Weights and dimensions of heavy duty vehicles

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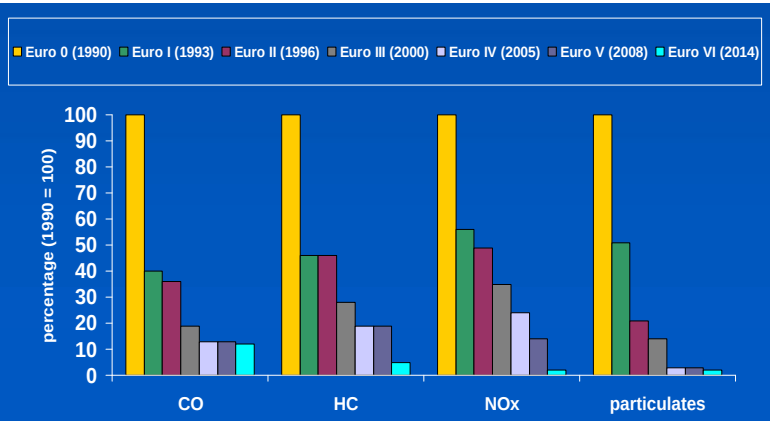
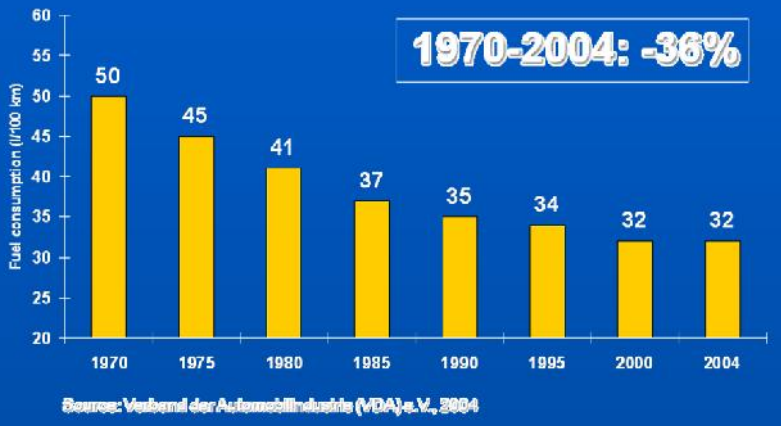
Why revision is needed !

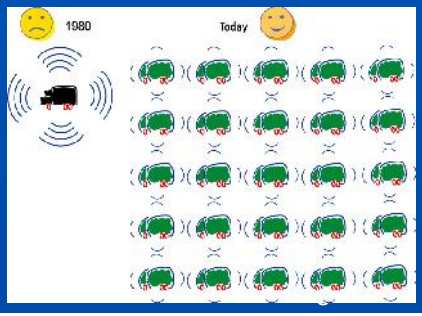
- Last revision in 1996 (for goods vehicles) and 2003 (for buses and coaches).
- Evolution in safety and environmental technology within road transport

How to achieve 2011 EU Transport Policy White Paper goal (-60% CO_2 emission by 2050)?

- Greening at-source for all modes is the only solution.
- Forced modal shift will never work and a increased use of co-modality will have to happen by co-operation.







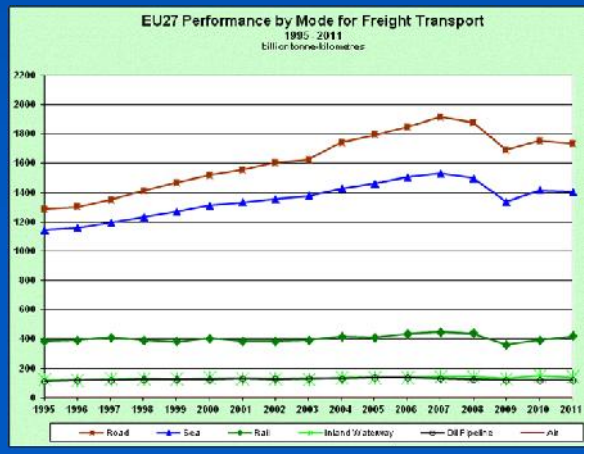
What is the revision about?

- Providing some of the tools to green at-source and improve road safety.
  - Improve aerodynamics to reduce fuel consumption and CO_2 emissions.
  - Most efficient for inter-urban, medium and long-distance transports.
  - Additional length of 2 metres for aerodynamic devices as proposed by EC acceptable.
  - Weight exemptions for all alternative fuel vehicles (not only electric and hybrid).
  - Cabin design to improve the safety of the vehicle, driver, load and other road users, especially vulnerable ones.
  - No loss of carrying capacity - being able to transport more with less.

