PRESSRELEASE

Lower Thames Crossing becomes world's first project to deploy Volvo A40 Electric

Volvo Construction Equipment (Volvo CE) has delivered the world's first Volvo A40 Electric articulated haulers to BMJV for use on the Lower Thames Crossing, one of the UK's largest infrastructure projects. The deployment shows how zero-emission machines can move material at scale on a project committed to carbon-neutral construction.



- **The Lower Thames Crossing is the first project in the world to deploy Volvo CE's A40 Electric articulated haulers.**
- **Four Volvo A40 Electric haulers are helping build the foundations and structures for the road and entrance to the new tunnel under the Thames.**
- **The project is ambitious and set to be Britain's first major infrastructure program with carbon-neutral construction.**

The Volvo A40 Electric is the world's first battery-powered articulated hauler in its class, delivering cleaner, quieter jobsites without compromising performance. It is part of Volvo CE's growing portfolio of battery-electric machines and arrives 60 years after Volvo CE built Gravel Charlie, the world's first articulated hauler.

Shaun Pidcock, Lower Thames Crossing Programme Director, said: “Going electric today is no longer about compromise, it’s about the benefits. These remarkable machines show that even the heaviest jobs can be done cleanly, and in a way that is better for those working on or living near our sites.

“By using the next generation of construction machinery to make the Lower Thames Crossing Britain’s greenest road today, we are helping the industry set a new standard for tomorrow and make diesel-powered sites a thing of the past.”



Four Volvo A40 Electric haulers have been delivered so far. BMJV, a joint venture between Bouygues Travaux Publics and J Murphy & Sons, is using them on behalf of the Lower Thames Crossing to build the foundations and structures for the road and entrance to the new tunnel. The machines arrived on the Essex worksite this autumn from Volvo CE’s site in Bråås, Sweden, where they are produced.



A landmark project for low-carbon construction

Part of the biggest investment in the UK's road network for a generation, the Lower Thames Crossing will run for approximately 14.3 miles, including 2.6 miles of tunnels under the Thames. It will connect Kent and Essex and almost double road capacity across the river east of London. It is also set to be the first major infrastructure program in Britain with carbon-neutral construction. Diesel has not been used on its worksites since 2025, and the tunnel and roads are being built only with HVO, electric and hydrogen-powered machines. More than 2,500 people now work on the project, with the new road expected to open in the early to mid 2030s.



Darren Fitch, Head Electromobility Sales Europe at Volvo CE, said: "The Lower Thames Crossing is a showcase for low-carbon construction in action. Our Volvo A40 Electric haulers are operating on one of the industry's most visible and demanding projects, proving that electrification can meet the demands of major construction projects. Contractors no longer need to choose. They can achieve zero-exhaust emission operation while benefiting from lower noise, safer worksites and a lower total cost of ownership. When the industry can see that firsthand, perceptions change. Projects like this don't just demonstrate what's possible today, they help reshape expectations for tomorrow."

Hydrogen-powered charging

On site, the haulers are charged with electricity from generators fuelled by British-manufactured green hydrogen. Running this way, they produce no exhaust emissions and are noticeably quieter than combustion machines, improving conditions for both workers and the communities living around the site.



Gautier Tortajada, Plant Manager and Electrical Lead at Bouygues Travaux Publics Murphy Joint Venture (BMJV) said: “Our teams have quickly adapted the A40s to site operations, establishing charging routines during breaks and in the evening to suit our shift patterns. Introducing new technology productively on a project of this scale takes careful planning and close coordination. We’re drawing on our experience delivering major infrastructure projects to put these record-breaking electric haulers to work successfully at Lower Thames Crossing and support the project’s carbon-reduction ambitions.”

The Volvo A40 Electric haulers were supplied, and will be supported by SMT GB, Volvo CE’s dealer in the UK. With a 39-tonne payload, and a 540kWh lithium-ion battery pack, the Volvo A40 Electric can run for around six hours on a charge, depending on application. Fast charging from 10% to 90% takes around an hour with a 350kW fast charger, while regenerative braking feeds energy back to the battery. Operators use the same controls as on Volvo CE’s diesel haulers, with lower noise and no exhaust emissions.

- Ends -

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