



## A call to the European Parliament to increase the ambition of the Commission's proposal for a fast transition to zero emission trucks

In a letter (sent Monday 26th June), a group of global businesses and organisations have called on the EU to increase the ambition of the Commission's proposal for a fast transition to zero emission trucks.



Global companies including Nike, Heineken and PepsiCo are calling on the EU to increase climate targets for trucks to help them meet their own

**We use cookies to enhance your experience and improve our site**

By clicking any link on this page you are giving your consent for us to set cookies. [More info](#)

OK, I agree

No thanks

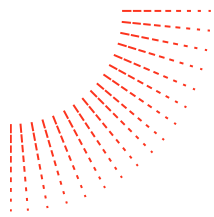
production of zero emissions trucks, making it easier for these companies to adopt zero emission trucks and clean up their fleets.

While truckmakers do already have voluntary commitments, the businesses signing the letter are urging Members of the European Parliament and governments across the EU to increase the 2030 CO<sub>2</sub> emissions cut target from 45% to 65%, ensuring that regulatory ambitions are brought at least in line with voluntary ambition levels.

This would increase the number of green trucks on Europe's roads in 2030 by more than 150,000 compared to the European Commission's proposal, they say.

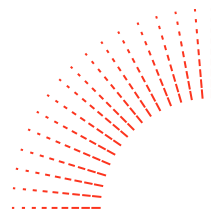
The signatory companies are also calling for a clear phase-out date after which 100% of new trucks must be zero emission. With the lifecycle of a truck extending up to 18 years, a clear date, well in advance of 2050, needs to be set now to ensure the EU meets its road transport decarbonisation targets.

All truck types should be subject to climate targets to ensure manufacturers ramp up zero emission vehicle production across all segments. The Commission's proposal exempted some vehicle types including garbage and construction trucks and some urban delivery trucks, which are often easy to electrify and would benefit air quality in cities.



PepsiCo's ambition to reduce emissions by at least 40% by 2030 and to become net-zero by 2040 largely depends on the decarbonisation efforts of our value chain partners, which includes third party logistics. Therefore, the transition towards an affordable and emission-free movement of goods in Europe is our shared responsibility. We urge policymakers in Brussels to set more ambitious CO<sub>2</sub> standards for trucks as it is not only a critical step towards achieving the EU's climate neutrality goals but also a strategic move for the success of our industry.

Archana Jagannathan, Chief Sustainability Officer, PepsiCo Europe

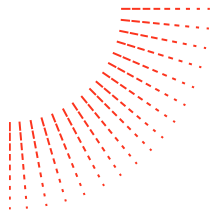
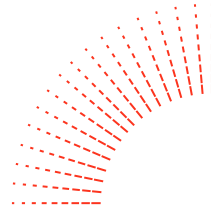


**We use cookies to enhance your experience and improve our site**

By clicking any link on this page you are giving your consent for us to set cookies. [More info](#)

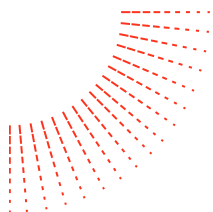
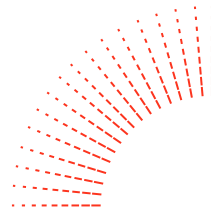
Doing so requires significant investments and we believe that committing to a 2035 end year for fossil-fuel powered vehicles purchases brings us closer to achieving our emission targets and thus helping our customers reduce their greenhouse gas footprint. But driving the energy transition of road freight cannot be done only by leading companies such as Maersk and many of our highly valued customers and logistics partners. More action is needed from regulators, business and consumers and we recommend all policies to set strong demand signals for the industry to accelerate the energy transition.

Kenny Kristensen, Global Head of Energy Transition Execution, Maersk Landside Transportation



It's in all of our interests to push for more zero-emission trucks on the road, earlier, and for clear intentions regarding both trucks and infrastructure. This will get us faster to both emissions reductions and to cost parity with diesel, and it enables transport operators like us to plan ahead with more confidence.

