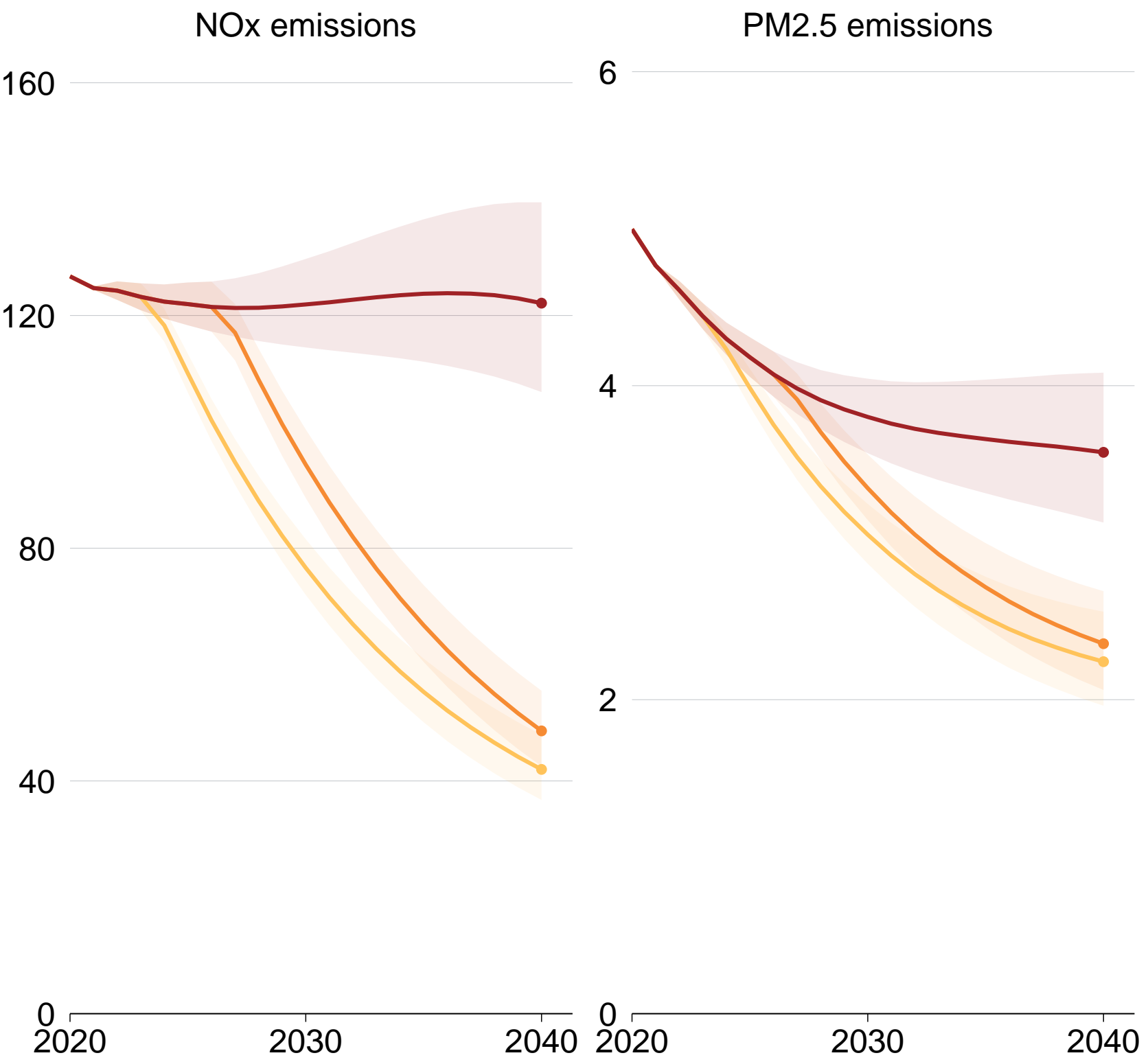
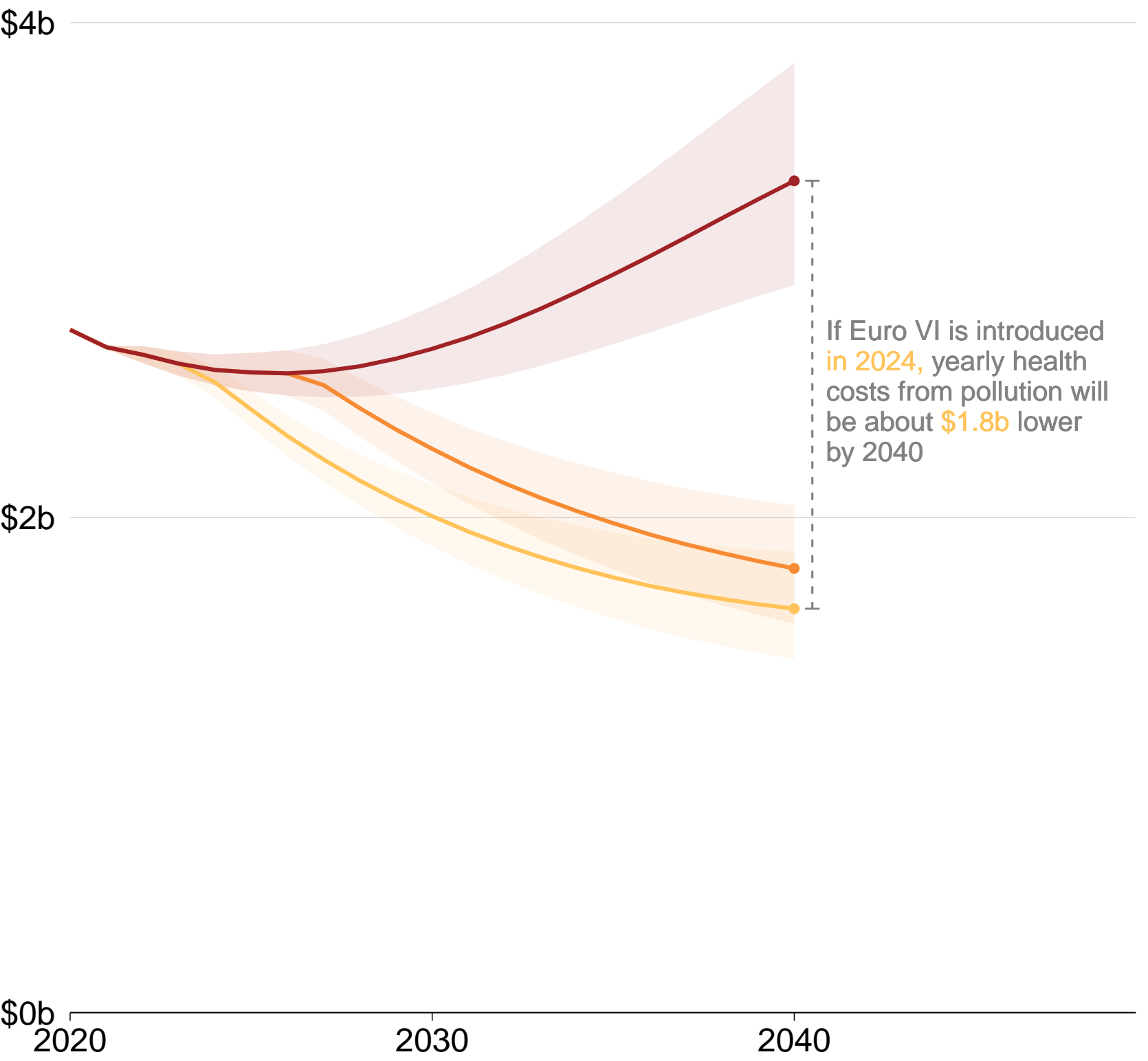


