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Geneva, 20 October 2011

## **IRU POSITION ON THE ELECTRIFICATION OF ROAD TRANSPORT**

*unanimously adopted by the IRU International Commission on  
Technical Affairs (CIT) on 6 September 2011 in Helsinki*

### **Revised IRU Position on the electrification of road transport.**

#### **I. ANALYSIS**

The globalisation process has led to an increase in trade and tourism - and thus transport - and therefore, to an increase in fuel use and consequently CO<sub>2</sub> emissions. It is true that professional road transport is, and will remain, totally dependent on oil as there is no economically viable alternative for the foreseeable future, unlike fixed installations producing electricity and heating that currently represent over 70% of total oil consumption. However, road transport is the only mode that can provide high quality door-to-door service with, in many cases, a lower CO<sub>2</sub> footprint than any other transport mode.

Despite this clear evidence, public opinion and lobbying actions on the electrification of road transport are influenced by politicians and green parties "motivated" by attitudes and factors such as climate change, primary energy dependence, public health, as well as the cost and scarcity of raw materials.

#### **II. IRU POSITION**

On the basis of the "30 by 30 Resolution", the IRU Secretariat General is in favour of innovative technologies and practices to reduce CO<sub>2</sub> emissions, such as the electrification of road transport. However, this solution should only be implemented to vehicles running in urban areas.

Therefore, governments should provide real business incentives to facilitate electrification and make the best use of existing infrastructure and invest adequately in new infrastructure adapted to electrification for such transport modes.

Nevertheless, the IRU Secretariat General considers that electrification is not currently suitable for heavy vehicles as there is no economically viable alternative to fossil fuel.

Vehicle manufacturers should rethink the vehicles design and use the latest technologies and mechanical innovations in order to lower CO<sub>2</sub> emissions for heavier vehicles.

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