

EP Public Hearing on Weights and Dimensions [Dir 96/53, COM(2013)195]

Aerodynamics should be compatible with Combined Transport



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What can Road-Rail Combined Transport offer for European long-distance transport chains ...

	Combined Transport	HGVs with aerodynamic elements
Energy efficiency	35% less per tkm	1-3% less per tkm**
GHG/CO ₂ emissions	75% less per tkm*	1-3% less per tkm**
Number of accidents	1 : 40 per tkm***	

* The potential upside nears 100%; this value in Austria – already today – stands at over 90% thanks to the high ratio of renewable energy sources

** The values of current studies on aerodynamic devices were established in tests conducted at high speeds (90km/h – only allowed in some Member States), and the comparison vehicle was not equipped with every aerodynamic device possible within the presently permitted dimensions

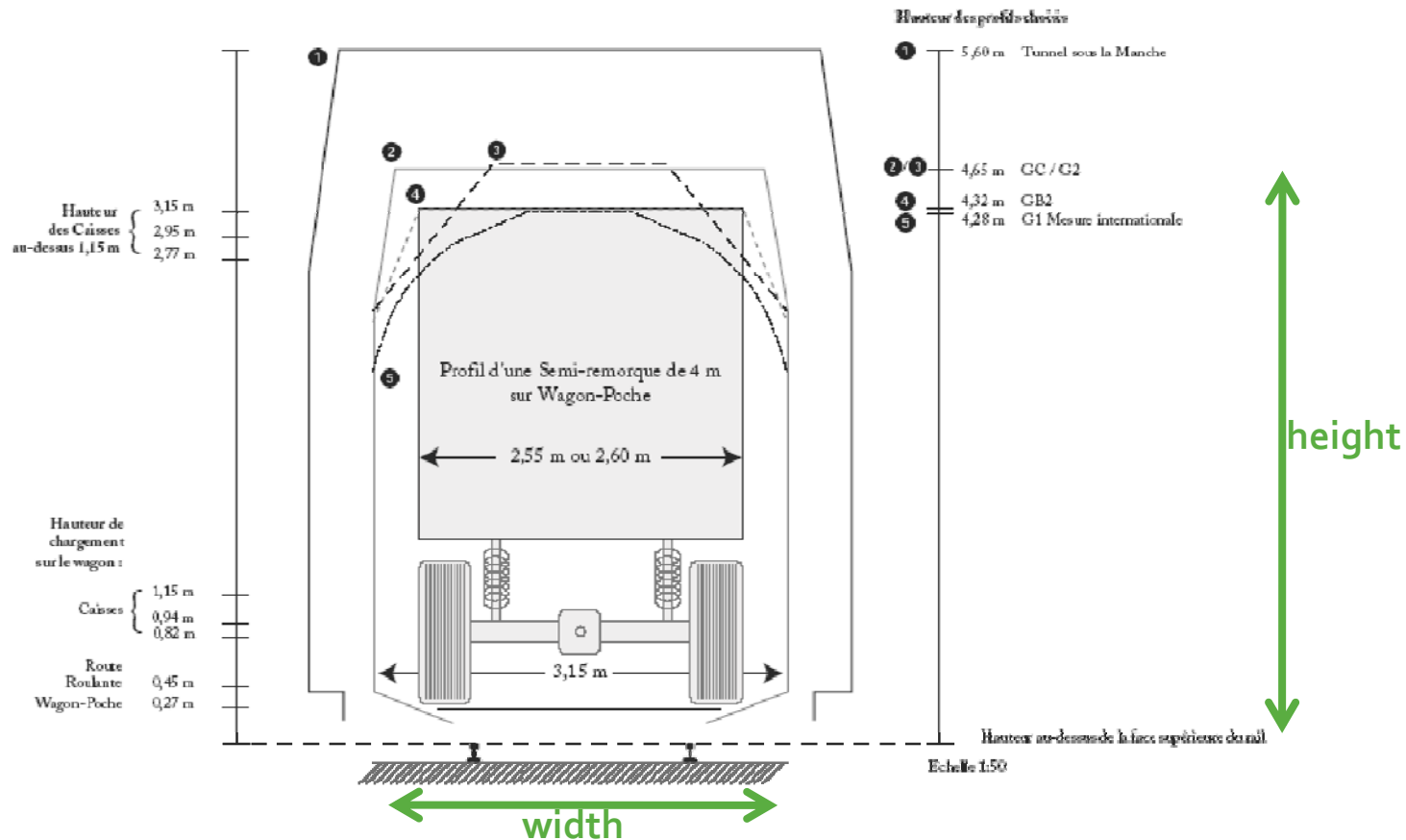
*** The safety of operating road vehicles equipped with aerodynamic elements is yet to be independently confirmed

- ✓ **Road-rail Combined Transport is the most efficient way to achieve significant improvements in the environmental and safety performance of long-distance transport chains in Europe.**
- ✓ **Aerodynamic devices should be compatible with Combined Transport**

Dimensions are important



Combined Transport already requires a larger than 'average' rail loading gauge



It is costly to enlarge infrastructure (tunnels) or to operate low platform wagons; and wagon construction nearly reached its limits.