Annual pollution from heavy vehicles ('000 tonnes) if Euro VI is:

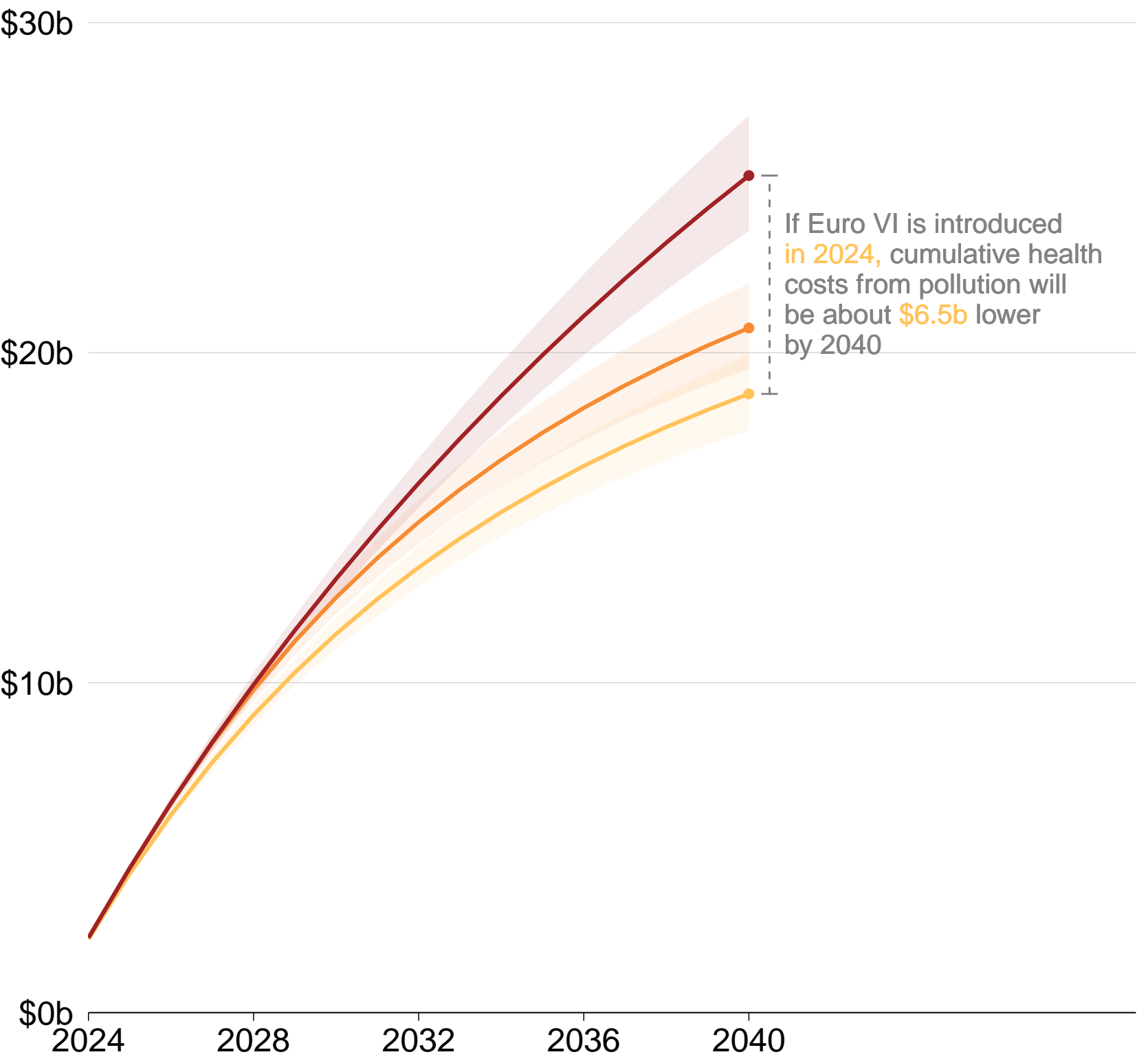
Not introduced, introduced in 2027, introduced in 2024

