# TRANSIZIONE ENERGETICA NELLA UE E NEGLI USA

VEICOLI, SOLUZIONI, PROSPETTIVE

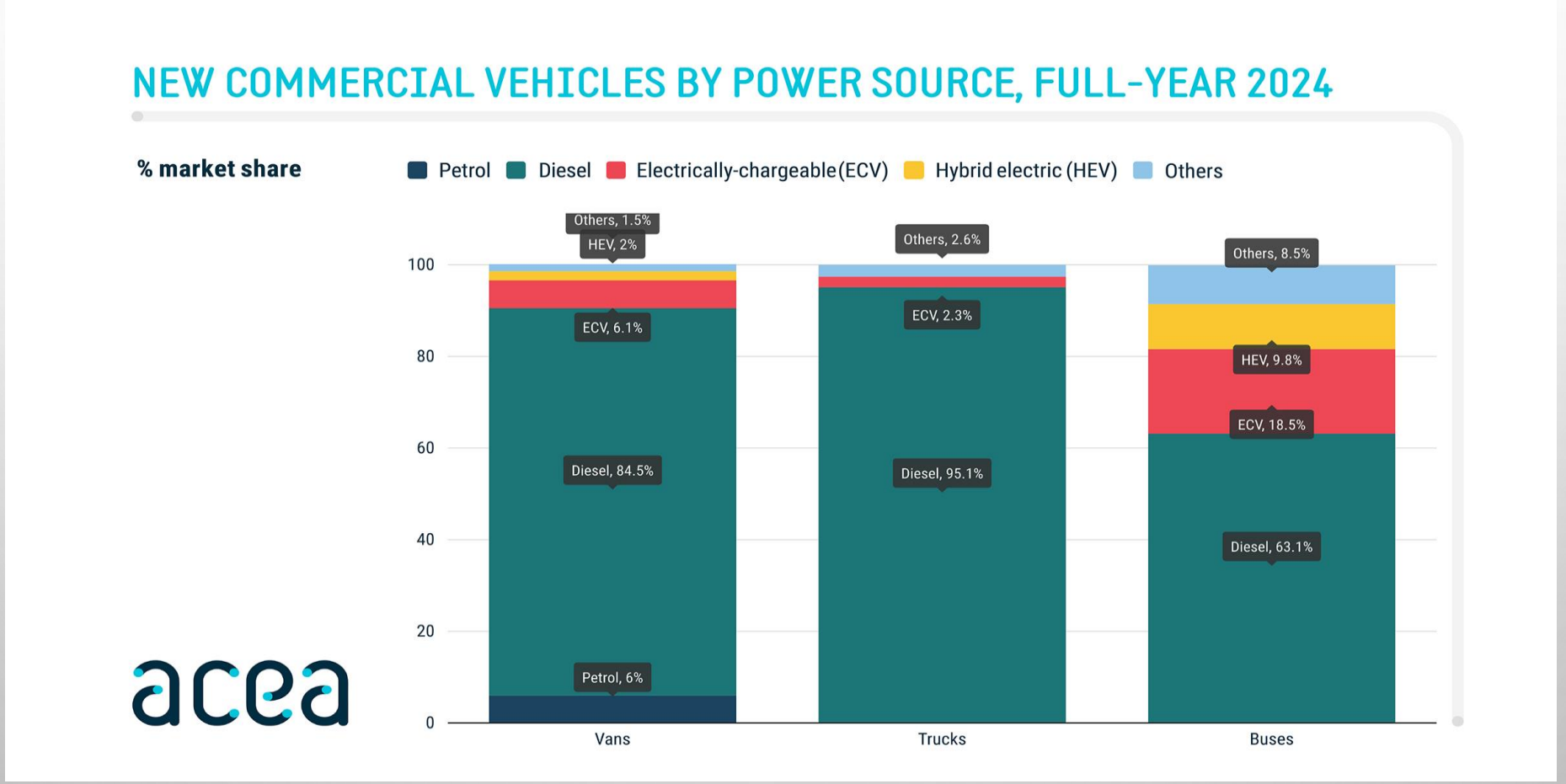
