



The EU's rules on weights and dimensions and the realities of sustainable mobility

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2006 mid-term review of 2001 White Paper - Keep Europe Moving

CO-MODALITY:

- ★ **Complementary and efficient use of modes in an optimal European transport system looking at each mode individually and their integration in logistics chains**





Council Conclusions

Council Conclusions on a European energy strategy for transport (Lisbon strategy) – 3 May 2007

- ★ MS agreed to cut CO2 emission by 20%
- ★ based on 1990 level by 2020 and aspire to
- ★ achieve a 30% cut if other main CO2 producers follow suit





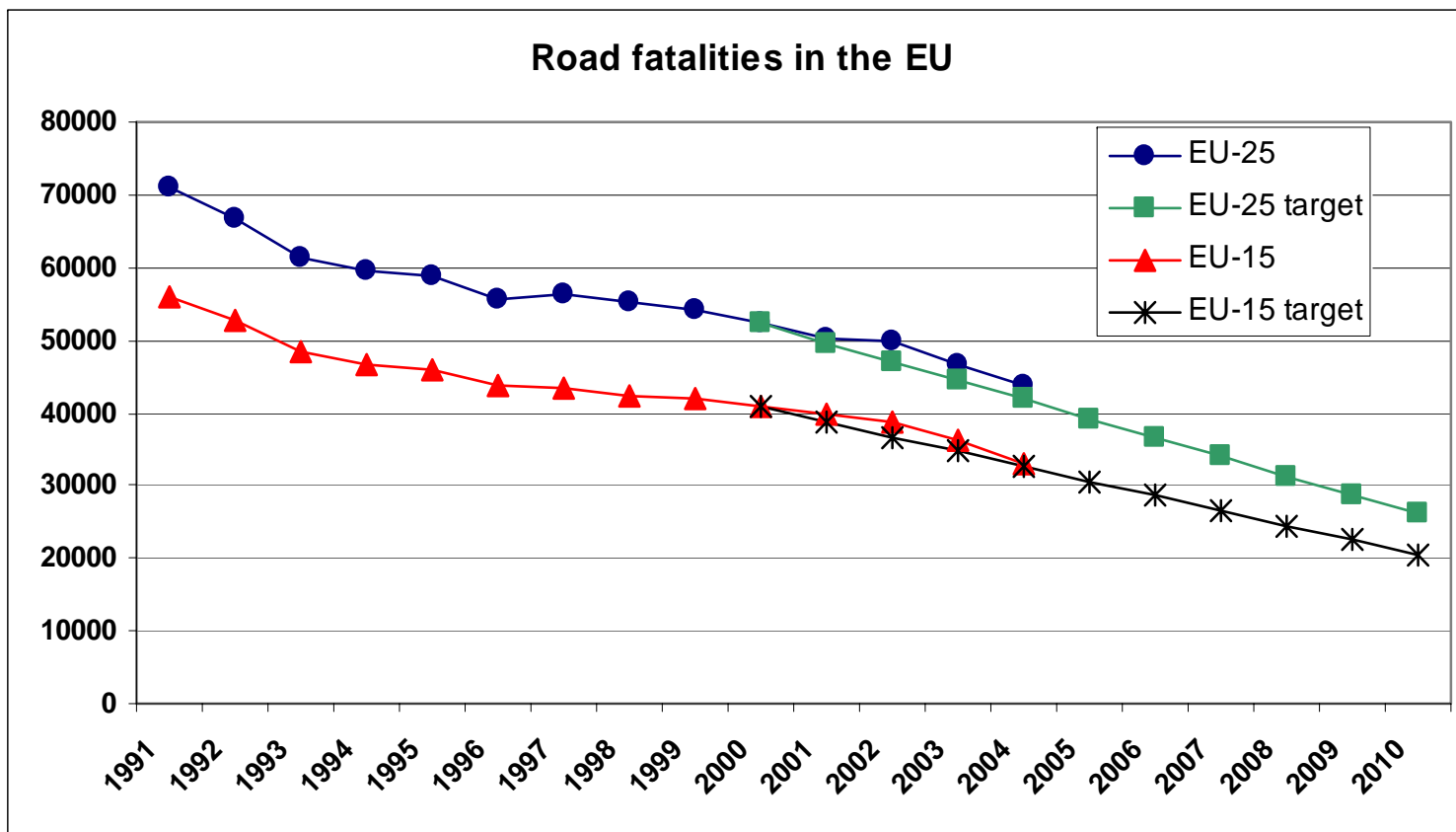
Transport's 'externalities'

