VOLVO TRUCKS
TRAJNOSTNA STRATEGIJA

Dušan Mavrič,
Managing Director Volvo Trucks Adriatic North

Volvo Trucks | Adriatic North | Trajnostni razvoj cestnega prometa

2024-10-01




VOLVO

VOLVO GROUP

VOLVO

Volvo Trucks v številkah

globalna mreža

2.200

zastopstev

zastopstva in delavnice v

130

državah

1 MILLION

vozil v obratovanju

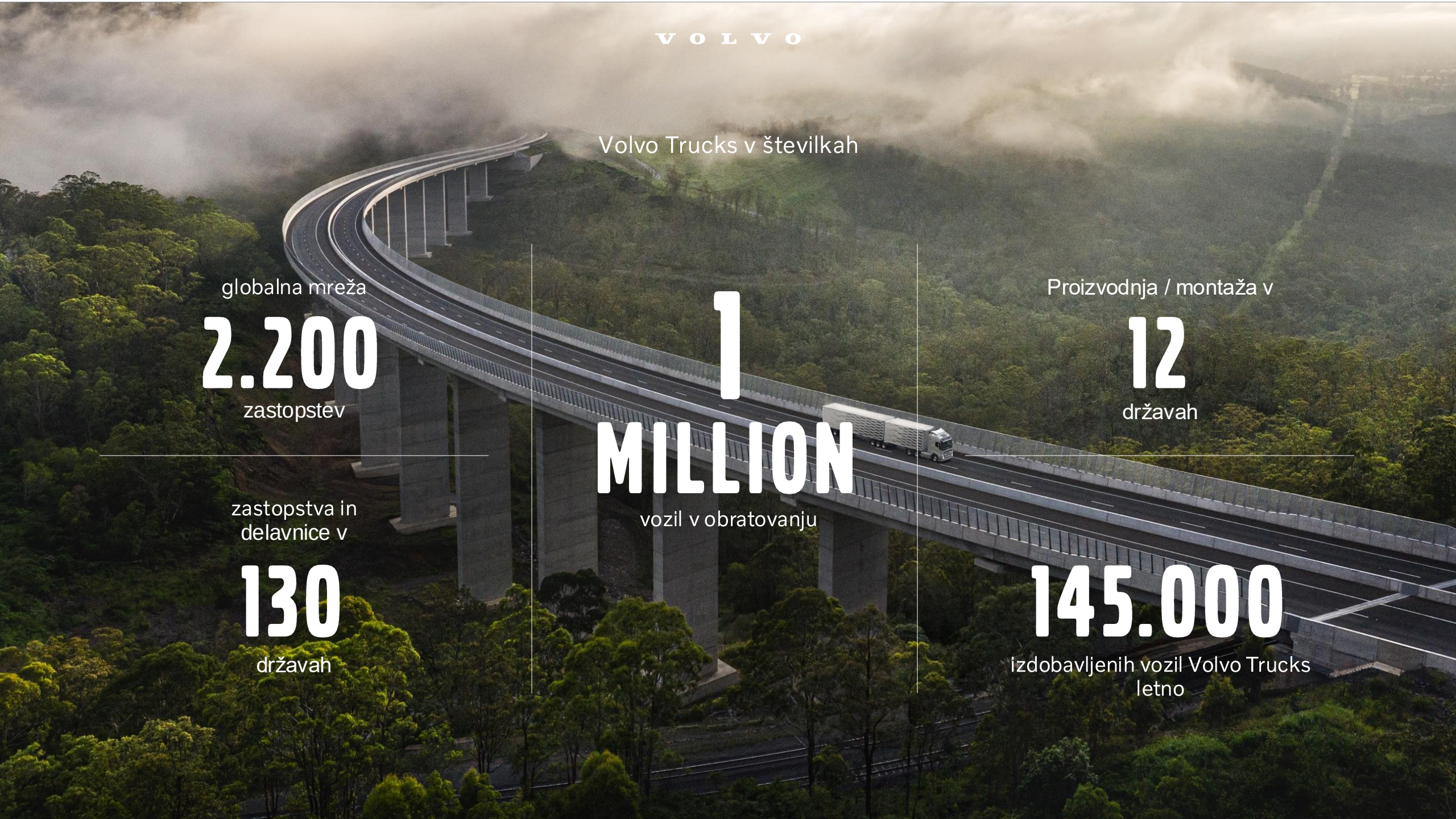
Proizvodnja / montaža v

12

državah

145.000

izdobavljenih vozil Volvo Trucks letno



Trajnost je sestavni del vsega, kar počnemo,
odločitev, ki jih sprejemamo, in načina, kako delujemo.

