



Sustainability **European automotive logistics leaders discuss turning energy crisis into decarb...**

Vehicle logistics

European automotive logistics leaders discuss turning energy crisis into decarbonisation opportunity for finished vehicle logistics

European automotive logistics industry leaders gathered at the European Parliament in Brussels, Belgium, to discuss resilience during an energy crisis and what OEMs, logistics providers and policymakers can do to



vehicle logistics.



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Wolfgang Göbel, president, ECG Source: ECG



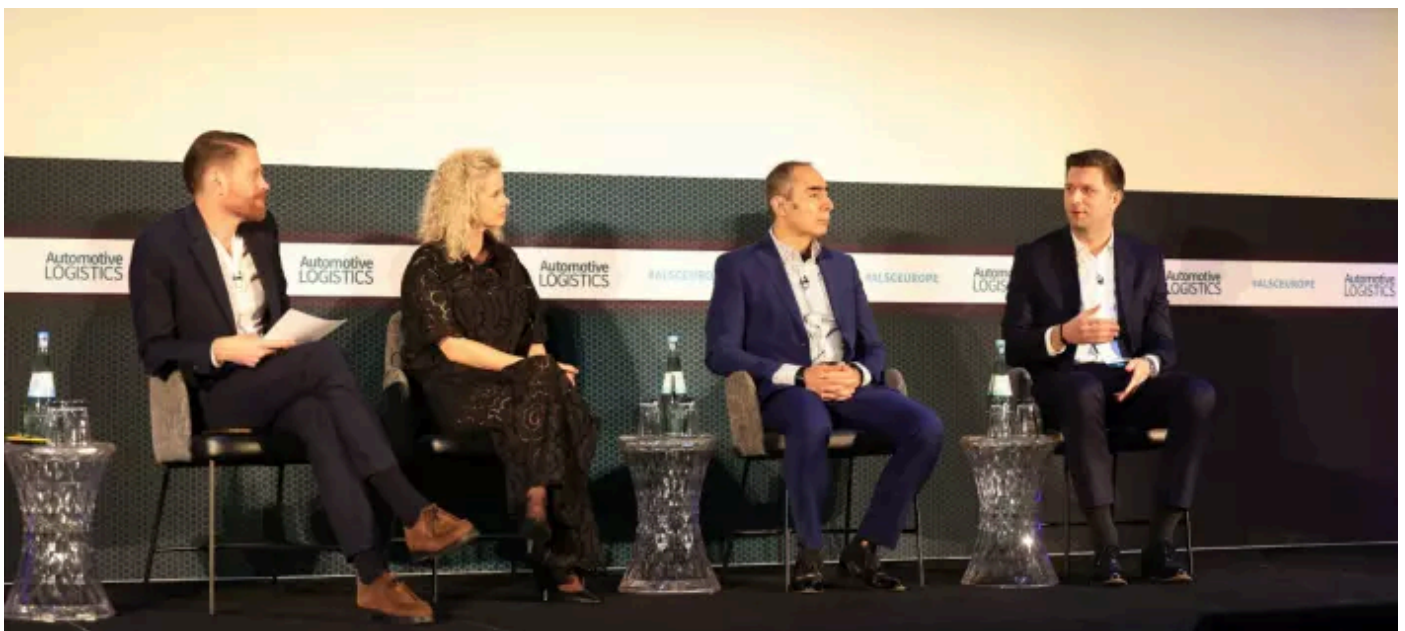
Parliament Dinner Debate on May 3, 2020. While discussing how different stakeholders can support an industry-wide green transition, automotive and logistics leaders called for industry-wide collaboration to decarbonise finished vehicle logistics.

“The main challenge is to achieve the transition as quickly and effectively as possible, but without creating unnecessary burdens through additional regulation or quota proposals that do not reflect operational realities,” Frank Schnelle, executive director of ECG, stated. “At the same time, strengthening resilience must be part of the equation. Only if shippers, logistics providers and vehicle manufacturers act in a coordinated way can the transition succeed.”

He emphasised that as of today, less than 1% of trucks in the finished vehicle logistics industry are electric, noting that charging infrastructure remains a major challenge, even with the rollout of the Trans-European Transport Network.

At the debate, which was hosted by Beatrice Timgren, member of the ECR Group and the European Parliament’s Committee on the Environment, Climate and Food Safety, ECG called for a framework that “prioritises simplification, consistency and common standards” to support the sector’s electrification transition whilst maintaining operational stability.

