



European  
Automobile  
Manufacturers  
Association

**Pedro Nuno Santos**

Portuguese Minister of Infrastructure and Housing

[gabinete.ministro@mih.gov.pt](mailto:gabinete.ministro@mih.gov.pt)

**Karima Delli**

MEP, Chairwoman of the EP Transport Committee

[karima.delli@europarl.europa.eu](mailto:karima.delli@europarl.europa.eu)

**Giuseppe Ferrandino**

MEP, Member of the EP Transport Committee

[giuseppe.ferrandino@europarl.europa.eu](mailto:giuseppe.ferrandino@europarl.europa.eu)

**Adina Vălean**

Commissioner for Transport

[cab-valean-contact@ec.europa.eu](mailto:cab-valean-contact@ec.europa.eu)

Brussels, 22 March 2021

Dear Mr Nuno Santos, Dear Ms Delli, Dear Mr Ferrandino, Dear Ms Vălean,

As Chairman of the ACEA CV Board, and on behalf of the European truck and bus manufacturers, I welcome the start of the triologue negotiations for the revision of the Eurovignette Directive. We strongly urge the co-legislators to reach an agreement on this important file under the current Portuguese presidency. **A swift and successful market uptake of low- and zero-emission heavy-duty vehicles will heavily depend on the provisions of this agreement and their implementation by Member States.**

The heavy-duty vehicle industry has repeatedly reiterated its commitment to bring low- and especially zero-emission vehicles to the market. Undoubtedly, new powertrain technologies will soon become the backbone of road freight transport across all ranges and most vehicle segments. Reliable and efficient battery-electric trucks and buses are already available with all manufacturers ramping up their production over the next 2 – 3 years; they will immediately be followed by hydrogen-powered vehicles. In line with the requirements of the CO<sub>2</sub> regulation for heavy-duty vehicles, the range of zero-emission vehicle offerings will increase rapidly over the next few years.

**While the ambition of truck and bus manufacturers is clear, it is important to note that low- and especially zero-emission vehicles will not take off as long as fossil fuel-based options remain cheaper.** New-technology vehicles will simply have to become the better option, the preferred choice of transport operators. Today, low- and especially zero-emission technologies are significantly more costly than conventional powertrains and, although efficiency gains and cost reductions can be expected in the coming years, will likely remain so for the foreseeable future. The total costs of ownership (TCO) of zero-emission vehicles cannot compete yet with conventional, fossil fuel-based



European  
Automobile  
Manufacturers  
Association

technologies.

A coherent, supporting and enabling policy framework is therefore vital to shift key cost factors towards a clear advantage for low- and especially zero-emission vehicles. **In that respect, the introduction of CO<sub>2</sub>-based road charging systems in Europe is urgent and of utmost importance.**

Transport operators should be effectively incentivized to choose new zero- and low-emission trucks over conventional vehicles. It is therefore important to ensure a full exemption for zero-emission vehicles even beyond 2030, hence providing sufficiently long-term confidence for transport operators. At the same time, a meaningful and effective differentiation of charges between all vehicle classes is needed to drive the shift from day one, from conventional to new, highly fuel-efficient and low-polluting as well as zero-emission vehicles.

I truly hope that you, as co-legislators, fully understand that the transition to zero-emission road freight transport heavily relies on a coherent enabling policy framework. The CO<sub>2</sub> regulation for heavy-duty vehicles, which will be revised in 2022, is very ambitious and to reach the targets it is of utmost importance that a coherent and facilitating legislative framework is put in place in a timely manner. For heavy-duty vehicles, the proposal for a revised Eurovignette Directive is currently the most important piece of legislation and a crucial part of the equation.

We trust your commitment to swiftly finalise the dialogues under the Portuguese EU Presidency, thereby honouring the ambition of the EU Green Deal.

We remain at your disposal for any further information you may require.

A handwritten signature in black ink, appearing to read 'Martin Daum', with a long horizontal flourish extending to the right.

Martin Daum  
CEO of Daimler Truck AG, Chairman of the ACEA CV Board