JE DEL NAŠE KULTURE

KVALITETA

VARNOST

SKRB ZA OKOLJE

VOLVO

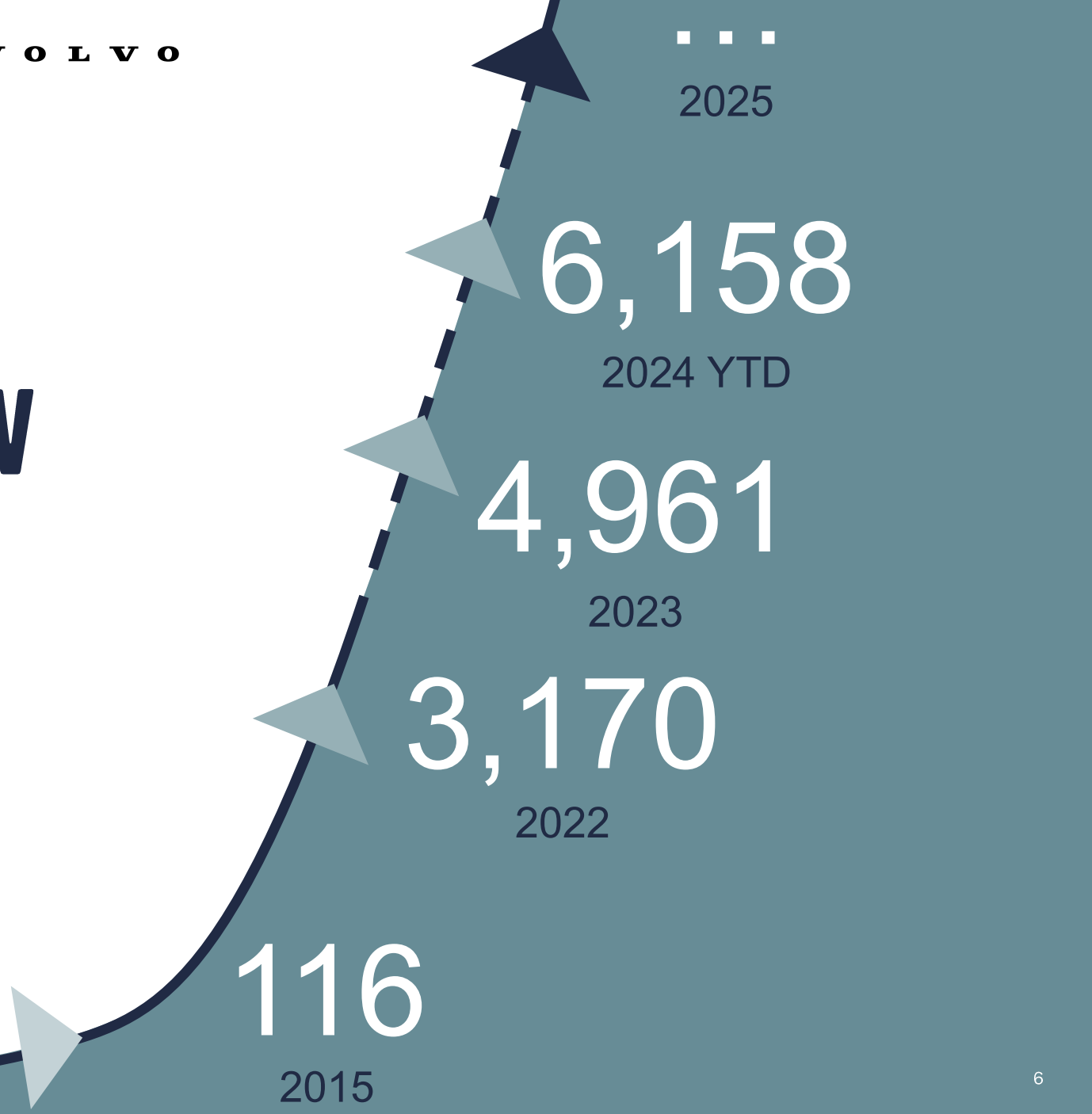
GLOBALNI IZZIVI

Klimatske spremembe | Rastoče prebivalstvo | Varnost v prometu

Volvo Trucks | Adriatic North | Trajnostni razvoj cestnega prometa

VOLVO

PODJETJA, KI UKREPAJO V SMERI ZNANSTVENO UTEMELJENIH CILJEV




LIDL


LARRUTTI


TEAM
GLOBAL
EXPRESS


posten


