
Gigaliners workshop: CER presentation

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Brussels, 24 June 2009



JRC report: failure to cover remit?

- Workshop invitation stated:
“JRC is carrying out extensive sensitivity analysis on the effects of the introduction of Gigaliners ... the analysis that JRC will provide should be more realistic than that of the TML study because it will take account of revised economic growth estimates and will also disaggregate the analysis down to Member state level”.
- But:
 - sensitivity analysis looks only at intramodal shift from ‘normal’ trucks to megatrucks, and not intermodal shift.
 - did not include any results at member state level in the published study
 - economic growth estimates were not updated and do not reflect the economic crisis



JRC report: the effect on infrastructure

- The prohibitive costs of cost of adapting infrastructure for megatrucks are not looked at.
 - Bundesanstalt für Straßenwesen (BASt) study which highlighted the massive costs for the German road network is not discussed in any detail.
 - The condition of road infrastructure, in particular in the New Member States is not considered. Dimensions and total weight (regardless of axle weight) are the key parameters for handling and safety in junctions, tunnels, bridges, parking spaces
 - Alternative of limiting access also not discussed



JRC report: false comparisons

- JRC criticises under 'limitations of the TML study approach', that potential technological improvements in megatrucks were not taken into account
- However:
 - the condition "ceteris paribus" has to be fulfilled - the impact of gigaliners relative to conventional HGV can only be assessed in a scientifically sound way if both types of vehicles reach the same standard of technical equipment.
 - if technological improvements are available, apply them first to existing 40t trucks!



JRC report: omissions

- Safety case
 - JRC makes no attempt to collect new information, nor to evaluate the quality or detail of the comments in existing studies.
- Combined /intermodal transport:
 - Specific effects on combined and intermodal transport (essential for meeting the EU's aim of greater co-modality in transport) and short sea shipping were not evaluated, despite in-depth studies by Kessel+Partner (K+P) Consultants and TIM Consult.
 - Huge efforts have been made to promote combined transport as a key part of EU transport policy - over 500m EUR is being spent on the Commission's Marco Polo programme over the years 2003-2013!



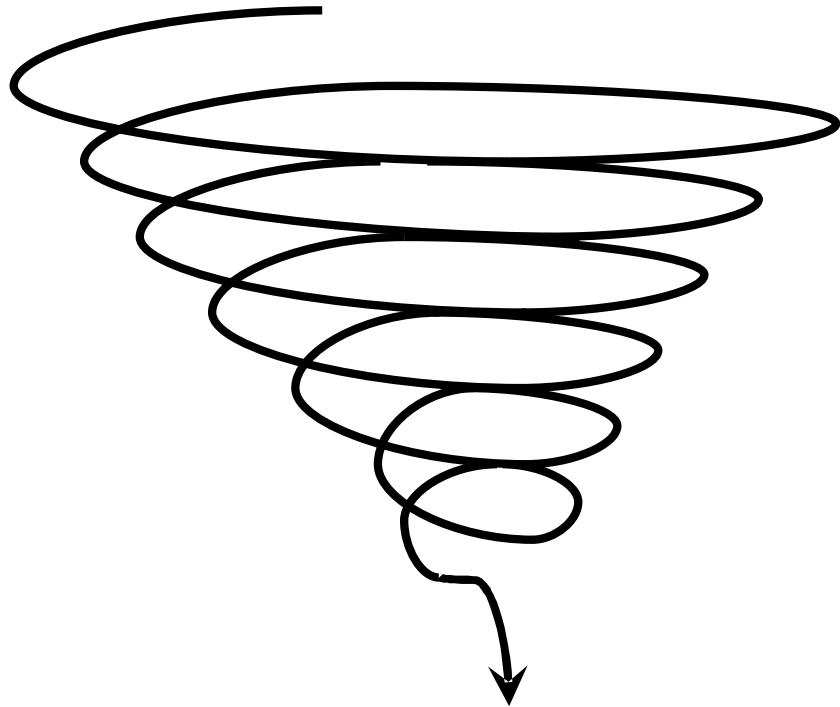
The effect on rail: a downward vicious circle

- 'Mohring effect' - the spiralling impact on rail freight.
 - impact of the loss of external network benefits on the cost and quality of rail freight transport.
 - the transfer of freight from rail to road causes loss of economies of scale in the railway sector because of its high percentage of fixed costs.
 - JRC and TML only consider fixed term-scenario (2020) - as the Fraunhofer study shows, main effects are in medium and long term.