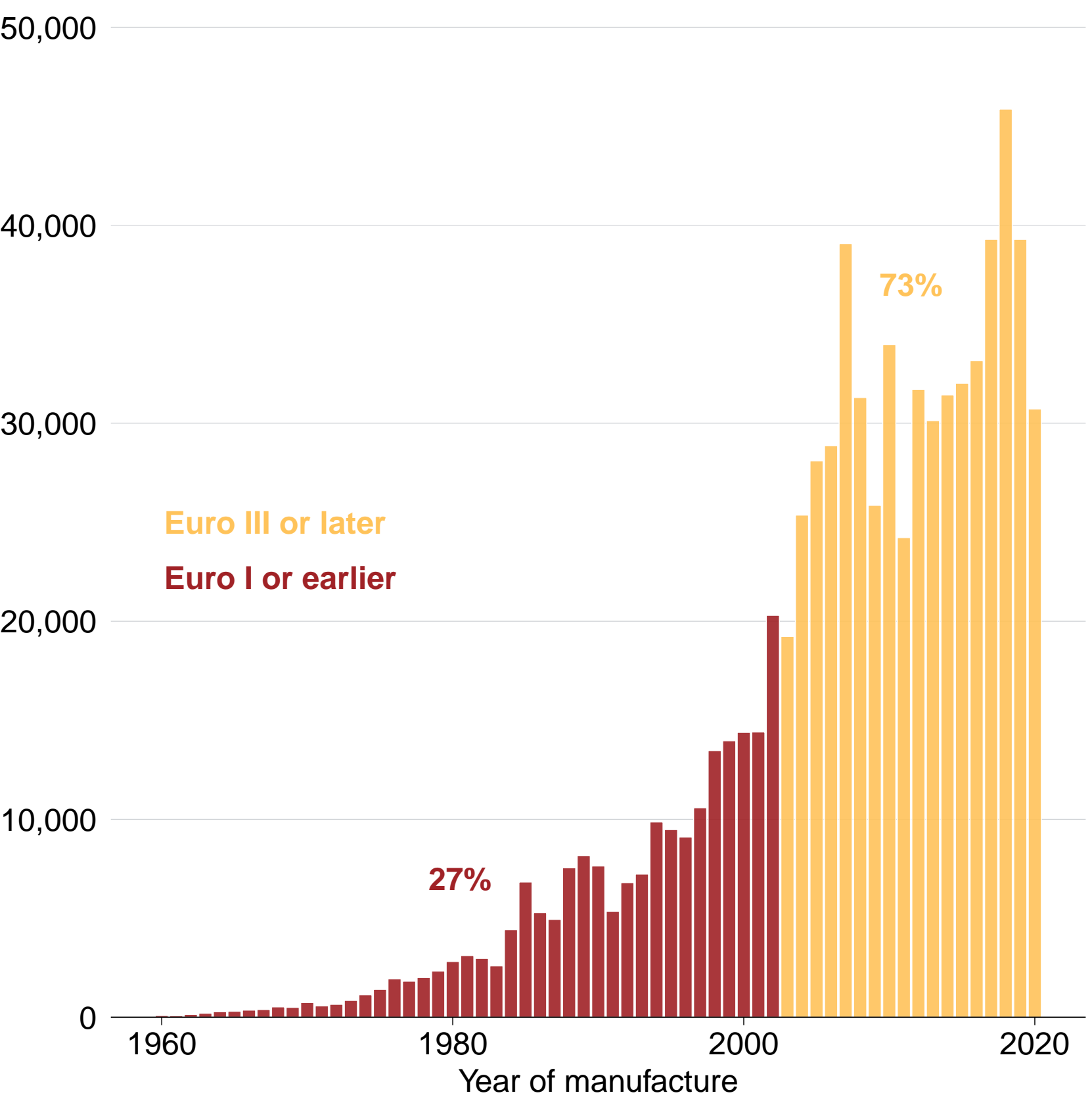


Health costs from pollution (\$ billions) if Euro VI is: **Not introduced**,
introduced in 2027, introduced in 2024

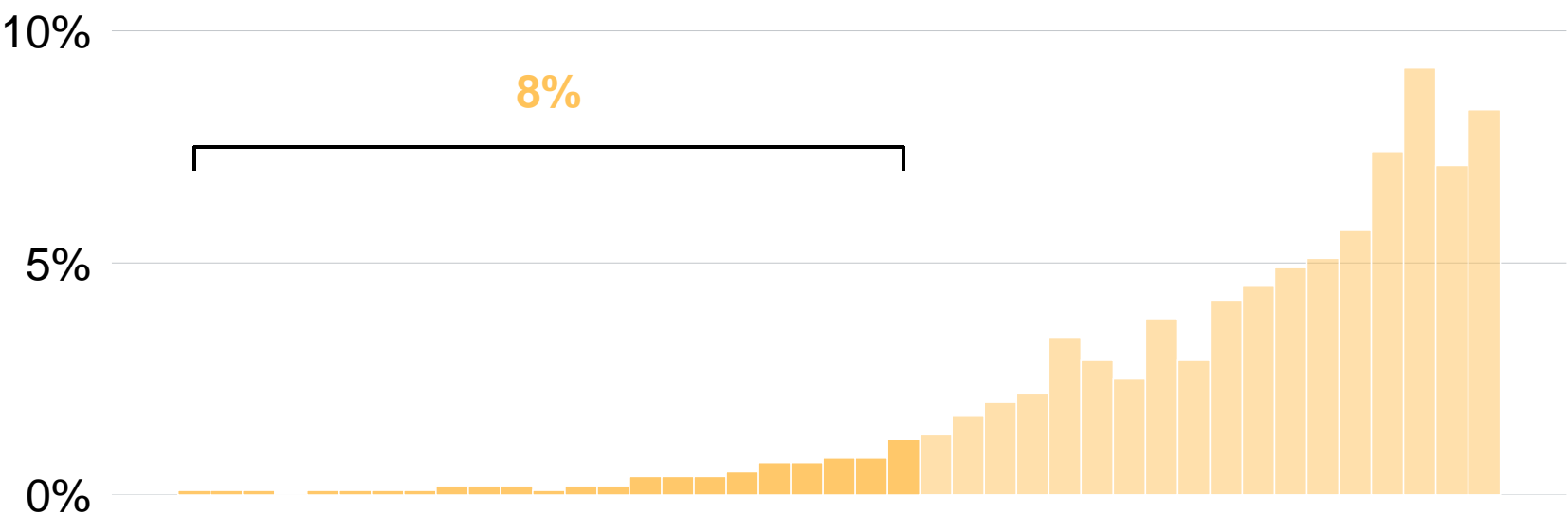


Cumulative health costs from pollution (\$ billions) from 2024 if Euro VI is:
Not introduced, introduced in 2027, introduced in 2024

