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PLAN NATIONAL DE FORMATION

JEUDI 15 MAI 2025

Renault-Trucks

Saint-Priest

RÉNOVATION DE LA FILIÈRE Automobiles

CAP MAINTENANCE DES VÉHICULES

Baccalauréat Professionnel MAINTENANCE DES VÉHICULES

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Électrification de la mobilité : enjeux et perspectives

Marc Lejeune, directeur business intelligence de Renault Trucks France

PNF 15 MAI 2025 Saint-Priest

Road Freight Decarbonisation

Marc Lejeune
2025 05 15

RENAULT TRUCKS

Renault Trucks in 2024

57,000
Total deliveries

2,000
Electric trucks in operation (> 16 tons)

9,400
Workforce

1,450
Dealers & **workshops**

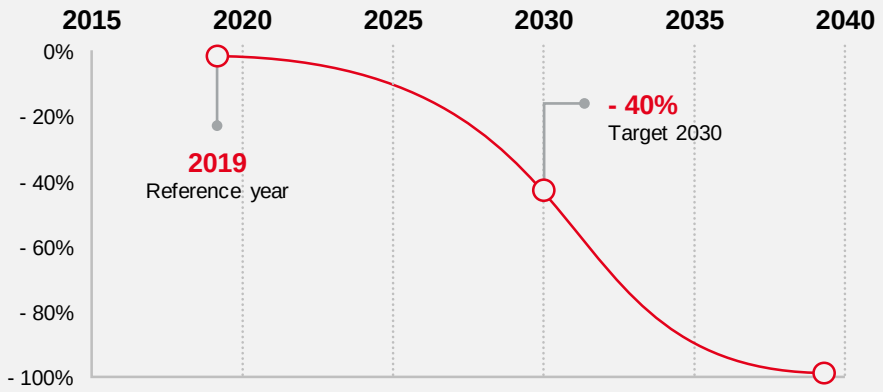
In more than
150 **countries**

Our Decarbonisation Commitment

CARBON EMISSION VARIATION = **Tons transported** Variation × **Logistic efficiency** Variation × **Driver Eco-skill** Variation × **Rolling resistance** Variation × **Air Drag** Variation × **Energy CO_2** Variation

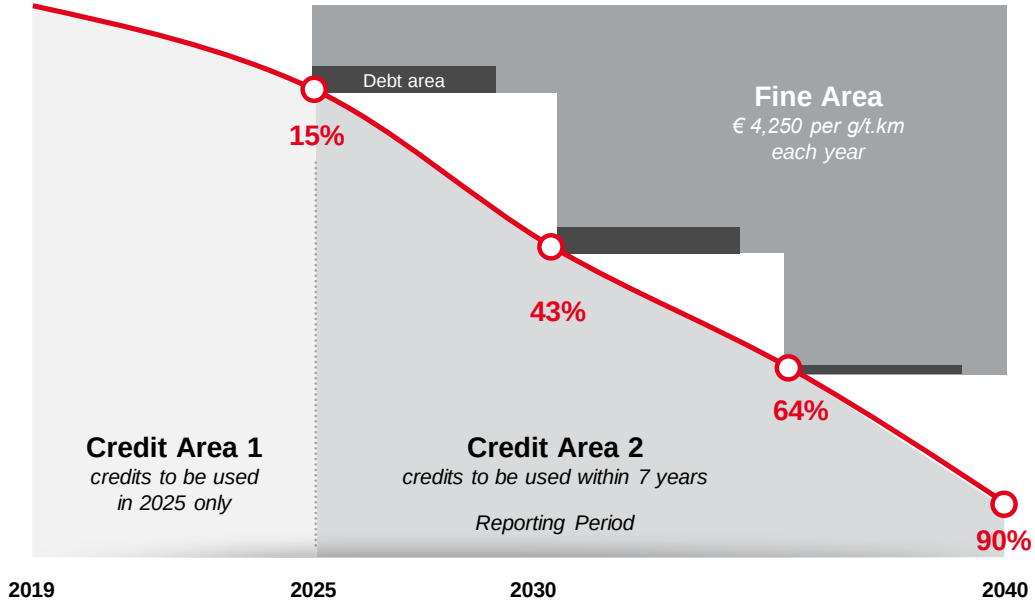
- The carbon footprint **trajectory** of our sales is monitored by the "**Science Based Targets**" initiative
- The **Energy** CO_2 variation will contribute to 90% of the Trucks manufacturers decarbonisation effort
- We will **cease selling trucks using fossil energies** in 2040

Trucks manufacturers scope



Well-to-wheel carbon intensity of the yearly sold fleet in kgCO_2eq/vehicle.km

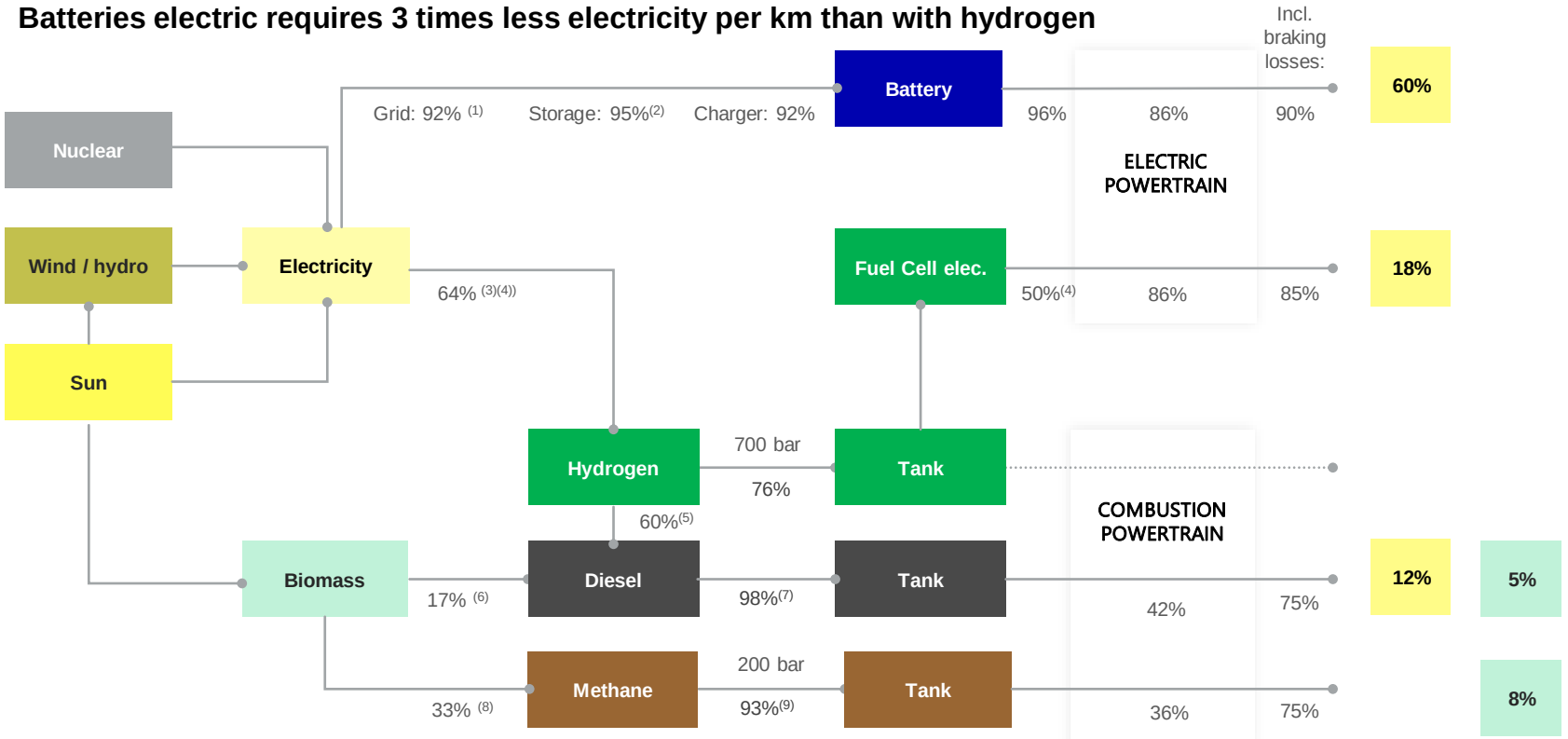
European CO_2 Regulation for Trucks



Index 100 = Industry average baseline
** the manufacturer must clear any debt year 2029, 2034 and 2039 onwards via credits or penalty*

Well-To-Wheel Energy Efficiency

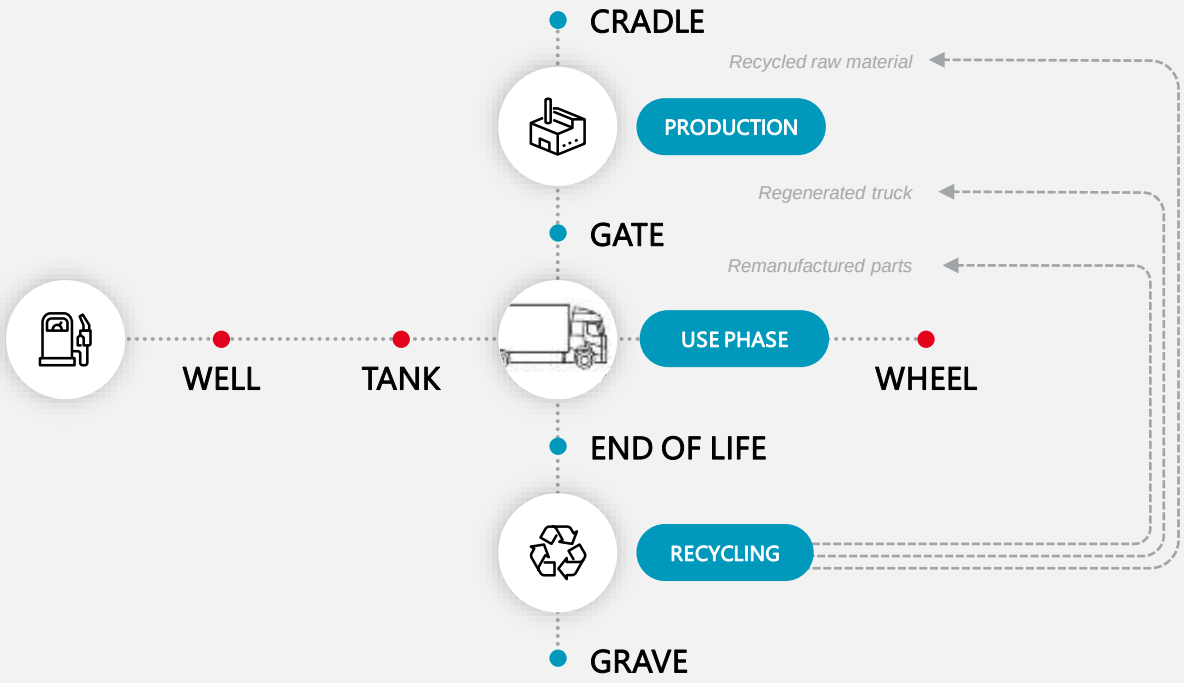
Batteries electric requires 3 times less electricity per km than with hydrogen



