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Yesterday, as part of a webinar organised by the European Chemical Transport Federation (ECTA), Thomas Fabian (ACEA) gave a very concrete explanation of how the CO2 targets for truck manufacturers will work in practice. And the numbers are pretty staggering...

Let's start with a quick reminder: compared to a base year (2019/2020), manufacturers must reduce the average emissions of their trucks by 15% by 2025. The benchmark for all European manufacturers is 52.5 grams of CO2 per tonne-kilometre. There are, of course, significant differences between manufacturers: according to ICCT's calculations, Iveco's figure is 3.4% higher and Scania's is almost 5% lower. The first goal seems relatively easy to achieve, thanks to aerodynamic improvements and engine advances.

For the following deadlines, it will be more difficult: the target has been increased from -30% to -45% for the year 2030. As Thomas Fabian explains, this means an average profit of 6% per year instead of 3%. The targets for 2035 (-65%) and 2040 (-90%) require an additional effort of 4% and then 5% per year. ACEA has translated these abstract figures into very concrete terms: from 2030, a third of truck registrations must be zero-emission, i.e. around 100,000 trucks. By 2030, there should also be around 400,000 zero-emission trucks on the road (out of a total fleet of 2.5 million vehicles). ACEA has been saying for months that manufacturers are ready to take on this challenge, but that they won't succeed if charging infrastructure (including hydrogen stations) doesn't develop quickly.

What happens if a manufacturer fails to meet its reduction targets? He will have to pay a fine of €4,250 per vehicle sold and per gram of CO2 per tonne-kilometre exceedance. Based on an average market of 300,000 trucks sold per year in Europe, this amounts to €1.275 billion. In other words, the pressure that manufacturers put on their customers to buy zero-emission trucks will increase dramatically in the coming years!