    Approach widely supported by directly involved transport stakeholders but also by: T&E, ETF, European Cyclists Federation, Federation of European Pedestrian Associations, European Federation of Road Traffic Victims, Transport for London.
- In addition:
  - Increase weight of 2-axle coaches by 1.5 tonnes to improve comfort and promote collective passenger transport to reduce congestion.

The revision is NOT about blocking innovation to protect rail!

- The rapporteur and UIRR seemingly want to protect Rolling Motorways by restricting aerodynamic improvements and aim to protect railways by blocking the use of EMS.
- Rolling Motorways only represent 0,17% of EU inland transport (combined transport in total = 1.78%). Should they be allowed to block environmental and safety improvements in the mode that transports more than 75%?
- Very small competition between road and rail as they transport different types of goods.
- The rail freight companies are themselves important road hauliers.
- More than a decade of modal shift policy lead to rail increasing its transport of goods from 386 bn t/km (~20%) to 420 bn t/km (~17%) - loosing thereby close to 3% in market share despite massive political and financial support.



Aerodynamics and EMS

- Aerodynamics + EMS = at-source innovation + greener road transport
  - Reduction in number of trips by 32%
  - Reduction of fuel consumption by 15%
  - Reduction of CO_2 emissions by 15%
- Aerodynamic EMS is the solution to optimise efficiency & load capacity at-source *(CER/Fraunhofer concluded that EMS can reduce veh/km by 6.3 billion in Germany alone)*
- Aerodynamic EMS will improve efficiency of multi-modal transport (*proven in Sweden, Finland and demonstrated in Germany*)
- Blocking EMS will mean more goods vehicles on the roads
- Member States should freely be able to decide on national and cross-border trials with and use of EMS

Innovation cannot be blocked in one mode to artificially protect another !

Conclusion

- Encourage road transport to green and innovate at-source, just like any other mode!
- Support more aerodynamic and safer road freight vehicles.
- Encourage the use of alternative fuel vehicles.
- Support the increase of weight of 2-axle touring coaches by 1.5 tonnes.
- Allow Member States freely to decide on trials with and use of EMS (domestic & multiple cross-border).
- Support the use of EMS in multimodal transport.

Do not allow innovation to stall in road transport due to inefficiencies of, or protectionism by, the rail freight industry!

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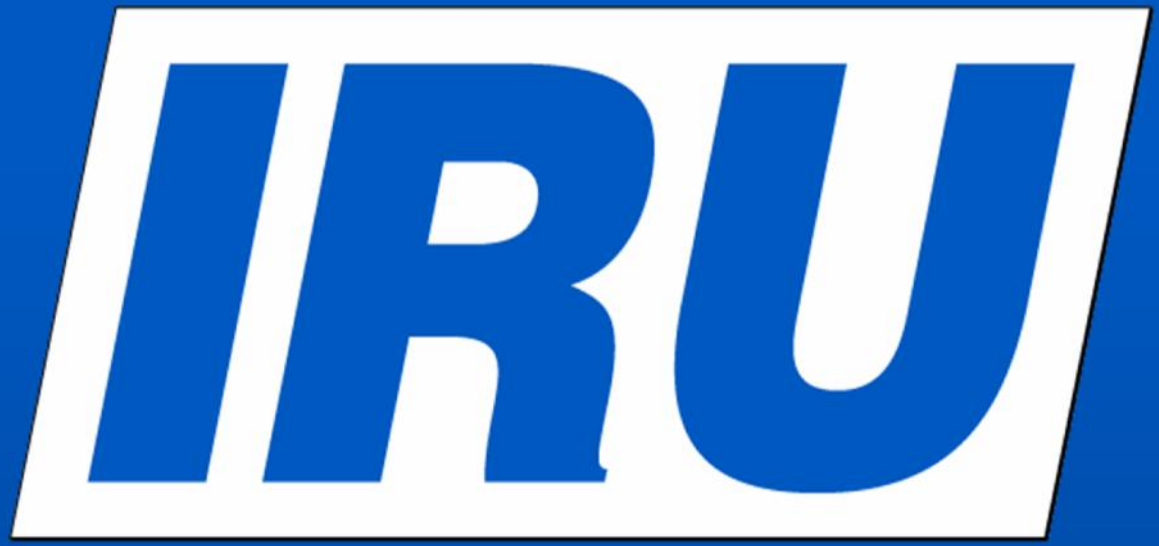

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