

# — Ambitious CO<sub>2</sub> Standards for Heavy-Duty Vehicles Deliver Economic Stability, Jobs, Clean Air, Climate Benefits

12 March 2026

Following the passing of the **targeted amendment to the CO<sub>2</sub> standards for Heavy-Duty Vehicles (HDVs)** under urgent procedure in the European Parliament, EV100 calls for ambitious emission standards for HDVs. Strong and clear standards that encourage innovation can help cement economic stability and jobs, cleaner air, and climate benefits for Europe.

**EV100, a network of 120 companies committed to decarbonise their vehicle fleets, supports the objective of 100% new zero-emission medium- and HDV sales by 2040.**

This targeted amendment, proposed without a formal impact assessment, represents a severe weakening of the regulation. The proposal **could reduce the zero-emission truck (ZET) sales share by up to 17 percentage points in 2030** – the equivalent of thousands of missing clean vehicles that deliver fuel savings and operational benefits to fleets as well as clean air and climate benefits to local communities.<sup>1</sup> **Weakening the rules now penalises the most innovative manufacturers, fleets, and utilities, putting the competitiveness of the entire European truck industry at risk.**

Contrary to the voices calling for a slowdown, the market for ZET sales is healthy. ZE HDV sales (including trucks and buses) surged by 60% in 2025 compared to 2024.<sup>2</sup> The new Alternative Fuels Infrastructure Facility (AFIF) round includes investments of €220 million in new charging infrastructure funds and operational and regulatory incentives, like the Eurovignette Directive and the Weights and Dimensions Directive.<sup>3</sup> This means it will be cheaper for fleets to own and operate ZETs when compared to diesel trucks.

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<sup>1</sup> <https://theicct.org/wp-content/uploads/2026/01/ICCT-comments-on-HDV-CO2-proposed-amendments.pdf>

<sup>2</sup> <https://theicct.org/wp-content/uploads/2026/03/ID-565-%E2%80%93-EU-HDV-Q1%E2%80%93Q4-2025-market-spotlight-final.pdf>

<sup>3</sup> [EU awards over €600 million to alternative fuel projects to boost zero-emission mobility - European Climate, Infrastructure and Environment Executive Agency](#)

One of the most critical requirements for the European truck industry and its transition to zero-emission technology is regulatory stability. We therefore urge the co-legislators not to bring the review of the regulation forward from the agreed-upon date of 2027.

Changing the Regulation's design now creates serious investment uncertainty. **The scheduled 2027 review is the only appropriate time to assess if adjustments are needed based on real-world data.** Moving this date forward signals to the market that Europe's targets are up for negotiation every time a part of the industry fears they cannot deliver.

Europe can and should continue to lead the global zero-emission HDV market because it benefits its economy and its people to do so. We encourage the co-legislators to protect the 2027 timeline and ensure that innovative truck manufacturers, infrastructure providers, fleets, finance entities, subnational governments, and local communities who support ambitious action are heard.

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### **About EV100**

[EV100](#) is a global network of over 120 companies committed to decarbonising their entire fleet by only purchasing and/or procuring zero-emission (BEVs and FCEVs) cars and vans (up to 7.5 tonnes) by 2030, medium-duty vehicles (between 7.5 and 20 tonnes) by 2035, and heavy-duty vehicles (above 20 tonnes) by 2040.