

POSITION PAPER

Greening Corporate Fleets public consultation

CLECAT, the European Association for Forwarding, Transport, Logistics and Customs Services, welcomes the Commission's [public consultation](#) on greening corporate fleets. Following the adoption of the CO2 standards for both light- and heavy-duty vehicles, this initiative allows the freight forwarding sector to reflect and provide possible ideas to increase the uptake of zero-emission vehicles, namely vans and lorries, in road logistics.

The freight forwarding sector is committed to ambitious European decarbonisation goals and is willing to actively contribute to the substantial reduction of GHG emissions from its transport and logistics operations. Given that freight forwarders and logistics service providers generally do not own transport assets, an emission reduction strategy is pursued to engage with many different subcontractors, including road transport operators¹. There are still however outstanding challenges that need to be solved to ensure a fast-paced decarbonisation of road transport, including the effective supply and availability of battery-electric or hydrogen-powered vehicles, the corresponding charging/refuelling infrastructure and the sector's limited financial capacity to undertake the transition towards zero emission vehicles.

A sustainable transition towards zero-emission road logistics largely depends on **the right framework and incentives for operators**: The CO2 standards for vans and trucks will set the pace for the supply of zero-emission vehicles to the market. The AFIR and corresponding EU/national funding instruments will help build the much-needed charging/refuelling infrastructure to operate ZEVs. It is therefore important to develop innovative funding and financing mechanisms (grants, credit guarantees, collective purchase agreements, new leasing models...) to tackle the important issues of the much-higher purchasing costs of such vehicles and significant investment costs for the building of private charging points, considering that most companies in the road freight transport sector operate with low operating margins.

CLECAT considers that the potential introduction of a **mandatory share of ZEV in the acquisitions or in the fleets of road transport operators would not be the right tool** to drive the decarbonisation of road freight transport. This measure may even lead to adverse effects: ZEV prices may not go down due to an artificially increased demand and operators may be tempted to reduce/delay the renewal of their fleets, leading to higher emissions and pollutants.

The EU should therefore only consider measures that provide the correct and much needed **enabling conditions** to allow logistics operators to deploy zero-emission vehicles in their operations. A coordination with national governments and local authorities is also necessary to provide the right incentives for the acquisition of such vehicles as well as the deployment of the corresponding private and public charging/refuelling infrastructure.

CLECAT remains at the disposal of interested parties for any further information.

¹ Large logistics service providers often have an own fleet of vans and trucks but this generally does not represent more than 20% of their road freight transport needs.