

About Milence

Milence is dedicated to making the future of road transport fossil-free. To realize this vision, Milence is building a reliable charging network for all battery-electric heavy-duty trucks and coaches, regardless of brand. By 2027, Milence aims to have at least 1,700 high-performance charging points across Europe. With an initial focus on 15 markets and operational hubs already open in several key locations, Milence is rapidly expanding its network to ensure that heavy-duty electric vehicles can operate seamlessly across the continent, supporting the transition to a sustainable and efficient transport system.

Established in July 2022 as a joint venture between Daimler Truck, the TRATON GROUP, and the Volvo Group, Milence operates as an independent, stand-alone company with an initial funding of €500 million.

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.

December 2023 Milence opens its first charging hub in Venlo, the Netherlands.

April 2024	Milence opens its second charging hub in Rouen, France.
June 2024	Milence opens its third, and largest charging hub so far, in Port of Antwerp-Bruges.
Late 2024 / early 2025	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. The first hubs have already been operational since December 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. When scouting new locations, Milence undertakes in-depth research to gain an understanding of local and regional logistical requirements and the sector's needs to ensure the charging hubs are strategically located. And without truck drivers having to deviate much from their normal route.



Milence executive management team



Anja van Niersen
Chief Executive Officer



Wolfgang Brand
Chief Financial Officer



Roel Vissers
Chief Growth Officer

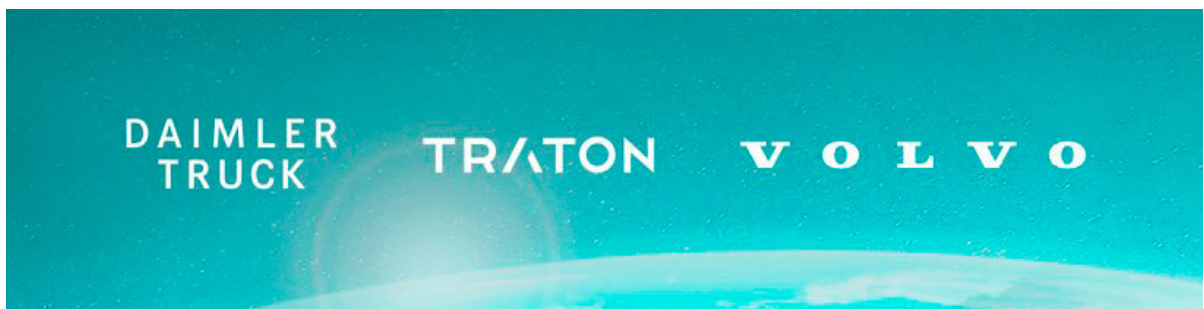


Maarten Jaspers
Chief Technology Officer



Andrea Hill
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, battery-electric 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 **almost 80% of all freight transported** over land in the European Union. ([Source](#))

Trucks generate **an annual trade surplus of €5.6 billion** for the European Union. ([Source](#))

There are **over 6.4 million trucks in circulation** throughout the European Union. Only 0.1% of all trucks are electrically chargeable. ([Source](#))

In 2022, **299.917 trucks were sold** in the European Union. An increase of 3.5% compared to 2021. Of all new trucks, **0.6% of trucks sold were electrically chargeable**. ([Source](#))

The average age of a European manufactured truck is **14.2 years**. ([Source](#))

73% of road freight tonnage is carried over distances of **150km or less**. Less than 2% gets carried over 1,000 km. ([Source](#))

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