About Milence
Established in July 2022 as a joint venture between Daimler Truck, TRATON GROUP, and the Volvo Group, Milence is dedicated to making the future of road transport fossil-free. By building and operating at least 1,700 high-performance public charge points in Europe by 2027, its mission is to support and accelerate the transition to zero-emission heavy-duty vehicles in Europe. With 500 million euros in initial funding and operating as an independent standalone company, Milence will deliver sustainable energy for all battery-electric heavy-duty trucks and coaches, regardless of brand.

Milence wants to
Have at least 1,700 charge points operational within five years throughout Europe
Be ahead of the market with its charging infrastructure
Make driving a heavy-duty battery electric truck comfortable, safe, and sustainable
Accelerate Europe towards fossil-free, zero-emission road transport

Timeline

August 2019
EU legislation mandates a 15% reduction in heavy-duty vehicle CO2 emissions by 2025, and a 30% reduction by 2030.

July 2021
The European Climate Law enters into force, requiring Europe's economy and society to become climate-neutral by 2050. The law also sets the intermediate emissions-reduction target of at least 55% by 2030, compared to 1990 levels.

July 2022
Launch of Commercial Vehicle Charging Europe, or CV Charging Europe, as a €500 million electric truck charging joint venture by Daimler Truck, TRATON GROUP and the Volvo Group. After the signing of a Joint Venture Agreement in December 2021, approval of the JV was granted by the EU's competition authorities six months later.

September 2022
Introduction of CV Charging Europe at The IAA Commercial Vehicle show in Hannover.

December 2022
Introduction of new brand name Milence.

February 2023
European Commission proposes more ambitious CO2 reduction targets for heavy-duty vehicles, targeting a 45% reduction by 2030, a 65% reduction by 2035, and a 90% reduction by 2040.

March 2023

The EU institutions reach a provisional agreement on the Alternative Fuels Infrastructure Regulation (AFIR). Charging stations for battery electric trucks must be located every 60 kilometres along the TEN-T core network and every 100 km along the TEN-T comprehensive network by the end of 2030.

2023
The first Milence charging locations are ready for use.

2024
Megawatt Charging System (MCS) capable trucks with expanded battery capacity arrive for electric long-haul applications. Scania, Mercedes-Benz, and MAN have all announced that they will have such trucks commercially available by then.

2027
Milence reaches its goal to install at least 1,700 high-performance charge points close to highways and logistics hubs in Europe, after the first five years of operation.

December 2027
It's mandatory to have at least two 100 kW charging stations in each Safe and Secure Truck Parking Area.

December 2027
There should be a charging location every 120 km along half of the TEN-T core and comprehensive network, with minimum outputs of 1.4 MW (comprehensive) and 2.8 MW (core).

2030
There must be a charging location every 60 km along the TEN-T core network, and every 100 km along the TEN-T comprehensive network.

2030
It's mandatory to have at least four 100 kW charging stations in each Safe and Secure Truck Parking Area.

2050
The European Union wants to be climate-neutral, becoming an economy with net-zero greenhouse gas emissions.

European rollout
Milence plans to install and operate at least 1,700 high-performance green energy charge points across Europe by 2027, with the expectation that the first sites are operational in 2023. The initial focus will be on busy highways and transport hubs in the Netherlands, France, Germany, Belgium, Italy, Spain, Norway, and Sweden. When opportunities arise, Milence will also roll out its electric charging infrastructure in other parts of Europe. This year it will also open offices in the United Kingdom, Poland, Austria, Czechia (Czech Republic) and Switzerland. As the number of electric trucks increases, the number of sites as well as their size will be expanded.

Milence executive management team
Chief Executive Officer
Chief Financial Officer

Chief Growth Officer
Chief Operations Officer
Chief Technology Officer
Chief Marketing & Data
Chief Information Officer
People Director

Joint venture partners

Battery Electric Trucking | Long-haul trucks
Charging: With the Megawatt Charging System (MCS), which will be introduced in late 2023 or 2024, charging a 40-tonne truck will be possible within the 45 minute breaks that truck drivers are legally required to take in the EU.

Range and availability: It is already possible to purchase heavy-duty battery-electric trucks with ranges of up to 300-350 kilometres, suitable for urban distribution and regional haulage. At the IAA Transportation show in Hannover in September 2022, several major manufacturers unveiled or announced long-haul-capable battery-electric trucks, expected on the market already by 2024.

Costs (or Total Cost of Ownership): According to Milence's calculations, long-haul battery-electric trucks will have a lower Total Cost of Ownership (TCO) than diesel trucks sometime between 2024 and 2026.

Energy efficiency: Battery-electric trucks are the most energy-efficient option for heavy-duty vehicles. As more and more industries and products are electrified, energy efficiency will be key. By storing electrical energy onboard, which is used to directly power an electric motor, batteryelectric trucks can achieve a source-to-wheel electrical efficiency of 70-80%.

Energy grid: On-site batteries at Milence charging stations will enable trucks to utilise stored green energy, reducing peak energy demand. In this way grid congestion can be reduced, balancing the demand and offering a pragmatic solution for the current grid congestion in many countries.

Facts about European road transport

Trucks carry **77% of all freight transported** over land in the European Union. (Source)

More than 3 million people are employed in the road freight transport sector. (Source)

In the European Union alone, there are **425,000 open driver positions** that remain unfilled in 2022. (Source)

Main measures to be taken by governments to address driver shortage according to operators is to **improve the working conditions**. (Source)

The share of **female truck drivers** in Europe is very low (3%) and has not improved over the last 3 years. (Source)