Average values overtime. **(1)** 2.2 % in high-voltage network (source : RTE), 6% in medium and low voltage network. **(2)** Considered as example: "Target 2050: 100% renewable energy supply", UBA, 2010, figure 5, : 52.8 TWh/y stored with an average efficiency of 70% (batteries, dams, hydrogen), hence 23 TWh/y losses out of a consumption of 506 TWh/y, hence 5% losses. **(3)** JEC "Well-to-wheel" report 2020, EMEL1/CH2a pathway. **(4)** Based on Hydrogen Low Heating Value (120 MJ/kg). **(5)** "E-Fuels: A techno economic assessment of European domestic production and imports towards 2050", CONCAWE, 2022.**(6)** Considered as example: in France, one hectare of rapeseed getting 1,300 kWh/m2/year as sun energy (65 MWh biomass with 0.5% sun to biomass efficiency) results in 1,500 l (13.6 MWh) of B100, and requires 15.1 MWh of additional primary energy (JEC 2020 ROFA1), hence a biomass to biodiesel efficiency of 13.6/(65+15.1) = 17% . **(7)** JEC "Well-to-wheel" report 2020 , COD1 pathway. **(8)** Considered as example: in France, one kg of straw (14.5 MJ/kg at 10% humidity) results in 7.5 MJ biogas produced (France Stratégie, 2021, page 132), and requires 8.5 MJ of additional primary energy (JEC 2020 OWCG4), hence a biomass to biogas efficiency of 7.5 / (14.5 + 8.5) = 33% . **(9)** JEC "Well-to-wheel" report 2020 , OWCG4

Life Cycle Analysis

- **Energy Consumption**
- Energy Availability
- Global Warming Potential
- NO_x Emission
- Noise Emission
- Mineral Resource Depletion
- Cost



Life Cycle Analysis

- **Energy Consumption**
- Energy Availability
- Global Warming Potential
- NO_x Emission
- Noise Emission
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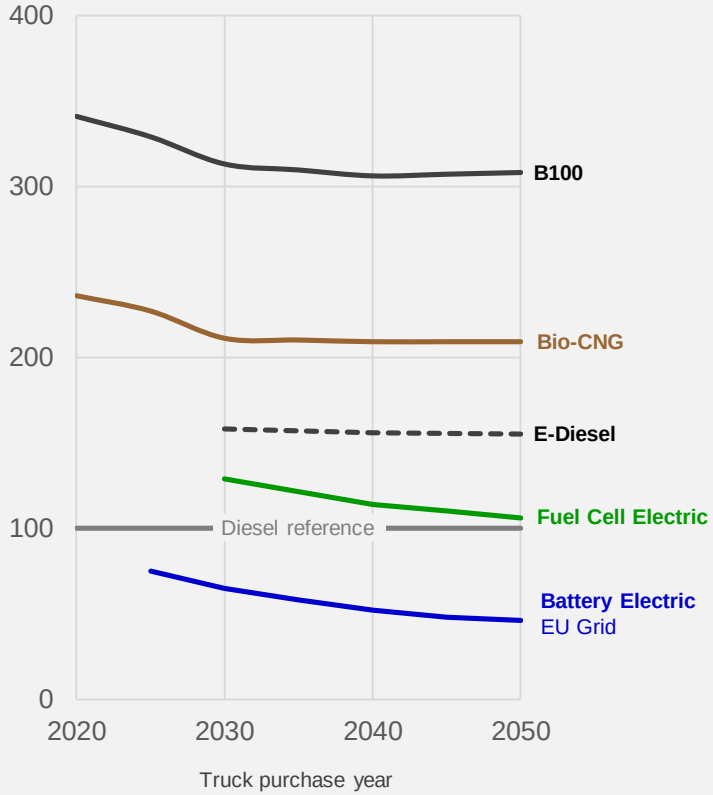
- Cost

LIFECYCLE ENERGY CONSUMPTION

Oil, gas, biomass, nuclear & renewable electricity



Batteries electric is the most energy sober option

40-ton regional-haul tractor
Operating over 800,000 km

Production & recycling & maintenance : Volvo internal LCA, scaled for hydrogen and gas based on CO_2 emissions. Battery, fuel cell and hydrogen tank second life and recycling not taken into account yet.

Multiplicators to get primary energy :

Pump Diesel: x 1.58 in 2020 up to 1.72 in 2030 and afterwards (JEC 2020 COD 1 for the fossil part (x1.26), 7% bio in 2020, 10% in 2030 and afterwards).

Bio-diesel: (B10<0): x 5.88 (17% energy efficiency of converting biomass into B100) in 2020, down to **5.26** in 2050 (19%).

E-diesel: x 2.83 in 2020, down to **2.62** in 2050

Bio-CNG: x 3.03 (33% energy efficiency of converting biomass into bio-methane) in 2020, down to **2.33** (43%) in 2050.

Green Hydrogen: x 2.14 in 2020, down to **x 1.97** in 2050

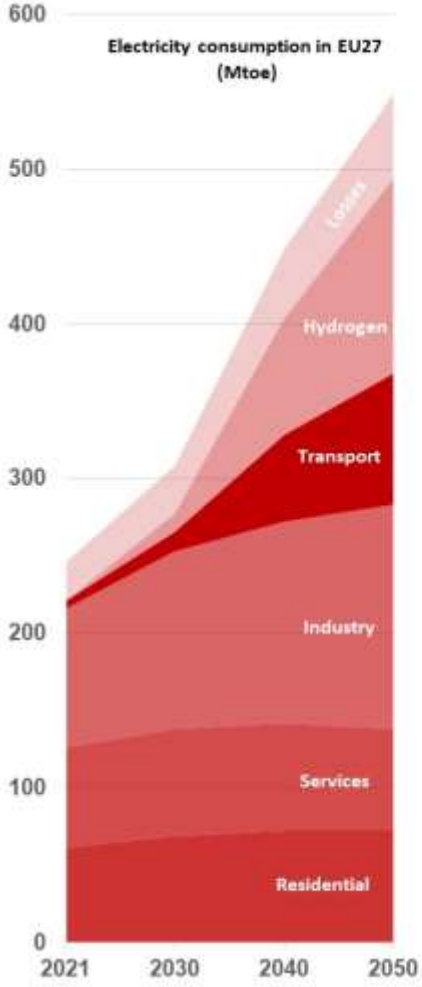
European grid electricity : x 2.83 in 2020 (JEC 2020 EMEL), down to **x 1.14** in 2050 (renewable electricity with 8% network losses and 5% storage losses)

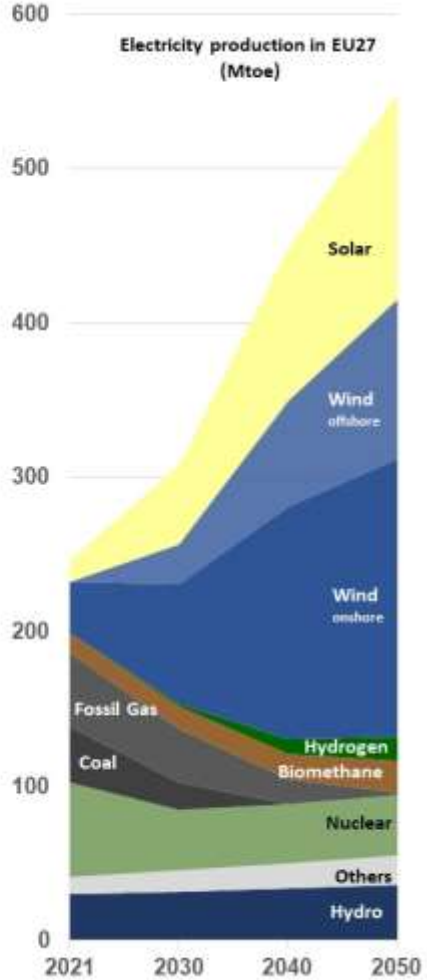
Batteries: 134 kWh grid per kWh of battery. Replacement after 7 years as maintenance.

Electricity

Cornerstone of European economy decarbonisation

- The rapid decarbonization of European electricity makes it play a major role in the Europea Green Deal: the electrification rate of the European economy will grow from 23% today to 58% in 2050 (1)
- Electricity production might **double** between 2021 and 2050. Production in 2050 might be based at 80% on wind and solar (2).
- The European grid requires more investments to be strengthened and increased by 30% in length up to 2050 (3). Its flexibility capacities will also significantly increase (4).
- **Transport** might use **17%** of the electricity production by 2050 (2% for trains, 4% for trucks and 11% for cars).





(1) "Powerbarometer 2023", Eurelectric, link

(2) ENTSO-E TYNDP model, 2022, Distributed Energy scenario as a base, corrected to fit with the other hypothesis, link

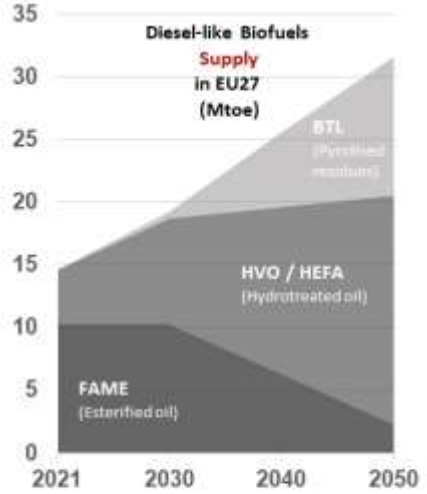
(3) "Electricity Grid and Secure Energy Transitions", IEA, October 2023, link

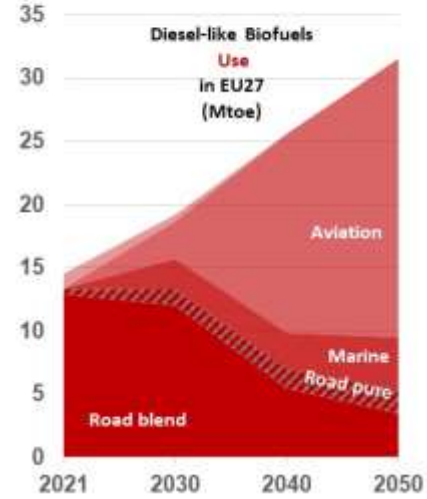
(4) "Flexibility solutions to support a decarbonized and secure EU electricity system", EEA/ACER, September 2023, link

Biodiesel

will be used mainly for aviation, its role for trucks will be minor

- Diesel-like biofuels represented **4.5%** of the diesel-like fuel need in 2021 in EU27.
- Production could make **x 2** between 2021 and 2050 despite severe challenges (**Sustainable biomass availability, Competition of feedstock with other usages** (food, construction…) and risk of adverse **land-use change** for carbon sinks, **Water need, Cost** due to **poor energy efficiency** and **labor need)**
- It will go in majority to **aviation.**
- The **bio blend** in road diesel will remain around **7%,** and might increase in 2040-2050. Only a small fraction of the truck fleet (≈ **3%**) could be supplied with pure biodiesel by 2050, only for cases where battery electric is not possible, as biodiesel trucks will have a higher TCO.





