



INDUSTRIAL COMMITTEES

# COMMERCIAL VEHICLES COMMITTEE



**CHAIRMAN:**

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MAN TRUCK & BUS RUS LLC

**ENVIRONMENTALLY FRIENDLY (GREEN) MEANS OF TRANSPORT**

The AEB Commercial Vehicles Committee supports the commitment to reducing carbon dioxide emissions that has been announced by the Government of the Russian Federation as part of international climate change initiatives. The commercial vehicle industry could make a material contribution to the achievement of this goal by increasing supplies of gas, electric, and hydrogen vehicles.

Currently, the high difference between prices for ‘green’ vehicles and for diesel vehicles, as well as the under-development of the respective infrastructure, are the main obstacles to the growth of the clean transport market.

**RECOMMENDATIONS**

The experience of the countries and regions that have successfully developed their green vehicle markets shows that it is important to take two types of measures:

- › creation in the Russian market of temporary preferences with regard to green vehicles, regardless of their countries of origin or localization levels. It is practical to toughen the requirements for localization of green vehicles and other protective measures for the respective market to reach an attractive size allowing the said vehicles to be manufactured in Russia with an appropriate economic effect;
- › stimulating advanced development of the respective infrastructure, which will increase the attractiveness of using environmentally friendly vehicles.

**E-VEHICLES**

On August 23, 2021 the Government of the Russian Federation published the Concept of Development of E-Vehicles and Battery-Charging Infrastructure up to 2030 – the Committee believes this initiative marks an important step in the development of state policy in this field. Nevertheless, the concept needs material improvement.

**RECOMMENDATIONS**

- › So far, there exists no vision for the commercial e-vehicle market or policy with regard to the development of this segment. In particular, the development of efficient battery-charging infrastructure (with charging stations of at least 500 kW·h) is lacking – without which large-scale implementation of e-trucks is impossible.
- › Amendments that are not specified in the concept shall be introduced to the respective technical regulations: the maximum permissible weight of a vehicle shall be increased (due to the use of heavier batteries); the access of new charging station operators to the electrical grids shall be simplified.
- › It is important to establish incentives for an intensive increase of the e-vehicle fleet, including the reduction of e-vehicle import duties to zero, which will help utilize the battery-charging infrastructure and successfully pursue the policy of production localization which the Government considers one of its priorities.

## NATURAL GAS VEHICLES

Increasing the extent to which natural gas vehicles are used is among the strategic goals of the Government of the Russian Federation. Modern vehicles powered by natural gas (either compressed or liquefied) comply with the EURO-6 standard, which means that their exhaust gases are almost entirely free from solid particles. Moreover, this standard is accountable for the sharp decline in the content of sulfur and nitrogen compounds. The advanced growth of the natural gas vehicle fleet as compared to diesel vehicles will result in the reduction of pollutant emissions and decarbonization of the economy.

## RECOMMENDATIONS

- › The higher price of a gas vehicle compared to the price of a diesel vehicle is the main obstacle preventing consumers from choosing the more environmentally friendly option. International experience in stimulating the natural gas vehicle market confirms the necessity to take broad financial, non-financial, and regulatory measures initially aimed at a sharp increase of the gas vehicle fleet through a temporary increase of natural gas vehicle imports and the creation of preferential market conditions for said type of vehicles.
- › The growth of the vehicle fleet and natural gas vehicles meeting critical mass will create the required commercial grounds for proceeding to the following stage – localization of production of the most innovative natural gas vehicle models and large-scale development of the respective maintenance infrastructure in Russia.
- › The growth of the natural gas vehicle fleet will create the required commercial grounds for widening the network of natural-gas-filling stations and maintenance infrastructure, as well as for development of Russia's domestic compressed natural gas and liquefied natural gas market.
- › The price attractiveness of natural gas vehicles as compared to diesel vehicles can be achieved through:

- reduction of import duties on natural gas vehicles, down to 0. Currently, such duties amount to 5–15%, depending on vehicle weight;
- reduction of the rate used for calculation of the scrappage fee for natural gas vehicles;
- exemption of natural gas vehicle owners from the obligation to pay for using toll roads through the Platon system;
- establishment of a minimum number of localization points required for participation in state subsidizing programs (1,500 points).

## REGULATION OF TRANSFERRING VEHICLE DATA

The Committee believes the requirements for transferring a limited set of data, solely for the purpose of increasing traffic safety, is justified.

## RECOMMENDATIONS

Taking into account the aforesaid goals, the data collected at a regulator's request:

- › must not be used for commercial purposes and access thereto must be limited to authorized employees of public institutions responsible for traffic safety;
- › shall be collected using the existing equipment of connected vehicles in order to avoid posing threat to the cybernetic security of a vehicle. The Committee believes it necessary to implement safety standards in this field on the basis of the existing UNECE standards.



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