PRESS-CONFERENCE

GREENING TRANSPORT

IN THE EUROPEAN UNION

Weights & Dimensions Directive

The aim ?

Greening of road transport

The result ?

More unsafe, unhealthy, CO_2-emitting, energy-intensive road transport

… at the expense of EU taxpayers

State of play

The idea is to support electrification of road transport

However, weights and dimensions changes are not allowed exclusively for battery-powered trucks

And it allows circulation of giga-liners throughout Europe

EU needs a holistic approach to greening transport

The proposed changes in Weights & Dimensions Directive will

- increase the efficiency and competitiveness of the **road transport**, but it will **only result in marginal savings of 10% in emissions***
- **at the expense of** a major loss for door-to-door combined or unimodal **rail transport, which saves 75 to 90% in emissions**

… resulting in loss for EU society & environment

* information from D-FINE study

Why a loss for EU society & environment ?

- Impact on overall transport system
- Impact on road safety
- Impact on road infrastructure
- Impact on energy consumption

Impact on overall transport system

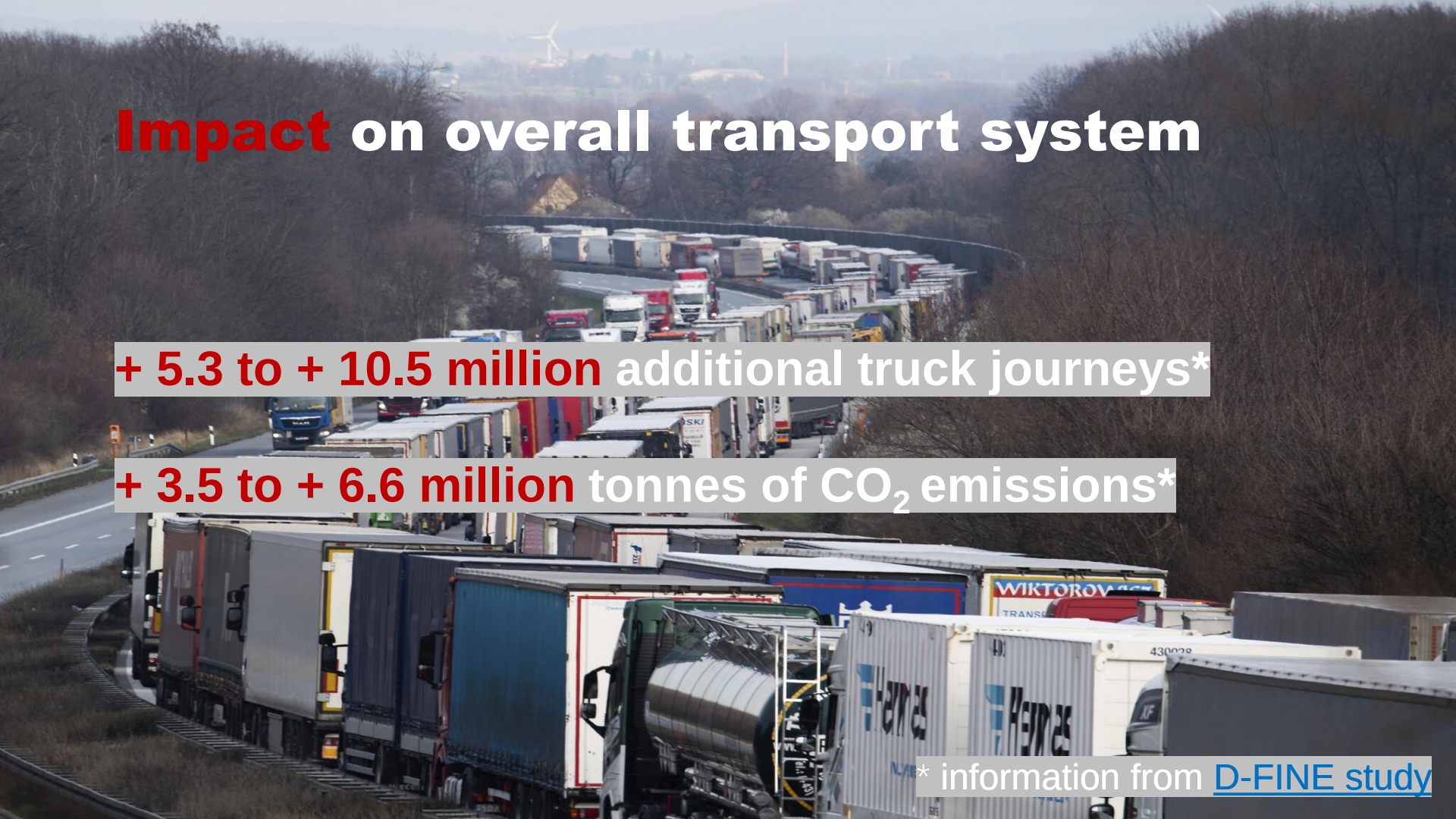
Use of heavier and longer trucks on long distances **cause reverse modal shift***

