



1st IRU/EU Presidency Road Transport Conference & Ministerial Meeting

"Efficient, Safe and Sustainable Road Transport for the Future"

Brussels, Belgium, 1 December 2010

Panel Session 2 – Efficient and Sustainable Road Transport

**How will the road transport sector meet its commitment to reduce CO₂ emissions
by 30% by 2030?**

Alexander Sakkers, President of the IRU Goods Transport Liaison Committee with the
EU, International Road Transport Union (IRU)

Excellencies, Ladies and Gentlemen, Dear Colleagues,

This afternoon, we already heard the opinion of eminent speakers on how road transport could further reduce its environmental footprint. I would like to inform you how the road transport sector plans, in a cooperation with other industry stakeholders including those represented by the previous two speakers, to meet its commitment to reduce CO₂ emissions by 30% by 2030.

The International Road Transport Union or IRU is constitutionally committed to work towards sustainable development and has developed a strategy for this based on 3 "i"s, namely innovation, incentives and infrastructure. In a nutshell, at-source innovation by the commercial road transport sector is important and incentives should encourage faster introduction by transport operators of best available technologies and practices. However, without good infrastructure, innovation and incentives will not work. So, it is important to continuously innovate in new vehicle technology, to ensure free-flowing traffic through adequate investment in new infrastructure, to remove bottlenecks and missing links and to make full use of existing infrastructure. Inadequate infrastructure could easily triple the fuel consumption of a heavy duty vehicle and thus increase CO₂ emissions.

Based upon this strategy, the road transport industry has taken up its responsibilities by significantly reducing toxic and non-toxic emissions up to 98% and has recognised that the globalisation process has led to an increase of tourism and trade and thus transport and therefore to an increase in fuel consumption and CO₂ emissions.

Notwithstanding overall transport accounting for about 30% of CO₂ emissions, UNEP and the European Environmental Agency reported that commercial road transport is only responsible for 3%.

Apart from urban distribution and short-distance passenger transport, commercial road freight transport is and will remain dependent on oil, with no viable economic alternative in sight.

In this context, the IRU and its Member Associations have voluntarily committed in 2009 to reduce CO₂ emissions by 30% by 2030.

How do we expect to achieve this target?

- Through investments in innovative engine and latest vehicle technology, which can contribute to a reduction in fuel consumption and consequently CO₂ emissions of more than 10%, which should naturally be done in cooperation with ACEA;



- Through driver training, as provided by the IRU Academy and others, which can reduce fuel consumption and consequently CO₂ emissions by up to 10%;
- Through innovative logistic concepts, such as ITS and optimised weights and dimensions of heavy commercial vehicles, which can equally reduce fuel consumption and CO₂ emissions of more than 10%, which can be achieved in a cooperation with the road authorities and organisations such as the European Road Federation, ASECAP and others.

As clearly indicated, the road transport industry cannot achieve this alone. Cooperation is needed with vehicle and tyre manufacturers, telematics, and energy providers, infrastructure operators and also with competent authorities to achieve the 2030 target.

The **manufacturers and the telematics and energy providers** should ensure that their products achieve a minimum 10% reduction in fuel consumption and CO₂ emissions. The use of interoperable ITS solutions, latest innovative technologies such as lighter vehicle construction materials and improved aerodynamic design of vehicles before such become mandatory could contribute to achieving the target. Authorities should make such innovation possible. They should also strive to replace fossil fuel with alternative energy sources or CO₂ neutral fuels from renewable sources with the aim to obtain a substantial reduction of CO₂ emissions in absolute terms. It should be recognised that finding alternatives for heavy duty long distance transports while maintaining vehicle efficiency will pose the biggest challenge. However, also this challenge needs to be addressed.

Turning to **competent authorities**, they should work closely together with the road transport industry to achieve the full potential of its ambitious CO₂ emission reduction targets as part of the logistics chain. Road transport facilitation is essential in this respect.

Real business incentives should be provided to facilitate the penetration of innovative transport technologies, best practices and training. It is known that in countries which provided incentives for the introduction of the latest Euro norms, vehicles complying with those norms penetrated the market quicker.

The legislator should also focus more on rules aimed at reducing fuel consumption than on rules reducing toxic emissions. Technical solutions aimed at reducing toxic emissions, such as the ones used for Euro VI, can lead to higher fuel consumption and thus more CO₂ emissions, and this must be avoided.

Road infrastructure should not be neglected. Best use should be made of existing infrastructure and adequate investments should be guaranteed for new infrastructure in order to remove bottlenecks and missing links. Infrastructure operators should innovate to ensure free flowing traffic

International standards should be developed to allow the widest use of the European Modular Concept which has proven to provide not only environmental benefits and operational gains but could contribute to a facilitation of combined transport.

Last but not least, international environmental Conventions and EU legislation aimed at reducing transport's environmental footprint should be used to benefit the environment. They should certainly not be used as a pretext to introduce fiscal mechanisms to collect additional taxes, charges and duties which are then used for cross-subsidisation. Revenues from taxes, charges and duties should be reinvested in the mode which paid them in order to be used to reduce the environmental footprint at-source.

Ladies and gentlemen, the IRU 30-by-30 Resolution is a key milestone bringing the road transport industry's commitment towards sustainable development in a further dimension and the IRU and its Member Associations are fully committed to cooperate and work closely



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together with partners in industry and competent authorities at various levels to make it happen.

Thank you very much for your attention.
