Industry perspectives on technology and regulatory framework

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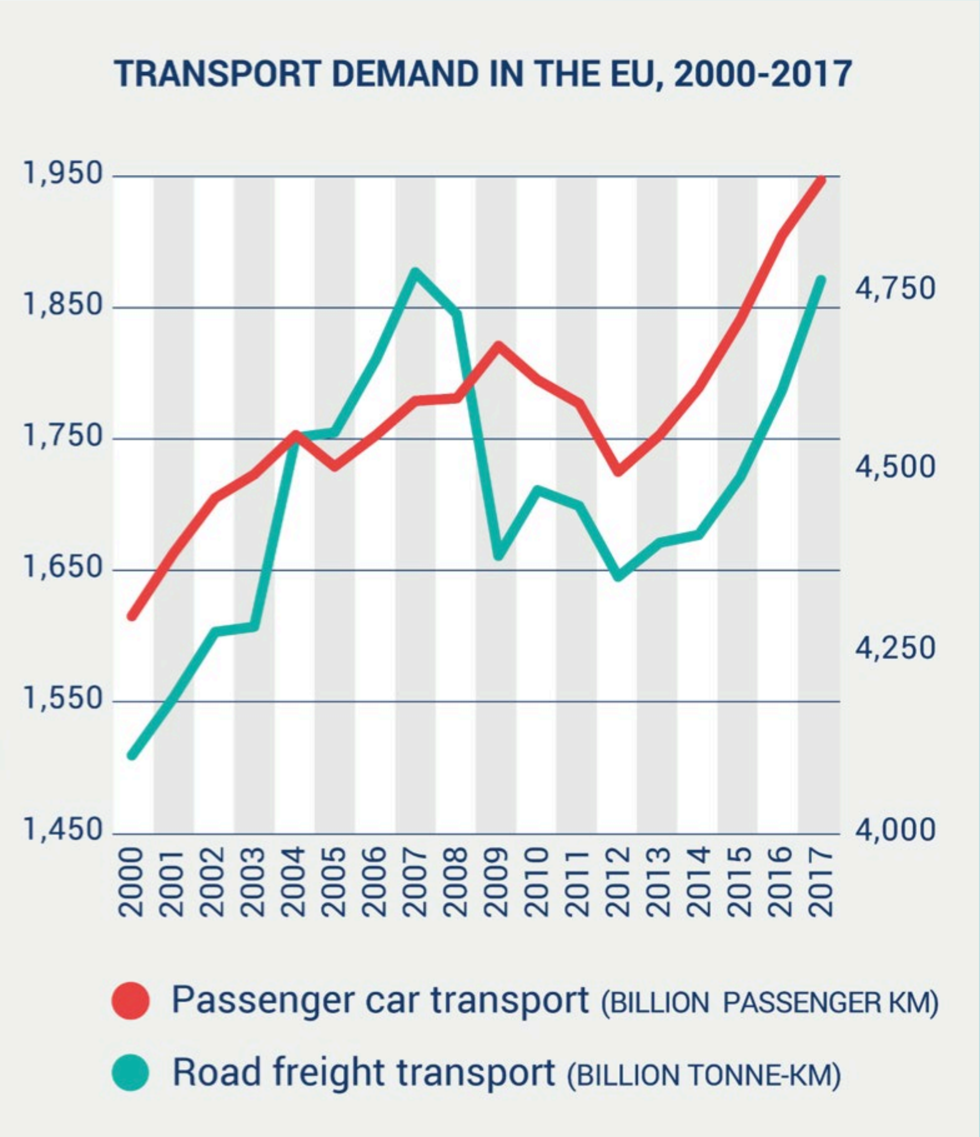
GRPE workshop on low- and zero- emissions heavy duty vehicles

June 2nd, 2021

GROWING TRANSPORT DEMAND

- **Reduction in new-vehicle CO_2 emissions have been offset by growing transport demand**
  - Average improvement of vehicle fuel-efficiency ~ >1.0% pa
  - Growth in road freight transport >20% since 2000



