

HIGH PRODUCTIVITY TRUCKS

SHIPPERS EXPECTATIONS



Congrès International de la Route
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A FAST TRACK TO 44 TON EXTENSION

↳ Economical benefits :

➤ reduce mobility cost of heavy bulk materials in front of price increase of raw materials

↳ Environnemental benefits :

➤ reduce number of heavy vehicles (8000 per day in France (i.e. 2%) i.e. congestion and occurrence risk of accidents involving them.

➤ reduce CO2 emissions by same percentage

➤ promote remewing of trucks with « cleaner » ones

↳ Supply side benefits :

➤ decrease the driver per tkm ratio for European trucking companies all facing a lack of drivers

Obstacles :

➤ road maintenance cost increase : true or false ?

➤ increased competition to rail : relevant ?

➤ increased hazard in accidents : no evidence !



STEADY SPREADING OF EMS EXPERIMENTS

Economical, environmental and supply side benefits similar and close to 44 ton ones

Purpose of experiments:

- ↳ Compare gains versus traffic constraints in various conditions: short haul, long haul, peripheral to cities
- ↳ Promote double trailer / double touch (single account or double account) as a more efficient way to reduce dead volumes
- ↳ Review impact on traffic law and private drivers training and testing
- ↳ Assess competitiveness against rail freight according to distances in order not to reduce too much the relevance of railfreight on non dedicated networks.

A EUROPEAN UMBRELLA TO DEFINE GOALS AND PRIORITIES AND COORDINATE ACTIONS TAKEN AT EACH COUNTRY LEVEL...

- Distribution of local tests results and teaching
- Sharing of experience in road construction and maintenance to sustain heavy/large vehicles
- Communication to national NGO's and public
- Policy of rail freight enhancement through financing of dedicated corridors and high productivity road / rail freight transfer operations to fend off opposition by railway operations

... AND TO ERASE ASAP EXISTING DISCREPANCIES WITHIN EU

i.e. 44 tons in Italy, Benelux, Great Britain, 40 tons in neighbouring countries

which - disturbs fair competition

- impacts cross border traffic and induces fraud



Large productivity gains have been achieved in the past 20 years in road transportation operations

- Large reduction of dead weights allowing higher net loads per vehicle
- Progress in motorization leading to much lower consumption
- Assistance to drivers (training, on board computer, automatic gear)
- Shortening and easing loading and unloading operations

We have now to find new solutions to keep on decreasing the cost to move goods on land and keep freight transportation cost low!

Let us start with above evolutions...

Thank you



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