



3rd ASECAP SUSTAINABILITY FORUM

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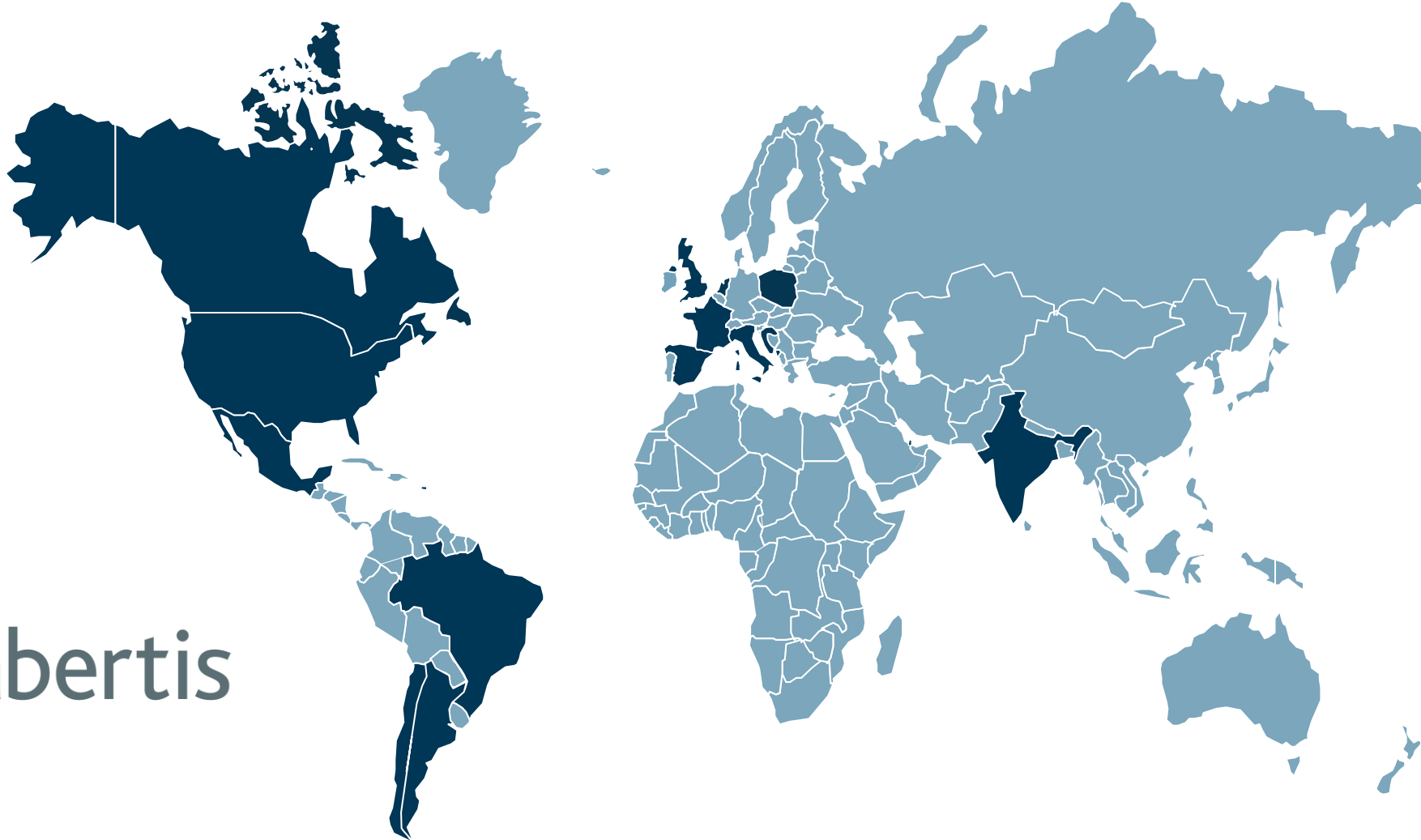
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Electrification of Motorways, Hydrogen, and Other Alternative Solutions: Beyond AFIR

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1 Who are we?



Transition to zero emissions



Growing consensus that **zero emission trucks** - battery electric (BEVs) and fuel cell electric vehicles (FCEVs)- are the **optimal way to decarbonise** the road freight sector

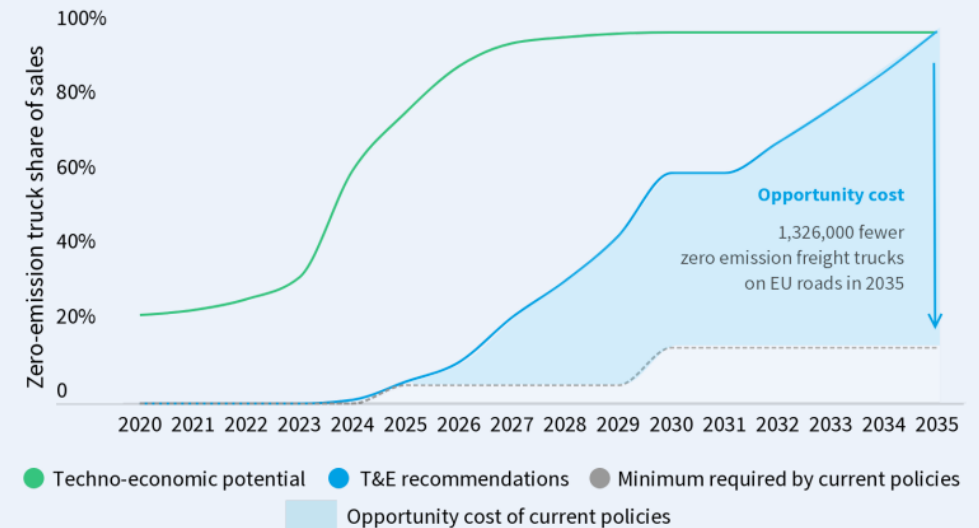


The **speed at which the transition** can take place is not yet clear to everyone.