GIANENRICO GRIFFINI

MEDIAPOINT & EXHIBITIONS

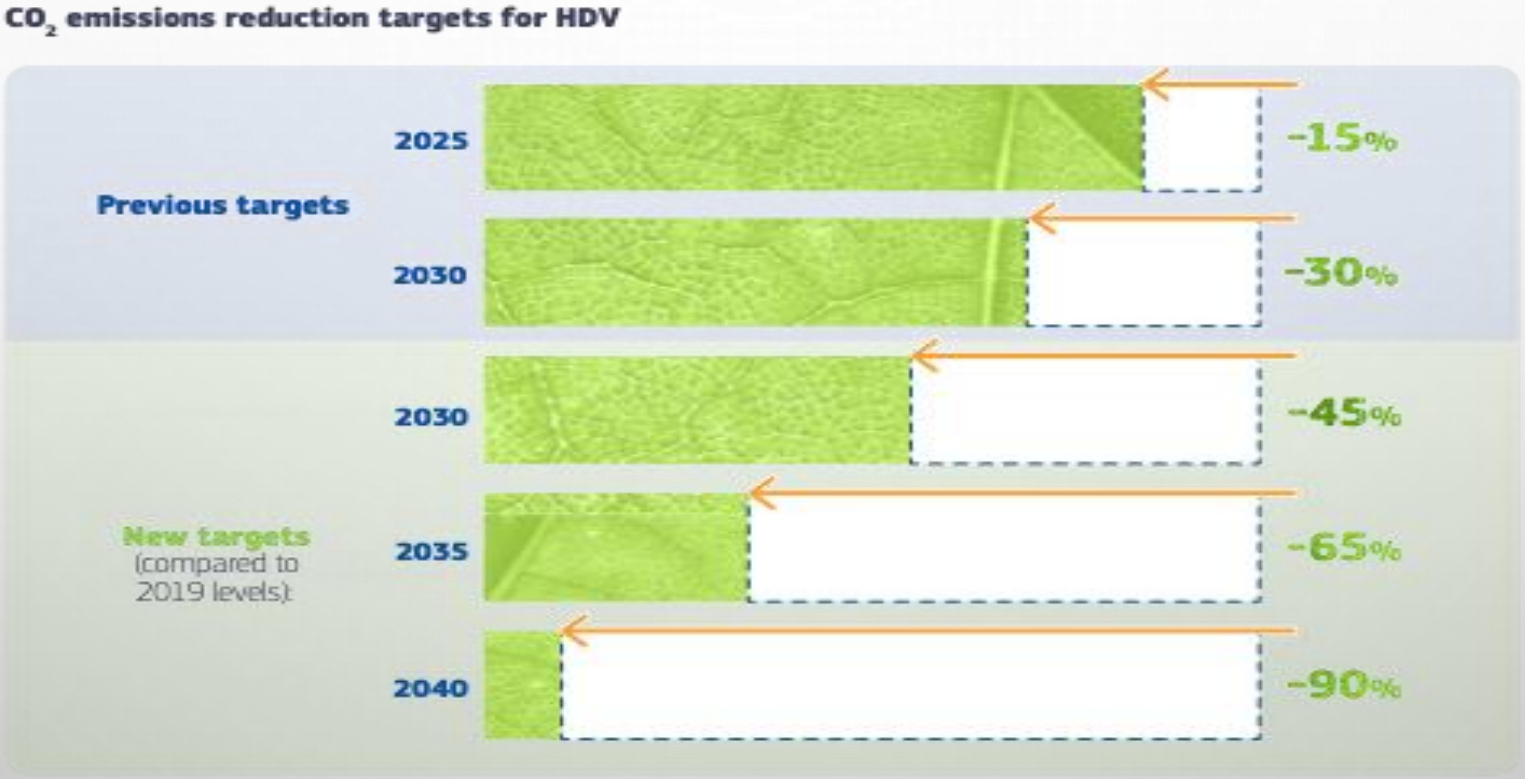
# L'INDUSTRIA È PRONTA MA..