In 2021 in EU27, 14.6 Mtoe of biodiesel were supplied (1), made from feedstocks imported at 57% (2). 2/3 of FAME, with 1/3 of HVO (3). For 2030, assumption that HVO production grows(3), and FAME production remains constant. Afterwards, assumption of an increase of 1%/year of the HVO production capacity, plus a shift from FAME to HVO of 4 Mtoe every 10 years, and a potential of BTL production in 2050 of 11 Mtoe (4).

(1) Eurostat "final consumption in transport by type of fuel", and (2) for the industry part

(2) EU Bioenergy Sustainability report, 2023 (link)

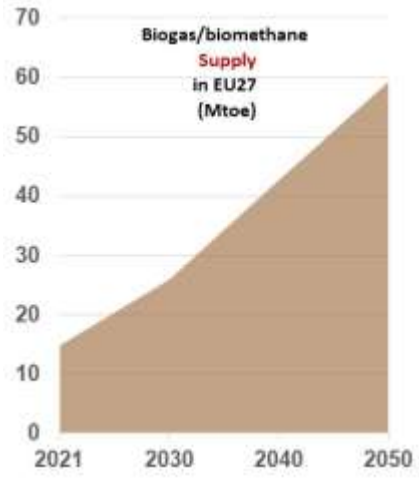
(3) T&E, 2021 (link) indicates a HVO production capacity of 5.1 Mt of HVO in EU27, supposed used at 80%. This is supposed to grow to 10 Mt in 2025, 4 times the quantity that can be made with sustainable feedstock from the EU.

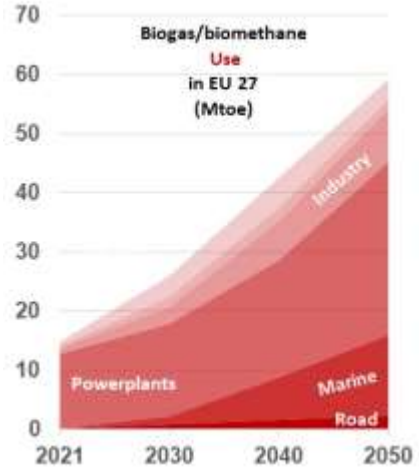
(4) Based on the analysis of "France Stratégie" in 2021 "Biomasse agricole : quelles ressources pour quel potentiel ?" (link), extrapolated to Europe.

Biogas / biomethane

will be used mainly for powerplants and marine, its role for trucks will be minor

- Biogas/biomethane represented in 2021 **3.0%** of the potential gas need in EU27.
- Production could make **x 4** between 2021 and 2050 despite severe challenges (**Sustainable biomass availability, Competition of feedstock with other usages** (food, construction…), **Cost** due to **poor energy efficiency** and **labor need, Methane leakage** risk for global warming)
- It would then represent **35%** of the gas consumed in 2050 from the grid, which will be used in majority by **gas powerplants** to manage solar and wind powerplants intermittency, and for **marine**.
- Only a small fraction of the truck fleet (≈ **3%**) could be supplied with biomethane by 2050, only for cases where battery electric is not possible due to the higher TCO with biomethane.





In 2021 in Europe (EU27), 14.8 Mtoe of biogas were supplied (1), out of which 2.8 Mtoe was up-graded into biomethane.

ICCT recommends to limits the biomethane feedstocks to the "sustainable feedstocks" of Annex IX of RED 3, and estimates their potential at 14 Mtoe for 2030 (2).

For 2050, assumption of 79 Mtoe, which is the forecast from Engie of all biogas from digestion or gasification that can be produced below 100 €/kWh (3). This does however not guarantee the sustainability of the feedstocks. To be safe, we have considered 75% of this value.

(1)EU Bioenergy Sustainability report, 2023 (link)

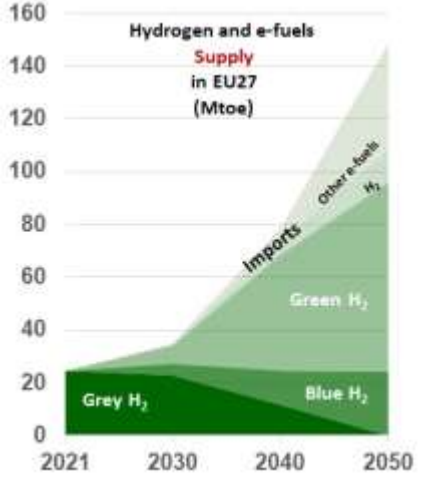
(2)"The climate risk of allowing feed crops in an EU biomethane target", ICCT, 2023 (link)

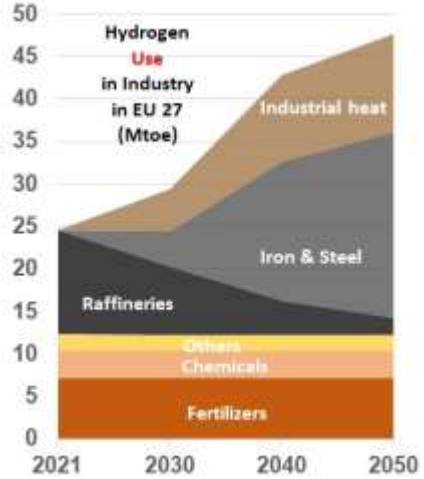
(3)"Geographical analysis of biomethane potential and costs in Europe in 2050", Engie, 2021 (link)

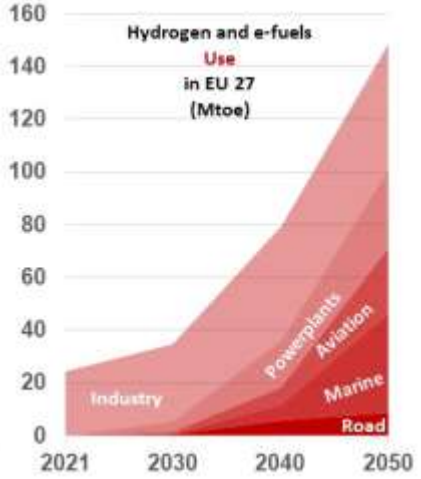
Low-carbon Hydrogen

and its derivatives (e-methanol, e-ammonia, e-SAF, e-diesel) will come after 2030 for the industry, powerplants, aviation & marine.

- Decarbonised hydrogen will come from green electricity electrolysis (“green”) and possibly also natural gas reforming with CCS (“blue”). It wil be used as such, or transformed into e-methanol, e-ammonia, or e-SAF. Part of this will be imported.
- So far, financed decarbonized hydrogen production plant construction in Europe (1) can only provide **2%** of the potential need in 2030.
- More hydrogen will likely come after 2030 (2). It will be mainly used for **industry**, **powerplants, aviation** (as e-SAF mainly) and **marine** (as e-ammonia and e-methanol mainly) (3).
- **Road** usage of hydrogen (directly or as e-fuel) will be only for cases where battery electric is not possible, as hydrogen-based fuels will have a higher TCO.







(1) Projects in construction or preparatory stage in “Clean Hydrogen Monitor”, Hydrogen Europe, 2023

(2) For 2040, projects in any phase in “Clean Hydrogen Monitor”, Hydrogen Europe, 2023. For 2050, values in figures from ENTSO-E TYNDP model, 2022, Distributed Energy scenario, link, for green hydrogen, own assumption for blue hydrogen.

(3) Demand for 2030 for the industry are from RePowerEU (link). For transport sectors, demand defined to comply with the respective CO_2 regulation, selecting preferably the cheapest energy.

Life Cycle Analysis

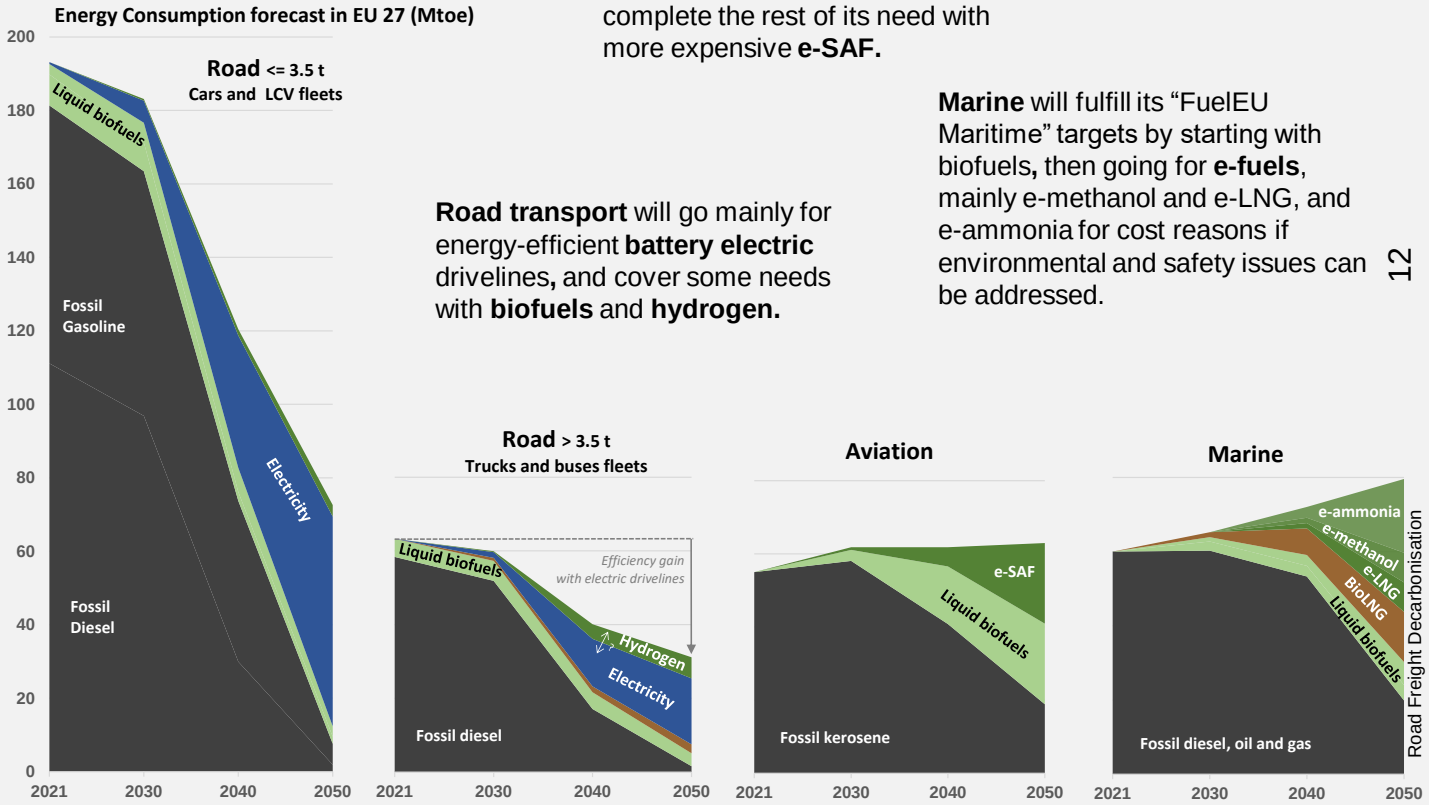
- Energy Consumption
- Energy Availability
- Global Warming Potential
- NO_x Emission
- Noise Emission
- Mineral Resource Depletion
- Cost

A logical split of renewable resources for transport will happen through regulation or market prices:

Aviation will fulfill its “ReFuelEU Aviation” targets by taking all possible **liquid biofuels,** and complete the rest of its need with more expensive **e-SAF.**

Marine will fulfill its “FuelEU Maritime” targets by starting with biofuels**,** then going for **e-fuels**, mainly e-methanol and e-LNG, and e-ammonia for cost reasons if environmental and safety issues can be addressed.