Up to – 21 % loss in door-to-door rail transport

Up to – 16 % loss in rail-road combined transport

Up to – 40 % loss in single wagonload transport

* information from D-FINE study



Impact on overall transport system

+ 5.3 to + 10.5 million additional truck journeys*

+ 3.5 to + 6.6 million tonnes of CO_2 emissions*

* information from D-FINE study

Impact on road safety

Overtaking long lorries takes longer

Dangerous for car users as well as pedestrians and cyclists

Greater risks than with normal trucks for other road users when turning at junctions, roundabouts and in parking areas

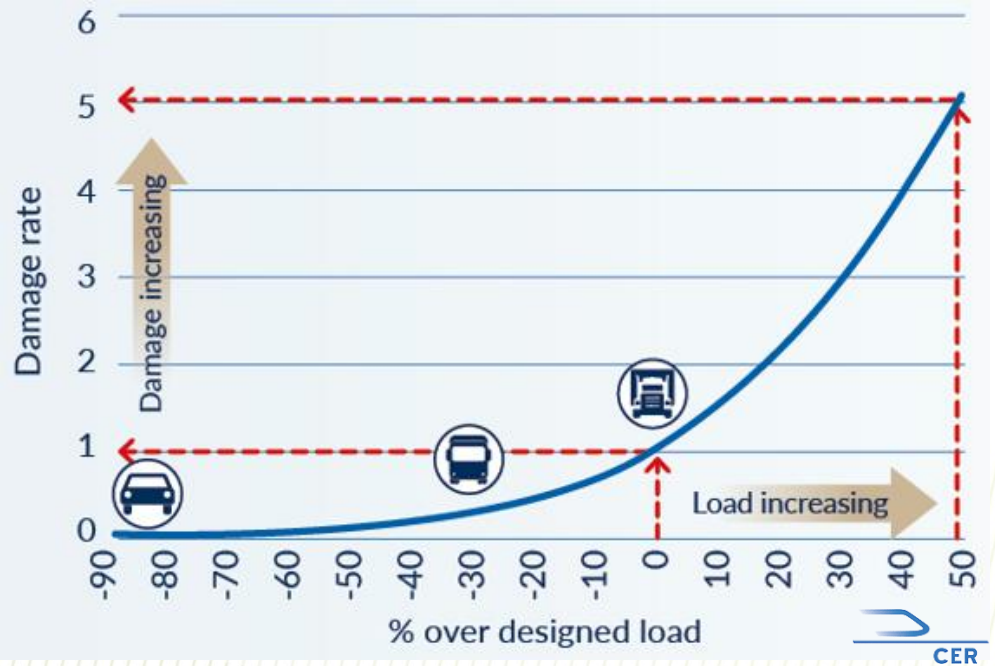
Longer clearance times at level crossings pose an additional safety risk