- ★ **The total social cost of road provision and use (excluding vehicle operating cost) amounts on average to some 4% of GDP in Western Europe.**
- ★ **The social costs are divided as follows:
infrastructure costs 1.5%, congestion around 1%,
external costs of accidents 0.5%, air pollution 0.6%,
noise 0.3% and global warming 0.2%.**



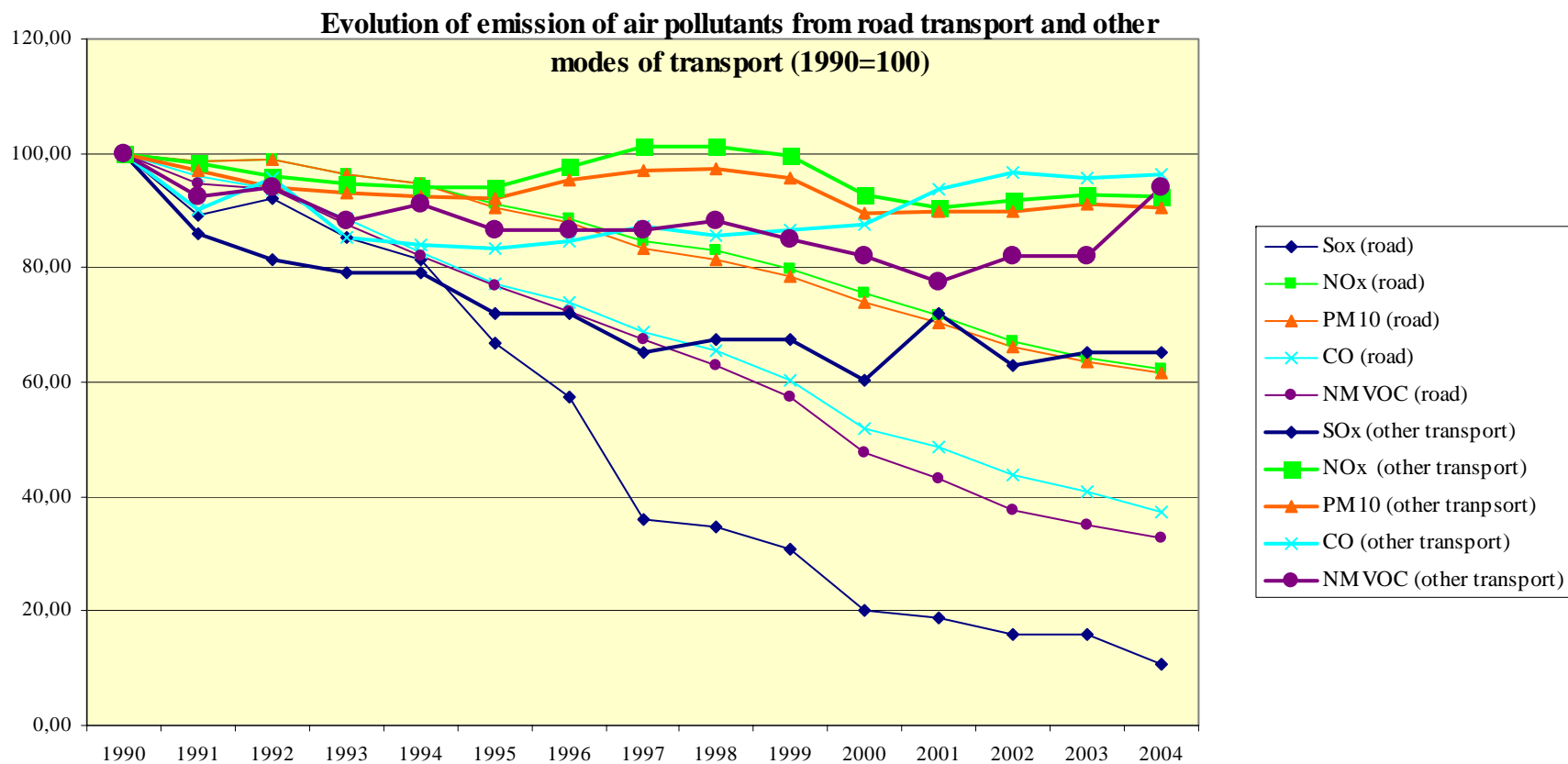