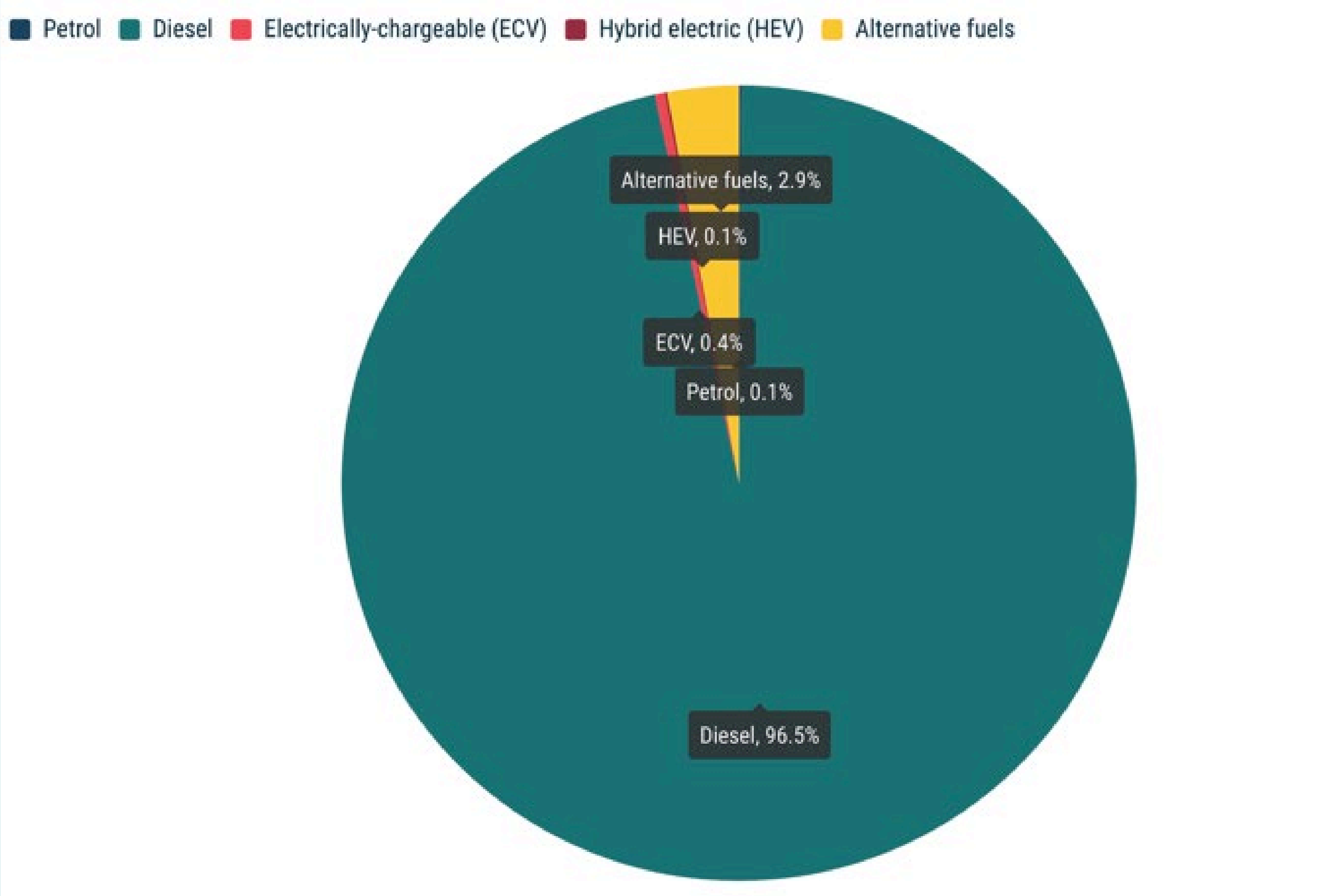
ACEA 2020

96.5% OF ALL TRUCKS RUN ON DIESEL

- 1 out of every 10,000 vehicles in EU is electrically chargeable
- 2.9% of all trucks run on natural gas

- Manufacturers focus on zero-emission vehicles but market uptake requires coherent enabling policy framework

