TRANSPORTFÖRETAGEN

The Swedish Confederation of Transport Enterprises views on the 'Clean Corporate Fleets' initiative

The Swedish Confederation of Transport Enterprises (SCTE) welcomes the opportunity to provide input to the forthcoming Clean Corporate Fleets regulation, expected to be presented by Commissioner for Transport and Tourism, Apostolos Tzitzikostas and his cabinet. The SCTE strongly supports ambitious European decarbonisation goals and aims to contribute significantly to reducing greenhouse gas (GHG) emissions in road transport. However, the transition to zero-emission vehicles (ZEVs) presents substantial challenges for the freight sector, including high cost of ZEVs, insufficient charging and refuelling infrastructure, and the financial constraints of small and medium-sized enterprises (SMEs) that dominate the sector. Addressing these obstacles is crucial to ensure the Clean Corporate Fleets regulation delivers practical and effective solutions without compromising the competitiveness of European operators.

Key Recommendations:

Ensure Adequate Enabling Conditions. The EU and Member States must prioritize the development of sufficient charging and refuelling infrastructure, including grid upgrades and depot-based solutions. Investments should focus on accelerating the deployment of heavy-duty chargers and hydrogen refuelling stations, meeting the needs of road freight operators.

Support Financial Viability. Subsidies, tax benefits, and grants, including EU-level funding mechanisms, should focus on reducing the total cost of ownership of ZEVs. This can include an upwards adjustment of GBER subsidy levels for investments in ZEVs and supporting technologies, and partnerships with the private financial sector to de-risk investments, e.g. in the form of government credit guarantee programmes.

Avoid Mandated ZEV Purchase Targets. Mandating ZEV acquisitions or fleet compositions risks undermining sectoral competitiveness. High vehicle costs and availability make compulsory purchase targets impractical, especially for SMEs. Instead, voluntary frameworks and incentives should be prioritized to drive adoption.

Incentivize Market-Based Measures. Revenue from mechanisms like ETS 2 and the Eurovignette Directive should be reinvested into fleet renewal subsidies and infrastructure development. Policies must also ensure balanced carbon pricing strategies to prevent double-charging of emissions.

Coordinate Efforts for Infrastructure Development. The European Commission should implement a cohesive strategy to address permitting delays and grid connection bottlenecks. National efforts must be aligned under an EU-wide framework to ensure timely and effective upgrades to energy infrastructure.

Conclusion:

The Clean Corporate Fleets regulation has the potential to be a pivotal step in decarbonizing European road transport. To succeed, it must balance ambitious environmental objectives with the economic and operational realities of the freight sector. By fostering enabling conditions, avoiding rigid mandates, and ensuring robust financial support, EU can create a framework that supports a sustainable transition to zero-emission road transport while safeguarding the competitiveness of European operators.

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