Road transport will go mainly for energy-efficient **battery electric** drivelines**,** and cover some needs with **biofuels** and **hydrogen.**



Life Cycle Analysis

- Energy Consumption
- Energy Availability
- Global Warming Potential
- NO_x Emission
- Noise Emission
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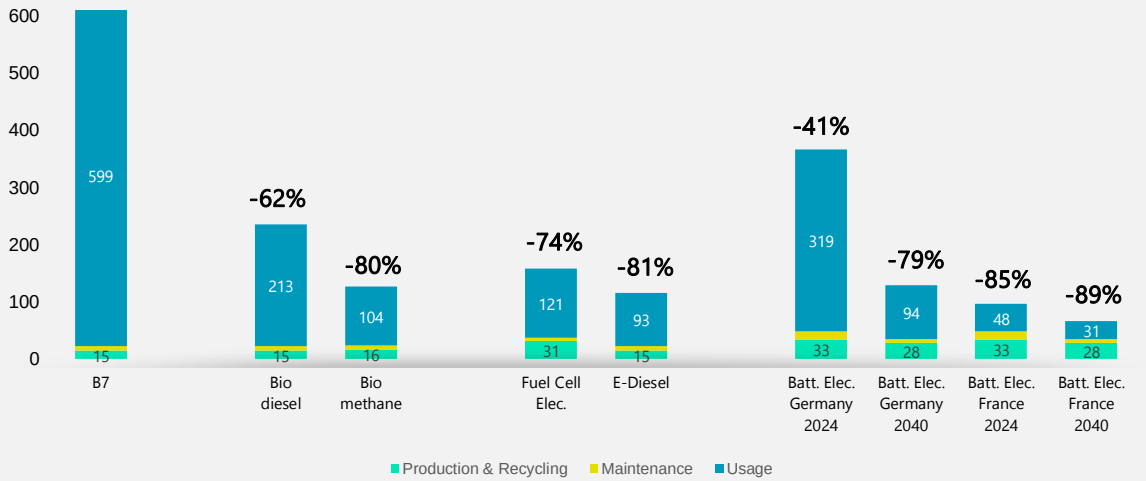
- Cost

LIFECYCLE GLOBAL WARMING POTENTIAL (tCO_2eq)



Batteries, hydrogen and bio energies are valid candidates to decarbonise road freight

40-ton regional-haul tractor Operating over 800,000 km

Production & recycling & maintenance : Volvo internal LCA for diesel and BEV in 2020, scaled for the other cases with Ricardo ED11344 report. For batteries, change after 7 years taken into account, assuming that 40% of the accumulated storage energy is left at SOH=80% for the second life, and that recycling saves 30% of the carbon footprint of a new battery.

CO_2 emission coefficients:

Pump Diesel: 3.09 $kgCO_2eq/l$ in 2020 (7% bio) decreasing linearly to 2.85 $kgCO_2eq/l$ in 2030 (17% bio), and constant afterwards

B100: 1.14 $kgCO_2eq/l$ in 2022 (ADEME), decreasing linearly to 1/3 of this value in 2050

E-diesel: 0.57 $kgCO_2eq/l$ in 2020, decreasing to 0.17 $kgCO_2eq/l$ in 2050.

Bio-CNG: 0.66 $kgCO_2eq/kgCH_4$ in 2020 (ADEME), decreasing linearly to at 1/3 of this value in 2050.

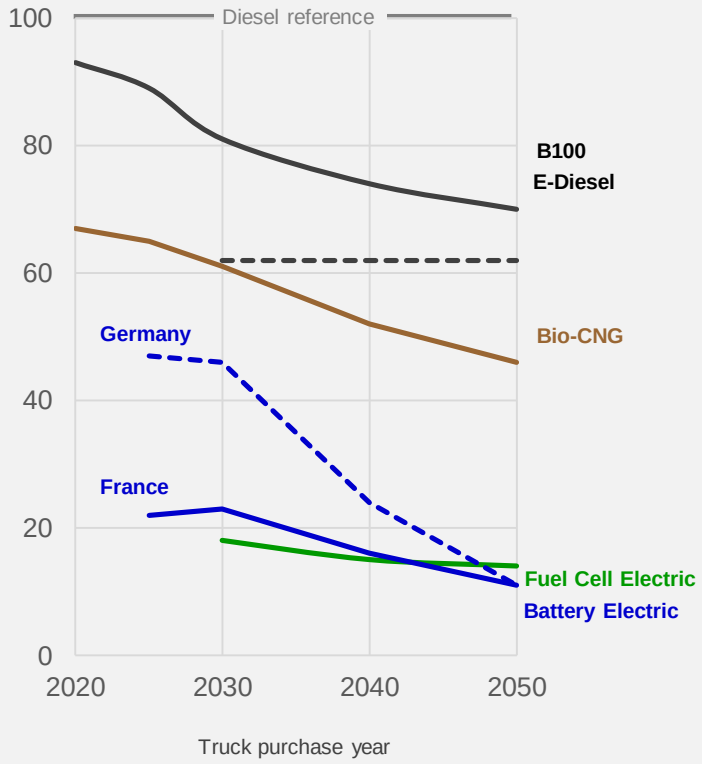
Green Hydrogen: 2.7 $kgCO_2eq/kgH_2$ in 2020, decreasing to 1.5 $kgCO_2eq/kgH_2$ in 2050

Grid electricity : 57 gCO_2eq/kWh in 2021 in France (ADEME), 505 gCO2eq/kWh in 2018 in Germany (IEA), decreasing linearly to 30 gCO_2eq/kWh in 2050.

Life Cycle Analysis

- Energy Consumption
- Energy Availability
- Global Warming Potential
- NO_x Emission
- Noise Emission
- Mineral Resource Depletion
- Cost

LIFECYCLE GLOBAL NO_x EMISSIONS
versus diesel



Electric trucks are a must to remove local NOx emissions, and have the lowest global Nox emissions

40-ton regional-haul tractor Operating over 800,000 km

Production & recycling & maintenance : Volvo internal LCA, scaled for hydrogen based on GWP.

NOx emissions:

Pump Diesel: 400 mg/km WTT in 2020 (based on Eco invent database), down to 320 mg/km WTT in 2050. 590 mg/km TTW (1) in 2020, down to 300 mg/km TTW with Euro VII in 2029.

Bio-diesel: (B100): 370 mg/km WTT in 2020 (assumption based on the energy balance of JEC 2020, ROFA1 pathway), down linearly to 140 mg/km in 2050.

E-diesel: 140 mg/km WTT in 2020, down linearly to 120 mg/km in 2050, based on the green hydrogen value below scaled with the primary energy ratio.

Bio-methane: 370 mg/km WTT in 2020 (assumption based on the energy balance of JEC 2020, OWCG5 pathway), down linearly to 110 mg/km in 2050. TTW part considered 40% lower than for pump diesel.

Green Hydrogen: 21 mg/km in 2020 (based (3)), down linearly to 8 mg/km in 2050.

Grid electricity : 74 mg/m in 2020, down to 30 mg/km in 2050, based on French mix content and (3). In Germany, similarly: 312 mg/km in 2020, down to 30 mg/km in 2050.

Batteries: 60% (first life) of 97 g/kWh (4), down linearly to 32 g/kWh in 2050.

(1) "Real world performance of Euro VI D trucks", ICCT, 2021, page 9 truck 1 and 3,

(2) NREL database,

(3) "Incorporating upstream emissions into electric sector nitrogen oxide reduction targets", EPA, 2020

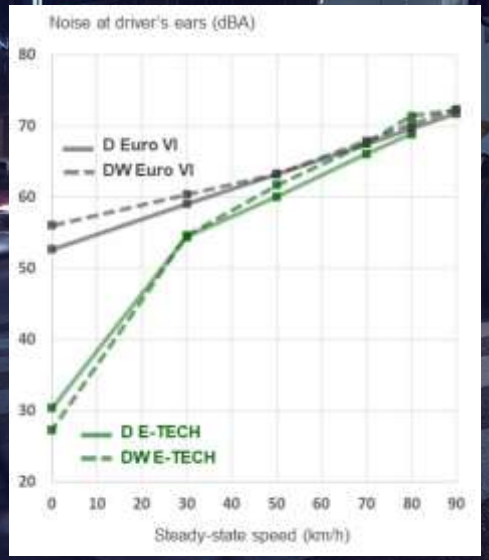
(4) Life Cycle Analysis of Li-ion Batteries, Argonne National Laboratory, 2019,

Life Cycle Analysis

- Energy Consumption
- Energy Availability
- Global Warming Potential
- NO_x Emission
- **Noise Emission**
- Mineral Resource Depletion
- Cost