Expected decrease in rail will become worse

The medium and long term consequences are by far greater than it seems at first glance.



Considerable transport reallocation combined with job losses and closure of rail freight access points / sidings

§ Approval of mega-trucks
§ Reduction of production costs for the road transport industry

§ Traffic losses for rail freight transport
§ Lower utilization of production resources
§ Lower utilization of infrastructure capacity



§ Increase of track access charges and deterioration of infrastructure



§ Increase in production costs and deterioration of the transport service as such
§ Deterioration of rails' position in intermodal competition



§ More traffic losses ...



The wider effect: a poorer environment

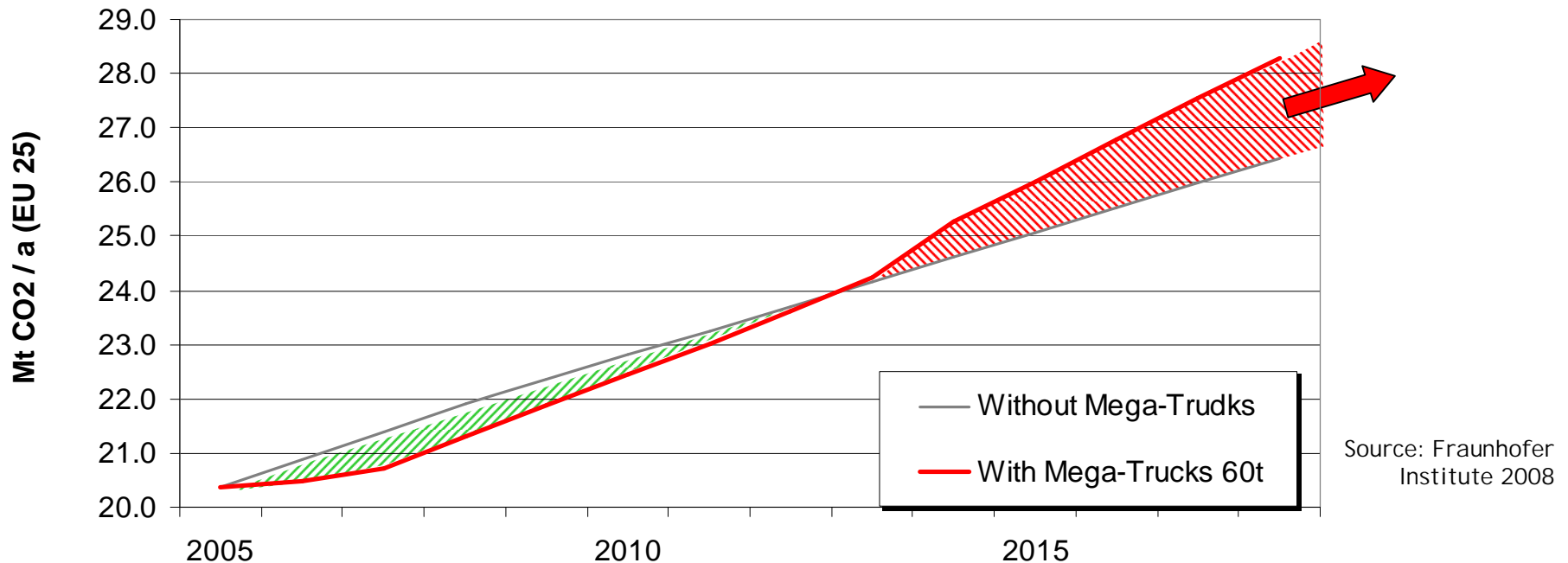
- Where rail has a high modal share and where trains are powered by hydroelectric energy the environmental impact of introducing megatrucks would be dramatic.
- Those member states fulfilling the supposed targets of EU climate and transport policy would be severely punished by the introduction of megatrucks.
- Investment in rail is needed now to encourage modal shift to rail and help achieve EU's environmental and CO2 reduction objectives.



