



**PRESS RELEASE** (embargo lifts on 27 April at 00:01 CEST)  
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## Making zero-emission road freight a reality

*The European Clean Trucking Alliance, a coalition of European key players in road freight urges the EU to accelerate the transition to clean trucks by scaling up the availability of infrastructure and strengthening the CO2 emission standards to enable emission-free road transport.*

**The European Clean Trucking Alliance (ECTA)**, a unique coalition calling for the **decarbonisation of road freight in the EU** urges the European Commission to grab the opportunity of the upcoming proposals under the 'Fit-for-55 Package' and come up with an ambitious policy framework to make zero emission freight a reality.

The landscape of road transport decarbonisation is changing: truck makers are coming out with pledges and sales targets and many transport actors such as members of the Alliance are ramping up their efforts to green their fleets. Zero emission trucks and vans are arriving on the market but the infrastructure to operate these vehicles is largely missing. As this is creating a bottleneck that hampers the transition to a greener freight mobility, the deployment of adequate and reliable charging infrastructure should start now.

The Alliance [position paper](#) comes ahead of the Fit for 55 Package which will shape several decisive regulations for the future of road transport: the expected review of Europe's **Alternative Fuels Infrastructure Directive (AFID)**, the **TEN-T and TEN-E regulations**, the **Energy Taxation Directive** and **CO2 emission performance standards** for light commercial vehicles.

### Ramping up the infrastructure

There are approximately 40 million vehicles delivering across Europe<sup>2</sup>, with trucks carrying more than three quarters of all freight transported across the continent. The upcoming revision of the **TEN-T Regulation** should be the opportunity to identify **road freight urban nodes** as hotspots of freight activity in Europe.

*"The availability of infrastructure for zero-emission trucks and vans is one of the biggest challenges to decarbonising our fleets - only ambitious regulations with AFID and policy support can turn this into the greatest opportunity of the decade"* said Kristin Kahl, the Alliance's spokesperson.

To ensure seamless cross-border operations and regional delivery operations, the Alliance calls on the Commission to establish **binding targets in the AFID legislation for infrastructure in all EU member states**. A minimum of 2 public charging stations per freight urban node by 2025 – to be increased to a minimum of 10 charging stations by 2030 - are needed to make the transition to zero-emission trucks a reality in every member state.

The **TEN-T core network corridors** should become zero-emission freight corridors, with sufficient charging and green hydrogen refuelling infrastructure deployed at the latest by 2027 and completed by 2030 to enable zero-emission long haul trips. *“Developing a network of safe and secure truck parking areas goes hand in hand with the reinforcement of the electricity grid to provide high power to the charging infrastructure as well as green hydrogen refuelling infrastructure”* added Kristin Kahl, the Alliance’s spokesperson.

### **Ensuring the required supply of zero emission vans**

In Europe, transport is the biggest source of emissions at around 28% and is the sector with the highest emissions increase since 1990. Despite this alarming situation, the current **CO2 emission performance standards for vans** are not driving the market towards zero-emission: only 1.4% of new vans registered in the EU in 2019 was electric and according to preliminary data only 2% in 2020<sup>1</sup>.

To stay on course for zero emissions by 2050, the upcoming CO2 performance standards revision is the opportunity to strengthen the standards in order to boost supply of zero-emission vehicles. The Alliance recommends having **at least 50% of new vans sold in 2030 zero-emission and by 2035 all new vans sold to be zero-emission**.

This is a golden opportunity to make almost CO<sub>2</sub>-free city logistics in major urban centres by 2030, with a proper policy framework to ensure a steady and increasing supply of zero-emission vans with sufficient infrastructure.

\*\*\*\*ENDS\*\*\*\*

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### **More about the Alliance**

ECTA brings together a broad and diverse range of **European players in the road transport of goods** such as leading businesses, organisations and civil society associations (see Annex below) that share a strong commitment **to accelerate the EU’s transition to zero-emissions trucks**.

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<sup>1</sup> 2020 van registration data from Dataforce, analysis by Transport & Environment (February 2021)

ECTA business members include **major hauliers, logistics and consumer goods companies** in Europe and beyond. Altogether, the ECTA business members employ more than 2.3 million people globally and have over EUR 400 billion yearly revenue. This latter figure is comparable to the GDP of Austria<sup>2</sup>. The organisations that have joined ECTA are some of the **civil society organisations and associations with the strongest network of members and experience in transport and mobility** at the European level. The latest members to join ECTA are Codognotto, DSLV and FERCAM Logistics&Transport. For more information, please visit the ECTA website: [www.clean-trucking.eu](http://www.clean-trucking.eu)

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## Annex—List of Members and Supporters

### Members

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|---|---|
| 1. Anheuser-Busch InBev                           | 13. LKW Walter                          |
| 2. Austrian Council for Sustainable Logistics CNL | 14. Meyer & Meyer                       |
| 3. Contargo                                       | 15. Michelin                            |
| 4. Codognotto                                     | 16. Nestlé                              |
| 5. Deutsche Post DHL Group                        | 17. No Limit Logistics                  |
| 6. DSLV   | 18. Polis Network                       |
| 7. FERCAM Logistics&Transport                     | 19. Transport and Logistics Netherlands |
| 8. FM Logistic                                    | 20. Transport & Environment             |
| 9. GEODIS   | 21. Unilever                            |
| 10. Girteka Logistics                             | 22. Van der Wal                         |
| 11. IKEA Supply AG                                | 23. Vos Logistics                       |
| 12. KLOG  |   |

### Supporters

Climate Group -EV100	International Council on Clean Transportation
Beiersdorf	The World Economic Forum
DB Schenker	Transport Decarbonisation Alliance
Grupo Sesé	

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<sup>2</sup> Nominal GDP in 2020, Eurostat