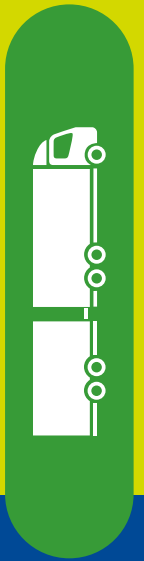


TRUCKS



BUSES



VANS



TRANSPORTING GOODS AND PEOPLE IN THE FUTURE

The commercial vehicle
industry in Europe

MANIFESTO 2019 – 2024



Introduction

Efficient transport is the backbone of Europe's economy, growth and competitiveness. Indeed, the European Union would literally come to a stop without trucks, buses or vans.

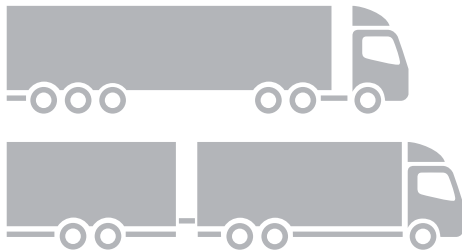
Although essential to our prosperity and well-being, the **commercial vehicle industry in Europe** – and road transport in general – is **facing several fundamental challenges** today:

- Demand for the transport of goods and people is expected to grow substantially in the years to come;
- The Paris Agreement has set ambitious climate goals, which the commercial vehicle industry is committed to contributing to;
- There is a growing diversity of alternative fuels and powertrains, but a nearly complete absence of charging and refuelling points suitable for commercial vehicles;
- Pollutant emissions need to be further reduced;
- Automation and digitalisation are set to change the way we transport goods and people;
- The transport sector is facing a shortage of skilled drivers;
- Transport operators are struggling with low operating margins.

This manifesto complements ACEA's 'Leading the Mobility Transformation' manifesto by highlighting the importance of the three main commercial vehicle segments: **trucks, buses and vans**.

In addition, it also puts forward **commercial vehicle-specific policy recommendations** for the newly-elected Members of the European Parliament and the European Commission.

TRUCKS



- The 6.3 million trucks in circulation throughout the EU carry **76.7% of all freight transported over land**, or almost 15 billion tonnes per year.
- Indeed, **trucks serve as the backbone of trade** and commerce in Europe.
- They are the **most flexible and efficient mode** of transport for the vast majority of goods.
- Trucks function as part of an integrated logistics chain, with **other transport modes often depending on them** to transfer freight to and from depots, rail terminals, airfields and ports.
- Most of **our daily necessities depend on trucks** at some point in the distribution chain.
- Many **essential public services are delivered by trucks**, such as garbage collection, firefighting and construction services.
- Global exports of heavy-duty trucks generate a **trade surplus of €5.2 billion** for the EU per year.
- The road freight transport sector generates a **turnover of more than €334 billion** and provides jobs to almost 3.2 million Europeans.



BUSES



-
- There are 750,000 buses on Europe's roads today, making them the **most widely-used form of collective transport** and an important link in multi-modal mobility chains.
 - Buses are the **most cost-efficient and flexible form of public transport**, requiring minimal investments to launch new routes.
 - Buses have the **lowest carbon footprint per passenger** of any form of motorised transport.
 - They **improve social inclusion**, providing access to education, employment and healthcare to all.
 - With **one bus capable of replacing 30 cars** on the road, buses help ease traffic congestion.
 - Buses and coaches **move people comfortably and affordably across long distances** and are vital contributors to tourism.



VANS



- **31.6 million vans**, also known as light commercial vehicles, are in use throughout the EU today, making up almost 11% of the total vehicle fleet.
- Largely **used by SMEs as business tools**, vans power the European economy, helping businesses to thrive.
- Vans are key players in the logistics chain, enabling the **'last mile' delivery of goods in urban areas** for example.
- Vans also enable a broad range of activities, including construction, postal services, **ambulances, policing and rescue** operations.
- Van-derived cars are the most effective means to **carry groups of less than eight passengers**.
- Due to their urban and regional use, vans represent an opportunity to **embrace low- and zero-emission technologies**.





POLICY RECOMMENDATIONS

-
- Adhere to the 'Better Regulation' principles by **providing sufficient lead time** for the implementation of any regulatory changes.
 - Develop a coherent policy framework that enables and supports the transition to more fuel-efficient vehicles and low-emission road transport in an effective way.
 - Ensure that **technology neutrality remains a core principle** of future policy.
 - Allow for the further optimisation of truck design and introduction of innovations that **minimise empty runs and low loads**.
 - Update rules to **allow high-capacity vehicles**, designed to carry twice as much freight as standard trucks, to use dedicated parts of the EU road network.
 - Encourage the adoption of **globally harmonised fuel-efficiency standards**.
 - Introduce supportive measures and incentives to stimulate the uptake of cleaner vehicles.
 - Set up **funding schemes for low-emission bus fleets** at member state and EU level, also in order to help (local) governments comply with the Clean Vehicles Directive.
 - **Provide SMEs with meaningful and effective incentives** to enable the smooth adoption of alternatively-powered vans.
 - Stimulate and monitor the roll-out of refuelling and charging infrastructure suitable for alternatively-powered commercial vehicles across the whole EU.
 - Deploy **high-power electric charging points for trucks** and ensure there are enough dedicated parking spaces alongside motorways to recharge.
 - Accelerate the **ramp-up of alternative fuel infrastructure for public transport** fleets.
 - Create a **public charging and refuelling network for alternatively-powered vans**, as many SMEs do not own nor have access to depots with such infrastructure.



POLICY RECOMMENDATIONS

-
- Ensure the integrated and harmonised deployment of connectivity and automation for commercial vehicles.
 - Adopt a regulatory framework that enables high-density **truck platooning across the EU by 2023** at the latest.
 - Acknowledge the **importance of cooperative, connected and automated mobility (CCAM)** applications, such as platooning, to improving traffic flows, lowering fuel consumption and emissions, and improving road safety.
 - **Strengthen the digital ecosystem through a structured dialogue** with road authorities and operators, cities, ports, transport operators, manufacturers of vehicles, and policy makers.
 - Recognise the **importance of an international framework** to harnessing the potential of connected and automated commercial vehicles.
 - **Focus on active safety systems**, as they are the most effective way to further reduce the number and severity of accidents involving trucks.
 - Ensure **regulatory stability and coherence for long-term investments** in buses and coaches.
 - Create more uniform business conditions at EU level in order to **allow coach and bus services to compete** better on the single market.

TRUCK AND BUS MEMBERS

DAF

DAIMLER

IVECO



VOLVO

VAN MEMBERS

DAIMLER

FCA
FIAT CHRYSLER AUTOMOBILES



IVECO

PSA
GROUPE

GROUPE
RENAULT

TOYOTA

VOLKSWAGEN
AKTIENGESELLSCHAFT



European
Automobile
Manufacturers
Association

ACEA represents the 15 major Europe-based
car, van, truck and bus manufacturers

www.acea.be
+32 2 732 55 50
communications@acea.be



twitter.com/ACEA_eu



linkedin.com/company/acea



youtube.com/ACEAeu