Set a trajectory to 100% new zero emission freight trucks by 2035

The CO₂ standards currently only regulate heavy lorries which are responsible for 64% of all emissions from HDVs. This analysis highlights that the regulation can and must be extended to all and cover small and medium lorries, but also to all vocational trucks as well as trailers.

By 2035, a CO₂ reduction target of -100% should apply to heavy lorries (above 16 tonnes). Medium lorries (7.4 - 16 tonnes) should be regulated via the same common CO₂ reduction target as heavy lorries. A ZEV sales target of 100% should apply to small lorries (3.5 - 7.4 tonnes) in 2035 and to vocational vehicles in 2040. Given that the majority of small and vocational trucks will not be certified under VECTO, a ZEV sales target should be applied to those.



Note: Assumes ZEV uptake across all freight trucks, including currently regulated and unregulated vehicle groups

Source: Transport & Environment study "Electric trucks take charge" – October 2022
<https://www.transportenvironment.org/articles/electric-trucks-take-charge>

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Stimulate the demand for clean trucks

To accelerating the transition to zero emission vehicles. Governments, businesses, and other stakeholders need to cooperate in raising awareness, providing incentives and investing in cleaner technologies.



Developing charging/refueling infrastructure

for the transition to zero emission vehicles. Governments and businesses need to invest in charging stations, hydrogen refueling stations, and other clean energy infrastructure to support the growth of zero-emission vehicles.



Ensuring Total Cost of Ownership (TCO) parity

between zero emission vehicles and diesel trucks is critical for the transition to zero emission vehicles. Governments, businesses, and other stakeholders need to invest in research and development, and provide incentives to make the price of zero-emission vehicles more competitive.



Operational requirements

Sufficient driving range, no additional time losses due to recharging or refueling, and similar payload capabilities - are also important conditions for hauliers which need to be met when switching to zero emission trucks.



Alternative Fuel Infrastructure is necessary, but cannot cope with the challenge alone

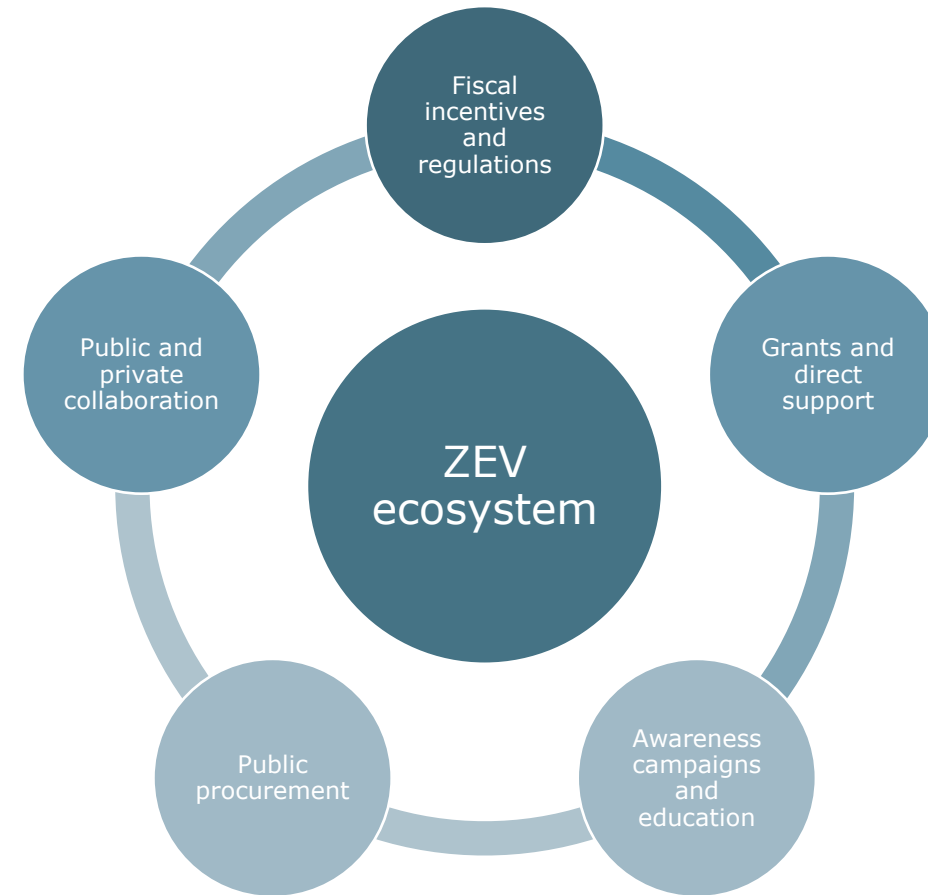
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Alternative Fuel Infrastructure is necessary but cannot cope with the challenge alone.

Implementation of measures at all European, Member States, Regions and cities) levels (under a coordinated and coherent umbrella.

ZEV ecosystem includes:

- ZEV demand and supply alignment.
- Production, distribution and refuelling of alternative fuels (supply capabilities, renewable electricity microgrids).
- Scenario analysis towards strategic deployment of key investment (hydrogen vs renewable electricity).
- Internalization of transport externalities (Polluters Pay Principle).
- New models for road freight transport (intermodality, smarter routes, IT integration).
- Inclusion of social considerations (road safety, health and safety, wellbeing).
- Collaboration towards innovation jumps and scalability.
- Consideration of cross-cutting dimensions (circular economy, infrastructure sharing, investment funds).



Need for a holistic approach to take advantage of the full techno-economic potential

Thank you