Road safety





Air pollution from transport

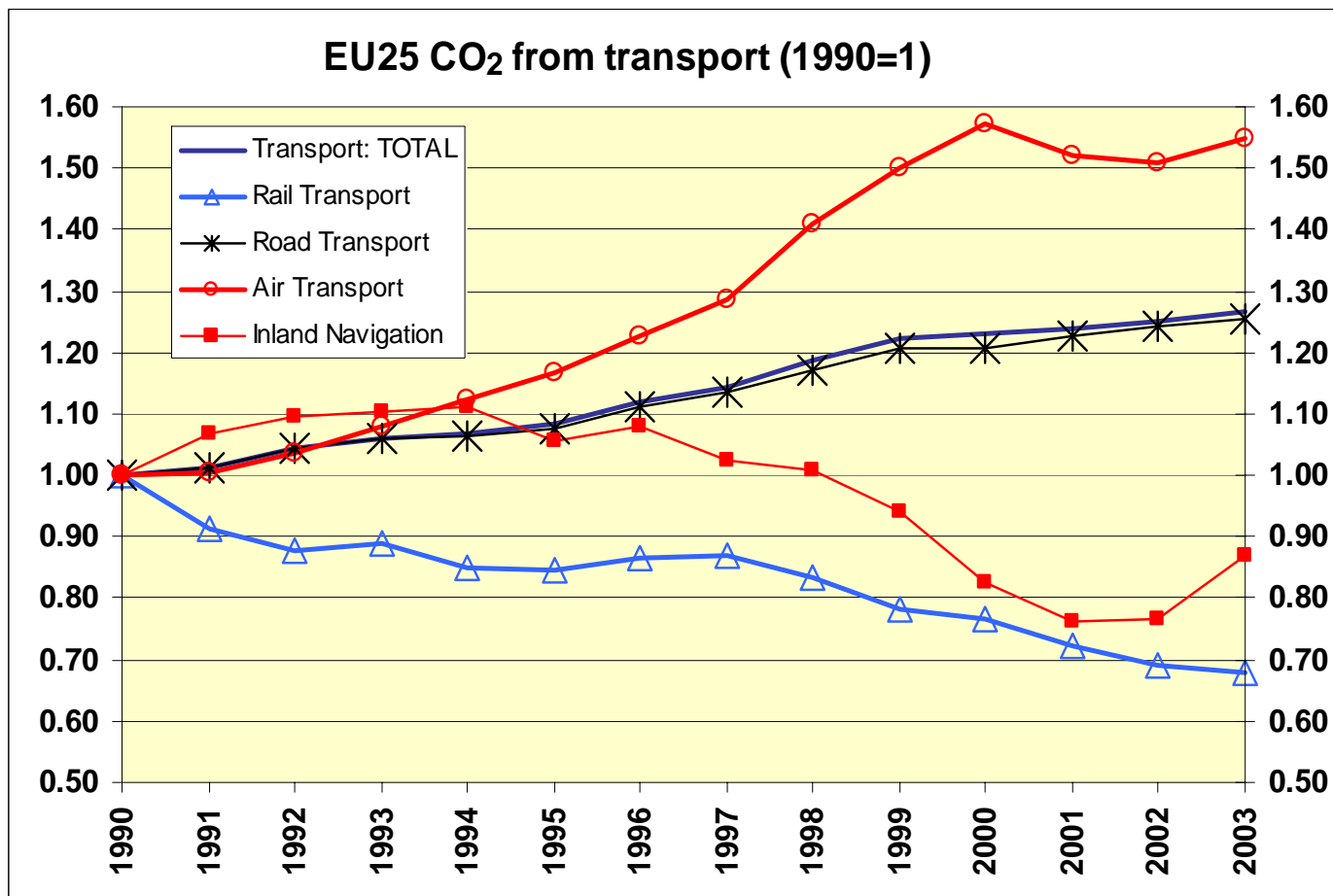


Source: Eurostat





CO2 emissions from transport



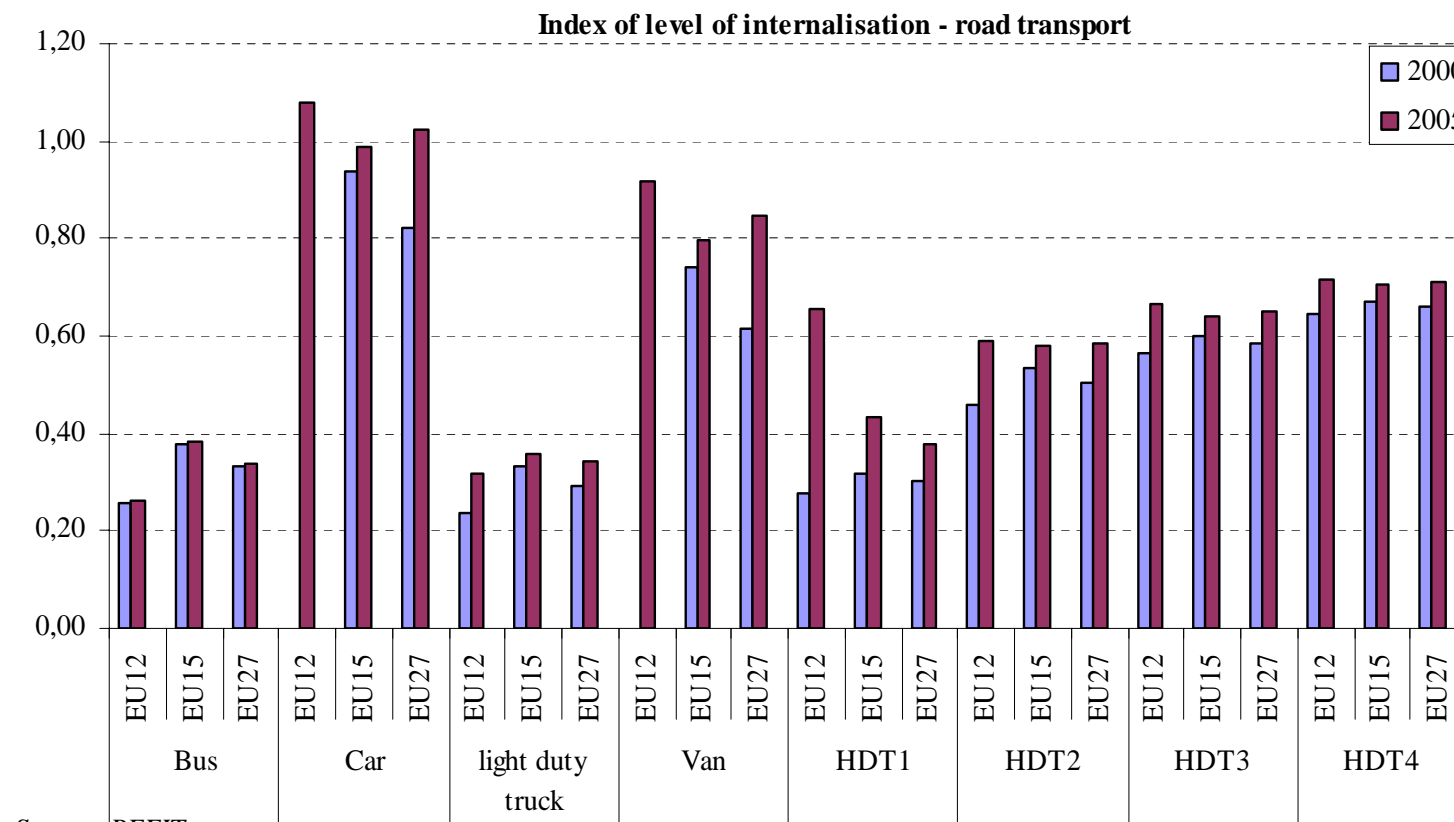


External costs of road freight

- ★ Heavy goods vehicles (HGV) account for around 1/3 of the external costs of road transport and the road transport level of internalisation is between 0.5 and 0.6. However, a more disaggregated perspective highlights the disparities of the situation. More specifically, passenger cars are already paying for the social costs of their use which is not the case for heavy goods vehicles.



Road transport



Source: REFIT





Road transport

- ★ But these calculations were made way before the oil price rise to \$140/barrel.





