

Review of 96/53

State of play and T&E priorities

Transport & Environment
March 2013

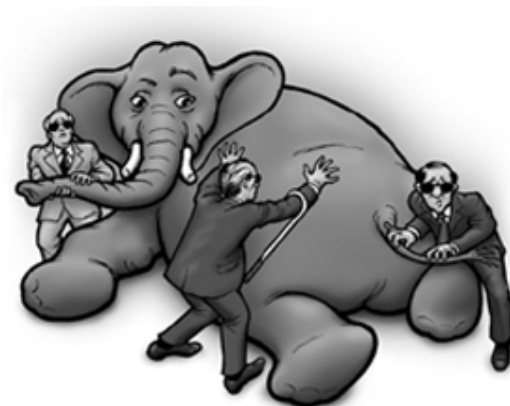
The review process

- Strong pressure since 2000s about need to review to allow for longer and heavier trucks
 - Hauliers, forwarders, express, users
 - SE/FI/DK/NL
- White paper 2011 – need to review 96/53
- Beginning 2012 – launch of consultation process to prepare review



The Commission's 'cunning' plan

- Megatrucks politically very sensitive
- Caught between two fires
- Attempt to 'evacuate' the issue
 - Refer the issue to the member states by allowing cross-border use only
 - Reinterpret the rules rather than make a proposal it
 - Go ahead with limited review of 96/53



Where are we now

- European Parliament (B. Simpson, M. Schultz) has repeatedly and successfully challenged the right of Commission to simply reinterpret the rules
- Last letter to Barosso – Kallas forced to include reinterpretation in review proposal (but no impact assessment)
 - Article 4: *delete national and add clarification that cross-border use is allowed between consenting Member States*
- Proposal expected mid-April

The proposal

1. **Megatrucks** can cross borders between consenting countries
2. Truck makers are allowed extra length (ca. 80cm) to build **cleaner, safer truck cabins***
3. Allowance to use **aerodynamic devices** at the back of trailers (50cm-100cm)*
4. Allowance of **45ft containers** (for Combined Transport?)
5. Small steps towards better **enforcement** of weight restrictions

*Details of 2, 3 will be further specified in an expert group

T&E priorities: « better not bigger »

- No megatrucks
- Better weight enforcement – weight sensors
- Safer and cleaner trucks now



No megatrucks

- fight cross-border use
- restricting cross-border use
 - Guaranteeing right of MS to opt out
 - Minimising impact of allowance by setting conditions;
 - Weight restriction of 40/44t
 - Safety conditions
 - Only for combined transport?
 - Only enters into force if eurovignette is adapted to allow for charging of megatrucks



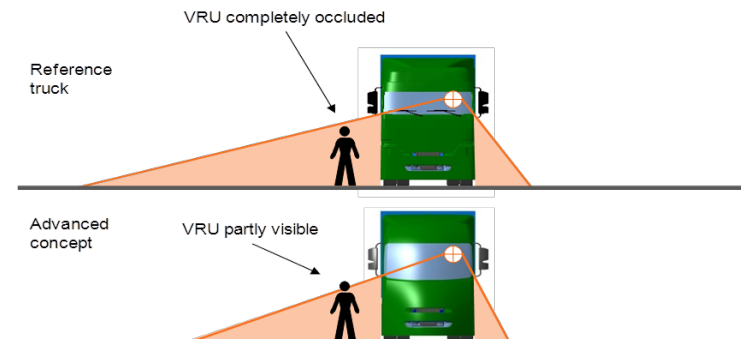
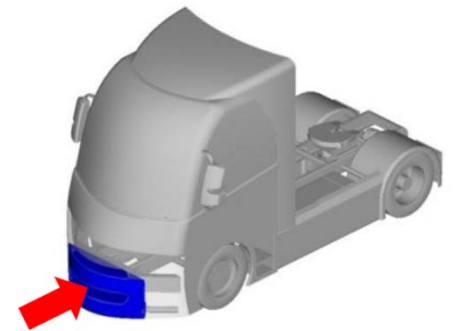
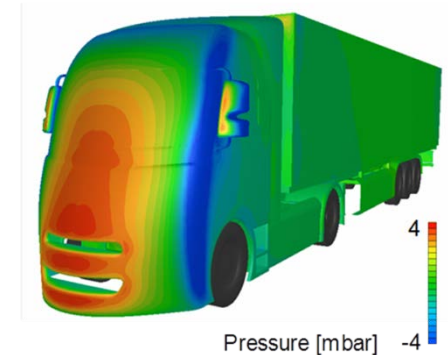
Effective weight enforcement

