

ELECTRIFYING HEAVY DUTY VEHICLES

ANDREAS FOLLÉR, HEAD OF SUSTAINABILITY

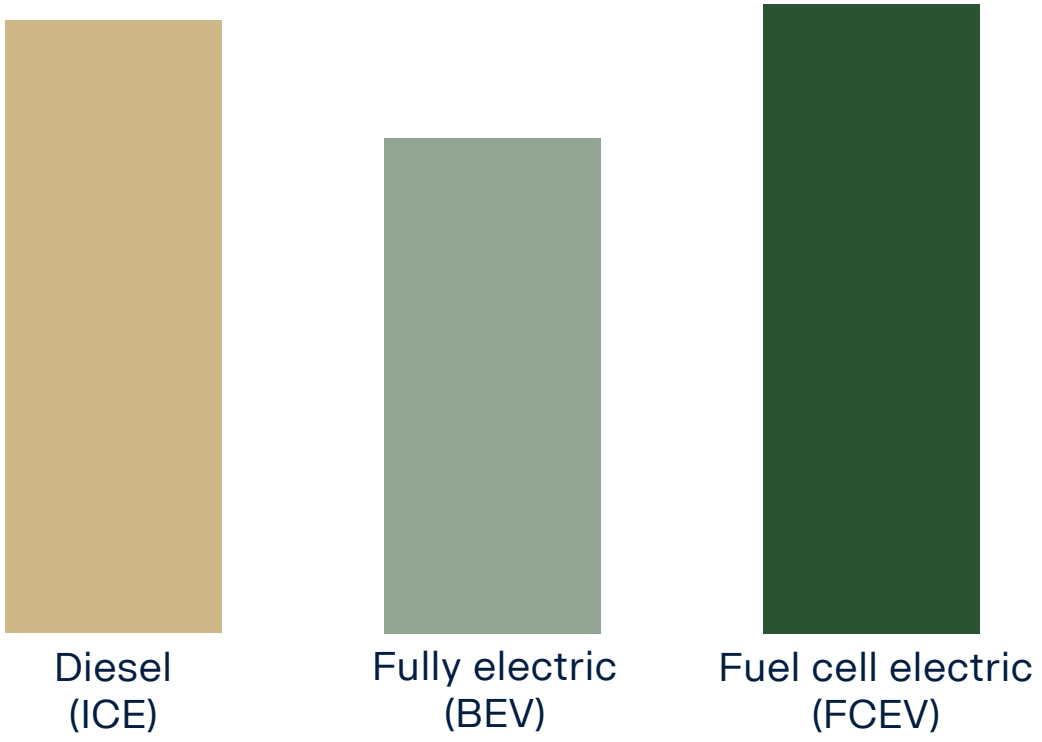
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Electric trucks on avg. cheapest long haul solution from mid-20s

– with already earlier adoption for urban application and buses

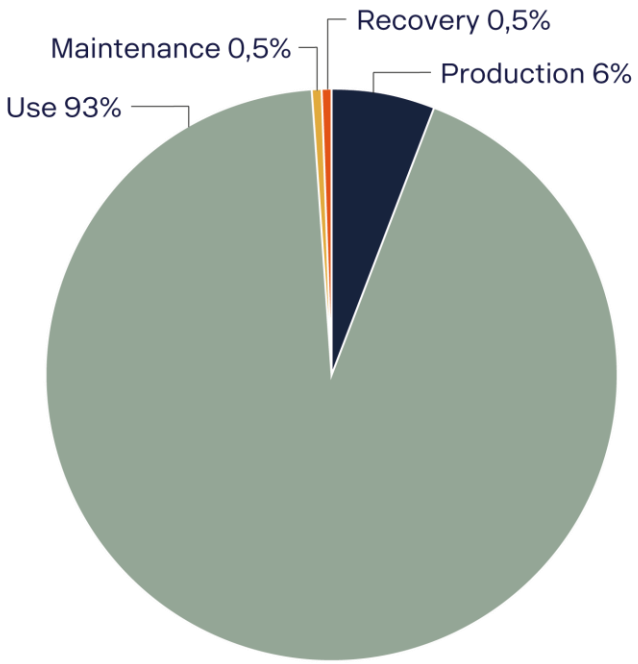


Example: Europe long-haulage – relative total operating economy in 2030

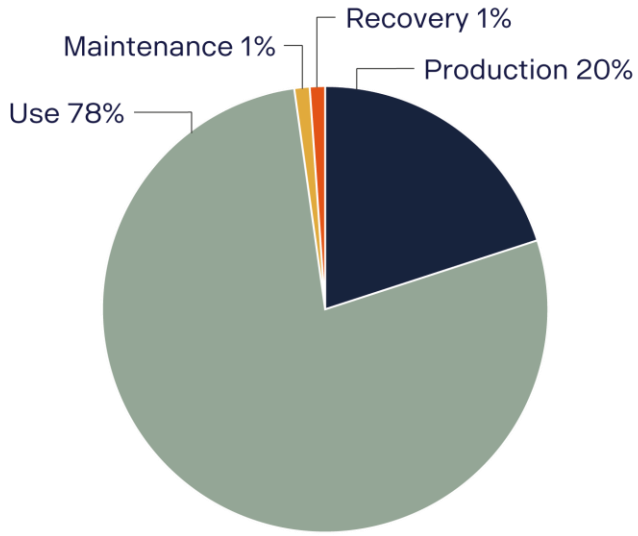


SUBSTANTIAL GHG REDUCTION

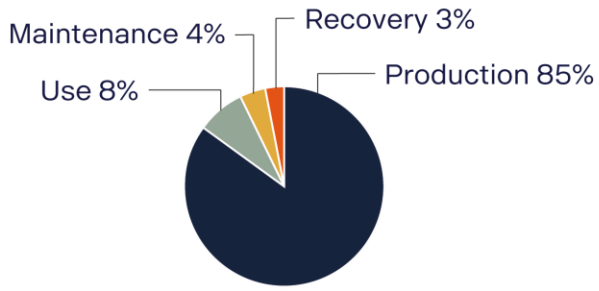
ICEV (B7)



