ECO-FRIENDLY LOGISTICS FOR ECO-FRIENDLY PRODUCTS

OVERVIEW OF ZERO EMISSION TECHNOLOGIES

A sustainable world must remain a mobile one. That's because mobility is the lifeblood of the global economy. We need to keep moving goods and people from point A to B, but with a much lighter footprint.

As the EV (r)evolution gathers pace, so too does interest in the mechanisms that make it possible. For the logistics industry, it is essential to ensure EV batteries do not impact the environment. After all: Why invest in crafting environmentally friendly electric vehicles, only to compromise sustainability through the use of environmentally unfriendly logistics?

DHL has been a pioneer in logistics since its founding. Our progress in the use of battery electric commercial vehicles emphasizes our claim to innovation and sustainability in this sector.

This document includes a brief overview of the technologies available.

BEVs are the most efficient option, whenever meeting the operational requirements and sufficient grid capacities; Regular use of FCEVs is not yet possible

OVERVIEW OF ZERO EMISSION TECHNOLOGIES

	BEV	FCEV
Energy features & availability	● Renewable electricity ● Relevant competition with other sectors ● Availability of renewable electricity differs according to countries	● Hydrogen from renewable electricity ● Relevant competition with other sectors ● Green Hydrogen very limited and not mature yet
Vehicle availability & range	● Mature trucks for up to 300km ● As of 2024 Long haul trucks up to 500 km ● eTrailers expected end of 2024 (300-400km)	● As of now pilot vehicles only ● First series vehicles expected in 2026 (Range: > 500 km)
Infrastructure readiness	● Very limited public charging infrastructure ● High requirements regarding grid capacity and energy management for high-power charging	● Very small number of fueling stations ● Existing and incumbent providers expand network
Cost premium[1] & lead times	● Energy: -10-30% + charging infrastructure[2] ● Truck: +150-350k EUR[3] ● 6–12 months	● Energy: +400-500%[4] ● Truck: only prototypes
	Most efficient but costly option when meeting the operational requirements	**Regular use of FCEVs not yet possible**

1) Subsidies varying from country to country; 2) Assuming on-site charging; 3) Depending on OEM and battery capacity 4) For green hydrogen