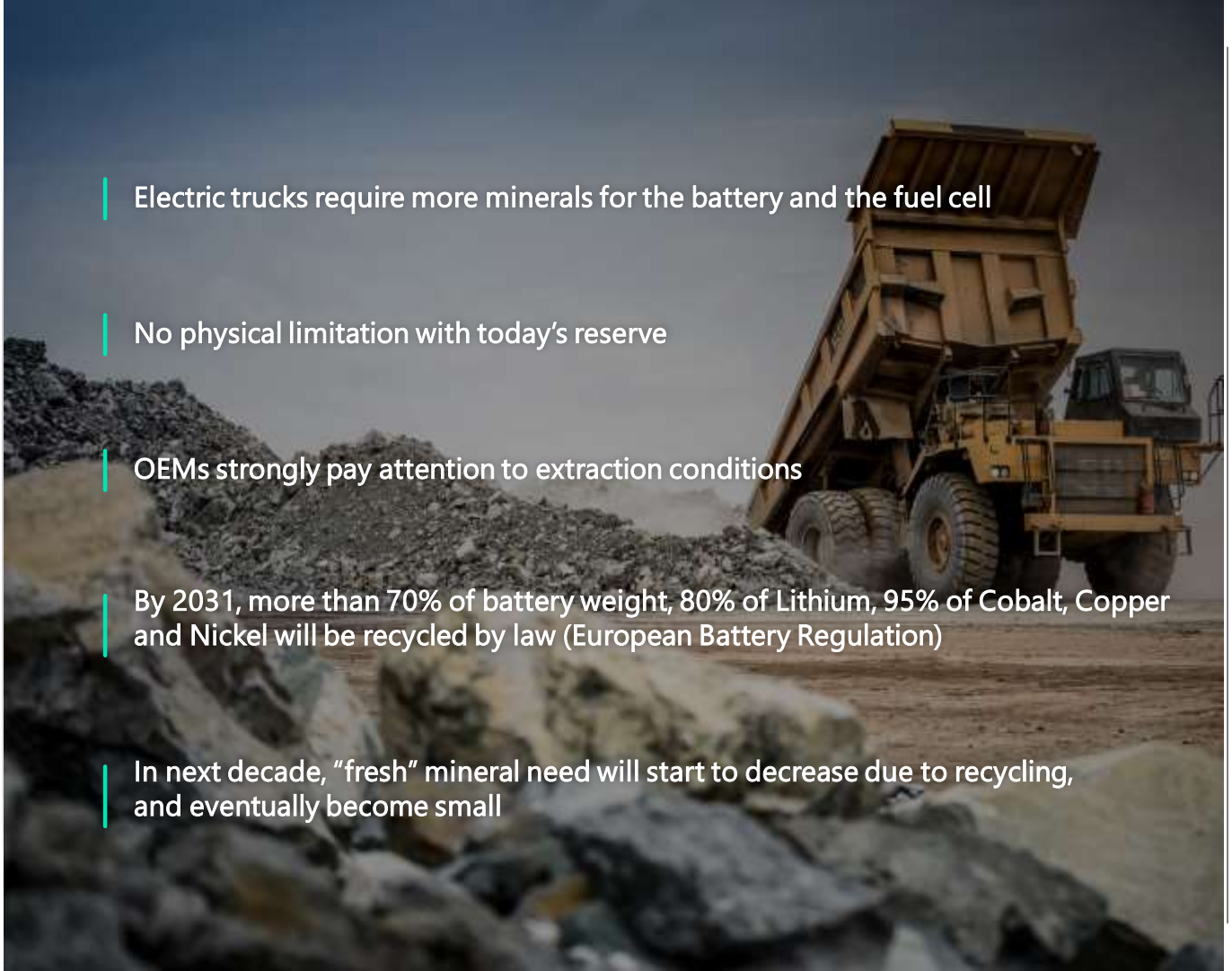
Externally, Renault Trucks E-Tech D emits 85% less noise (- 8 dBA) in the legal pass-by test EC R51-03 than the diesel version

Inside the cab, compared to diesel, the electric truck D E-Tech compared to diesel saves:



Life Cycle Analysis

- Energy Consumption
- Energy Availability
- Global Warming Potential
- NO_x Emission
- Noise Emission
- **Mineral Resource Depletion**
- Cost



Electric trucks require more minerals for the battery and the fuel cell

No physical limitation with today's reserve

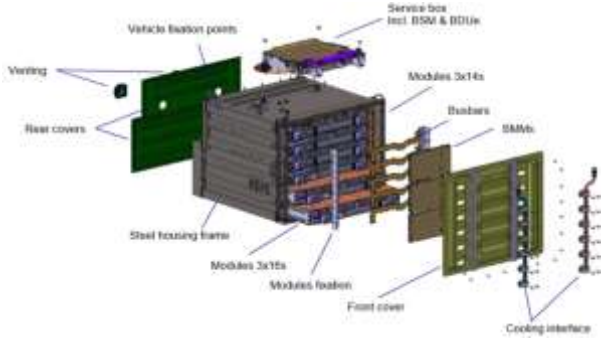
OEMs strongly pay attention to extraction conditions

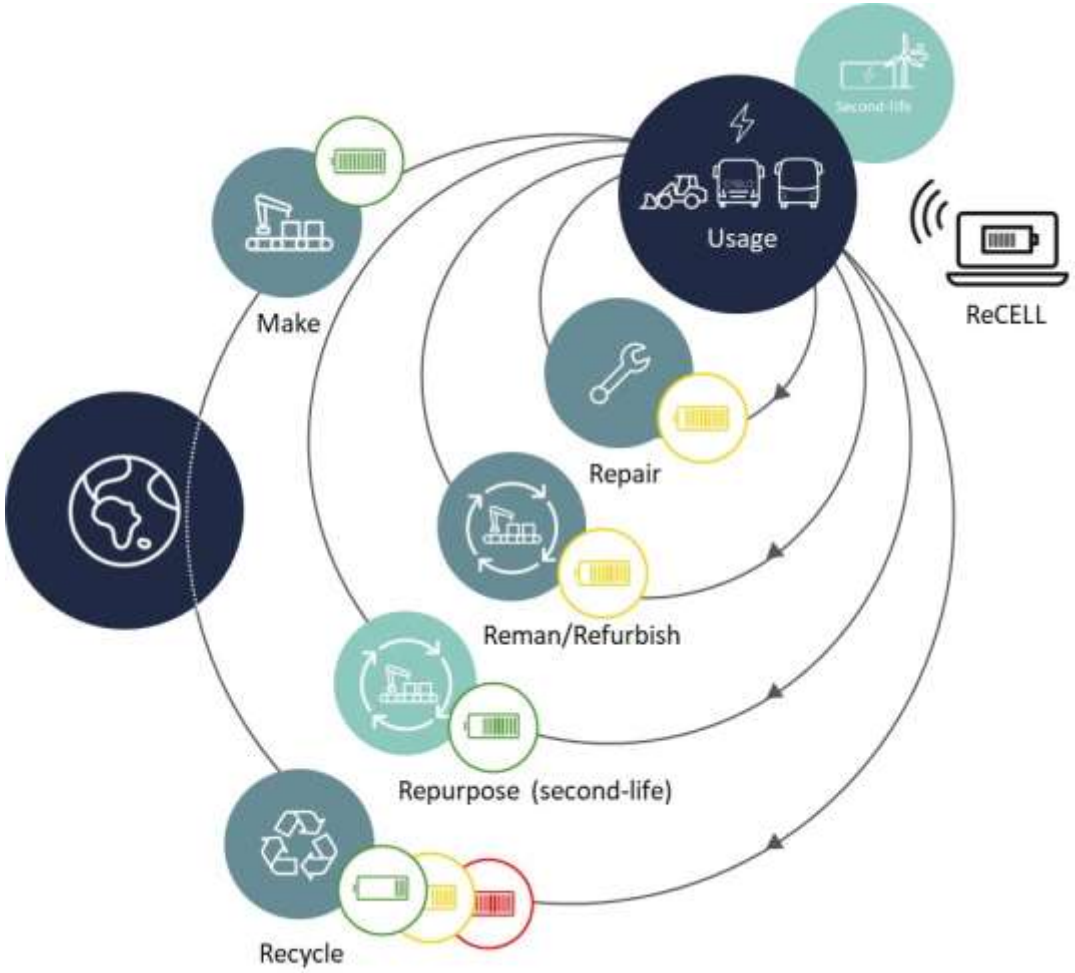
By 2031, more than 70% of battery weight, 80% of Lithium, 95% of Cobalt, Copper and Nickel will be recycled by law (European Battery Regulation)

In next decade, "fresh" mineral need will start to decrease due to recycling, and eventually become small

RENAULT TRUCKS

Battery Circularity



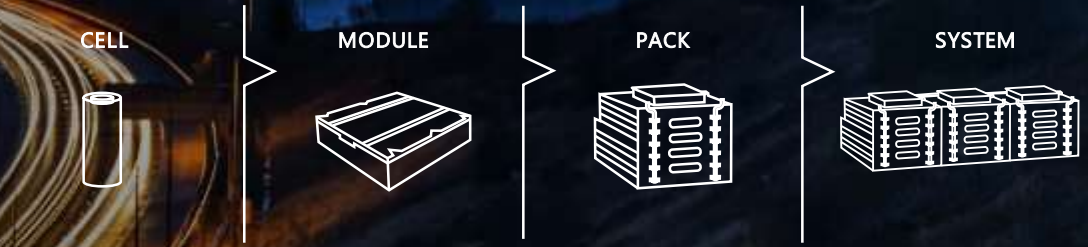


BATTERY PRODUCTION

Integrating the upstream value chain

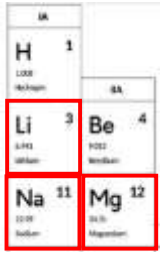
2022
Pack assembly
in Gent, Belgium

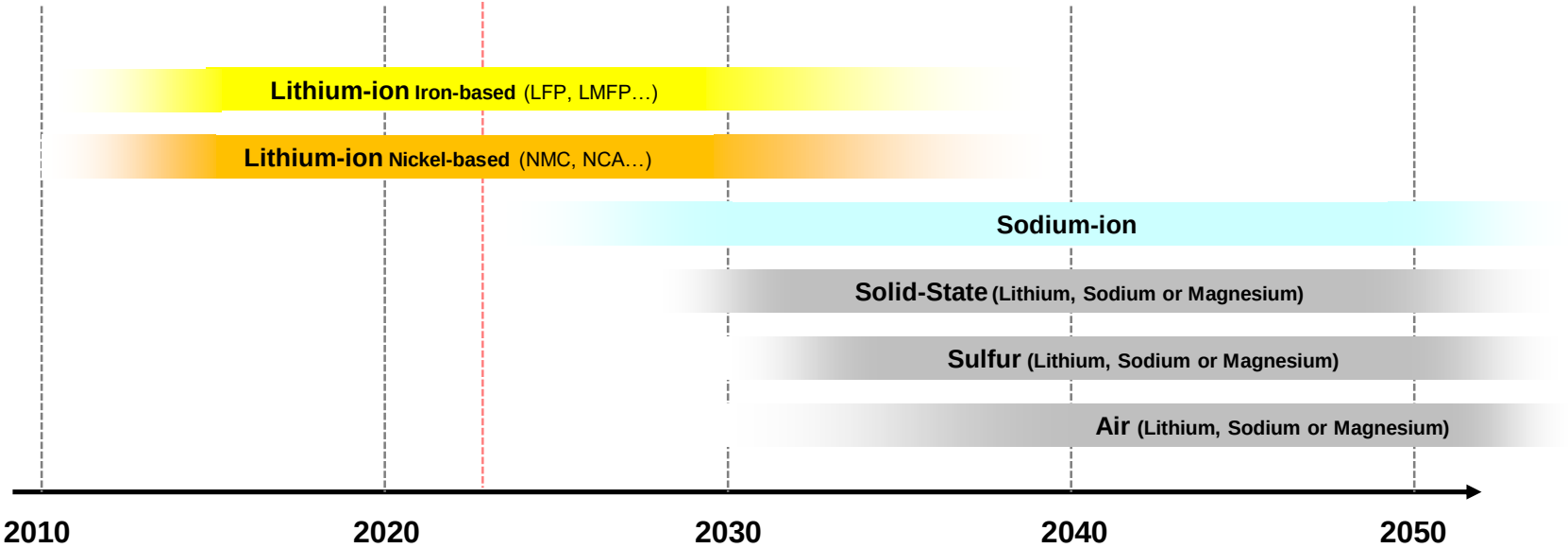
2030+
Large-scale cells manufacturing
plant in Mariestad, Sweden