Deaths in collisions involving Heavy Goods Vehicles more than double


EXCLUSIVE
NEWS

Impact on road infrastructure

- Road damages increase exponentially with heavier loads
- 10 % load increase induces **46 % more damage**
- 50% load increase results in **5 x more damage**



* information from CER factsheet based on PIARC study

Impact on road infrastructure

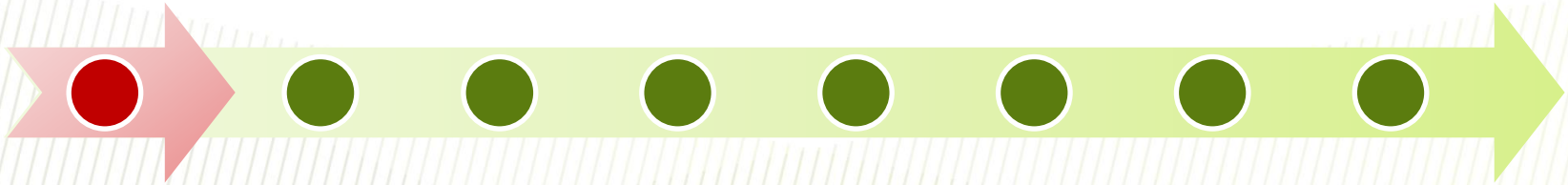
Extra maintenance cost for bridges and pavement = approx. € 6,7 billion p.a.

Investment for

- bridges = approx. € 4 billion p.a.
- pavement and parkings = no estimate available yet
- tunnel curve and gauge adjustments = no estimate available yet
- 100.000 level rail crossing adjustments = no estimate available yet

Impact on energy consumption

- **Rail is 7x more energy-efficient than road** due to physical advantages such as lower rolling and air resistance
- **Rail accounts for only 1,8 % of EU energy consumption in transport**, while carrying 17 % of freight volumes
- **Road transport even electrified will always consume much more** energy while there is green energy scarcity

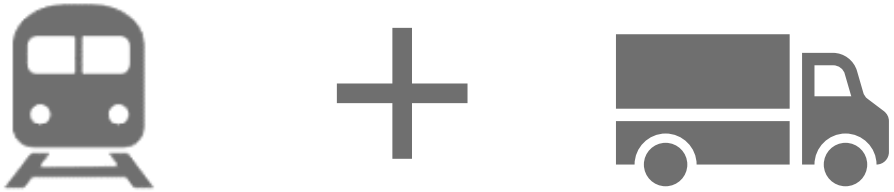


* information from CER factsheet based on Eurostat data

Win-win : a holistic approach to greening transport

- Gigaliner are **not suitable for** pre / post road transport in **combined rail-road transport**
- Gigaliners **complicate operations**, including handling and train composition, …
- Most of the trailers added for gigaliners are **not technically compatible** with combined transport
- The loading **infrastructure is not suitable** for gigaliners

A holistic approach : how to create a win-win ?



- **Yes, by ensuring that trucks' weights and dimensions are compatible with combined transport !**
- **Combined transport drives the deployment of zero-emission trucks**
- **Combined transport addresses the shortage of truck drivers**, as 1 train can transport the equivalent of 40 truck drivers

A holistic approach to greening transport : win-win actions

1. **Weights & Dimensions Directive & Combined Transport Directive are revised together**

2. **The revised Weights & Dimensions Directive should**

   - allow **additional weight exclusively for electric trucks**, not for others such as diesel trucks
   - allow **gigaliners exclusively for specific national flows** (e.g. Scandinavia) if no alternatives are available
   - **consider impact assessments for all modes**, not just optimisation within road transport

→ **If not = profit for road transport and loss for EU taxpayers**

QUESTIONS & ANSWERS

THANK YOU!


RAILFREIGHT
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