IKEA


DFDS


DHL


amazon


TESCO


MAUFFREY


DB
SCHENKER

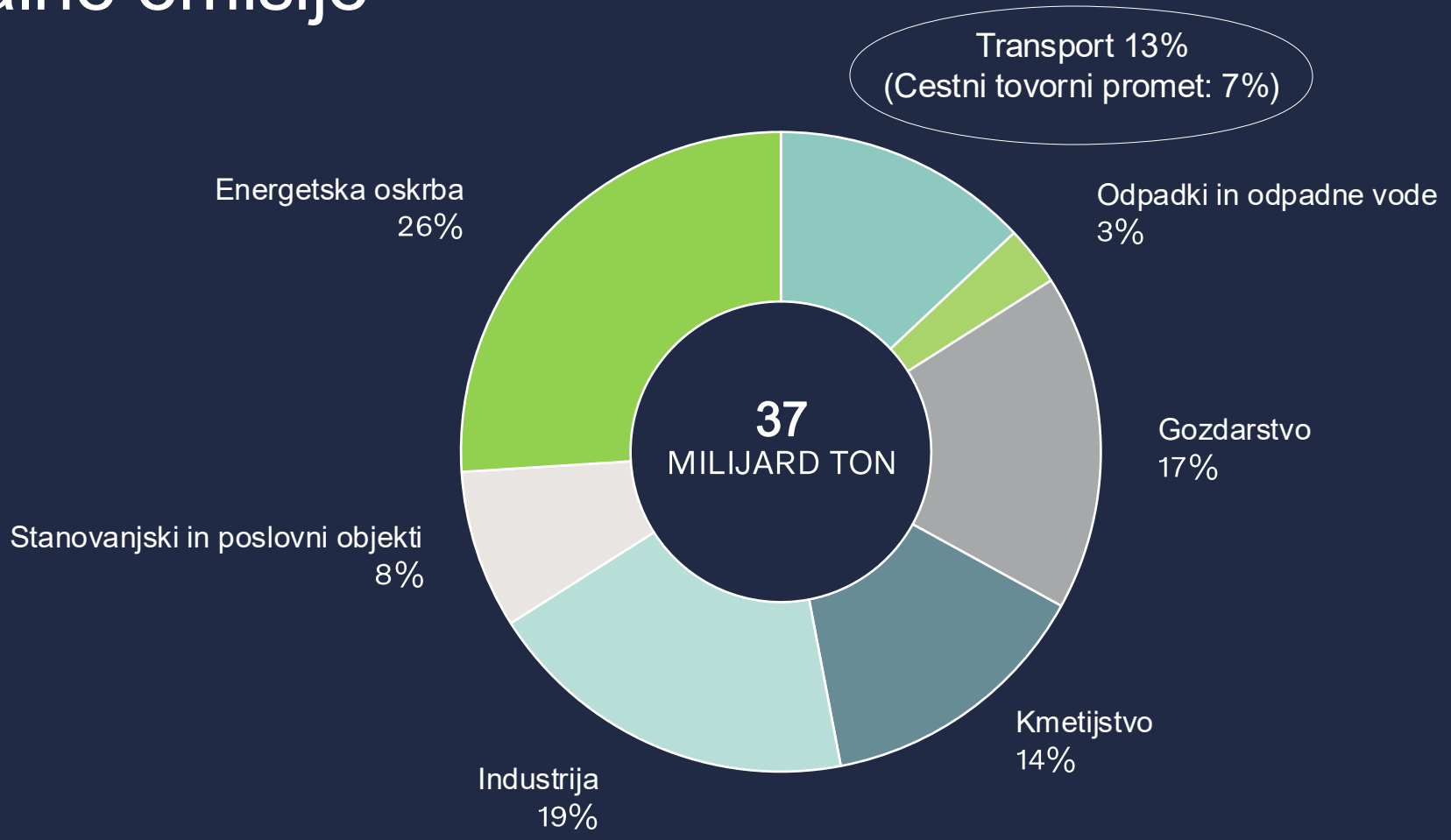

KOREAN AIR
CARGO
SKYTEAM CARGO


ABInBev


MAERSK


WABERER'S
OPTIMUM SOLUTION

Globalne emisije



OSEBNO VOZILO

2-4 toni

15-20,000 km/leto

miruje **90%** časa

TOVORNO VOZILO

40-60 ton

150,000 km/leto

24/7 operacije

Proti transportu brez fosilnih goriv

50%