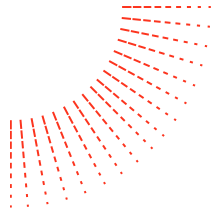
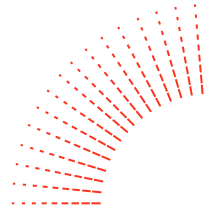
Sophie-Kim Chapman, Head of Decarbonisation, DFDS



We are in the middle of one of the most impactful transformations in the transport sector. During this transition, we see a lot of willingness and commitment across the

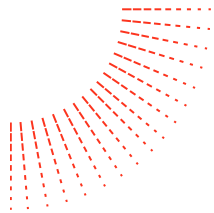
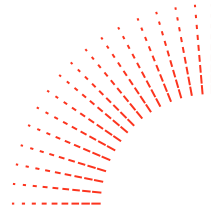
**We use cookies to enhance your experience and improve our site**

By clicking any link on this page you are giving your consent for us to set cookies. [More info](#)

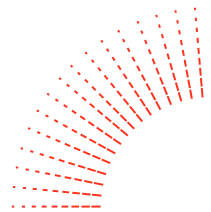


With Colruyt Group, we certainly support this kind of initiative. We ourselves, as a pioneer, are already investing in BEV and FCEV vehicles so that our transport is fully zero emission by 2035. We therefore expect a regulatory framework to ensure that the supply of zero-emission vehicles in our sector increases.

Pieter Leonard, Capability manager transport, Colruyt Group



We are in the process of expanding our e-truck fleet to 33 vehicles this year and have already participated in a second call for funding and applied for 59 more e-trucks. We at Contargo are committed to speed up the decarbonisation of our road freight transport operations. To obtain these vehicles, it is urgently necessary to scale up production as quickly as possible. Politics is required here.

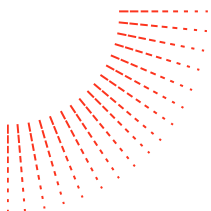
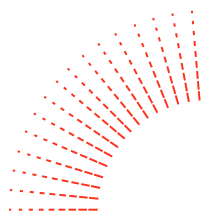


#### **We use cookies to enhance your experience and improve our site**

By clicking any link on this page you are giving your consent for us to set cookies. [More info](#)

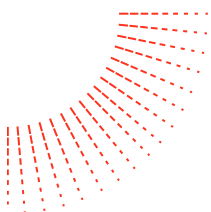
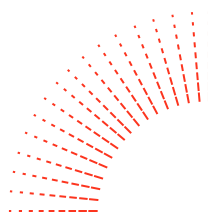
Fixemer Logistics GmbH.

Jens Pejril, Managing Director at Fixemer Logistics GmbH



Forto supports the open call to the European Commission to set ambitious targets that enable zero-emission freight trucking - not only because this is what cargo owners are asking for but also because this is the right thing to do with logistics being responsible for 8% of global greenhouse gas emissions. Only by doing so can we achieve the goals we have set ourselves in the Paris Agreement to limit the global temperature increase to 1.5°C above pre-industrial levels.

Pia Schwanenberg, Senior Sustainability Manager, Forto

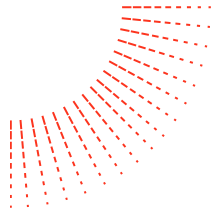


At Integre Trans we firmly believe in taking decisive action to combat climate change and reduce emissions in the trucking industry. We are committed to a sustainable future and advocate for comprehensive measures that encompass all truck types, drive zero-emission vehicle production, and transition towards a fleet of zero-emission trucks. We are dedicated to creating a greener and more environmentally friendly trucking industry.

Loreta Dainytė, Head of Sustainability and Quality Department, Integre Trans

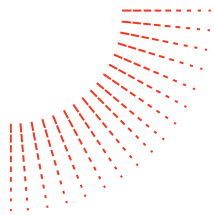
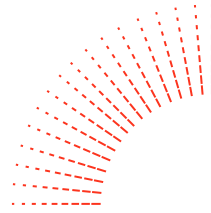
**We use cookies to enhance your experience and improve our site**

By clicking any link on this page you are giving your consent for us to set cookies. [More info](#)



At Knauf Insulation, we are working for a better world, with sustainability at the heart of what we do. Our products are made to minimise the climate impact, by improving the insulation of buildings. Nevertheless, we are losing credibility if we cannot supply our products in a 'green manner'. Today, the lack of ambitious EU targets in terms of zero-emission trucks partially prevents us from accelerating this transition. This is the reason why this is crucial for us to review the policy, by increasing the requirements to the level of our ambitions.

