

27<sup>th</sup> of November 2019

Dear Ms. Ursula von der Leyen, President-elect of the European Commission  
Dear Mr. Timmermans, Executive Vice-President of the European Commission,

In your mission letter to Executive Vice-President Timmermans, you stated that 'protecting our planet and our shared environment is our generation's defining task.'<sup>1</sup> We fully agree that making Europe climate neutral is not only a moral duty but also a unique opportunity for Europe to lead on innovation while at the same time improving the lives of Europe's citizens and helping to safeguard their future.

Climate neutrality, however, cannot be met without urgently tackling the emissions from transport, which is the only major sector in Europe where greenhouse gas emissions have grown compared to 1990 levels.<sup>2</sup> Transport emissions now represent 27% of the EU's total emissions and they have risen for the fourth year running.<sup>3</sup>

Within transport, road freight emissions are on the rise. Heavy goods vehicles account for 22% of road transport CO<sub>2</sub> emissions<sup>4</sup>, and in a business-as-usual scenario, these emissions would increase by 17% between 2010 and 2050.<sup>5</sup>

**We fully support your commitment for increasing the European Union's target for 2030 towards 55% in a responsible way and also your proposal for a European Green Deal to make Europe climate-neutral by 2050.** As a sector we take already today a wide range of measures to reduce our impact on the planet ranging from logistics efficiency to own voluntary commitments.

In other words, we want to be part of the solution and increase our efforts but therefore we also need Europe to set the right policy framework for us to achieve this. One of the most effective ways to tackle greenhouse gas and air pollutant emissions from road freight is to shift away from fossil fuels to zero emission vehicles. This must be done in combination with good management of truck operations, maintenance and modal shift. Studies show that the total cost of ownership for electric vans and medium trucks can already today be lower than diesel and this will certainly be the case by 2025.<sup>6</sup>

Notwithstanding these facts and the growing demand from our side for more zero emission vehicles, the current supply in Europe is unfortunately nearly non-existent, forcing us to build our own vehicles or initiate own pilot projects. We now strongly believe that the European Green Deal

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<sup>1</sup> [https://ec.europa.eu/commission/sites/beta-political/files/mission-letter-frans-timmermans-2019\\_en.pdf](https://ec.europa.eu/commission/sites/beta-political/files/mission-letter-frans-timmermans-2019_en.pdf)

<sup>2</sup> <https://www.eea.europa.eu/publications/european-union-greenhouse-gas-inventory-2019>

<sup>3</sup> <https://www.eea.europa.eu/highlights/small-increase-in-eus-total-ghg>

<sup>4</sup> Calculated based on GHG inventories of member states reported to UNFCCC. Available: <https://unfccc.int/process-and-meetings/transparency-and-reporting/reporting-and-review-under-the-convention/greenhouse-gas-inventories-annex-i-parties/national-inventory-submissions-2019>

<sup>5</sup> <https://ec.europa.eu/transport/sites/transport/files/swd20170180-ia-part1-eurovignette-infrastructure.pdf>

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<sup>6</sup> <https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/whats-sparking-electricvehicle-adoption-in-the-truck-industry#> (regional and urban haul) and <http://publications.tno.nl/publication/34626415/j8AF3b/TNO-2018-R10214.pdf>

is a unique opportunity for the new European Commission to overcome this lack of supply by incentivising vehicle-makers to finally provide the vehicles that we are calling for.

**We therefore call on you to introduce as part of the European Green Deal within the first 100 days of your mandate a strategy for zero emission city logistics, including:**

- A binding sales target for vehicle-makers for zero-emission vans in 2025 and 2030.
- A binding sales target for vehicle-makers for zero-emission urban and regional trucks in 2025 and 2030.
- A specific European investment fund dedicated to support the installation of charging infrastructure for electric vans and trucks.

These sales targets need to be ambitious, hugely increasing the supply of zero-emission vehicles compared to a business-as-usual scenario and putting Europe on track to meeting the 2030 climate targets.

Ambitious and binding sales targets will accelerate the uptake of zero emission vehicles, make air in cities cleaner, put European vehicle-makers at the forefront of innovation while at the same time making Europe less dependent on oil imports. In short, the actions we are calling for are a win-win for our planet and our economy and need to be introduced without any delay so that the new European Commission can deliver on the promises that it has made and make Europe a leader on climate change and clean transport.

We would greatly appreciate a meeting to discuss your upcoming proposal for a European Green Deal.

Yours sincerely



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