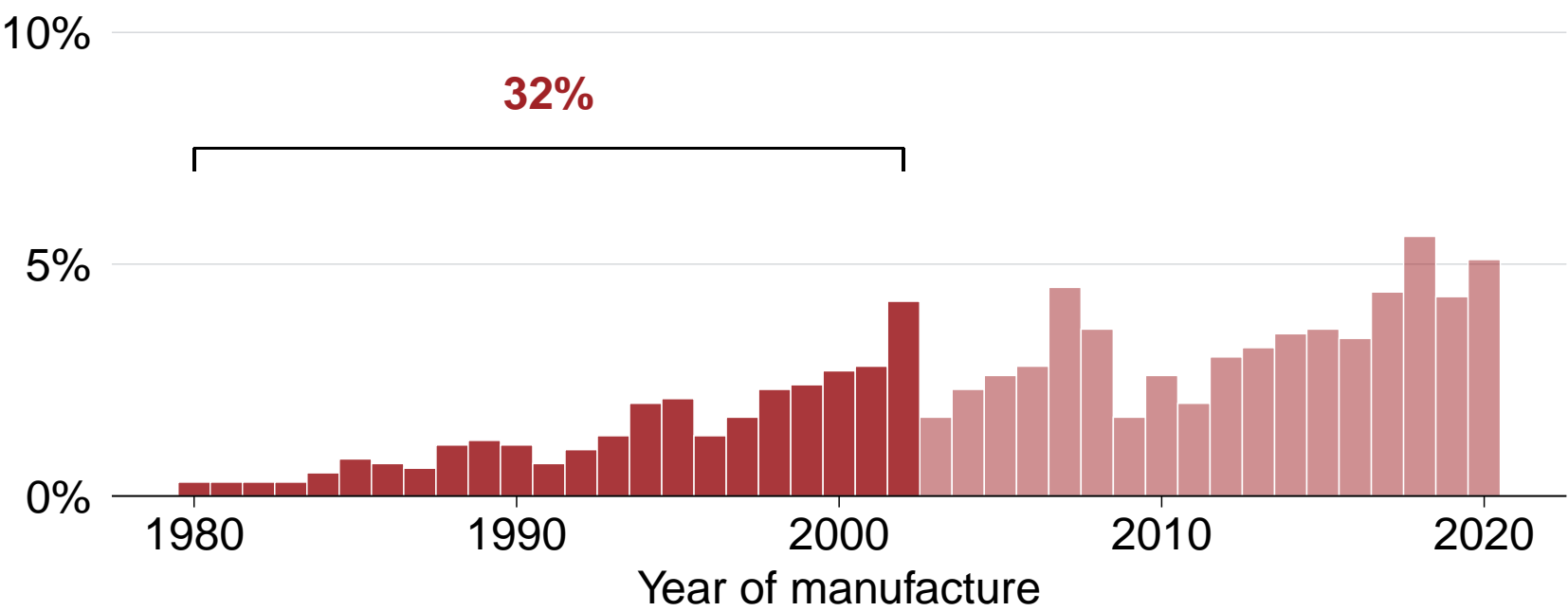




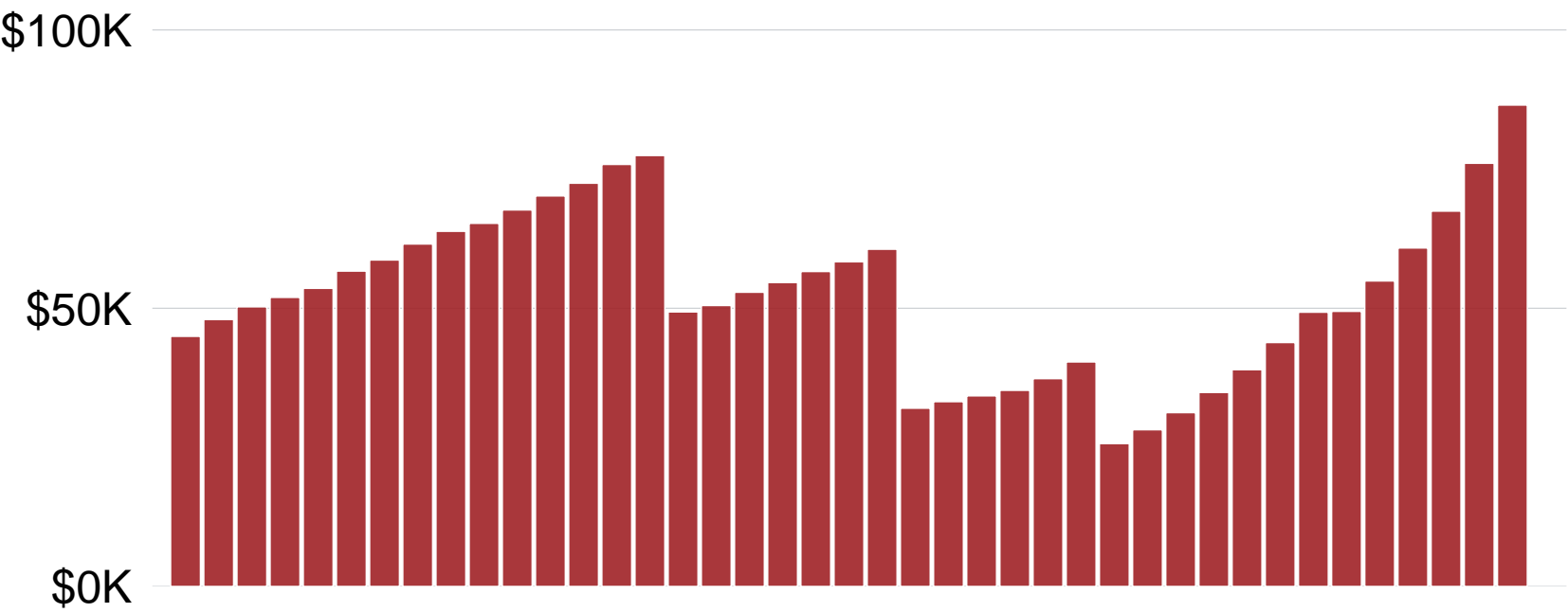
Share of total kilometres travelled



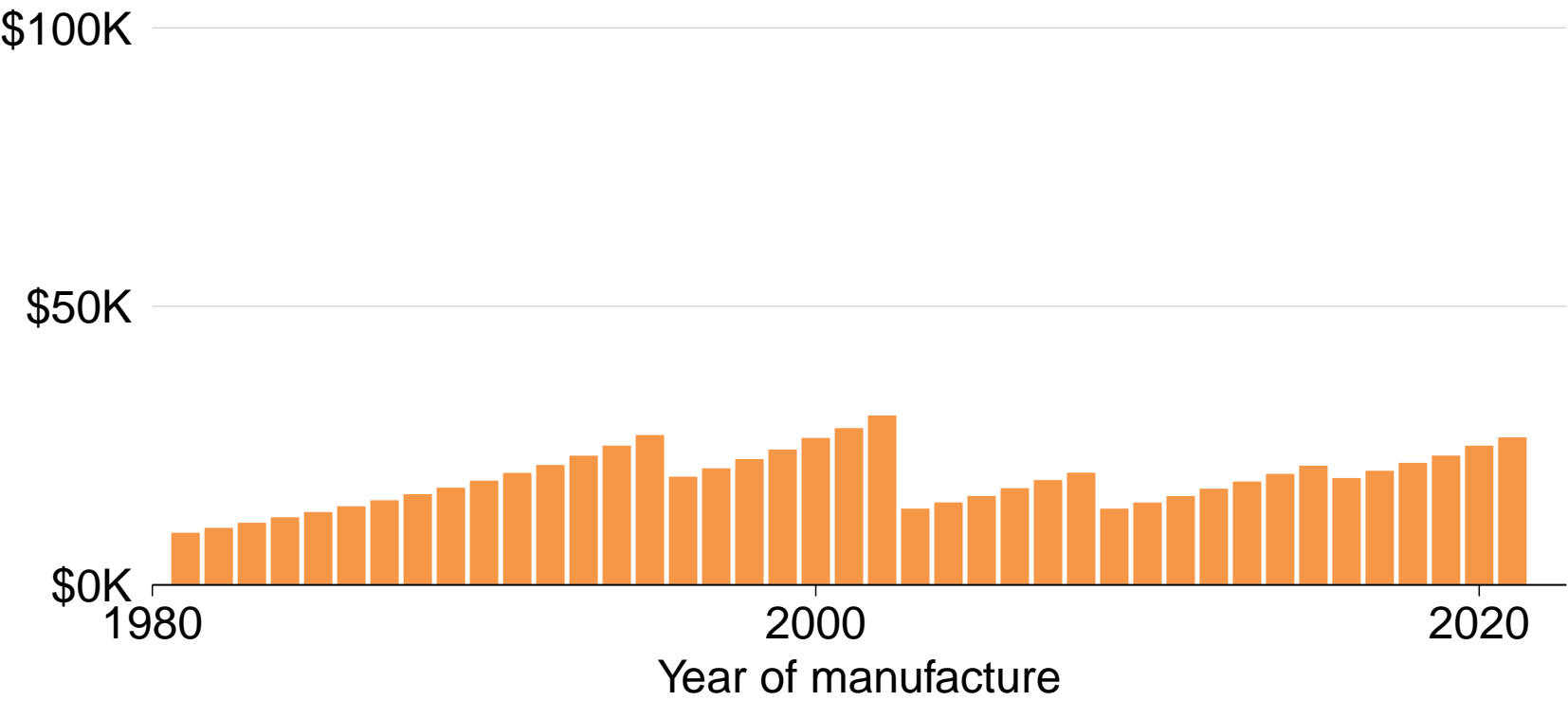