Battery Chemistry Evolution for Trucks

- Today's Lithium-ion technology will continue throughout the decade in the new gigafactories
- OEMs will continue to navigate between the possible cathode chemistries guided by minerals availability and price (Ni, Co, M, Al, Fe, P…)
- Sodium-ion might come in the second part of the decade for low-cost or low-range trucks
- Solid-State, Sulfur and Air are more likely for the next decade



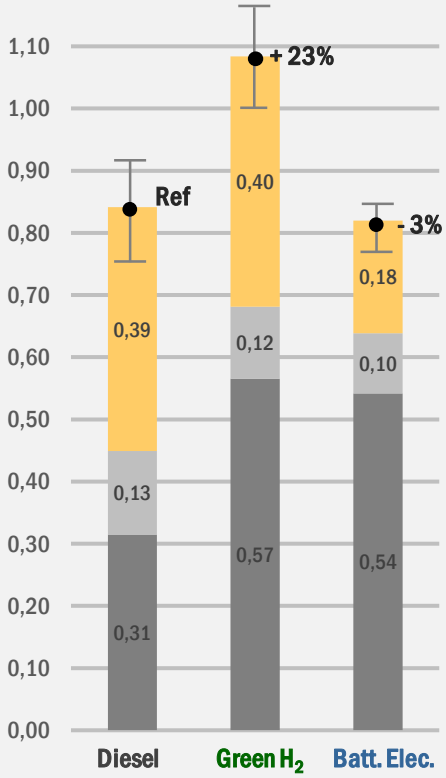


Life Cycle Analysis

- Energy Consumption
- Energy Availability
- Global Warming Potential
- NO_x Emission
- Noise Emission
- Mineral Resource Depletion
- **Cost**

TOTAL COST OF OWNERSHIP for a truck bought in 2030

€$_{2024}$ / km



TCO parity electric vs diesel before 2030 for urban trucks

16-ton urban distribution truck running 280 000 km over 7 years

Energy cost (average over 7 years) is based on a forecast using financial market futures when available, no VAT included

- Diesel: 1.60 €/l (30-36). Includes ETS2
- B100: 1.93 €/l (30-36)
- Bio-CNG: 2.52 €/kg (30-36). Public subsidies not considered.
- Green hydrogen: 7.1 €/kg (30-36)
- Electricity: 0.19 €/kWh (30-36), based on depot night AC charging and with IC band contract. Includes charger installation and initial connection cost amortization.

Tires, air drag improvements, and internal combustion engine (incl. Euro VII) improvements over time taken into account. Energy consumption increase of 3.5% (16-ton), 2.4% (40-ton) per added ton of empty weight for diesel, 1.5% for electric.

Maintenance cost includes predictive & corrective costs and tires (corrected proportionally to vehicle weight.).

Truck cost includes purchase, resale and capital cost.
All decided public support taken into account in 2024, none in 2030

- Battery pack: 130 €/kWh (2030) with 80% Depth of Discharge, and a residual value of 20% of a new battery for second life at 80% SOH.
- H_2 tank: 400 €/kg (2030). Fuel cell: 170 €/kW (2030), average cycle efficiency of 55% (2030), efficiency decrease of 5 points at mid-life.
- Initial low-volume production and extra warranty cost taken into account for FCEV and BEV.
- Diesel and gas: +2%/year cost increase after 2027 due to the volume base and suppliers number reduction.

Uncertainty range on the graph relates only to energy cost.

All values in Jan 1st 2024 Euros (no inflation) without VAT.

Comparison exercise independent from Renault Trucks product plan

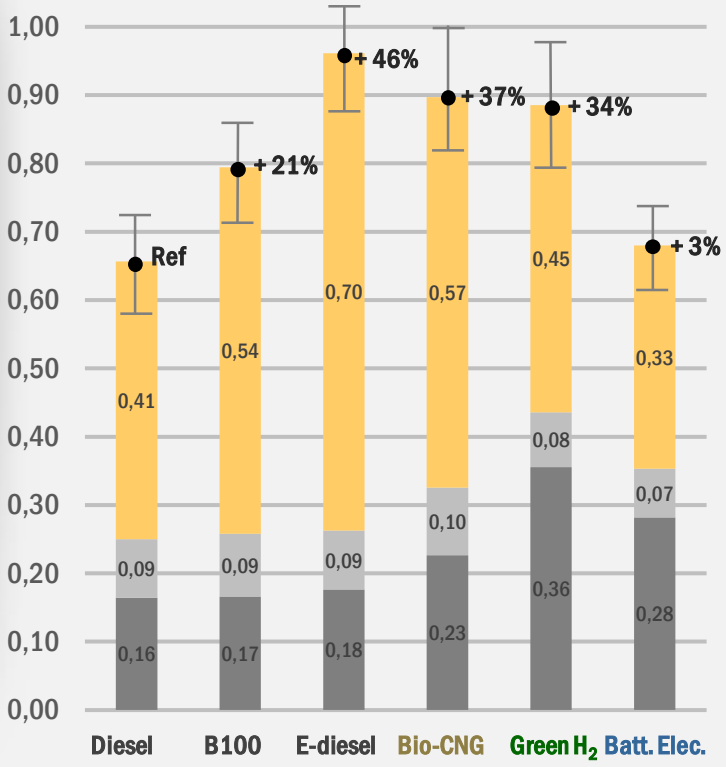
Version 932 - Oct 2024

Life Cycle Analysis

- Energy Consumption
- Energy Availability
- Global Warming Potential
- NO_x Emission
- Noise Emission
- Mineral Resource Depletion
- Cost

TOTAL COST OF OWNERSHIP for a truck bought in 2030

€$_{2024}$ / km



TCO parity electric vs diesel before 2030 for long-haul trucks

40-ton urban distribution truck running 829 000 km over 7 years

Energy cost (average over 7 years) is based on a forecast using financial market futures when available, no VAT included

- Diesel: 1.60 €/l (30-36). Includes ETS2
- B100: 1.93 €/l (30-36)
- Bio-CNG: 2.52 €/kg (30-36). Public subsidies not considered.
- Green hydrogen: 7.1 €/kg (30-36)
- Electricity: 60% private DC at 0.22 €/kWh (30-36), based on depot night DC charging with IC band. Includes charger installation & initial connection cost amortization. And 40% public at 0,32 €/kWh (30-36).

Tires, air drag improvements, and internal combustion engine (incl. Euro VII) improvements over time taken into account. Energy consumption increase of 3.5% (16-ton), 2.4% (40-ton) per added ton of empty weight for diesel, 1.5% for electric.

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Comparison exercise independent from Renault Trucks product

Version 932 - Oct 2024

Summary

Battery Electric

- Lowest **energy need**
- Lowest **CO_2** footprint
- Lowest **Transport Cost**
- Zero tailpipe **NOx**
- Lowest **Noise**

- Battery **minerals supply**
- **Grid** load management
- **Operational** constraints
- **Up-front investment**

Low-carbon Hydrogen

- When BEV not possible
- Synergies with industries
- Zero tailpipe **NOx**

- Higher **Energy need**
- Higher **transport cost**
- Higher **CO_2 footprint**
- **Operational constraints**
- **Up-front investment**

Biodiesel

- **Drop-in** in existing fleet

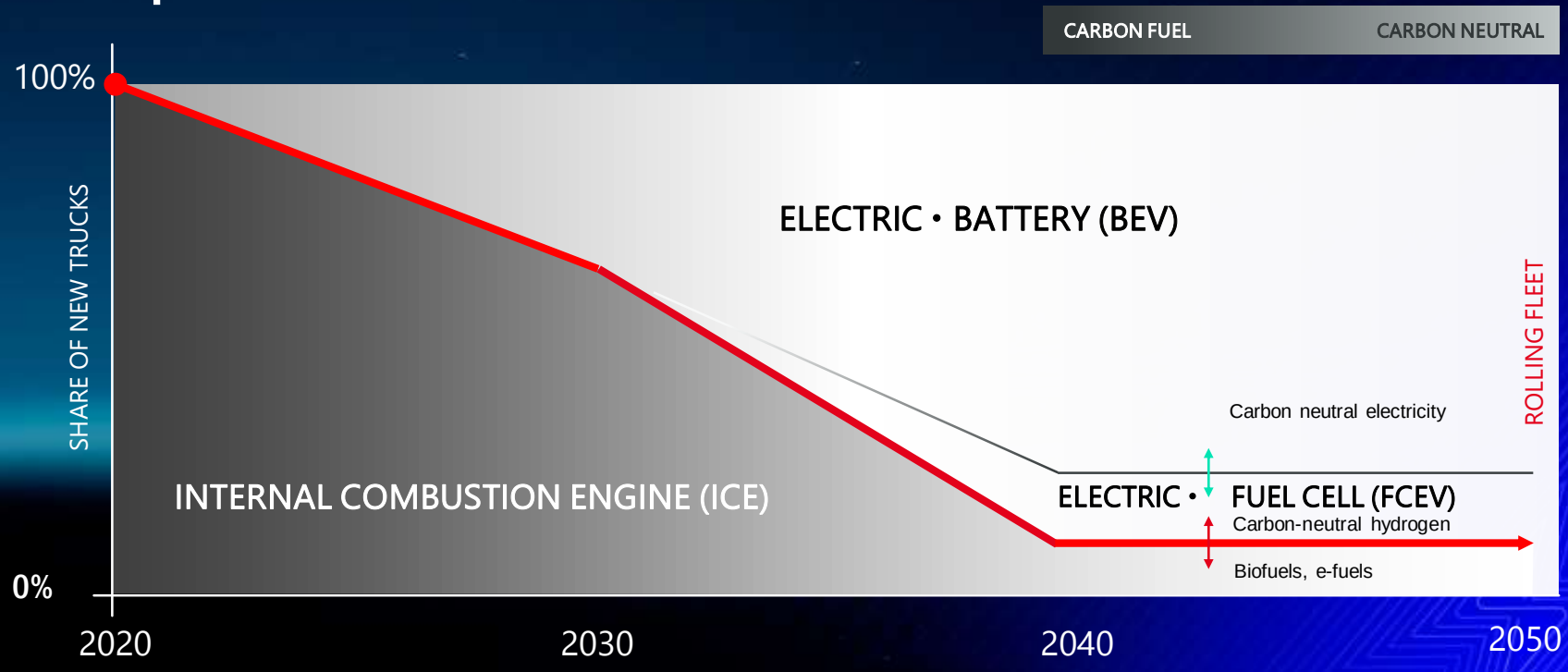
- Limited **quantity** available
- Higher **Energy need**
- Higher **transport cost**
- Tailpipe **NOx**