# COSA DICONO LE STATISTICHE UE 2024



# LA UE HA OBIETTIVI MOLTO AMBIZIOSI



# ..MA MANCA L'INFASTRUTTURA DI RICARICA PUBBLICA

# COSA PREVEDE L'EPA NEGLI STATES

**Table 1**

**EPA's projected zero-emission vehicle shares for the modeled potential compliance pathway**

| Regulatory group | MY 2027 | MY 2028 | MY 2029 | MY 2030 | MY 2031 | MY 2032 |
|---|---|---|---|---|---|---|
| Light heavy-duty vocational | 17% | 22% | 27% | 32% | 46% | 60% |
| Medium heavy-duty vocational | 13% | 16% | 19% | 22% | 31% | 40% |
| Heavy heavy-duty vocational | — | — | 13% | 15% | 23% | 30% |
| Medium heavy-duty all cab and heavy heavy-duty day cab tractors | — | 8% | 12% | 16% | 28% | 40% |
| Sleeper cab tractors | — | — | — | 6% | 12% | 25% |
| Heavy-haul tractors | — | — | 1% | 1% | 3% | 5% |

# CON L'ACT – ACF LA CALIFORNIA VOLEVA DI PIÙ

California introduced two regulations that work together to accelerate ZEV adoption by commercial fleets, with the goal of achieving 100% ZEVs in the state of California.

## ADVANCED CLEAN TRUCKS (ACT) RULE

**Requires OEMs to sell ZEVs**

Manufacturers may sell only zero-emission medium- and heavy-duty vehicles in California starting in 2036.

## ADVANCED CLEAN FLEETS (ACF) RULE

**Requires fleets to purchase ZEVs**

Certain fleet types must transition their operations to zero-emission vehicles starting as soon as 2024.

# LE VENDITE (PREVISTE) DI ZEV

## ACT ZEV SALES % REQUIREMENTS IN CALIFORNIA

| Model Year | Class 2b – 3 | Class 4 – 8 | Class 7 – 8 Tractors |
|---|---|---|---|
| 2024 | 5% | 9% | 5% |
| 2025 | 7% | 11% | 7% |
| 2026 | 10% | 13% | 10% |
| 2027 | 15% | 20% | 15% |
| 2028 | 20% | 30% | 20% |
| 2029 | 25% | 40% | 25% |
| 2030 | 30% | 50% | 30% |
| 2031 | 35% | 55% | 35% |
| 2032 | 40% | 60% | 40% |
| 2033 | 45% | 65% | 40% |
| 2034 | 50% | 70% | 40% |
| 2035 | 55% | 75% | 40% |
| 2036+ | 100% | 100% | 100% |

# ALTRI STATI HANNO ADOTTATO L'ACT


## ACT ADOPTION ACROSS THE NATION

| State | Status | Beginning MY |
|---|---|---|
| California | Adopted | 2024 |
| Massachusetts | Adopted | 2025 |
| New Jersey | Adopted | 2025 |
| New York | Adopted | 2025 |
| Oregon | Adopted | 2025 |
| Washington | Adopted | 2025 |
| Vermont | Adopted | 2026 |
| Colorado | Adopted | 2027 |
| Connecticut | Draft Rule Language Released | 2027 |
| Maine | Draft Rule Language Released | 2027 |
| New Mexico | Draft Rule Language Released | 2027 |
| Rhode Island | Draft Rule Language Released | 2027 |
| Maryland | Preliminary Rulemaking Process | 2027 |
| North Carolina | Preliminary Rulemaking Process | 2027 |
| Illinois | In Review | - |
| British Columbia | In Review | - |