Environmental impact: what megatrucks would do

- CO₂ emissions will fall in the short term but then rise in the medium and long term

Annual CO₂-Emissions with and without Mega-Trucks



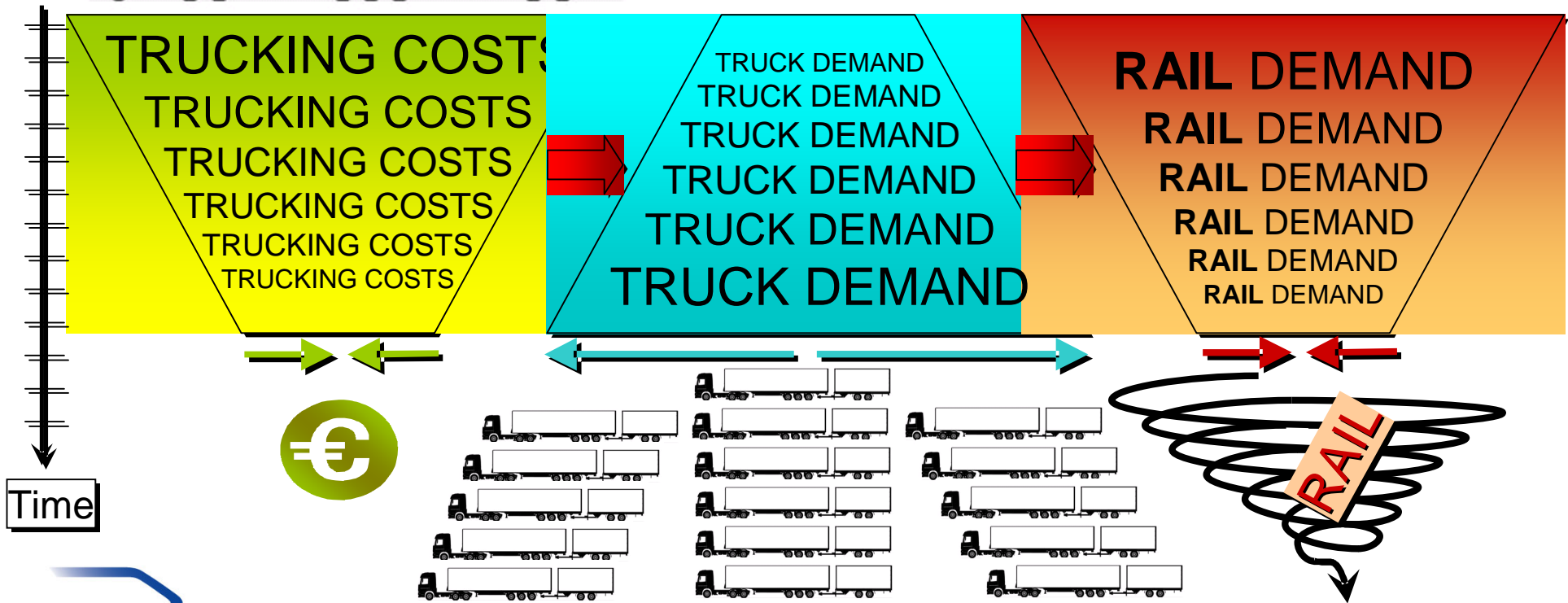
Rise caused by:

- shift from rail to road because of jump in productivity
- newly-created demand for road transport
- specific rail market segments (combined road/rail transport and single wagonload) becoming especially vulnerable

Less means more...



How "LOW COST" trucking will make demand for road transport explode?



Conclusion: Mega-trucks are incompatible with EU policy

Expected negative effects of increased permitted weights and measures for road transport:

- ∅ Resulting negative consequences (CO₂ emissions, road safety, congestion and combined transport)
- ∅ Substantial reallocation from rail to road
- ∅ Contradiction of EU transport policy measures, in particular co-modality

**NO
Megatrucks!**