Transport growth

- ★ Over the past decades, transport has increased in line with economic growth. Thus, freight transport growth has been 2.8% per year on the period 1995-2005 while the real GDP grew by 2.3% per year on the same period, at the same time passenger transport has grown 1.9% per year. Freight transport demand has increased more strongly for modes offering greater flexibility, in particular road transport.





Freight total % growth 1998-2004

Growth	Road	Rail	IWW	Pipelines	Sea	Total
EU-15	19.00	6.0	3.4	2.6	21.6	17.8
EU-10	40.4	-3.5	-15.8	15.0	21.7	19.9
EU-25	21.5	2.7	2.7	6.0	21.6	18.1





Sustainable mobility

- ★ **Given an estimated 50% increase of in freight transport demand by 2020**
- ★ **Given the difficulties in meeting this demand through new infrastructure**
- ★ **Given that, in all probability, the existing infrastructure will need to cope with this demand**
- ★ **How can the existing infrastructure be made to cope? – better ITS, better logistics practices, bigger and/or heavier vehicles—discuss.**



Logistics Action Plan (launch-17 Oct 2007)

- 1. E-Freight and Intelligent Transport Systems**
- 2. Sustainable Quality and Efficiency**
- 3. Simplification of Transport Chains**
- 4. “Green” Freight Transport Corridors**
- 5. Urban Freight Logistics**
- 6. Vehicle Dimension and Loading Standards**





Background to the legislation in EU

- ★ **Directive 96/53/EC sets out the maximum allowable vehicle dimensions in national and international road transport in the EU. Member States may deviate from these maxima in national transport in certain pre authorised circumstances, the modular concept being the most relevant example.**





The study

- ★ **The study on the effect of adapting the rules on weights and dimensions of heavy commercial vehicles**
- ★ **Within the framework of the recent adoption of the logistical action Plan of the Commission, DG TREN launched a study that will include the evaluation of a widened use of the "modular concept" and the general adaptation of the weights and dimensions rules. The study will be completed in July 2008.**





What the study will provide

- ★ The study will help quantify both the positive effects of the use of Long and Heavy Vehicles-LHVs (including the modular concept) due to the potential reduction of the resultant numbers of motor vehicle movements than would otherwise be (less congestion, greater efficiency, less CO₂, enhanced road safety, less road damage and reduced pollution) and perverse negative effects due to the modular concept's greater efficiency that may stimulating road transport demand and shift freight from rail (and other modes) to road.



Heavier two-vehicle combinations

- ★ **The potential for heavier two vehicle combinations, perhaps allowing 44 tonnes on six axles for general cargo or for carrying all types of Intermodal Loading Units (ILUs) in combined transport operations. Currently, the possibility of using the 44 tonne two vehicle combination in international transport is limited to a three axle motor vehicle with a two or three axle semi-trailer carrying a 40-foot ISO container as a combined transport operation (Directive 96/53/EC Annex 1, point 2.2.2);**





Use the ‘modular concept’ in international traffic

- ★ **Operation of the modular concept or a variation thereof in international transport (by the adaptation of Directive 96/53/EC-art. 4(4(b)), subject possibly to strict criteria on the vehicles and their equipment, on drivers, on the roads permitted and subject to weight limitations.**





Expand the use of the 45ft container

- ★ The use of 45 foot (13.72m) long containers in cross-border transport operations — currently restricted to national traffic only;





Tackle loading limits

- ★ Introduction of harmonised loading dimensions such as the overhang for car transportation.





Economic, Social, environmental and Political considerations

- ★ The Study should focus on the effects, both positive and negative, of the use of bigger and/or heavier vehicles, including the modular concept in its various forms and at various maxima weight levels in and between adjacent and consenting Member States. The effects will be on:**





Cause and effect

- 1. Road safety — the effect of bigger vehicle combinations in traffic, albeit on designated routes in isolation and as a comparison with equivalent conventional two-vehicle combination movements;**
- 2. Energy efficiency and CO2 emissions per tonne-km and per veh.km and then overall for the Member States involved with likely projections for the EU as a whole;**
- 3. Noxious emissions (effect on PM and NOx levels) and the contribution the concept has towards meeting or transgressing the statutory emission levels;**
- 4. Effect on road infrastructure, bridges, parking, loading, transportation;**
- 5. Effect on Combined Transport and other Intermodal transport operations;**
- 6. Effect on meeting current and future freight transport demand.**



Thank you for your attention

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http://ec.europa.eu/transport/index_en.html