Zmanjšanje CO_2

2030

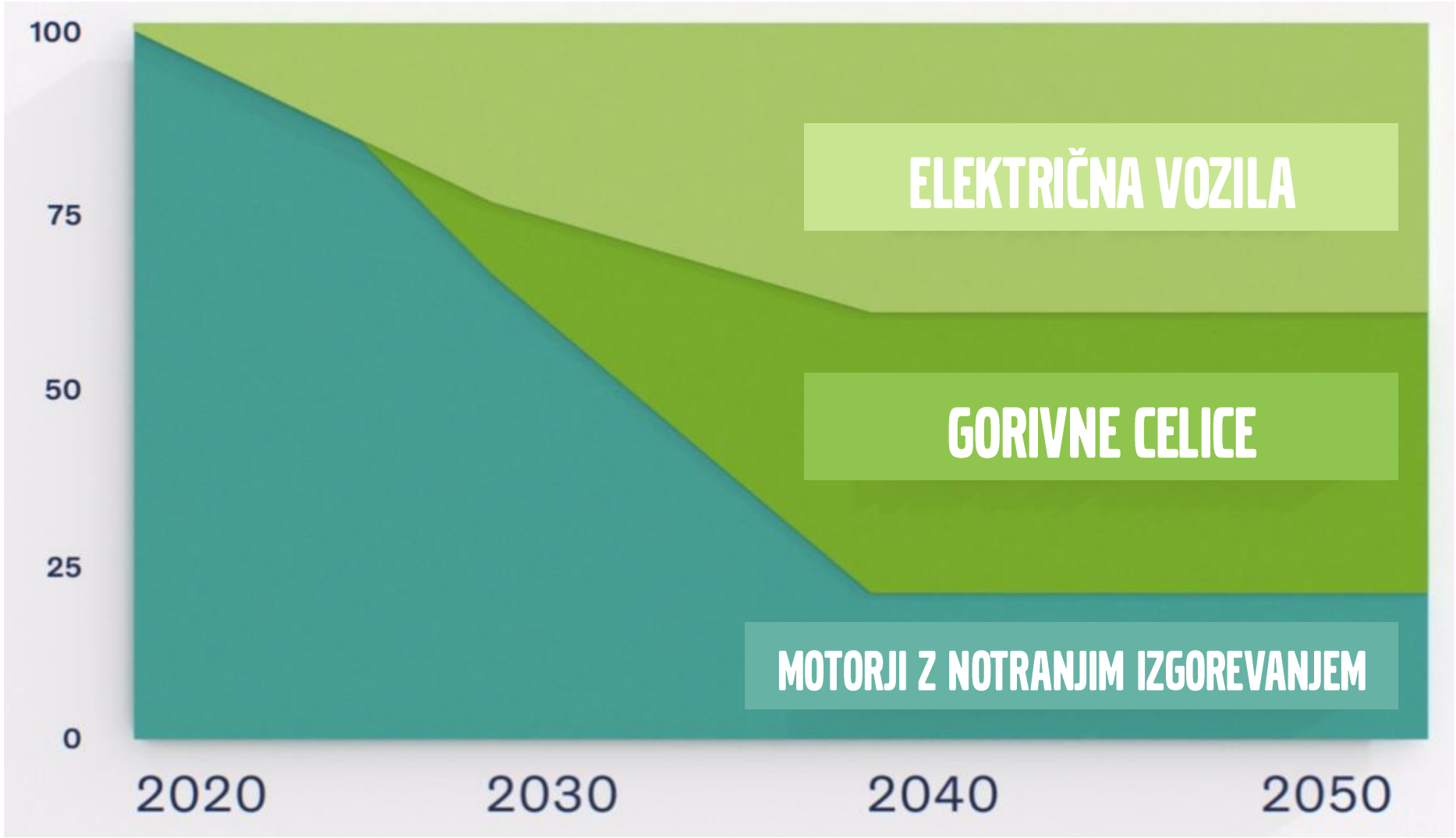
100%

Zmanjšanje CO_2

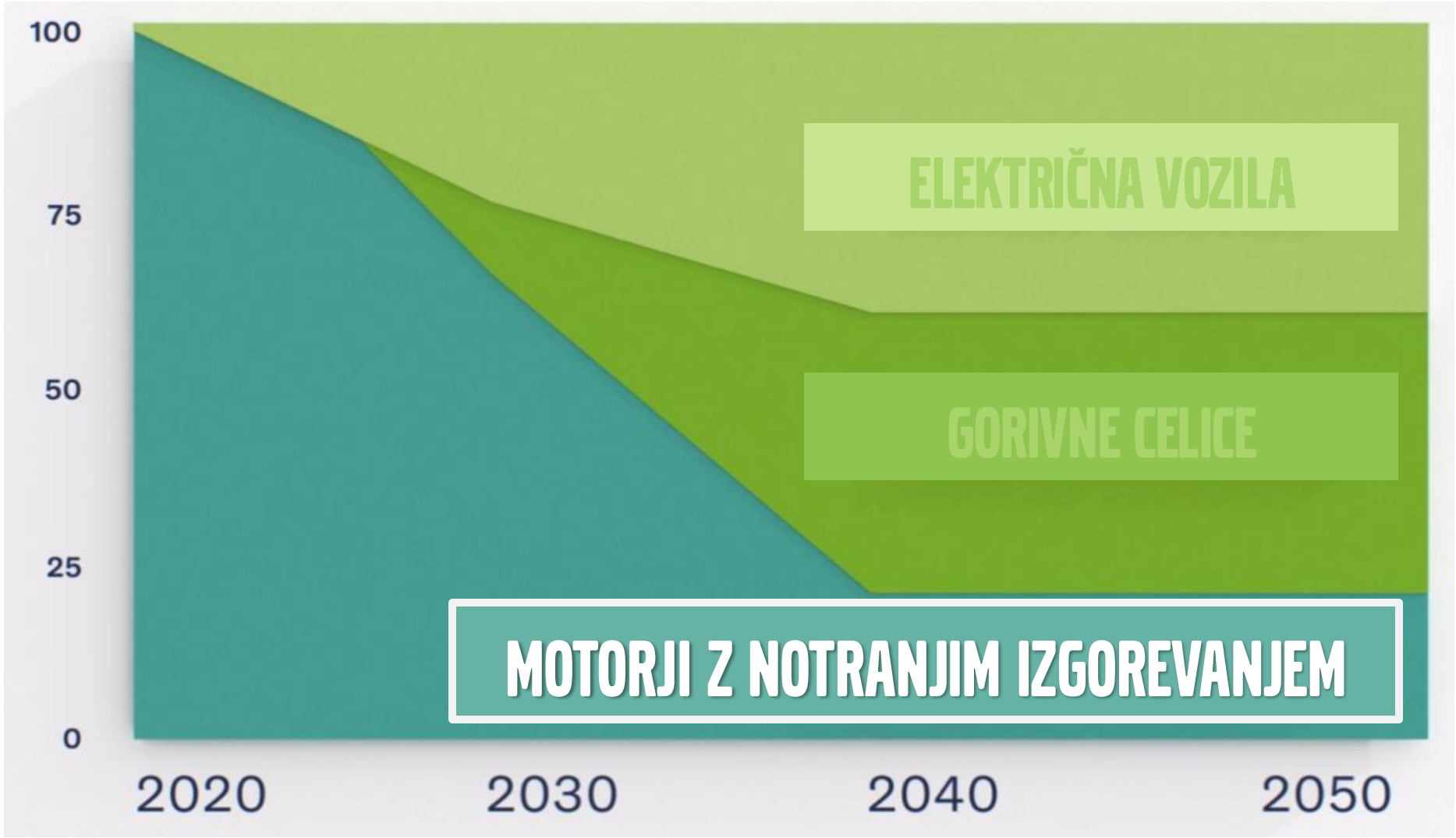
2040

KAKO?

ZEMLJEVID CO2



ZEMLJEVID CO2



VOLVO

Synthetic diesel – what is it?

Synthetic diesel is produced from gas, which converts a mixture of hydrogen and carbon monoxide into a diesel-like liquid fuel – a process also known as Fischer-Tropsch. The knowledge and technology that enables this has been around since the 1920s however the production process has been too expensive to make it commercially viable. In a study conducted by Bosch, it was estimated that if renewable and synthetic fuels were widely used by European passenger cars by 2050, this would save around 2.8 gigatons of CO_2 being released into the atmosphere.

Advantages

- If the gas used comes from a renewable source, then it will result in low carbon emissions well-to-wheel.
- It can be used as a direct substitute for diesel, and no modifications to the vehicle are needed.
- Likewise with infrastructure. The same equipment for refilling, storage and transportation used for diesel can be used for synthetic diesel.