- 25-30% of trucks are overloaded
- Negative impacts on
 - Infrastructure & public purse
 - Safety
 - Competition
 - between law-abiding truckers and cheaters
 - Between trucking and other modes – artificially lowers cost of trucking
- Commission proposal to increase checks and harmonise sanctions not sufficient
- Simple and very cost-effective solution: **weight sensors mandatory on all new trucks**



Better trucks

- More aerodynamically shaped truck fronts would emit 3-5% less CO₂
- Trucks with a soft nose are safer in case of frontal crashes ...
- ... and have fewer blind spots





Safer truck design will save hundreds of
lives every year



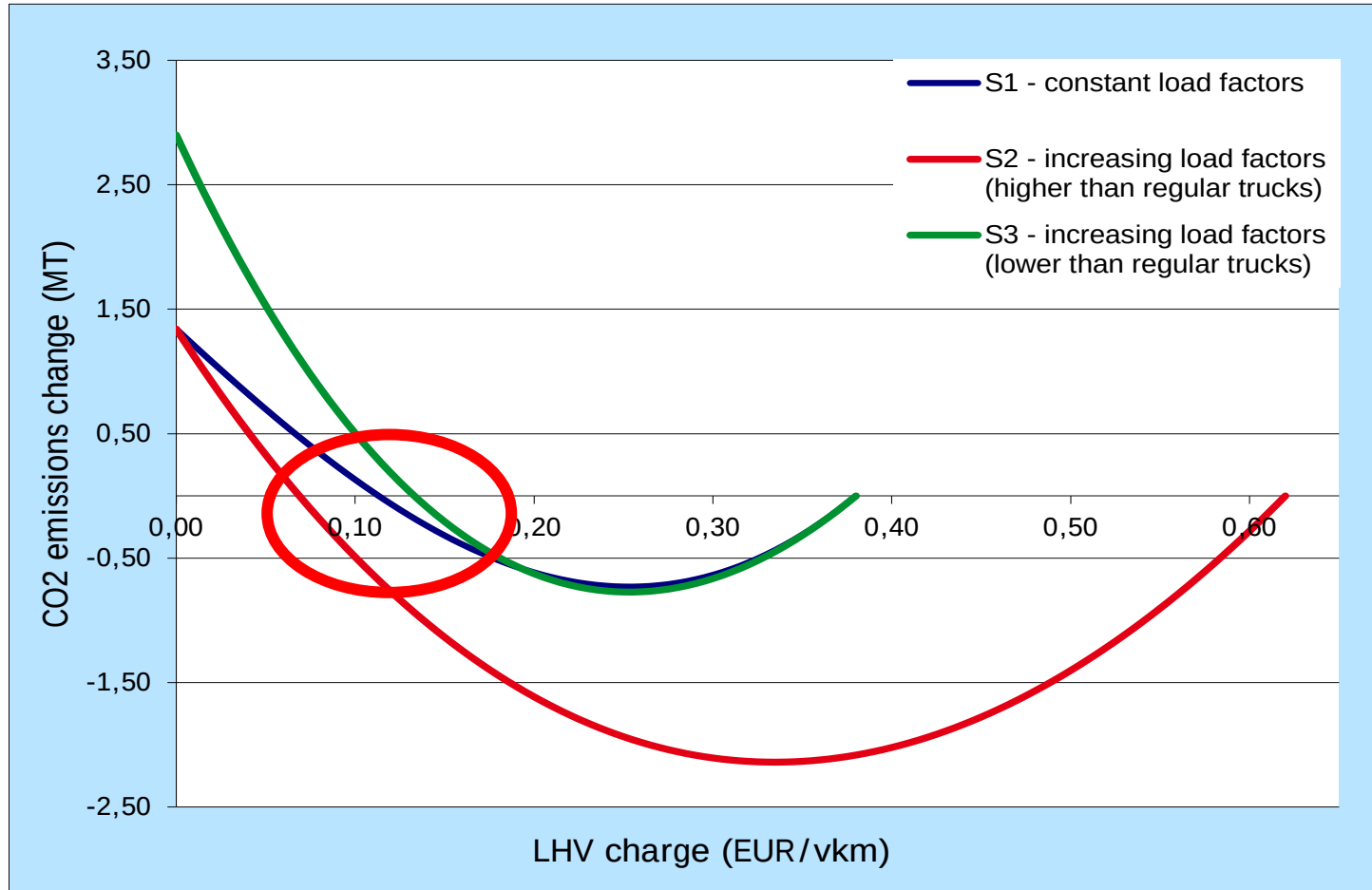
aprosys_child-ika2.avi

Conclusions

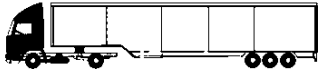
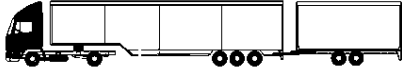
- Commission's plan to 'evacuate megatrucks' backfired – proposal will address cross-border use
- Fight (to restrict) cross-border use
- Commission proposal is coming – April
- Strengthen the good elements of the proposal

Additional slides

CO₂ impact of megatrucks



Eurovignette charging of megatrucks

OVERVIEW: UNIT VALUES FOR LHVS (€CT/VKM)						
	Long semi-trailer		44 t LHV concepts		60 t LHV concept	
						
€ct/vkm	Suburban (incl. mw)	Interurban (incl. mw)	Suburban (incl. mw)	Interurban (incl. mw)	Suburban (incl. mw)	Interurban (incl. mw)
Infrastructure (%Increase compared to HGV 40 t: 18 €/vkm)						