Share of total PM2.5 emissions

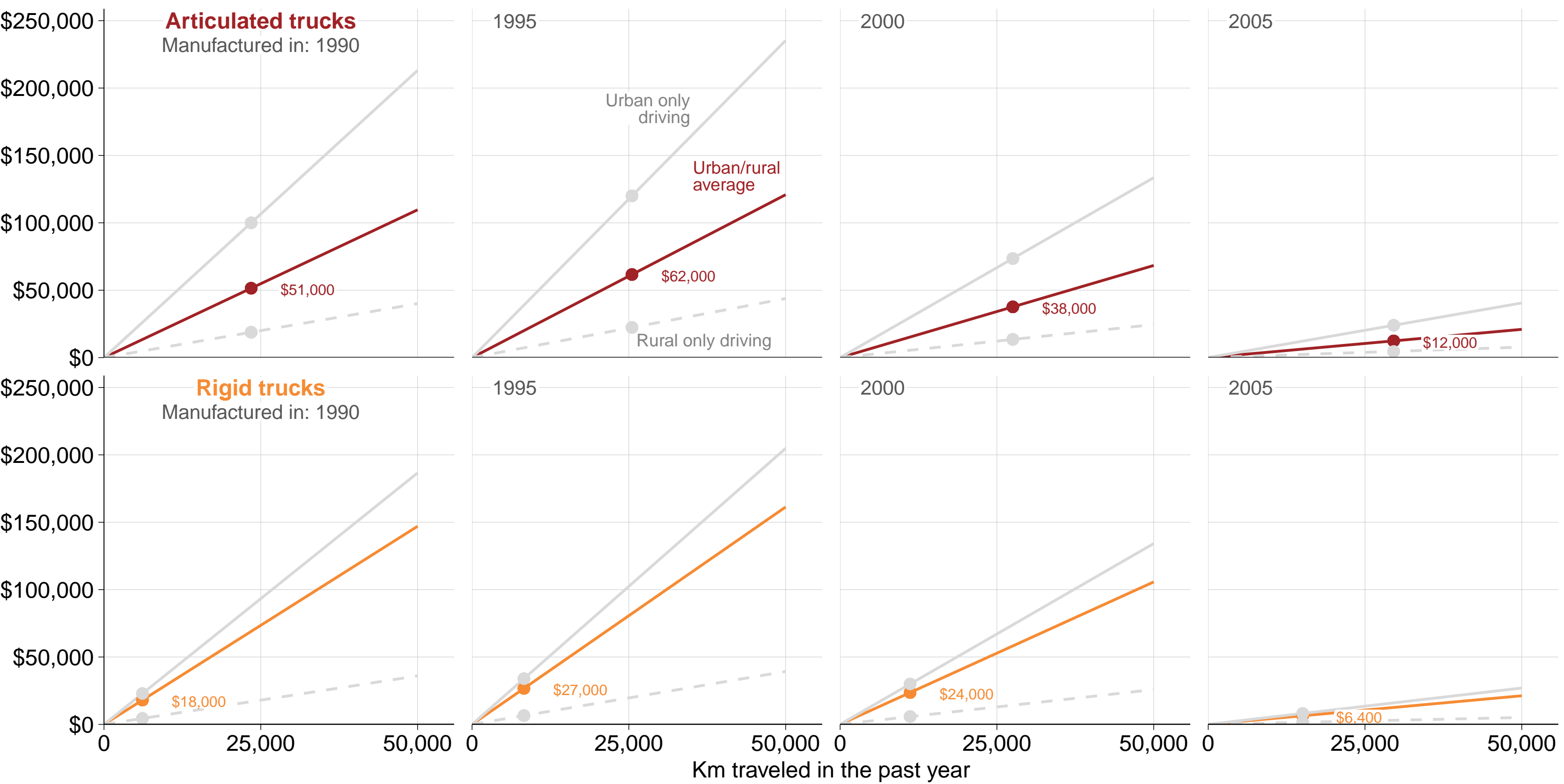


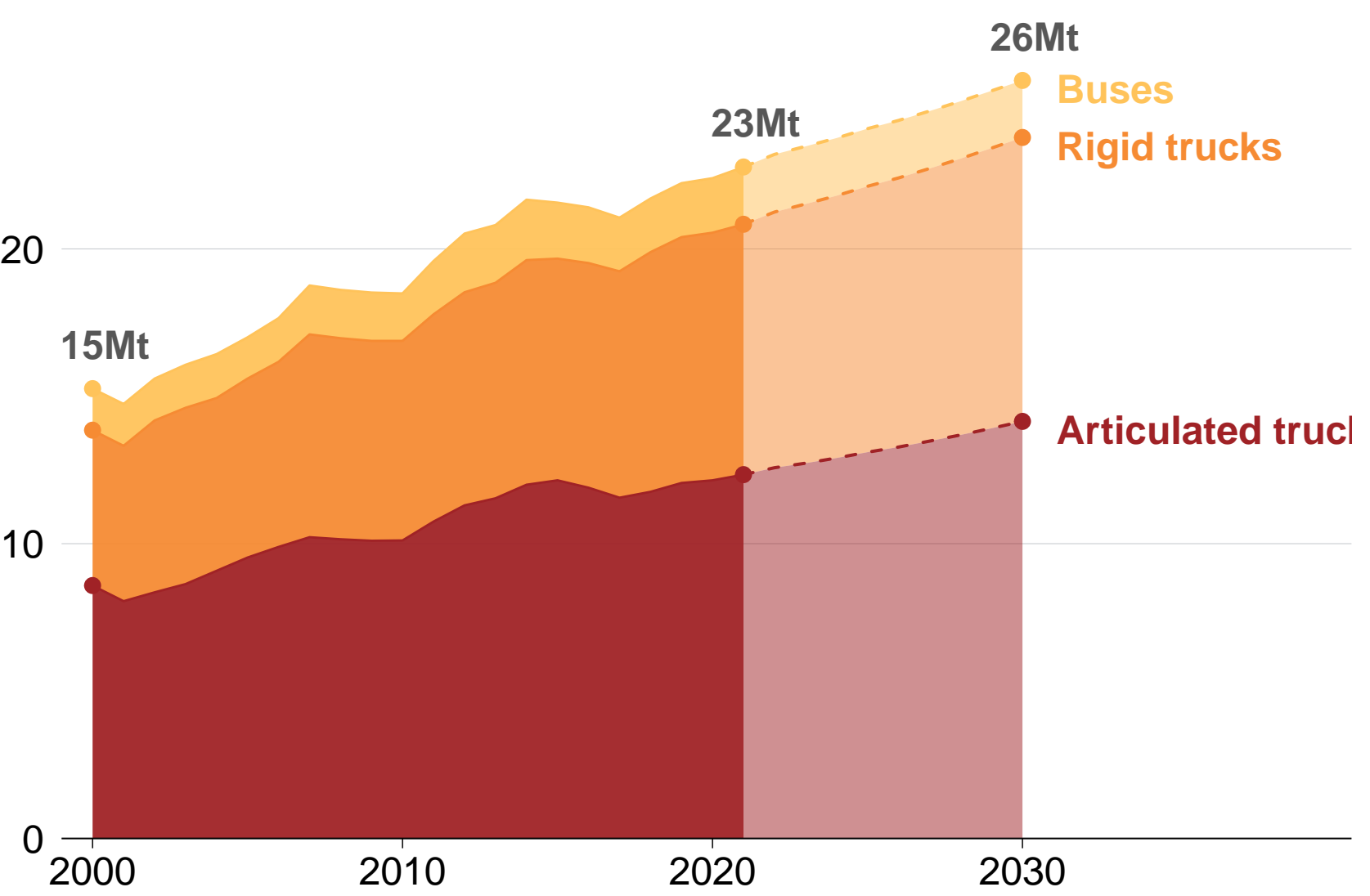
Articulated trucks

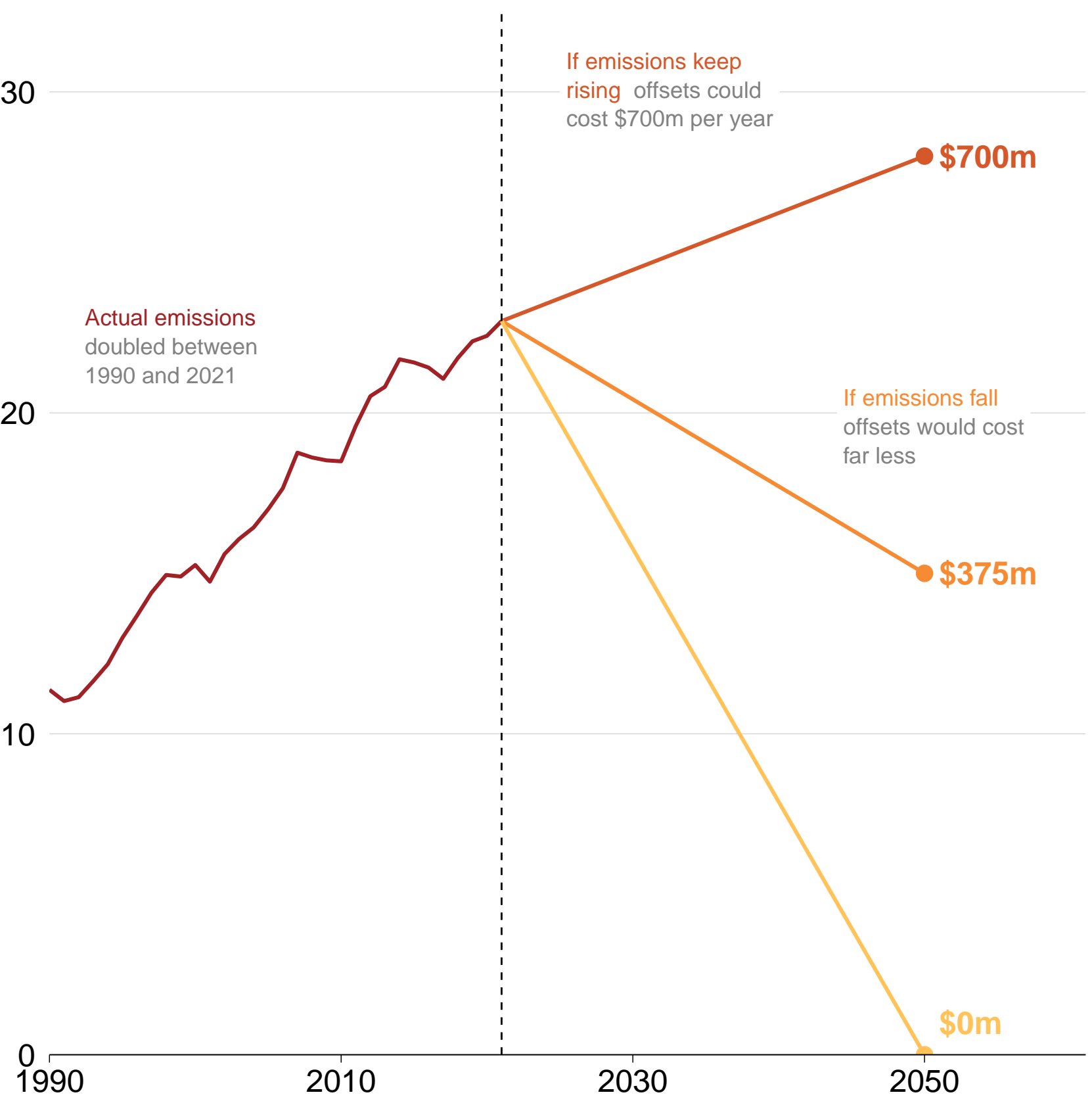


