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Scania is decarbonising with set scientific targets

- The introduction of the new engine range is also a major contribution towards reaching Scania's science-based decarbonisation targets
- The reduced emissions that trucks from Scania offer are a powerful tool for curbing the total emissions in the transport sector
- Scania has committed itself to reduce the CO₂ emissions from its vehicles by 20% until 2025, with 2015 levels as the reference point
- Renewable fuels play an important role in curbing carbon emissions
- No point in waiting for radical solutions; the shift must take place here and now and with reductions based on relevant well-to-wheel figures

"The transport industry is one of the world's most energy-consuming sectors and that is why we cannot wait to reduce its carbon emissions," says Stefan Dorski, Senior Vice President, Head of Scania Trucks. "It is a fact that the world still has to rely to a large extent on transport by trucks with combustion engines. That underlines the importance of fuel efficiency improvements of the magnitude that we offer with our new engine platform."

Scania introduced its Science-Based Targets commitment in 2020, in support of the Paris Climate Agreement, becoming the first major manufacturer of heavy commercial vehicles to do so. Over recent years, Scania has already reduced its CO₂ emissions from its own production and from its own transport and logistics operations. The company's relentless work over many decades to reduce the fuel consumption from its products is part of Scania's DNA. It is verified by the performance of the daily operations of Scania's customers and by our many press test victories.



"Reducing carbon emissions cannot wait; we need to act here and now," says Stefan Dorski, Senior Vice President, Head of Scania Trucks. "The introduction of fuel-efficient engines that can be run on renewable fuels is a powerful tool for making the shift happen."

"Energy efficiency is part of our heritage at Scania," says Dorski. "And for almost three decades we have also been the company that has offered the industry's broadest range of products that can run on alternative or renewable fuels. Both customers and regulators alike are now aware how important efficient combustion engines in combination with renewable fuels such as biogas and biodiesel are for decarbonising transport."



Scania believes that a transformation towards true e-mobility will definitely take place in the near future. The tipping point where electrification for certain operations will become a sound stand-alone investment for quite many customers will be reached in the next few years. But trucks with combustion engines are still best suited for most of today's transportation tasks.

"The general direction is clear," says Dorski. "We believe that by 2030 half of our sales in Europe will be electrified trucks. But we must run a sustainable and profitable business today. Delivering on our targets is the way for Scania to ensure that we can keep up our investment in areas of transformation for our company."

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Scania is a world-leading provider of transport solutions. Together with our partners and customers we are driving the shift towards a sustainable transport system. In 2020, we delivered 66,900 trucks, 5,200 buses as well as 11,000 industrial and marine power systems to our customers. Net sales totalled to over SEK 125 billion, of which over 20 percent were services-related. Founded in 1891, Scania now operates in more than 100 countries and employs some 50,000 people. Research and development are mainly concentrated in Sweden. Production takes place in Europe and Latin America with regional product centres in Africa, Asia and Eurasia. Scania is part of TRATON GROUP. For more information visit: www.scania.com.