Rules for the webinar

Waiting for other participants to join… ☺

Are we fully aware and ready to reach 45% emissions reductions in HDVs by 2030? Implications for freight and logistics.

21st March | 10.00 to 11.00 CET

ZEFES

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www.etp-logistics.eu

- The **session will be recorded** in case you or other ALICE members wish to have a look afterwards. A link to the recorded webinar and pdf presentations will be shared with participants through e-mail.
- Please, **keep your microphone muted when the meeting starts and your cameras off if you are not speaking**. You can introduce yourself when entering the meeting so you do a test (i.e. everybody can hear you) ☺
- Please, **share your questions to the speakers in the GoTo chat.** You are also welcome to share thoughts, suggestions or relevant information on the subject

You may ask any question on these rules before the start!

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Introduction	*Fernando Liesa*, Secretary General ALICE
Panel session with relevant stakeholders	moderated by *Andrea Condotta*, Sustainability & innovation director Gruber Logistics, TG1 Chair ALICE.

Matteo Codognotto, Supply Chain Director at Codognotto
Carlo Giro, Manager Goods Transport at IRU
Frank Kressmann, Director Product Supply Transportation Sustainability at Procter & Gamble
Felipe Rodriguez, Heavy-Duty Vehicles Program Director and Europe Deputy Managing Director at ICCT

Audience interaction	
Closing statement and main reflections	*Andrea Condotta*, Sustainability & innovation director Gruber Logistics, TG1 Chair ALICE.

Are we fully aware and ready to reach 45% emissions reductions in HDVs by 2030? Implications for freight and logistics

21st March 2024, online

Fernando Liesa

Secretary General

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ALICE EU Policy Monitor:
Non legislative initiatives: Strategies/Communications/Packages

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Freight Transport and Logistics legislative Initiative landscape: ALICE POLICY MONITORING

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Combined Transport Directive	Increasing the share of rail freight traffic	TEN-T Regulation review	Accounting of greenhouse gas emissions of transport services	Weights and Dimensions (of HDV) Directive
Alternative Fuel Infrastructure Regulation	**Reducing CO_2 emissions of HDVs**	Euro7	Reducing packaging waste, review of rules	Empowering consumers for the green transition
Corporate Sustainability Reporting	Renewable Energy Directive	CO2 emission standards for cars and vans	eFTI Regulation	Data Act
	Mobility Data Spaces	Customs		

Council of the EU Press release 18 January 2024 12:30

Heavy-duty vehicles: Council and Parliament reach a deal to lower CO2 emissions from trucks, buses and trailers

These standards will now apply to almost all trucks

- 45% emissions reduction 2030-2034 (increased from 30%)
- 65% emissions reduction 2035-2039
- 90% emissions reduction 2040 onwards

Reduction targets set for trailers (7.5%) and semi-trailers (10%), starting from 2030

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Proposal to amend Regulation on strengthening the CO_2 emission performance standards for new heavy-duty vehicles

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- Almost **all type of heavy- duty vehicles** including trucks used for road freight transport and logistics.
- **Regulation with compulsory effects**
- **Heavy penalties would apply for manufacturers** in case the targets are not met (source: ACEA)
- **In the last stages of negotiation**, core elements will be maintained.

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Parliament, Council agree on overly idealistic EU truck and bus CO_2 targets

18 JAN 2024 · ENVIRONMENT

The European Parliament and Council today agreed on the Commission's CO_2 emission targets for heavy-duty vehicles.

Europe's co-negotiators today reached a provisional political agreement on CO_2 emission standards for heavy-duty vehicles (HDVs).

They have agreed to maintain the unrealistic emission reduction targets proposed by the Commission for trucks and coaches: 45% emission reduction target for manufacturers by 2030, escalating to 65% as of 2035, before jumping to 90% starting 2040.

For zero-emission urban buses, the provisional agreement sets a lower intermediate 90% target for 2030.

IRU EU Advocacy Director Raluca Marian said, "The European Parliament and Council's agreement is disappointing. Despite the industry and numerous Members of the European Parliament calling for a feasible decarbonisation path, the co-negotiators have given the green light to idealistic targets detached from available energy supply and on-the-ground business reality."

"There are no signs, in the short and medium term, that infrastructure for such extreme zero-emission HDV targets will be ready for large scale deployment in urban areas and on major EU road networks," she added.

CO2 targets for trucks and buses: much more needed than targets on paper, caution manufacturers