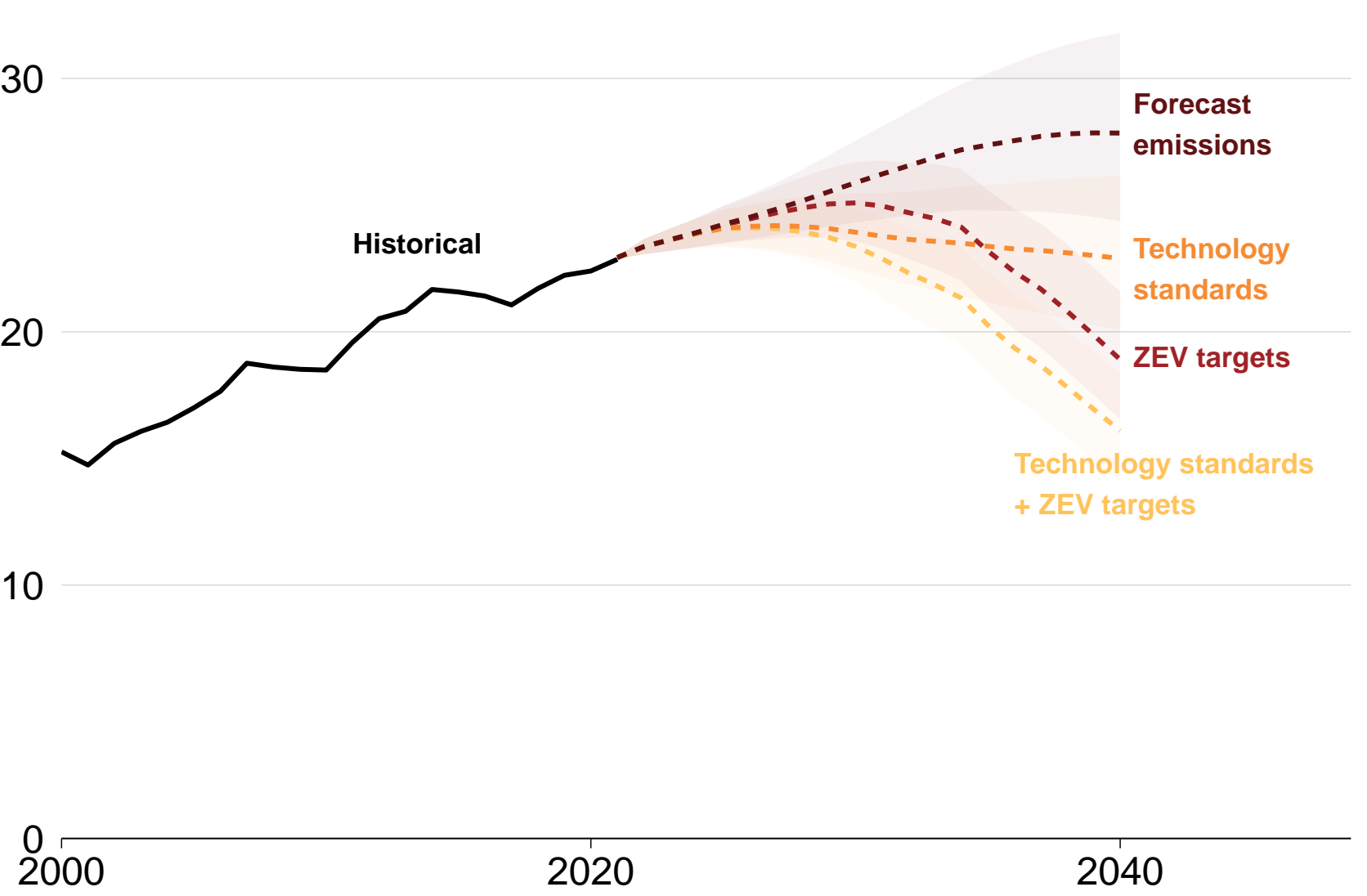
Rigid trucks











6%

○ EU estimate
● US estimate

4%

2%

0%

**Weight
reduction**
Cost applicable
for up to 2%
improvement

Transmission
Cost applicable
for up to 2%
improvement

Aero
Cost applicable
for up to 8%
improvement

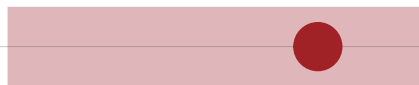
Engine
Cost applicable
for up to 18%
improvement