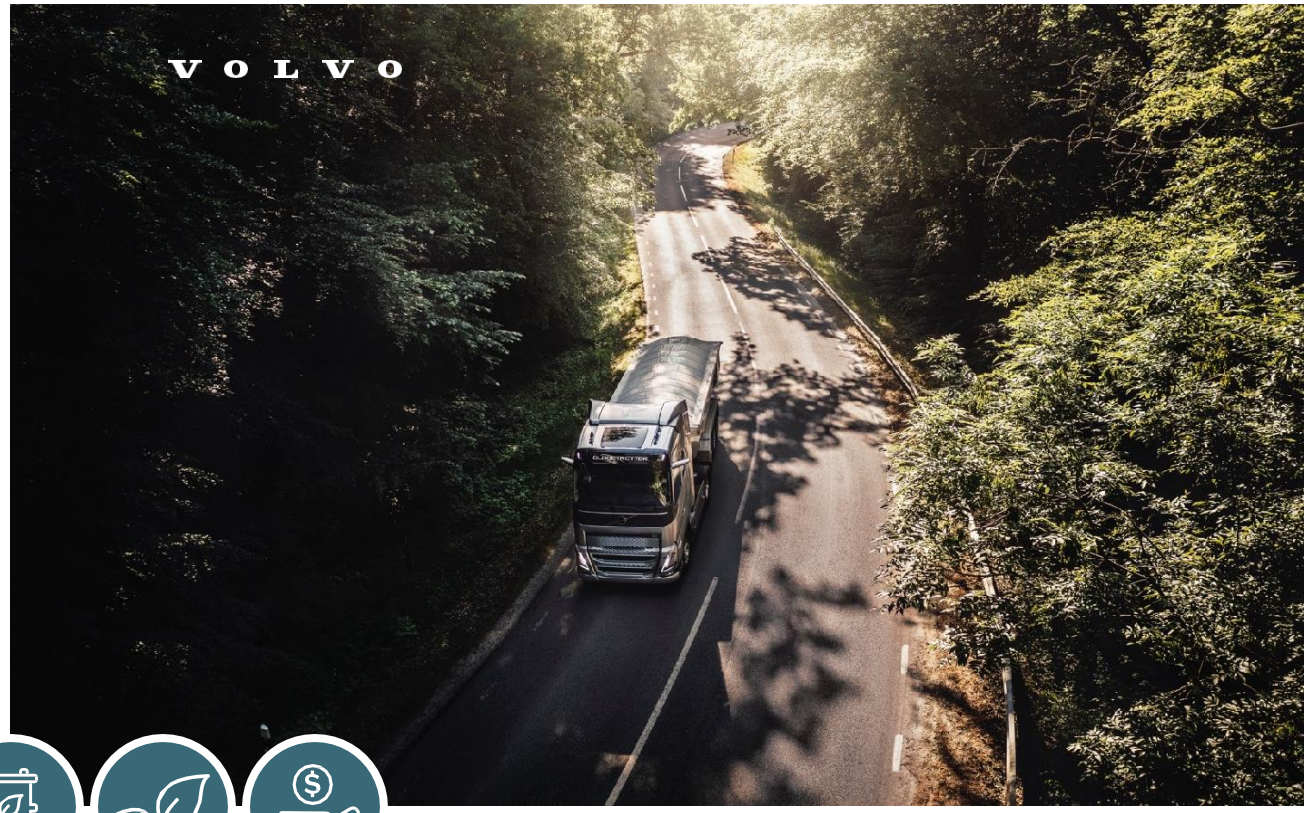
Disadvantages

- Synthetic diesel is expensive to produce and energy intensive. To be commercially viable, typically gas prices need to be low and oil prices high.
- To date, it has only been produced in small quantities.
- The well-to-wheel emissions depend on the gas used to produce the synthetic diesel, and currently the two main sources are fossil fuels: gas and coal.
- Synthetic diesel still emits NOx and particulates.

BONUS SLIDE 2

Hydrotreated vegetable oil (HVO) – what is it?

HVO is essentially a second-generation biofuel that can be produced from a wider range of materials. The production process involves adding hydrogen to vegetable oil to create a fuel that is very similar to conventional diesel. Production of HVO reached 9 million tonnes in 2022.



