

Will 2022 be the year of transport?

On Tuesday, Dansk Energi together with Dansk E-mobilitet presented the recommendations to boost the conversion of heavy transport. Crucial will be the establishment of charging and tank infrastructure for e.g. electric and hydrogen vehicles.

By Jens Christian Moltke-Leth



"I want to be honest with you. It's hard this one. It is not an impossible task, but it is a more difficult task to solve than passenger traffic." This is how the Minister of Transport, Benny Engelbrecht, opened the conference.

The recommendations from Dansk Energi and Dansk E-mobilitet state that by 2030, all vans sold and at least every other truck sold can run on electricity or hydrogen in Denmark. This will mean that on Danish roads in 2030, 10,000 trucks and 150,000 vans will be driven by electricity or hydrogen. This reduces Denmark's CO2 emissions by DKK 0.6 million. ton.*.

Today, that transport (all inclusive) accounts for approx. 1/3 of Denmark's emissions with DKK 13.9 million. tons. This must be reduced to DKK 11.5 million. tons.

The recommendations

In order to achieve the goals of the reductions, five recommendations have been prepared for the government, which read:

- Expand green supply of electricity and hydrogen
 - More electricity from wind and sun
 - Stronger electricity grid and new tariffs
 - Framework for hydrogen production and establishment of hydrogen networks
- Establish public tank infrastructure for electricity and hydrogen
 - Charging parks for el
 - Hydrogen filling stations at traffic junctions
 - Coherent infrastructure for neighboring countries
- Start-up support as well as deductions for vehicles and private charging stations
 - Start-up support for vehicles before 2025
 - Deductions for vehicles and private infrastructure for electricity and hydrogen
- Higher price of fossil road transport
 - CO2-differentiated tolls
 - Increased CO2 tax on diesel
 - Reverse increased charges for conversion of heavy road transport
- Promoting demand through requirements
 - Zero emission zones in major cities
 - Public green procurement
 - CO2 displacement requirements need to be improved

The Minister of Transport emphasized that from 2025 there will be a differentiated toll on CO2. The tariff sheet must be made this year so the industry knows what to expect. Corresponding recommendation from Dansk Energi. Work is also being done to expand the charging and tank infrastructure, based on the work of expanding the charging infrastructure for passenger cars, where 64 superchargers are currently being installed on Funen. There will also be a focus on expanding the infrastructure for goods and heavy transport.

The Minister of Transport did not agree with all the recommendations. For example, a higher tax on diesel with 50 øre per liter so that the border trade leakage that has occurred as a result of higher diesel prices in Germany can be eliminated.

This is partly due to the fact that the Minister of Transport believes with great conviction that a kilometer-based CO2 tax in itself will have a fairly large effect.

In addition, Denmark has ordered a CO2 displacement curve and the CO2 displacement requirement up to 2030 means that more biodiesel is mixed in, which is why diesel prices will be higher, due to a larger green share.

Manufacturers' green alternatives

In addition to the recommendations and the opinions of the Minister of Transport, the manufacturers of trucks presented their products and plans according to the green transition.

Daimler said that all their trucks must be CO2-neutral by 2039, and that there is already an Actros with a range of 200 km. In addition, in 2024 it will be possible to drive 500 km on a single charge, and charge 300 km in 30 minutes, provided that the sufficient charging options take place.

Volvo also said that today, electric vehicles with a total weight of 18-44 tons are produced. However, there is a lack of demand for these.

Heavy transport is challenged as technology and infrastructure do not match the desired conversion speed. However, many help to take the lead and ensure that the necessary framework is created for this part of the transport to also contribute to the reduction of CO2. The five recommendations from Dansk Energi and Dansk E-mobilitet can be the solutions. This is up to the government to act on.

* Recommendations for Danish strategy for green conversion of heavy road transport - Electricity and hydrogen in the goods and trucks of the future

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ProjectZero | Alsion 2 | 6400 Sønderborg | tlf. 31 68 30 90 | post@projectzero.dk (mailto:post@projectzero.dk) | CVR 29 21 56 42