

**Out of scope**

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**From:** [REDACTED]@daimlertruck.com <[REDACTED]@daimlertruck.com>

**Sent:** Tuesday, July 26, 2022 11:57 AM

**To:** [REDACTED] (CLIMA) <[REDACTED]@ec.europa.eu>

**Cc:** [REDACTED] (CLIMA) <[REDACTED]@ec.europa.eu>;  
[REDACTED]@daimlertruck.com; [REDACTED]@daimlertruck.com

**Subject:** WG: HDV CO2 Review - Impulses by Daimler Buses

Dear [REDACTED]

As [REDACTED] is not available until mid of August, I would like to forward our Daimler Buses impulses on the 'HDV CO2 Review' to you.

If you could share my request with your colleagues concerned, I would be very grateful.

Please do not hesitate coming back on me.

Best regards,

[REDACTED]

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**Von:** [REDACTED] [DT]

**Gesendet:** Montag, 25. Juli 2022 16:00

**An:** [REDACTED] <[REDACTED]@ec.europa.eu>

**Cc:** [REDACTED] [DT] <[REDACTED]@daimler.com>

**Betreff:** HDV CO2 Review - Impulses by Daimler Buses

Dear [REDACTED],

from Daimler Buses side, we would like to share some impulses about the upcoming revision of the HDV CO2 standards. In case of questions or comments, I am gladly available for you.

[REDACTED]

**Our key-messages:**

1. ZEV share on primary vehicles is the most effective instrument to regulate buses in a fair and timely manner
2. Splitting buses in two fleets reflects real world utilization. By setting the urban bus fleet target to 100 % ZEV for 2030 (and balancing the ambition level of the other fleet), legislation supports CO2 reduction where required most

**Furthermore:**

I would like to highlight what ‘fully electrifying urban buses’ also means for us: from our perspective, the introduction of EU VII for city buses slows down the transformation, therefore we shift our investments from EU VII integration in city applications to fully electrifying these vehicles. Our recommendation is excluding the “fleet 1 buses” from EU VII legislation. [\[Link to our official communication\]](#)

Thank you for considering our thoughts and best regards,

Best regards / Mit freundlichen Grüßen,

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