BEV (EU baseline)



BEV (EU wind)



ELECTRIFICATION –
SOONER THAN YOU THINK

1.5 °C

50%

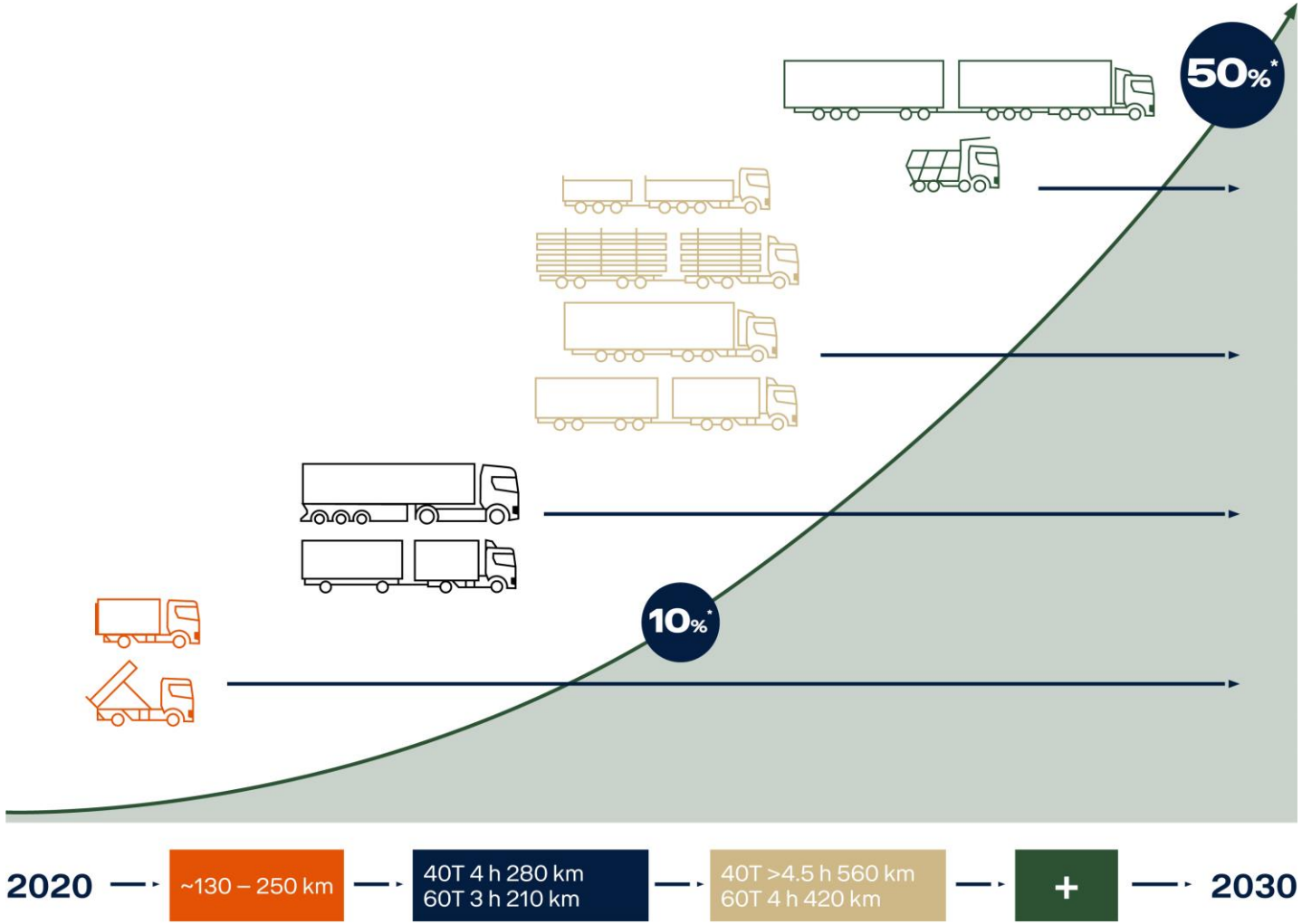
CO_2 reduction from our operations by 2025 (2015)

Tonnes CO_2e

20%

CO_2 reduction from our products by 2025 (2015)

CO_2e/km WTW



* Our target is for electric solutions to make up 10 percent of our total vehicle sales volume by 2025 and 50 percent by 2030.

APPLICATION ADOPTION - FIRST WAVE

URBAN DISTRIBUTION



SKIPLOADER



AIRPORT VEHICLE



HOOKLIFT / CITY TIPPER



REFUSE COLLECTOR



MIXER




WIBAX
SCANIA
25 P
DMW 96A

FULL ECOSYSTEM REQUIRED ALTHOUGH DEPOT CHARGING COVERS 50-85%

Charging split across applications (% energy charged)

	2035		
	Depot	Destination	Public
Long-haul	50–55%	10–15%	30–35%
Regional	~60%	~20%	~20%
Urban	~75–85%	~10%	~10%
Required installed charging capacity in Europe 2035*	90 GW	15 GW	10 GW



*Industry report 2021



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