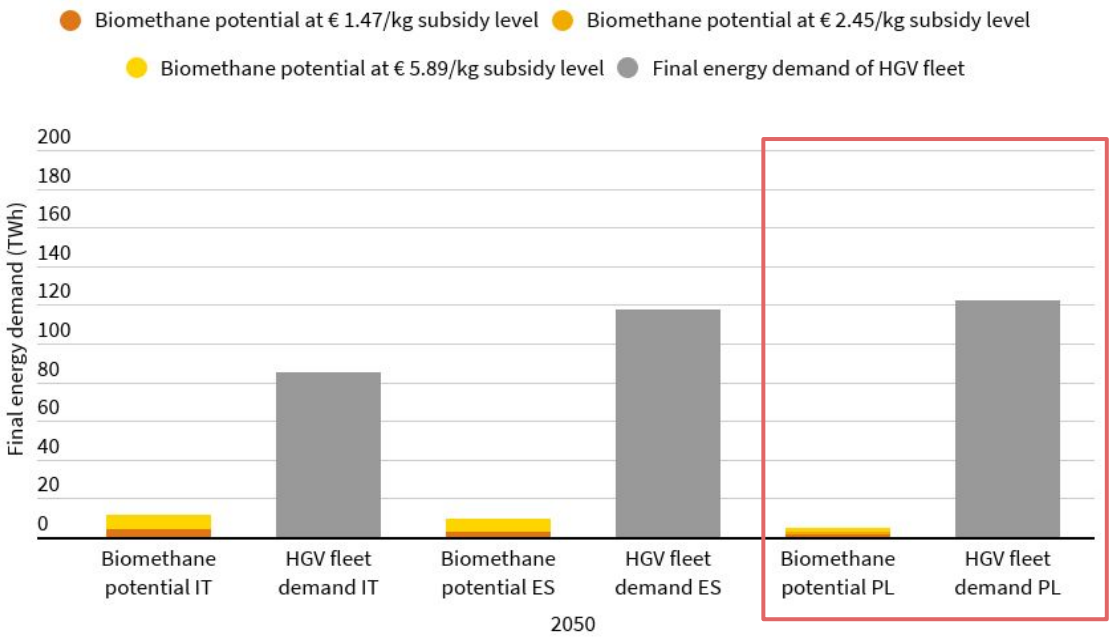
Source:
Kayrros (2021)

GHG intensity of biomethane



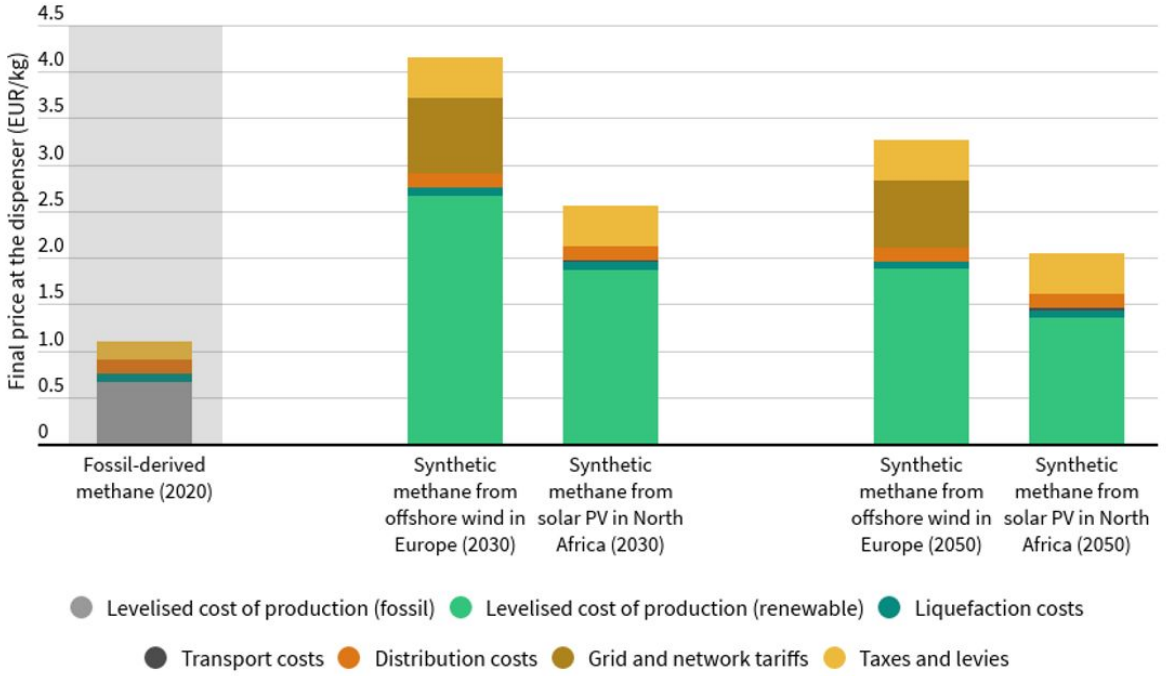
Source: ICCT (2021)