Width and height are both critical



Semi-trailer loaded into a pocket wagon to minimise overall height



Minimal tolerance is left in width





Boarding a RoMo wagon is a precision job:
every centimetre counts

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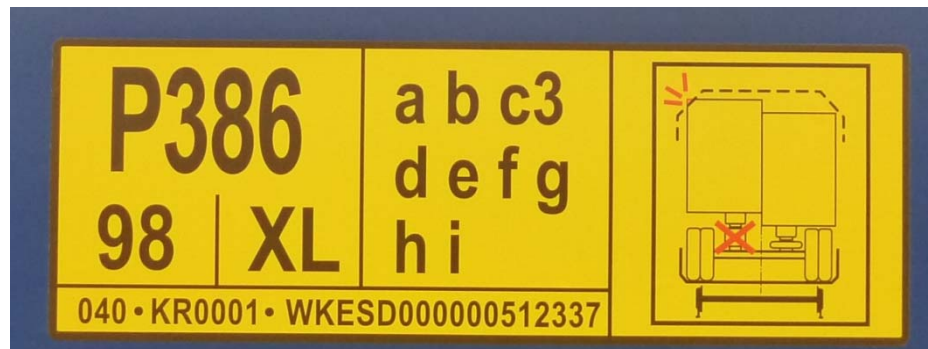


Rail codification: no space left in height and width

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Foldable/collapsible aerodynamic devices are acceptable as long as they fit into the allowed maximum dimensions (height: 4m, width: 2,55/2,60m).



Rail codification plate: height and width are codified to the precision of a centimetre

Vehicle manufacturers work to the precision of a millimetre, hence:

- ✓ **No tolerance needs to be allowed for deviations in height, width or length.**

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Aerodynamic elements do not need to protrude



Plenty of aerodynamic improvements are possible within the presently allowed maximum dimensions...

Therefore, before dimensions are allowed to be extended we must ask:

Do the proposed protruding aerodynamic devices deliver significantly more than those possible within today's dimensions ?



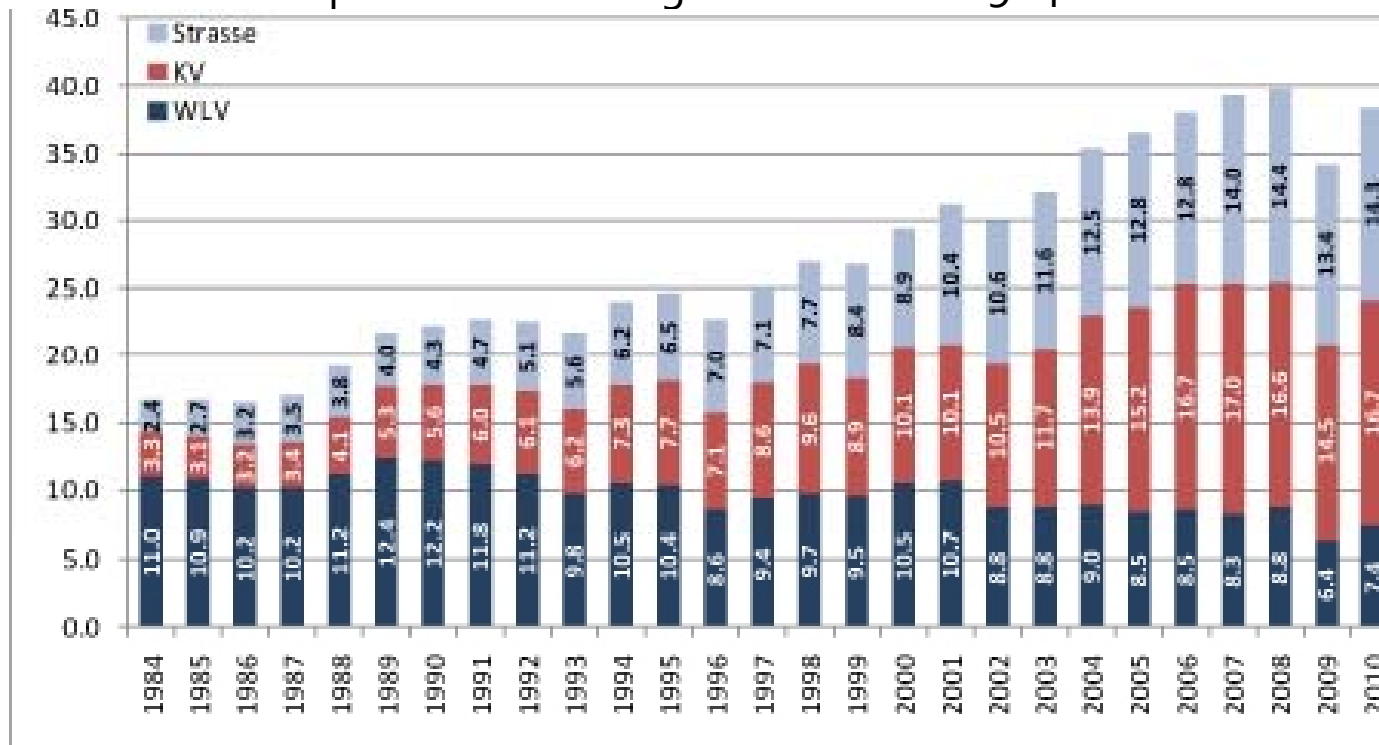
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...if and where the framework conditions are right

Transalpine traffic through Switzerland 1984 – 2010



The 2011 Transport White Paper aim of shifting 50% of long(er) distance road tonne-kilometres is realistic, as the market share of rail freight through Switzerland already today exceeds 60%



- ✓ Aerodynamic devices are a measure with restricted effects: CO₂ savings mainly **achievable at higher speeds** – hence relevant only in long(er) distance transport (on motorways).
- ✓ **Combined Transport can deliver much more** in emissions, as well as in energy efficiency and safety terms over the same long(er) distance relations: **25 trucks would need to be equipped with aerodynamic devices to match the effect of 1 truck shifted to rail!**

subsequently

- ✓ The European framework conditions must be set right, **without measures that endanger modal-shift**
- ✓ Aerodynamic devices should only be allowed if proven effective, and **fully compatible with Combined Transport.**

THANK YOU
For your attention

