



Dear Mr. Jean Claude Juncker, President of the European Commission

CC:



First Vice-President of the European Commission, Frans Timmermans

Vice-Presidents Maroš Šefčovič, Jyrki Katainen



Commissioners Miguel Arias Cañete, Violeta Bulc, Elżbieta Bieńkowska, Karmenu Vella, Carlos Moedas, Margrethe Vestager

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During your State of the Union in September last year, you stated that Europe shall 'remain the global leader in the fight against climate change'.¹ Meeting the goals and promises of the 2015 Paris Climate Agreement of limiting global warming to well below 2 degrees will be essential in this regard. Therefore the EU has set itself a target of reducing its greenhouse gas emissions by 40% by 2030.



Unilever

Europe's climate emissions cannot be tackled without addressing transport. The latest data from the European Environment Agency reconfirms that transport is Europe's biggest climate problem. Transport emissions now represent 27% of the EU's total and they have risen for the third year running. Within transport, road freight emissions are on the rise. Heavy duty vehicles already account for one quarter of road transport CO2 emissions and this is expected to increase by 14% by 2030 in a business as usual scenario.² In other words, if Europe wants to deliver on its Paris Commitments, and own 2030 targets, transport and truck emissions need to be curbed urgently.



As a sector we already take many valuable initiatives to reduce CO2 emissions from road transport, and the freight transport industry is committed to meeting the climate challenge. Many big shippers, freight forwarders and hauliers have already voluntarily committed to reducing their carbon emissions, either at company level or as part of green freight programmes. The companies and associations signing this letter are aware of



¹ http://europa.eu/rapid/press-release_SPEECH-17-3165_en.htm

² <https://ec.europa.eu/transport/sites/transport/files/swd20170180-ia-part1-eurovignette-infrastructure.pdf>



their responsibility and are willing to scale up their commitment to help the EU meet its ambitious climate goals.

However policy makers also need to create the right framework conditions to help us and the sector as a whole to achieve our targets. Truck fuel efficiency standards are one of the most effective ways to achieve this in combination with good management of truck operations, maintenance and driver training. Studies show that fuel efficiency of tractor trailer trucks can be improved in a cost-effective manner by 43% by 2030. This within a payback period of two years.³

In its Clean Mobility Package published in November 2017 the European Commission committed to making a proposal for truck fuel efficiency standards in the first half of 2018. We very much welcome standards as they will deliver better trucks at cheaper prices, reduce dependency on foreign oil imports and push manufacturers to start applying and selling far more fuel efficient technologies. Other regions in the world such as the USA, Canada, Japan and China have already successfully introduced truck standards and Europe should follow as soon as possible.

We therefore urge you to make a proposal for ambitious truck fuel efficiency standards during the first half of 2018 reducing fuel consumption of 2025 tractor units by 24 percent. Given the rising CO2 emissions from trucks, a delay is unacceptable and would make it much harder for us as a sector to meet our climate goals. Realising a 24 percent fuel efficiency gain - which research shows to be highly cost-effective - could save businesses around €7700 per year, per truck.

Secondly, as transport needs to reduce its emissions to zero by 2050 to meet the targets of the Paris Agreement, we also need a stronger supply of zero emission trucks. The technology is there but the supply is limited and only available at high costs. Therefore the upcoming proposal on truck fuel efficiency standards should also incentivise truck manufacturers to sell zero emission vehicles. **We therefore call on you to introduce an ambitious mandatory sales target for zero emission trucks as part of the next fuel efficiency standards proposal.**

In parallel, it is essential that the EU invests in more infrastructure that allows zero emission mobility, as well as R&D and strengthening the corresponding funding opportunities.

³ http://www.theicct.org/sites/default/files/publications/EU-HDV-Tech-Potential_ICCT-white-paper_14072017_vF.pdf



Ambitious truck standards are not only good for the climate but also for the transport sector as it will support us in our efforts to become leaders on sustainability and green transport. It will also help European manufacturers and suppliers developing new technologies and producing ultra-efficient and zero emission vehicles. Europe must act without delay to deliver on its climate leadership pledge.

Yours sincerely