

The Prime Minister
10 Downing Street
London
SW1A 2AA

Rt Hon Heidi Alexander MP
Department for Transport
33 Horseferry Road
London
SW1P 4DR

8th December 2025

Dear Prime Minister and Secretary of State,

Cc: Rt Hon Ed Miliband MP, Rt Hon Peter Kyle MP, Keir Mather MP, Chris McDonald MP

Joint letter: Urgent need to progress consultation on regulation for the decarbonisation of HGVs

As representatives from logistics and charging industries as well as civil society, we are writing to urge the UK Government to move forward urgently with the long promised consultation on new regulation to decarbonise heavy goods vehicles (HGVs).

The Government's commitment to end the sale of new non zero-emission HGVs by 2040 (and by 2035 for those under 26 tonnes) was a landmark step, setting a clear signal of ambition. However, almost four years on, the absence of a clear and ambitious regulatory mechanism to deliver this is delaying vital investment, planning, and innovation.

The Carbon Budget and Growth Delivery Plan, published this month, again referenced an upcoming consultation on regulatory options¹, following multiple prior references across government statements over the past year. Meanwhile, the Climate Change Committee's 2025 Progress Report highlights that the Government has yet to firm up a mechanism by which to drive uptake of zero-emission HGVs and deliver on the phase-out of diesel HGVs by 2040².

This delay now risks the UK falling behind its European neighbours. Analysis from T&E shows that electric HGVs accounted for only 1.15% of UK heavy truck sales in Q1-Q3 2025, roughly half the rate of France and Germany, and far below the 7-8% market share seen in Sweden and the Netherlands.³

The evidence is clear: without regulation, the UK is not on track to reach 100% zero-emission truck sales by 2040. A regulatory framework would create the same certainty that has proven so

¹ DESNZ (2025), [Carbon budget and growth delivery plan](#)

² CCC (2025), [Progress in reducing emissions - 2025 report to Parliament](#)

³ T&E Analysis of ACEA Data (2025)

effective in the car and van sectors. The introduction of the ZEV Mandate for those vehicles in 2024 has coincided with record-breaking electric car adoption, 26% of new car sales were battery-electric as of October 2025, with manufacturers competing to invest and comply. This policy certainty has unlocked more than £23 billion of private investment in UK manufacturing⁴.

The heavy vehicle sector urgently needs similar clarity. Every month of uncertainty holds back investment decisions by truck manufacturers, logistics operators, and charging providers. With vehicle development cycles spanning a decade, clear regulatory trajectories are essential today to deliver the vehicles and infrastructure needed in the 2030s.

We therefore urge the Government to launch the consultation on HGV decarbonisation regulation without further delay and no later than the end of this year.

With decisive action now, the UK can remain a global leader in clean road transport, provide industry with the certainty it needs to invest, and stay on track to meet its climate ambitions.

We would welcome the opportunity to discuss this further and stand ready to support the Department in shaping an effective and fair regulatory approach.

Kind regards



⁴ T&E (2024) [Carmakers' EV investments: Is Europe falling behind?](#)

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