acea
DRIVING MOBILITY FOR EUROPE

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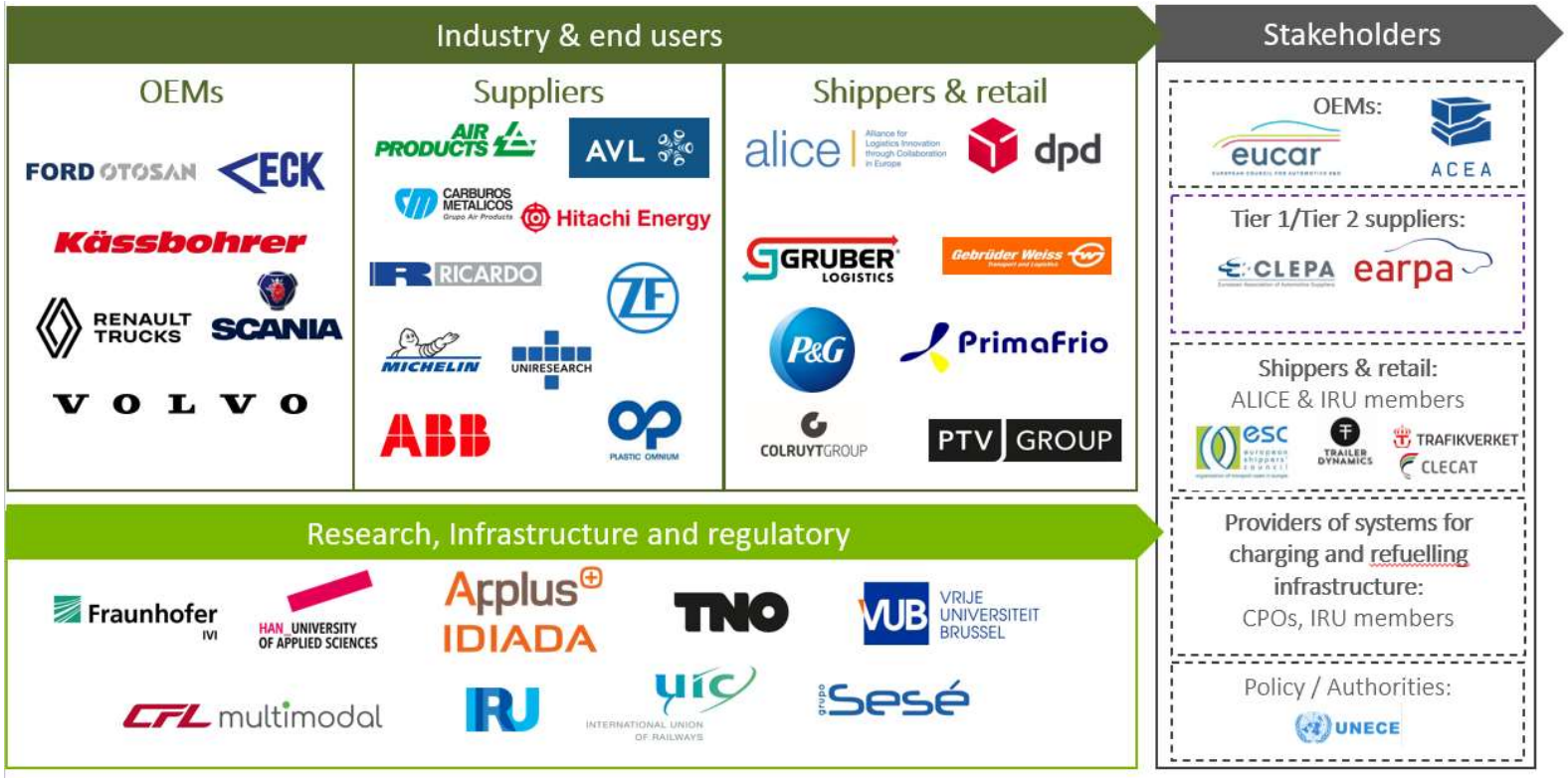
ZEFES projects fact sheet

- 40 Partners
  - 6 OEM's
  - 14 Suppliers
  - 11 Shippers & retail
  - 9 Research
- 23 Million EU funding
- 39 Million project costs
- Start date 01 January 2023
- Duration 42 Months



Current challenges BEV/FCEV

- BEVs and FCEVs have a limited range
- Available payload is affected (e.g. by the weight of the batteries)
- Lack of available energy infrastructure
  (charging points and hydrogen filling stations)
- Higher costs due to energy prices and low-scale production

Incorporation into daily fleet operations
is affected by all the above
and their interdependencies!

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Use cases

- 15 demonstrations on TEN-T corridors
- 13 logistics service providers & shippers
- 4 truck OEMs and 2 trailer OEMs
- Novel vehicle and fast charging concepts
- Intermodal and cross border
- 15 months under real-world conditions
- >1Mio kilometres of data

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Challenges and KPIs

- Transporting:
  - Temperature controlled goods
  - General cargo
  - Consumer goods
  - Parcel distribution
  - Heavy steel
  - Automotive components

Challenging route components		Challenging factors and KPIs	
Long-haul: up to 1300 km one-way		Minimise extra waiting time for charging/refuelling	
Shorter hub-to-hub and factory-to-factory transport		Availability of technology	
Cross mountains		Having the right energy carrier and quantity on board	
Multi-modal (including train and ferry)		Reducing extra costs	
Stretching across Europe using TEN-T corridors		Remote optimisation and predictions	
		Permissions to drive (incl. tunnels)	

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Food for thought

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- Market for heavy duty electric trucks is expected/needs to be developed rapidly.
- A lot of uncertainty on charging infrastructure.
- Medium, long term, the bottleneck could be on electric grids when adoption is beyond 10-20%. Upgrades may require up to 5-7 years to be realized.
- TCO assessment vs portfolio of mission profiles/use cases assessment for fleets
  - Implication for smaller fleets?
- LCA, energy mix: actual contribution to GHG emissions reduction targets
- Corporate Sustainability Reporting Directive (CSRD) as a lever
  - 2024 financial year for reports published in 2025.
  - Concrete action plans need to be part of the reporting for companies in scope

Panel discussion

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moderated by **Andrea Condotta**
Sustainability & innovation director, Gruber Logistics
Efficient and low emission assets and energy Chair ALICE

Matteo Codognotto
Supply Chain Director
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Carlo Giro
Manager Goods Transport
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Director Product Supply
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Felipe Rodriguez
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