Julian Fassin, Central Supply Chain PMO, Knauf Insulation



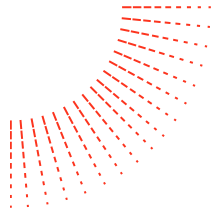
The Polish Chamber of E-mobility Development (PIRE) supports the letter of the European Clean Trucking Alliance (ECTA) community to increase ambition for zero-emission heavy-duty vehicles. The decarbonisation of heavy transport is a crucial element in achieving climate neutrality, so the targets set should be ambitious enough to create and stimulate the market for zero-emission transport. The proposals put forward by the European Clean Trucking Alliance community are in line with market trends and respond to the declarations of vehicle manufacturers. In our opinion, it is also crucial to set a clear date by which 100% of new trucks will be zero emission. The Polish Chamber of E-mobility Development declares its full support for the postulates of the European Clean Trucking Alliance community.

Marcin Nowak, Board member, Polish Chamber of E-mobility Development (PIRE)



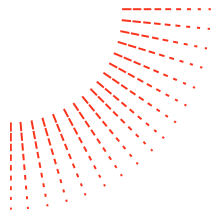
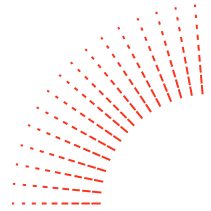
#### **We use cookies to enhance your experience and improve our site**

By clicking any link on this page you are giving your consent for us to set cookies. [More info](#)



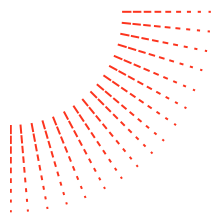
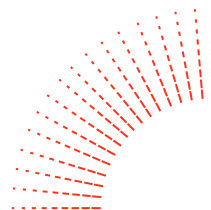
Providing quality, sustainable, and affordable transport solutions for our clients is key. We therefore encourage policy makers to agree on ambitious CO2 standards for trucks to support the logistic sector to move quicker to zero-emission transport solutions

Max Schachinger, Chairman Council for Sustainable Logistics (CNL) and Chairman of the Advisory Board, Schachinger Logistik Holding GmbH



Freight decarbonisation is finally getting the attention it deserves, and multinational companies are at the forefront of finding solutions to reach radically more sustainable supply chains

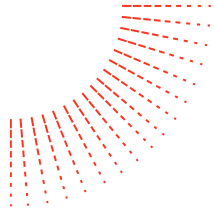
Dr Laetitia de Blanc, Chair Logistics City, University Gustave Eiffel



Investing in zero-emission trucks should be seen as an investment in the (living) conditions of future generations and not as a cost in today's operations.

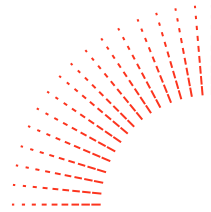
**We use cookies to enhance your experience and improve our site**

By clicking any link on this page you are giving your consent for us to set cookies. [More info](#)



While Zeus welcomes the EU's revised decarbonisation targets for heavy-duty vehicles, we believe that these need to be more ambitious. Evidence suggests that the proposed 45% reduction by 2030 will not get us onto the trajectory needed to achieve net zero in time. If we miss this early on, the challenge stands to become insurmountable later. Furthermore, the legislation aims to encourage the scale-up of zero-emission HDV production to drive their costs down and accelerate their uptake. For this to be truly effective, the legislation should apply to all vehicle categories, regardless of their relative contribution to total emissions.

Dr Christopher de Saxe, Head of Sustainability, Zeus®



#### Support us

[Board of Trustees](#)

[Media contacts](#)

[Contact](#)

[Newsletter](#)

[Our team](#)

[Members hub](#)

[Careers](#)

[LinkedIn](#)

[Twitter](#)

[Facebook](#)

[Instagram](#)

© 2023 Climate Group. Company Registration: 4964424. Charity Reg: 1102909.  
The Climate Group, Inc is also a US-based 501(c)3 with EIN 43-2073566.

#### **We use cookies to enhance your experience and improve our site**

By clicking any link on this page you are giving your consent for us to set cookies. [More info](#)