Biomethane

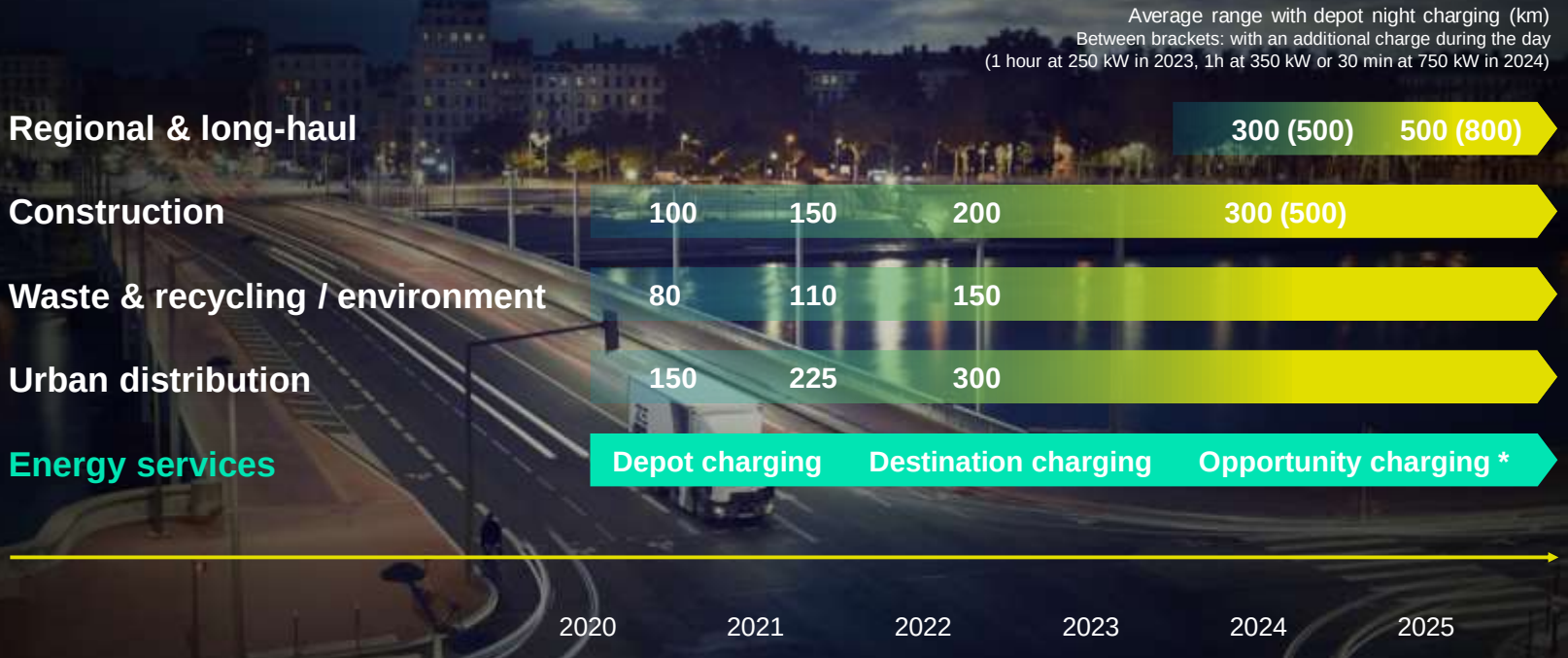
- **Drop-in** in existing gas fleet

- Limited **quantity** available
- Higher **Energy need**
- Higher **transport cost**
- GWP impact of **leaks**
- Tailpipe **NOx**

Renault Trucks roadmap towards carbon neutral transportation



Renault Trucks fast-paced electric introduction

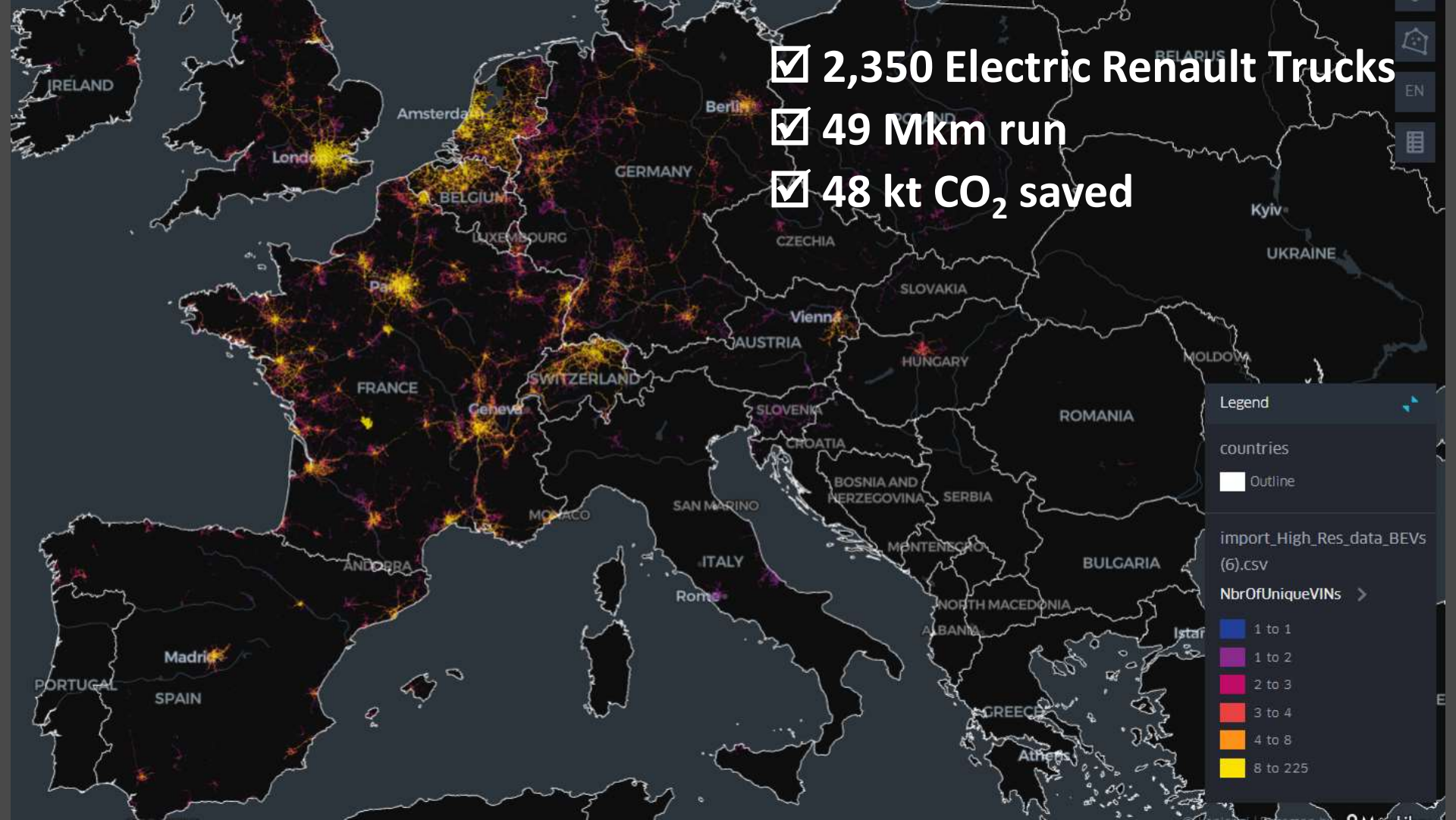


* Milence

The widest electric range in Europe

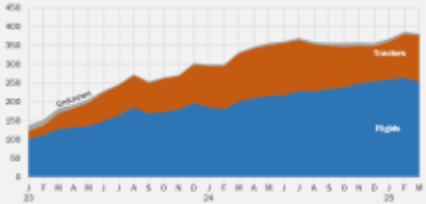
From 0.6 to 44t

RENAULT TRUCKS


☑ 2,350 Electric Renault Trucks
☑ 49 Mkm run
☑ 48 kt CO_2 saved
IRELAND
Amsterdam
Berlin
GERMANY
BELGIUM
LUXEMBOURG
CZECHIA
Kyiv
UKRAINE
SLOVAKIA
Vienna
AUSTRIA
HUNGARY
MOLDOVA
FRANCE
SWITZERLAND
Geneva
SLOVENIA
ROMANIA
CROATIA
BOSNIA AND HERZEGOVINA
SERBIA
SAN MARINO
MONACO
MONTENEGRO
BULGARIA
ANDORRA
ITALY
Rome
NORTH MACEDONIA
ALBANIA
Madrid
PORTUGAL
SPAIN
GREECE
Athens
Legend
countries
Outline
import_High_Res_data_BEVs (6).csv
NbrOfUniqueVINs
1 to 1
1 to 2
2 to 3
3 to 4
4 to 8
8 to 225

Market outlook

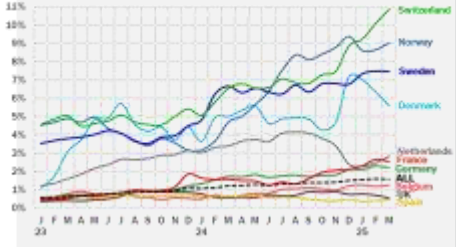
High speed & leading positions



MHDV BEV Registrations
Europe (EU27 + NO + CH + UK)

1 098 u. +11% vs. LY

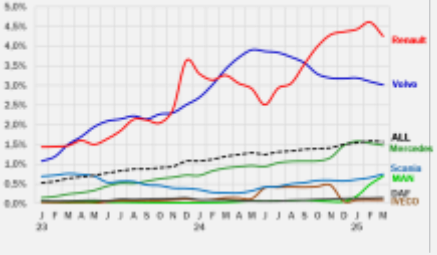
% tractor units : 39%



Electric trucks penetration per country
6 months rolling average

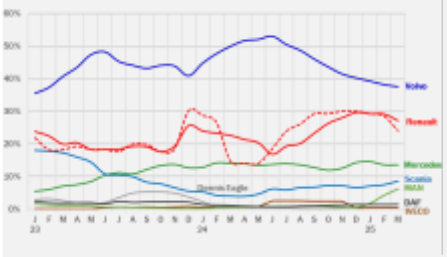
Europe: 1.6%

Nordics, CH > 8%



Electric trucks penetration per OEM
6 months rolling average

4.3%; x2,7 market speed



OEM Market Share
All countries · All types
6 months rolling average

All types : 27%

Rigids only: 31%

Journey towards decarbonisation, with serenity

CO_2 TARGET

TECHNOLOGY OPTIONS

BUSINESS ECOSYSTEM

SMART CHARGING

ROUTE PLANER

TRAINING & COACHING

FLEET MONITORING

UPGRADE & LIFE EXTENSION

FLEET & ROUTES ANALYSIS

SITE ANALYSIS

SERVICE CONTRACT

FINANCING & INCENTIVES

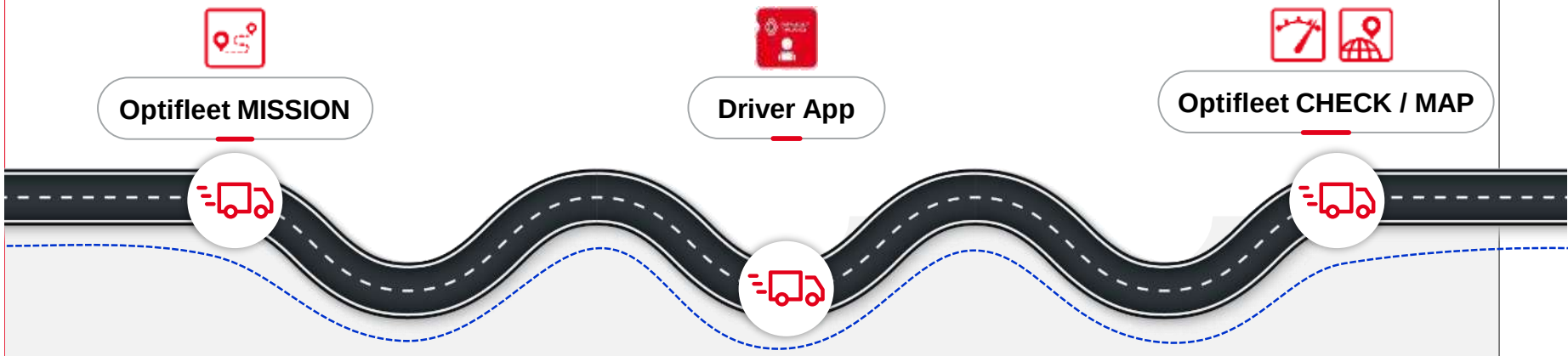
VEHICLE TRIAL

COMPLETE VEHICLE

CHARGING

RENAULT TRUCKS

We have developed a dedicated offer
to support you in this transition with serenity



