Press Release

Commercial Vehicle Future Day at DEKRA Lausitzring

Working together to accelerate the rollout of zero-emission trucks

- Next steps for a successful transition to new propulsion systems
- In the end, the business case will determine success
- Vehicle technology is no longer the decisive obstacle

The technologies for zero-emission commercial vehicles are available. Now, the market ramp-up depends on whether infrastructure, energy supply, and reliable policy frameworks can keep pace. This was the main conclusion of the Commercial Vehicles Future Day 2026, organized by the German Federal Association of Road Freight Transport, Logistics, and Waste Management (BGL) e.V. in collaboration with DEKRA. The event took place at the DEKRA Lausitzring, Europe's largest manufacturer-independent testing and evaluation center for the mobility of the future. Representatives from politics, the transportation sector, the automotive industry, and the energy and charging infrastructure sectors discussed how the transition to zero-emission commercial vehicles can be achieved in a way that is both economically viable and practical.

There was consensus that the rollout of zero-emission commercial vehicles is no longer hindered by vehicle technology: vehicle manufacturers, the trailer industry, and technology providers are increasingly bringing market-ready solutions to the road. The key factor, however, is that the business case must work across the entire value chain. Manufacturers need reliable demand to expand capacity and reduce costs. For transportation companies, what matters are total operating costs, the appropriate operational profile, and a high-performance charging infrastructure with sufficient grid capacity and competitive energy prices. Charging infrastructure operators, in turn, need predictable grid connections, robust utilization prospects, and a reliable political framework.

The discussions at the DEKRA Lausitzring made it clear that battery-electric trucks can already be more cost-effective to operate today than diesel-powered ones – especially when freight carriers take advantage of the opportunities offered by generating electricity for depot charging through their own photovoltaic systems. However, there

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was also consensus that planning reliability – achieved through long-term policy frameworks – as well as faster grid connections and better integration of depot and public charging infrastructure are crucial for further accelerating the ramp-up. Prof. Dr. Dirk Engelhardt, Chairman of the Executive Board of the BGL, said: “Our companies are ready to invest in the transition to electric vehicles. To do so, however, they need more than just physically available vehicles. Grid connection, charging capacity, energy prices, route planning, and customer requirements must come together to form an economically viable overall system. Only then will this become a scalable model for small and medium-sized enterprises.”

Policy-makers, industry, and the transportation sector in dialogue

Speaking on behalf of the German federal government was Dr. Claudia Elif Stutz, State Secretary at the Federal Ministry of Transport. In her keynote address, she emphasized that the federal government has a duty to expand the public charging infrastructure along the highways – and is already implementing this. The bidding process for the fast-charging network, comprising a total of 350 locations, is partly underway and has partly already been completed. By 2030, there is going to be a charging station every 60 kilometers in the core network and every 100 kilometers in the overall network. In addition, the federal government has announced a total of 1 billion euros in funding over the next four years for charging infrastructure at transportation companies’ depots.

Experiencing technology firsthand on the racetrack

Participants at the DEKRA Lausitzring were able to experience firsthand just how far technical development has come. At the Innovation Hub, a wide range of exhibitors presented the latest vehicles as well as solutions in the areas of charging infrastructure, battery technology, energy supply, and transportation.

During test drives on the racetrack, attendees were able to experience battery-electric commercial vehicles under real-world conditions. In addition, participants gained insights into the DEKRA Battery Test Center, where battery systems are tested for safety, performance, and service life under extreme mechanical, thermal, and electrical loads. Guido Kutschera, Executive Vice President of DEKRA SE and Chairman of the Management Board of DEKRA Automobil GmbH, said: “Technological progress is clearly visible. However, for widespread adoption, new vehicle and charging systems must function safely, reliably, and consistently. Independent testing, real-world trials, and robust standards are therefore essential prerequisites for turning innovative solutions into a functioning market.”

Nearly 300 guests attended the Commercial Vehicles Future Day 2026. Through events like this, BGL and DEKRA aim to further advance the dialogue between the sector, industry, the energy sector, and policymakers, and to jointly support the next steps in the transition to new propulsion systems in road freight transport.

About DEKRA

For more than 100 years, DEKRA has been a trusted name in safety. Founded in 1925 with the original goal of improving road safety through vehicle inspections, DEKRA has grown to become the world's largest independent, non-listed expert organization in the field of testing, inspection, and certification. Today, as a global partner, the company supports its customers with comprehensive services and solutions to drive safety and sustainability forward. In 2025, DEKRA generated revenue of 4.4 billion euros. More than 48,000 employees are providing qualified and independent expert services in approximately 60 countries across five continents. DEKRA holds a Platinum rating from EcoVadis, placing it among the top 1% of the world's most sustainable companies.

About the BGL

The BGL is the association for road freight transport, logistics, and waste management in Germany, headquartered in Frankfurt/Main. Since 1947, it has represented the professional interests of approximately 7,000 companies currently organized within its regional associations. These companies primarily operate in the fields of road freight transport, logistics, freight forwarding, warehousing, and waste management. With its approximately 650,000 employees, the industry generates just under 40 billion euros in annual revenue.