# IL NEBRASKA HA BLOCCATO L'ACF

**NEWS RELEASE**
Attorney General Mike Hilgers

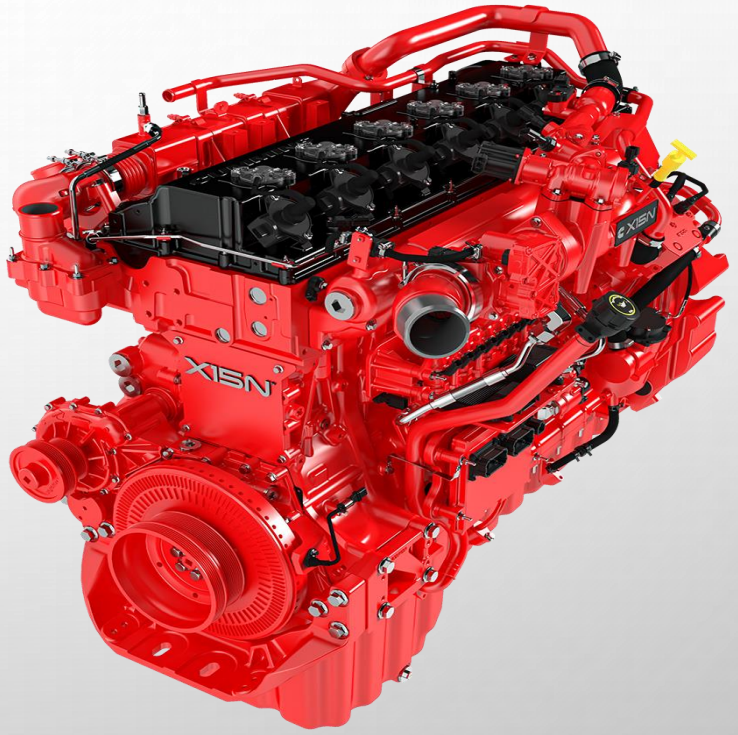
FOR IMMEDIATE RELEASE
May 6, 2025

**Attorney General Hilgers Announces Victory in Nebraska-led Challenge to California's Electric-Truck Mandates**

Lincoln, NE—Attorney General Mike Hilgers announced that California has agreed to repeal its electric-truck mandates that reach well beyond California's borders. This amounts to a significant victory in Nebraska's three-front battle against these shortsighted and damaging mandates.

Nebraska led a coalition of 17 states and the Nebraska Trucking Association in challenging a suite of California regulations called Advanced Clean Fleets in the Eastern District of California. Among other things, Advanced Clean Fleets would have required certain trucking companies to retire internal-combustion trucks and transition to more expensive and less efficient electric trucks. The rule targeted any fleet that operated in California regardless of where the fleet is headquartered. Given California's large population and access to international ports, this rule would have had nationwide effects on the supply chain. In the settlement announced today, however, California has agreed not to enforce the rule and to outright repeal it.

# ALL'ACT EXPO 2025 VINCE IL PRAGMATISMO

# L'INDUSTRIA NON SI FERMA

cellcentric


## NEXTGEN FUEL CELL SYSTEM

**Paving the way for hydrogen-powered heavy-duty transportation**

**Weight**

- Total weight of less than 400 kg

**Power**

- Single system package
- Up to 375 kW (more than 500 hp) continuous net power

**Performance**

- 20 % less fuel consumption*
- 40 % reduction of waste heat at 300 kW net power*
- 40 % more power density*
- 40 % reduction of complexity*

**Fuel Consumption**

- Target: 9.7 kg $H_2$ per 100 miles (10.2 miles per kg $H_2$)
  < 6 kg $H_2$ per 100 km

*vs. benchmark fuel cell system BZA150

# SERVE UN APPROCCIO MULTI-TECNOLOGICO


# BASATO SU..

**> MOTORI A COMBUSTIONE INTERNA (ICE) ALIMENTATI CON..**

**> CARBURANTI ALTERNATIVI (BIO-DIESEL, BIO-GAS, HVO, H2)**

**> CAMION ELETTRICI A BATTERIE (BEV)**

**> CAMION ELETTRICI A FUEL CELL (FCEV)**

# GRAZIE PER L'ATTENZIONE