Trucks by fuel type, 2020

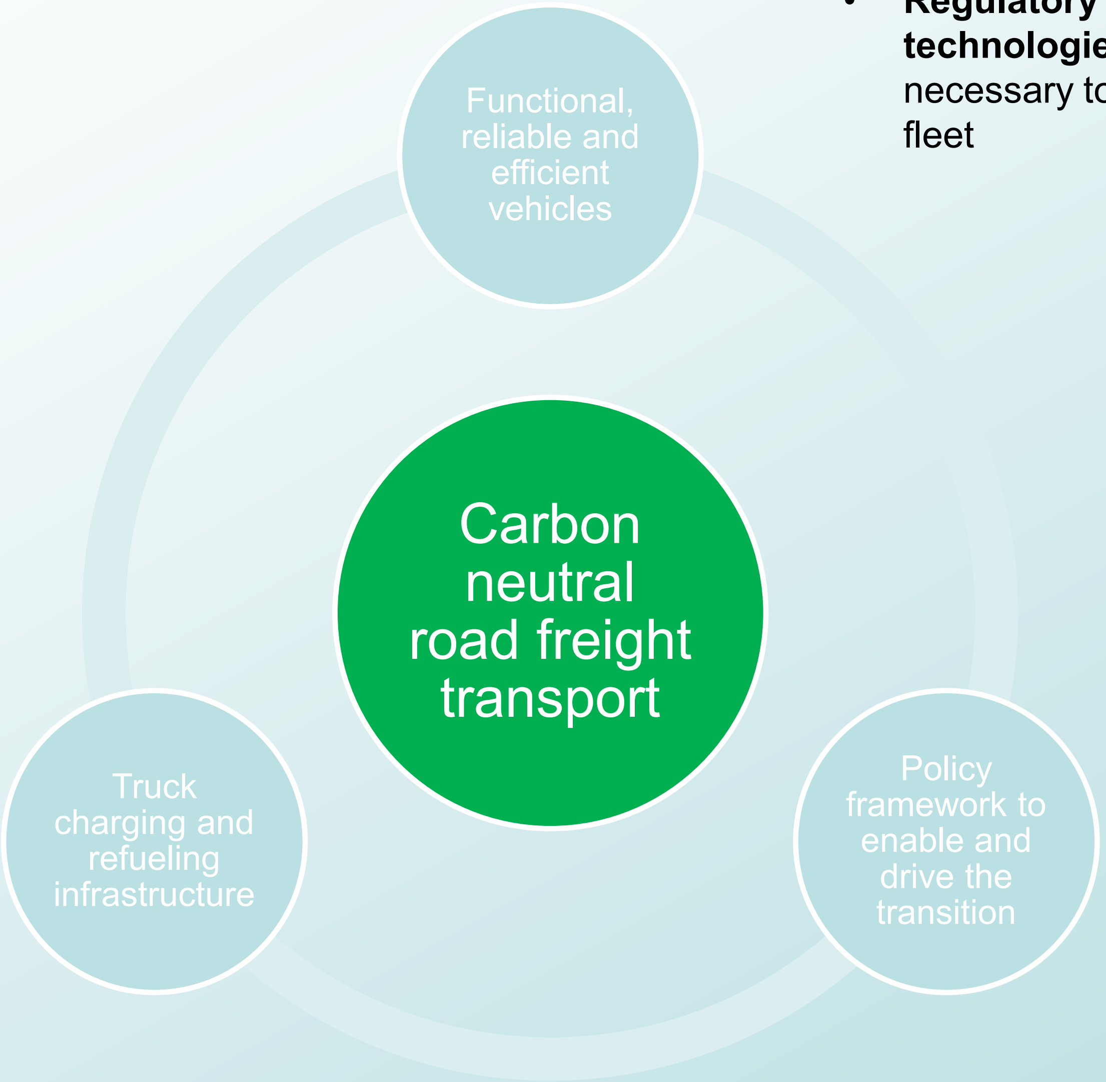


ACEA 2020

KEY MESSAGES

- Commitment to **carbon-neutrality by 2050 at the latest**.
- **Regulatory focus on zero-emission technologies** but low-/ zero-carbon fuels necessary to decarbonize current vehicle fleet

- **Clean electricity**, **hydrogen and low-/ zero-carbon fuels** are crucial for the transition
- Vehicle deployment will only be successful if **infrastructure** is rolled out rapidly
- Commitment of **all stakeholders/ policy makers must match ambition** level set for vehicle industry
- OEMs ready to support roll-out by collaborating with public and private stakeholders



- Zero-emission vehicles will have to become **best option and preferred choice of transport operators.**
- Enabling **policy framework** is indispensable **to close TCO-gap**
- Carbon Pricing policy is depending on the area.
- Decarbonisation requires **clear focus** and **all resources to be devoted exclusively** to reaching target as soon as possible.

TECHNOLOGY ROADMAP

- **Regulatory framework requires low-/ zero-emission technologies to backbone of road freight transport fast**
  - BEV
  - FCEV
  - H_2 ICE
  - Other

- **In parallel, decarbonisation of <u>all</u> energy carriers is crucial**

CONCLUSIONS

- **HDV CO_2 regulations effectively push for low-/ zero-emission vehicles**

- **Complementary enabling policy framework still largely missing**
  - Truck-suitable charging and refuelling infrastructure
  - Carbon Pricing policy is depending on the area.
- **International harmonisation should be pursued urgently**