“ECG has developed concrete enablers for decarbonisation in cooperation with academia, which provide transparency on the costs of reducing emissions, as well as the Emissions Calculation and Reporting Guideline,” Schnelle shared. “These tools support companies in taking informed and practical steps.”





demands more than ambition; it demands a different kind of partnership

As leaders from JLR, Volvo Group and Wallenius Wilhelmsen made clear at ALSC Europe 2026, deploying low-emission logistics at scale is a collaboration, affordability and ecosystem problem and solving it will require the industry to work in ways it has never worked before.

The OEM perspective

Levent Yuksel, freight operations director at Jaguar Land Rover, reiterated [the perspective he shared at ALSC Europe](#) in March, that the whole industry must come together and collaborate closely in order to accelerate decarbonisation in automotive logistics.

He shared his view that the green transition must be delivered hand-in-hand with industrial strength, resilience and global competitiveness, not at the expense of them.

Yuksel highlighted some of the projects JLR has launched to further its decarbonisation efforts, from EV trials to HVO bunkering. He emphasised the need for green corridors spanning land and sea across Europe to increase the viability of sustainable logistics throughout the continent.

He also noted how bureaucratic and infrastructural barriers have held back rail's potential as a mode of transport, saying that when it comes to automotive logistics in Europe, the infrastructure is misaligned to the reality.

Key decarbonisation challenges in Europe, according to JLR's Levent Yuksel:

- Infrastructure misaligned to freight reality
- TEN-T disconnect



logistics together: Insights from JLR's Levent Yuksel

At ALSC Europe 2026, Jaguar Land Rover's freight operations director shares how industry-wide collaboration, green corridors, and innovative network strategies are key to achieving sustainable automotive logistics.

"My partner's problems are my problems, because we want to progress in this journey together," said Yuksel, further emphasising the critical role collaboration will play in the future of decarbonisation. "To progress in sustainability, all parties need to play a role."

Alexander Vlaskamp, CEO at MAN Truck & Bus, noted that "times have changed" since the Paris Agreement on climate change was signed over a decade ago, highlighting the deprioritisation of climate change on the agendas of countries like the US and Russia.

However, he noted that China's commitment to green transport has remained, not least because it continues to be a solid business case for the country's strong base as a manufacturer of new energy vehicles.

A common theme of the debate, which Vlaskamp touched on, was the need for policy to support the funding of charging infrastructure for electric trucks, if more are to be added to fleets to replace diesel vehicles. "The challenge is not the equipment, it's the connection to the grid," remarked Vlaskamp.

The “perfect formula” for decarbonisation, according to MAN’s Vlaskamp:

- Product
- Infrastructure



He called for the industry to “walk the talk” and for companies to be realistic about their decarbonisation journeys. Highlighting the need to accelerate the electrification of fleets, he claimed that even if the blockages in Strait of Hormuz were removed and energy prices dropped, they would rise again to today’s levels over time as a result of upcoming changes to regulation.

Also taking part in the debate, Jessica Sandström, senior vice president of product management at Volvo Trucks, described the green transition as an inevitability, but the pace at which it will happen is the variable providing uncertainty today.



Read more: Maersk-operated ro-ro vessel transits Strait of Hormuz under US military guard

The Maersk-operated vehicle carrier, Alliance Fairfax, exited the Strait of Hormuz yesterday under US military guard. This news comes as more details have emerged regarding the impact of disruption on automotive supply chains.



She also reiterated the importance of collaboration, saying that only by sharing and having open dialogues can the industry find the additional possibilities, business cases and values it needs. She touched on how the energy crisis resulting from [conflict in the Middle East](#) can act as a catalyst for open communication.

"I think that we as Europe need to take this crisis as an opportunity to really strengthen our industry because we know that when the policy and the industry are aligned, we will learn something together and that is really a great path to continue to work for a competitive Europe that will turn this work on sustainability into our next selling point and our next uniqueness in the world," Sandström stated.

However, some in the debate argued that while the industry needs the support of politicians, it cannot afford to wait for guidance from Brussels before taking action.

One ECG member shared his experience in the Netherlands, where 10% of trucks on the road are already electric. He predicted that in two to five years, there will be a turning point where electric trucks become more cost-efficient than diesel trucks and encouraged logistics companies to "have the faith" to adopt them now. "Forget all these regulations, just start," he urged.

This sentiment was echoed by others in the room, who recognised that "energy is not endless" and with electric trucks using one fifth of the energy that diesel vehicles consume, the business case is already there, firms just have to take the initiative and be brave enough to do it.

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