

# **CLEPA contribution to the EESC experts hearing on CO2 emission standards for heavy-duty vehicles**

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CLEPA, the European Association of Automotive Suppliers, represents over **3,000 companies** supplying state-of-the-art components and innovative technologies for safe, smart, and sustainable mobility. CLEPA brings together over 120 global suppliers of car parts, systems, and modules and more than 20 national trade associations and European sector associations. CLEPA is the voice of the EU automotive supplier industry linking the sector to policy makers.

- European automotive suppliers invest over **30 billion euros yearly in research and development.**
- Automotive suppliers register over **39,000 new patents each year.**
- Automotive suppliers in Europe generate **1.7 million direct jobs**



# INTRODUCTION



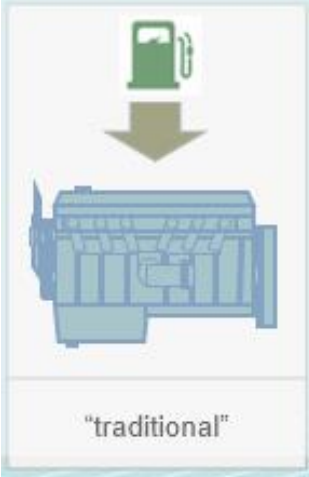
- **CLEPA**, the European Association of Automotive Suppliers, **supports the Paris Agreement and the EU Green Deal objective of achieving carbon neutrality by 2050**. Automotive suppliers stand ready to contribute to a reliable, technology-open, and ambitious regulatory framework to achieve these objectives.
- As an enabler of smart, safe and sustainable mobility, **CLEPA supports the review of (CO2) emissions standards from heavy-duty vehicles (HDVs)** in the European Union.
- The **objective of the CO2 regulation for HDVs** is to contribute to the 'Fit for 55' targets in 2030 and carbon neutrality in 2050 in the **most cost-effective manner, supporting competitiveness, employment and consumers**.

# TECHNOLOGY PATHWAYS TOWARDS NET-ZERO EMISSION



Now:  
One technology  
fits all

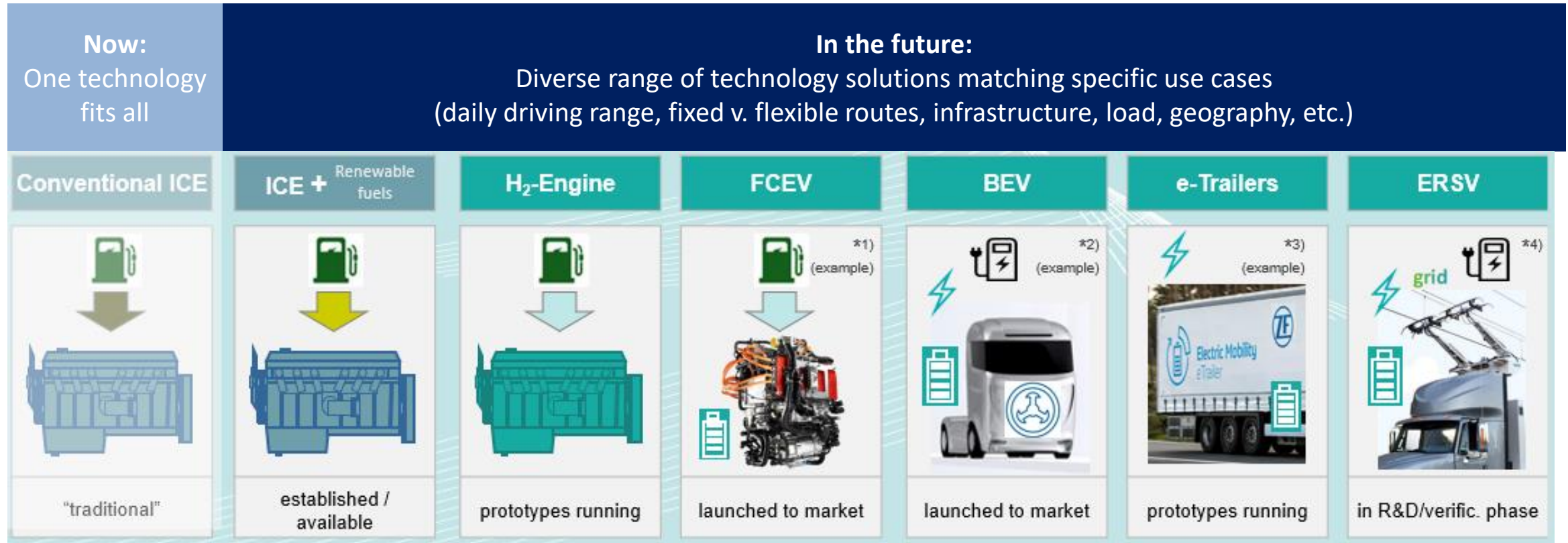
Conventional ICE



*source of pictures :*

- \*1) Cellcentric – [Cellcentric FC system](#)
- \*2) Bosch – Bosch picture stock
- \*3) ZF – [ZF e-Trailer \(System\)](#)
- \*4) Siemens – [Siemens e-Hwy-Demo](#)

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# CLEPA RECOMMENDATIONS



## What is required to achieve net-zero emission road transport?

- **Reasonable Targets**
  - **2030: maintain existing -30%**, already challenging i.e. uncertainty of enabling conditions
  - **2035: lowered to a reasonable trajectory** in line with enabling conditions
  - **2040: do not phase-out ICE**, -90% allows only niche segments, greater flexibility is needed
- **Regulation to enable diverse range of technology solutions**
  - Maintain **recognition of H2-engine as zero CO2 emission technology**
  - Maintain **inclusion of trailer with electric drive axle (e-trailer)**
- **Enabling conditions need to match CO2 targets**
  - Stronger focus on **fossil fuel phase-out** (CO2-road charging, carbon pricing, full recognition of renewable fuels)
  - **Alternative fuels infrastructure** needs to be **sufficient for HDVs** and **well established** before market ramp-up
- **Meaningful Review**
  - **2028 too late** to adjust for problematic enabling conditions
  - Based on **performance indicators** (charging + H2 infrastructure, availability clean energy + critical raw materials, effective carbon pricing mechanism)
  - Review could **adjust targets**
- **Targeted support for industry transformation and affected employees**