

## **41 haulier, logistics, shipper and transporter companies call on EU policymakers to urgently increase the supply of zero-emission trucks by setting more ambitious truck CO2 standards**

Dear members of the European Parliament,

Dear representatives of the EU member states,

We, the undersigned haulier, logistics, shipper and transporter companies, are committed to the EU's 2050 climate neutrality goal-and to reduce emissions by 55% by 2030. Some of us have even set more ambitious climate targets for our own companies, and are now working daily to achieve these.

To fulfil our commitments, it is essential for us that a rapidly growing number of zero-emission trucks become available for purchase in the next few years. The European Commission's Impact Assessment for the CO2 emission standards for trucks clearly indicates that more ambitious CO2 targets, both in 2030 and 2040, lead to significantly lower total cost of ownership (TCO) and higher savings, as it will accelerate the mass production of zero-emission trucks.<sup>1</sup>

While we want to start purchasing more zero-emission trucks, they are currently not yet available at sufficient scale. EU truck manufacturers have made very ambitious voluntary announcements, which would result in an aggregated zero-emission sales share in 2030 of as much as 63%<sup>2</sup>. We therefore urge you to increase the ambition level of the truck CO2 standards accordingly, to make sure that regulatory ambitions will be at least on par with voluntary ambition levels.

We have identified the following key recommendations to effectively reduce emissions and scale up the production of zero emission trucks:

- **Increase the 2030 CO2 target from the currently proposed -45% to a -65% cut in emissions.** This would increase the number of zero-emission trucks on Europe's roads in

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<sup>1</sup> The Impact Assessment finds that higher CO2 targets would lead to higher net economic savings from a TCO first user perspective. See also European Commission (2023). Impact Assessment accompanying the Proposal for amending Regulation (EU) 2019/1242 as regards strengthening the CO<sub>2</sub> emission performance standards for new heavy-duty vehicles. [Link](#).

<sup>2</sup> The Clean Room talks between the German government and European OEMs underlined that ZET sales share will reach up to 63% for Europe. NOW GmbH (2023). Marktentwicklung Klimafreundlicher Technologien Im Schweren Strassen Güterverkehr. [Link](#)

2030 by more than 150,000 compared to the Commission proposal.<sup>3</sup> Through economies of scale comes mass production, which in turn brings down upfront purchase costs and brings forward TCO parity across all segments. Having clarity on the number of zero-emission trucks that will be on the road in 2030 will also ensure that sufficient charging and refuelling infrastructure can be built, as it provides clarity to all actors on the sector's needs and investment certainty across the value chains.

- **Extend the scope of the regulation further to ensure all truck types are subject to climate targets** and to ensure manufacturers ramp up zero-emission vehicle production across all segments. The Commission did propose to extend the scope of the regulation to more truck categories, but still exempted for instance garbage, construction and some of urban delivery trucks. These trucks are often easy to electrify, several truck manufacturers are already doing it, and their quick phase out would improve air quality, as they drive daily around our cities.
- **Set a clear date for 100% of new trucks to be zero emissions.** Setting a clear date for the sale of the last fossil powered truck is crucial to decarbonise the sector by 2050 and give the right signals to ramp up the production of zero emission trucks, considering also the average lifetime of trucks of around 18 years in Europe.

Creating a positive regulatory and economic framework for the seamless operation of zero-emission trucks by logistic service providers in the most effective manner is crucial. We acknowledge that necessary enabling conditions for the deployment of zero-emission trucks were recently agreed at EU level, such as mandatory charging points for trucks under AFIR, road toll discounts for zero-emission trucks under the Eurovignette and the EU ETS2 for road transport, while the revision of the Weights & Dimensions Directive is due in the coming weeks. We now invite policy makers at national level to speed up the implementation of these supporting mechanisms to support logistic service providers to successfully realise the transition to zero-emission road freight transport.

As EU policy makers, you have the opportunity - via the revision of the truck CO2 standards - to decide whether Europe will reap the benefits of transitioning away from diesel trucks towards an affordable emission-free movement of goods, with all the additional benefits that will bring for the environment, industry, drivers, and public health. We are ready and have started to buy zero emission trucks, but we need more in numbers and in variety. We now ask for your support to ramp up their production.

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<sup>3</sup> Transport & Environment (2022). Addressing the heavy-duty climate problem. [Link](#).

Yours sincerely,



A member of the *KWE* Group



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