Dear Commissioner,

In light of the upcoming “fit for 55” package of legislation concerning the transition of road freight transport to carbon neutrality, the European Automobile Manufacturers’ Association (ACEA) would like to emphasise that climate change is at the top of the agenda of the commercial vehicle industry. We are convinced that the CO2 emissions from road freight transport must and can be cut substantially to avoid crossing climate tipping points and to reach carbon neutrality as fast as possible.

To achieve this, European truck manufacturers, under the umbrella of ACEA, together with the Potsdam Institute for Climate Impact Research (PIK), have embarked on a business-science dialogue on pathways to a sustainable, carbon-neutral future for road transport. As a result of the cooperation, three crucial factors have been identified to achieve our common goal – carbon neutrality:

1. **The presence of functional, reliable and efficient zero-emission vehicles on the market**
   - First and foremost, this requires a fast market uptake of new powertrain technologies. However, carbon-neutrality by 2050 at the latest also implies that by 2040 all new commercial vehicles sold must be fossil free. Battery-electric trucks are already beginning to hit the market and will be immediately followed by hydrogen-powered vehicles. In fact, new powertrain technologies will fast become the backbone of road freight transport.

2. **The availability of a dense network of charging and refuelling infrastructure for trucks**
   - Zero-emission trucks have high power and energy demands and require a dense network of truck-suited charging and re-fuelling infrastructure to keep the logistics streams flowing. Their charging and refuelling infrastructure differs significantly from those of passenger cars. According to our assessments, 11,000 charging points for battery-electric trucks need to be deployed across the EU by 2025, rising to 42,000 by 2030. In addition to that, some 300 hydrogen re-fuelling stations suitable for heavy-duty vehicles should be rolled out no later than 2025, increasing to around 1,000 no later than 2030.
3. **A coherent policy framework which enables the transition to carbon-neutrality**
   - Given that zero-emission vehicles will not take off as long as fossil fuels remain the cheaper option, a range of policy measures such as the inclusion of road transport in the EU emissions trading system, road charges based on CO₂ emissions, or an energy taxation system based on carbon and energy content – should be assessed.
   - Moreover, any regulatory constraints which may hinder or delay the design, construction and deployment of zero-emission vehicles must be identified and removed swiftly.

The shift to decarbonised transport and logistics will be driven by demand and affordability: those who operate trucks will not invest in zero-emission technologies if there is no straightforward and affordable way to run, refuel and recharge them.

We are convinced that these issues still require discussions at the highest political level in order to ensure that the upcoming legislation package can meet the industry efforts on the road to our common goal - carbon neutrality by 2050. Therefore, we would like to kindly suggest a high-level meeting between you and the CEOs of the European manufacturers of commercial vehicles. If you were to be interested, we would like to encourage you to select a date to commence this exchange on the future of the truck industry.

Kind regards,