Advanced biomethane: high costs and limited availability



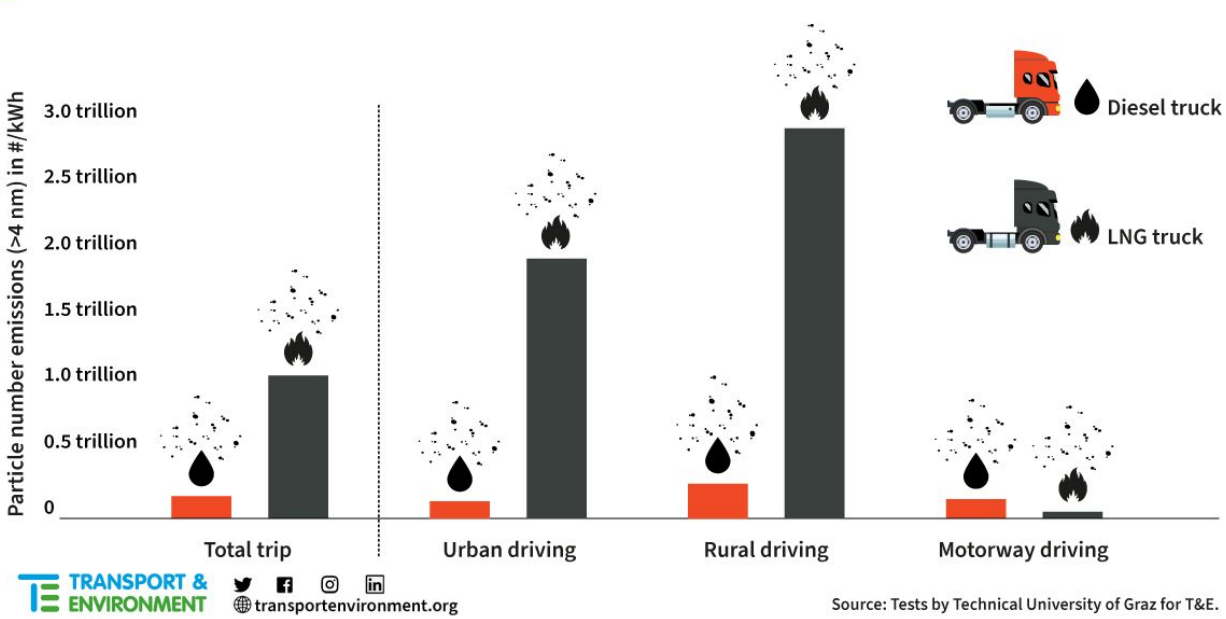
Source: T&E calculations based on ICCT (2018)

E-methane: expensive, also in the long-term



Source:
T&E calculations

Air pollution: gas trucks emit high levels of ultrafine particles



Thank you

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