

**TRUCKS**



**BUSES**



**VANS**



# **TRANSPORTING GOODS AND PEOPLE IN THE FUTURE**

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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.

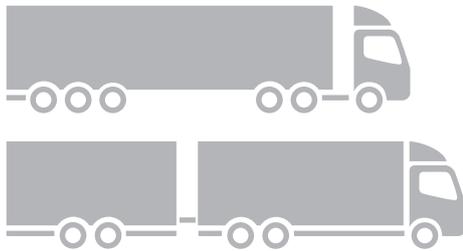
Although essential to our prosperity and well-being, the **commercial vehicle industry in Europe** – and road transport in general – is **facing several fundamental challenges** today:

- 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



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- 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

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- 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



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