Tyres
Cost applicable
for up to 7%
improvement



We estimate that an average
rigid truck will reach
TCO parity around
2024–2029

Rigid trucks



And that an average
articulated truck will
reach TCO parity
around 2026–30

Articulated trucks



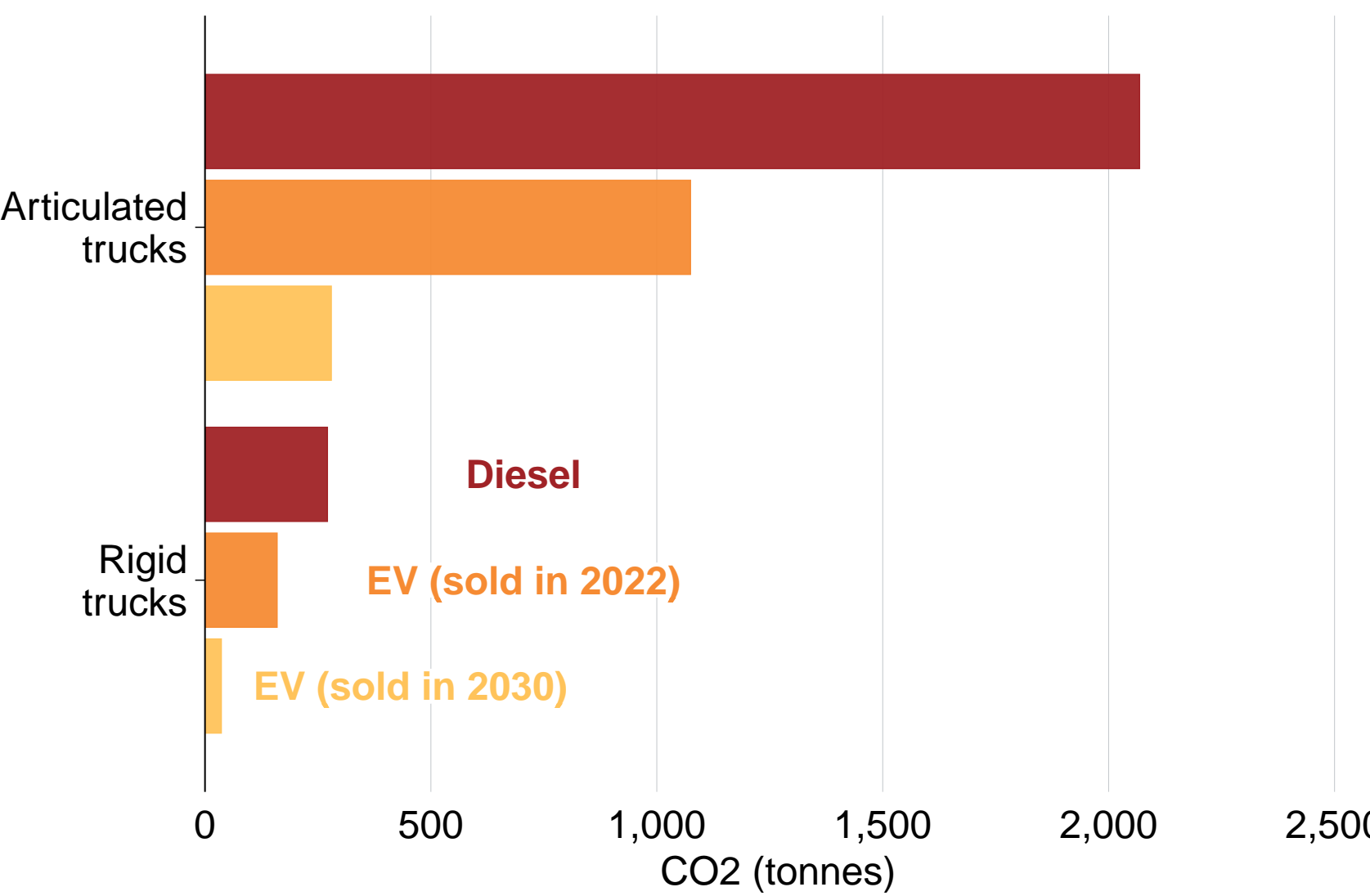
2022

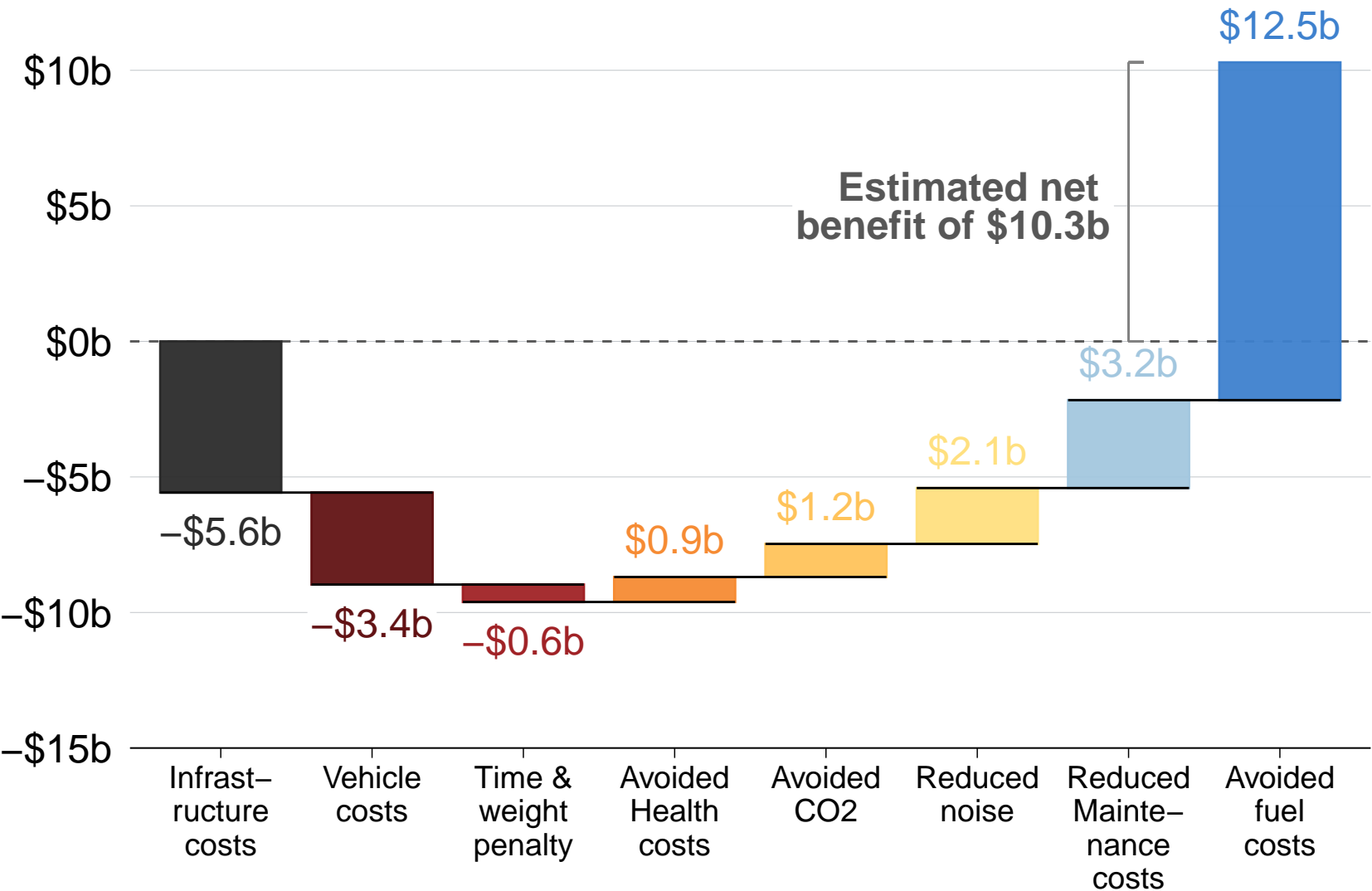
2025

2028

2031

2034





Proportion of new **rigid** and **articulated** truck sales required to be ZE-HDVs under proposed sales targets