Serenity pack

Charging understanding: AC vs. DC

The power that comes from the grid is always AC

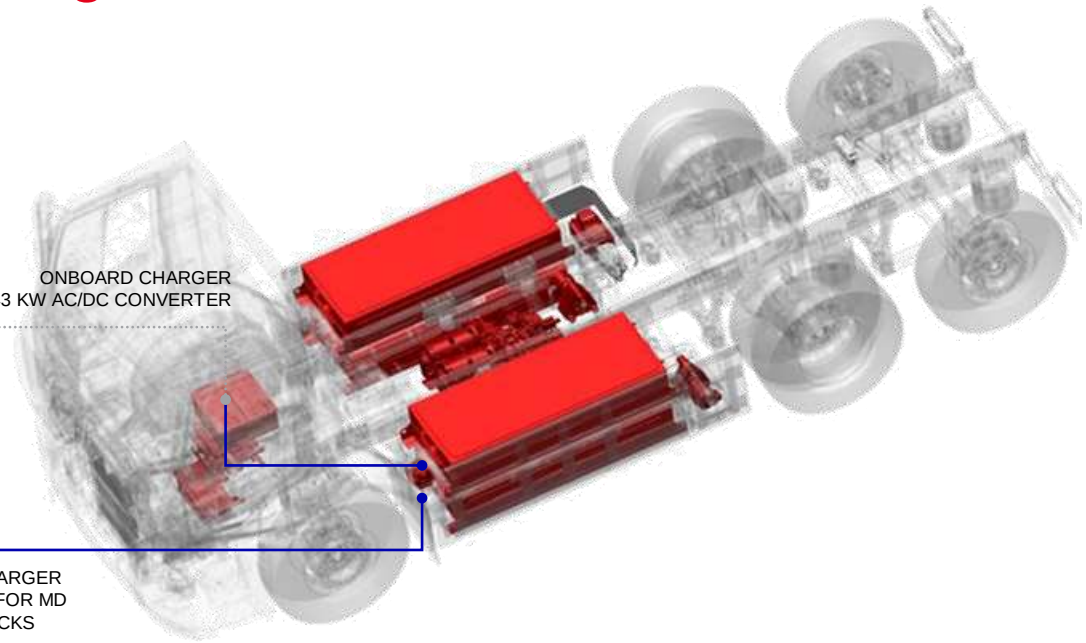
AC

ONBOARD CHARGER
43 KW AC/DC CONVERTER

DC

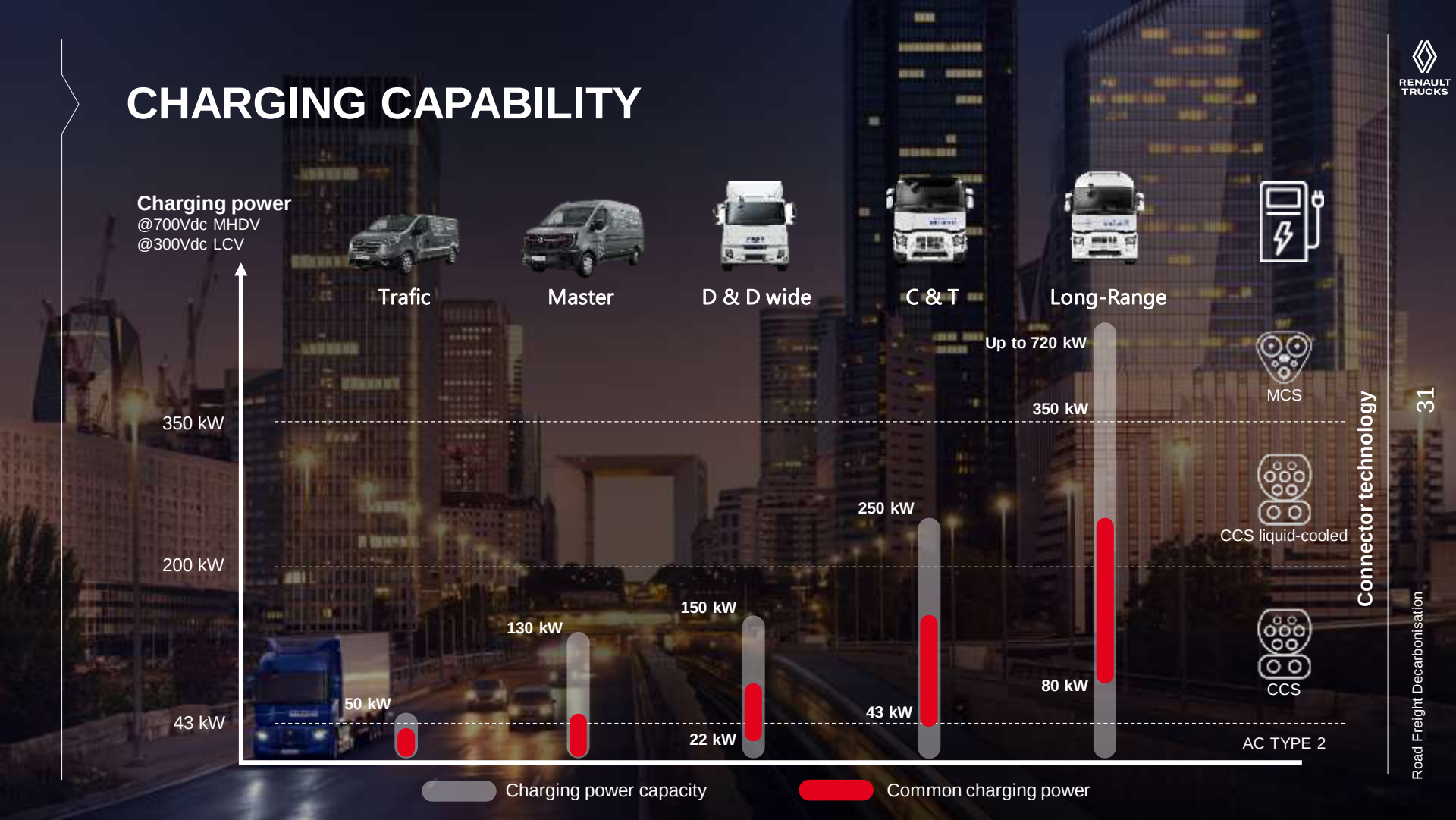
CONVERTER INSIDE THE CHARGER
ITSELF MAX POWER 150 KW FOR MD
AND 250 KW FOR HD TRUCKS

But batteries accept only DC



Renault compatible with all charging modes for more flexibility

CHARGING CAPABILITY



Public charging infrastructure development

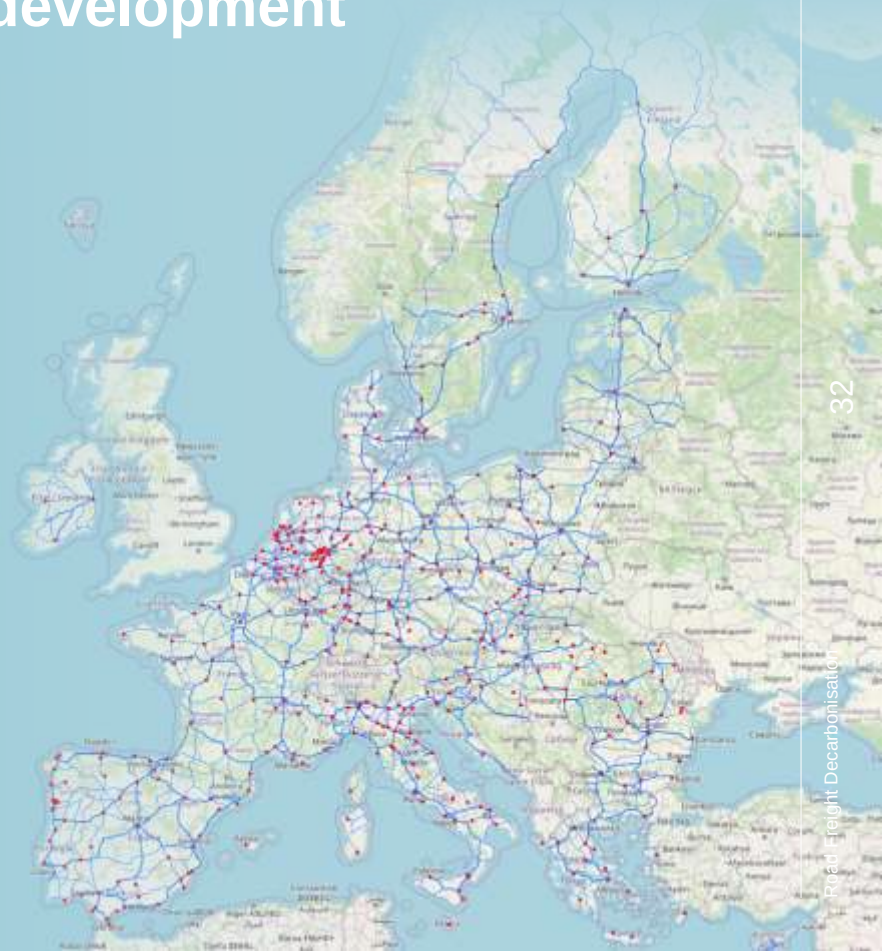
AFIR • EUROPEAN REGULATION THAT DEFINES

 # 2026 500 high power charging pools for trucks

 # 2031 Each 60 km (or 100 km on non-core networks) on the 90,000km of the main European highways

HD TRUCKS PUBLIC CHARGING HUBS LOCATIONS
(Maintained by Renault Trucks)

Europe - Electric Trucks Charging Locations Map



Electrifying Plants Logistics