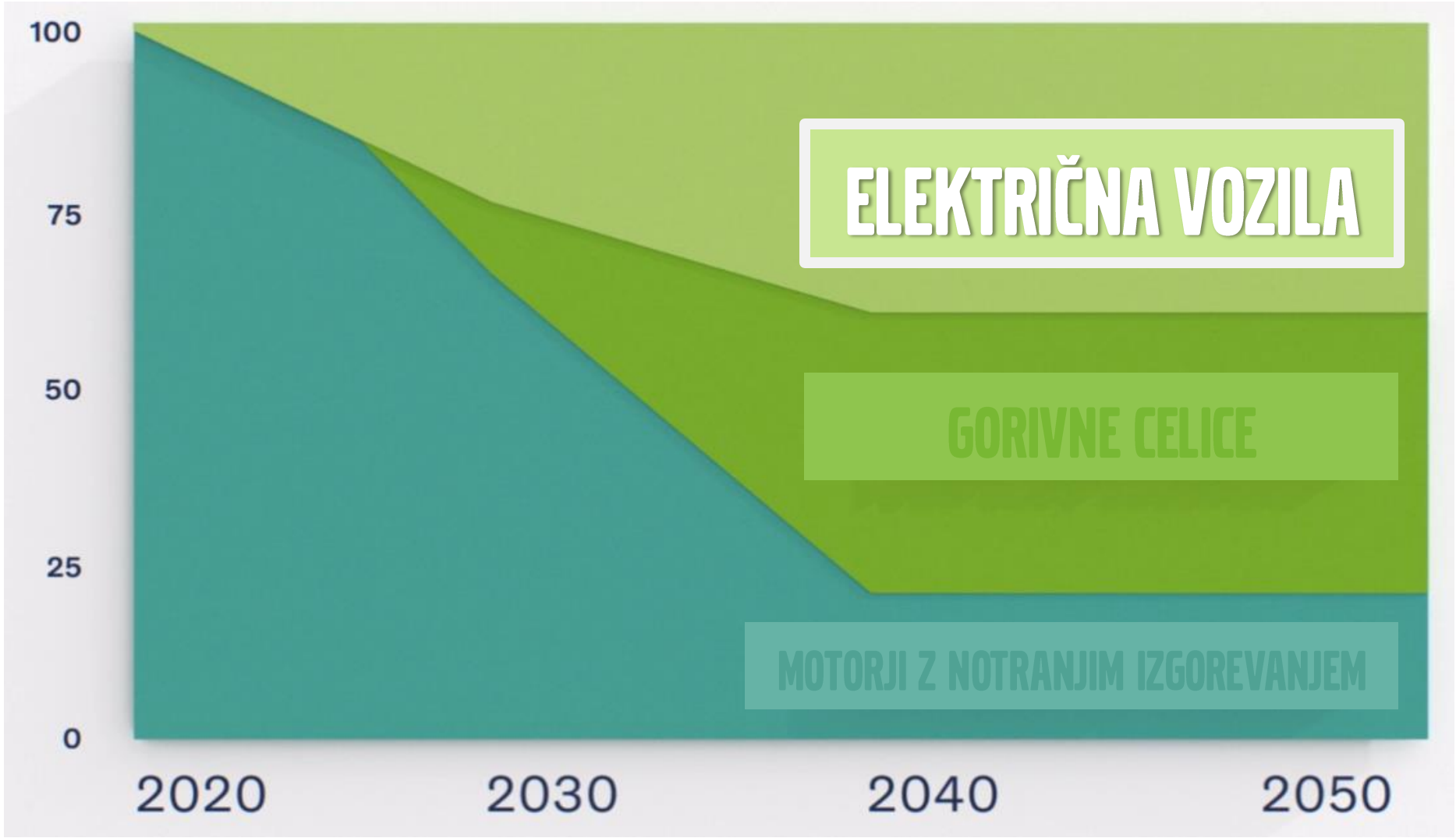
Advantages

- In terms of performance, HVO is virtually the same as diesel.
- It can be produced from a broad range of raw materials including low-quality waste products that cannot be used in biodiesel.
- It can be better for the environment than biodiesel depending on the materials used in its production. For example, with bio-oils, its well-to-wheel carbon emissions can be even lower.
- It can be used in vehicles as a direct replacement for diesel. No modifications are needed.
- It is free of biodiesel's technical limitations – such as solidifying in cold weather or producing harmful organisms in the fuel tank.
- Diesel refineries can be converted to HVO production as demand for fossil fuels decreases.

Disadvantages

- Even with a broader range of raw materials that can be used in production, resources are still limited.
- If produced from palm oil or waste from palm oil production, HVO could contribute to deforestation and high carbon emissions.
- While carbon emissions are low, emissions of NOx and particulates are not reduced.
- At this stage, HVO is more expensive than diesel in most markets.

ZEMLJEVID CO2



Hiter prehod – New York, 5th Avenue

1900

1913

Finančne spodbude za alternativne pogone

Poročilo Volvo Trucks – Q2 2024

Spodbude za tovorna vozila so trenutno že na voljo

Trenutno ni na voljo nobene spodbude ali pa so omejene*

* Manj kot 5.000€ na tovorno vozilo

Naša električna vozila

Pripravljeni na elektriko


ZA PRIHODNJE
GENERACIJE


VOLVO
Skupaj
OBLIKUJEMO SVET
v katerem želimo živeti


VOLVO
Vprašanja?

VOLVO