5 axles	+20%	+20%	+20%	+2%	+24%	+24%
6 axles	-10%	-10%	+17%	+17%	+20%	+20%
7 axles	-		+11%	+11%	+17%	+17%
8 axles	-		+7%	+7%	+13%	+13%
Congestion	tbd	tbd	tbd	tbd	tbd	tbd
Accidents (off-peak – peak)**	3.65 (0%)	0.98 (0%)	4.38 – 4.56 ((+20-25%)	1.13 – 1.16 (+13-16%)	4.52 – 4.65 (+24-28%)	1.15 – 1.19 (+15-19%)
Local air quality, average fleet	12.3 (+2%)	6.7(+4%)	12.6 (+5%)	7.0 (+8%)	14.1 (+17%)	8.0 (+25%)
Euro III	21.2 (+2%)	11.3(+2%)	22.9 (+10%)	12.3 (+11%)	26.4 (+30%)	14.5 (+31%)
Euro IV	11.3 (+2%)	6.1(+4%)	11.9 (+7%)	6.5 (+10%)	13.5 (+22%)	7.5 (+27%)
Euro V	7.8 (+2%)	4.3(+4%)	8.1 (+5%)	4.5 (+9%)	9.0 (+17%)	5.1 (+25%)
Euro VI	5.6 (+8%)	2.2(+5%)	5.3 (+3%)	2.3 (+10%)	5.8 (+13%)	2.5 (+24%)
Noise (day-night)	1.1 -2.0 (0%)	0.2 – 0.3 (0%)	1.16 – 2.11 (+5%)	0.21 - 0.32 (+5%)	1.21 -2.2 (+10%)	0.22 – 0.33 (+10%)
CO ₂ impacts direct (low-high CO ₂ costs)*	2.8 – 16.5 (+10%)		3.2 -18.5 (+23%)		3.9 – 22.5 (+50%)	
CO ₂ modal back-shift mark-up (low-high CO ₂ costs)*	0.83 – 5.37 (+35%)		0.96 – 6.07 (+40%)		1.2 – 7.4 (+50%)	

Competitive impact of more efficient trucks

- Cab + trailer ca. 10% better fuel economy for long haul trucks
- Fuel cost ca. 30% of total costs
- Cost advantage if fully passed on to consumers: 3%
- Megatrucks would give trucks a 20% cost advantage
- Rebound effect (if no road charging): $3\% \times -0,9 = 2,7\%$
 - 2/3 induced traffic
 - 1/3 modal shift