Electrify Trucks Now

A Joint Declaration from Europe's Electric heavy-duty vehicle value chain

An open letter to President Ursula von der Leyen, the European Commission and the Governments of Europe's Member States.

Europe's heavy-duty vehicle industry is one of the continent's greatest industrial success stories: over 600,000 jobs, tens of billions of euros in exports every year, and a world-leading manufacturing base. Few European industries have built such a strong global position. That leadership is now facing a defining test.

The electrification of heavy-duty vehicles is accelerating worldwide. The question is no longer **whether** heavy-duty road transport electrifies - it's **where** the industrial value of that transition gets created.

Our companies represent Europe's emerging electric heavy-duty vehicle value chain: truck manufacturers, suppliers, battery producers, charging companies, electricity providers, logistics operators, fleet owners and technology companies investing in the future of road freight. **We are united by one conviction: Europe must lead the transition.**

China has made electrification of heavy-duty vehicles a strategic industrial priority, bringing together investment in vehicles, batteries, charging infrastructure and energy systems. Its manufacturers already achieved a 28% domestic market share in 2025, and continue to advance in cost, technology and scale. Across Europe, battery-electric trucks still account for only around 2.4% of new heavy-duty registrations as of 2025, although the transition is starting to move.

The stakes go well beyond the truck itself. Where electric truck development, manufacturing, and deployment take place, demand is secured for battery production, charging networks, and digital freight technology – as well as the resulting jobs and investment. Electrifying heavy-duty transport with increasingly clean, domestic electricity will also reduce fossil-fuel dependence, shielding logistics from price volatility and strengthening competitiveness.

New analysis finds that if Europe moves faster to enable heavy-duty electrification, it would generate €9.1bn more in annual value for its economy by 2035 than under a slower pathway, displace 20.7bn litres of diesel, and build out its electric truck value chains. Falling short risks handing all that growth to competitors abroad, eroding Europe's global position.

Acceleration is required for Europe's electrification of heavy-duty vehicles to happen at the pace we collectively need. The upcoming review of the CO_2 standards for heavy-duty vehicles must be a wake-up call for Europe stepping up on electrification. It is not the time to lower ambition or change direction. Diluting technology focus or introducing uncertainty now would undermine investments the value chain is already making.

Success requires Europe going beyond the CO_2 standards, to deliver the broader framework that helps stimulate electric demand and enables use cases. The roll-out of enabling conditions must match the ambition of the CO_2 standards.

This requires a decisive step change alongside next year's review, at EU and national levels:

1. **Keep long-term policy certainty,** so manufacturers, infrastructure providers, energy companies, fleet operators and investors can commit capital at scale

2. **Close business case gaps** between electric and conventional trucks for fleet operators, and support uptake through demand-side procurement incentives

3. **Derisk and accelerate investment in high-power charging infrastructure** on freight corridors and at key logistics hubs and depots.

4. **Expand and modernize electricity grids, while improving access and shortening permitting,** so power is available where and when electric freight needs it.

5. **Support a competitive European battery and component industry** across the electric truck value chain.

The EU should also deliver its planned revision of the Clean Vehicles Directive alongside the CO2 limits review, as part of a balanced package that aims to create stronger demand for zero-tailpipe emission heavy-duty vehicles both in public and private markets.

No single industry can deliver this transition alone. It requires the vehicle, infrastructure, energy, logistics and policy actors to move together, and Europe has the industrial base, capital and technology leadership to do it. But the window of opportunity is closing. Now is the time for Europe to choose to compete, not retreat.

Europe's leadership on heavy-duty vehicles was built by innovating ahead of the global market. It can be secured again in the same way. We urge you to give one of Europe's greatest industrial strengths the strategic focus it deserves.

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* This letter comments on the EU's enabling policies for truck electrification, and the overall direction and technology focus of the HDV CO_2 framework. It does not take a position on the 2030 compliance timeline.

SIGNATORIES















































































