



**Heavier and longer road vehicles
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Significant increase in road traffic**

A current campaign aimed at promoting road vehicles with an authorized length of 25,25 m and a weight which can reach up to 60 tonnes (instead of 18,75 m and maximum 40/44 tonnes today in some configurations) and known under the designation of Gigaliner seems to find a growing echo, particularly in Germany. The argument used by their promoters is that such vehicles can transport the same volume of traffic with a reduced number of circulations.

Considering that this arithmetical obviousness gives an incomplete and distorted view of the consequences of a liberalisation of weight and dimensions of road vehicles, the UIRR and its member company KOMBIVERKEHR commissioned the specialized consultant TIM Consult to carry out an in-depth analysis specifically focusing on its predictable effects on Road to Rail Combined Transport (CT).

The examination of no less than 776 traffic movements concerning 28 Germany-related stretches in the various market segments - national/international, maritime/continental - showed that in perspective no less than 55% of CT would go back to road, with as the other concrete consequence **a 24% increase in the number of road movements.**

Foreseeable aggravating consequences for security and environment, which were not the subject of this study, need to

be urgently examined by the authorities and sectors concerned, as well as what the result would be of a boomerang effect on the German transit traffic if vehicles such as Gigaliner were authorized in neighbouring countries.

The UIRR and KOMBIVERKEHR call on the authorities to maintain the provisions of Directive 96/53 which currently under application, which guarantees a relative equality in the chances of access to the market for the different transport modes.

Otherwise:

- they would seriously question their policy of promoting intermodality,
- they would cause massive investments made at different levels - from the shipper to the railway undertaking - and which are far from being amortized, to become prematurely obsolete. As an example, semi-trailers with a length exceeding the currently authorized 13,60 m could not be transshipped anymore, under the present form, to the existing wagons,
- they would unduly disturb a freight transport market in strong need of stability to enable proper planning.

At a time when CT meets former growth rates again reaching up to 15% and more in international unaccompanied transport, any different decision would be particularly incomprehensible.