



Rijkswaterstaat
Ministry of Infrastructure and the
Environment



Future of PBS Europe

*Policy challenges of
progressing a PBS approach in
Europe*

IRTENZ 4-6th August 2015



Content

1. Introduction of Rijswaterstaat
2. European Transport policy
3. News of the day
4. EC regulations on weight and dimensions
5. HPVs in Europe: Sweden and Germany
6. New challenges
7. New technologies
8. Conclusions



Rijkswaterstaat

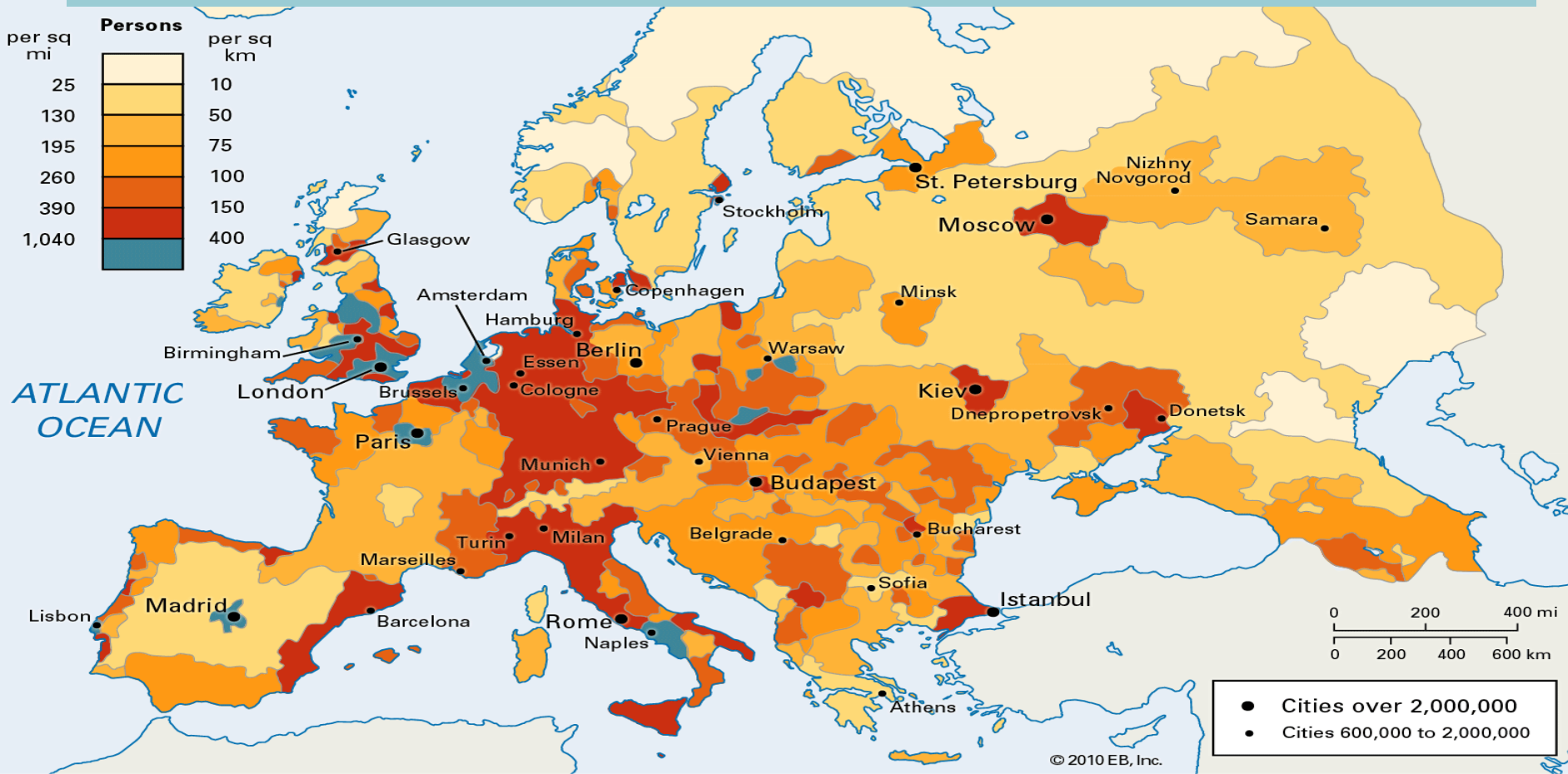


Executive organization of the Ministry of Infrastructure and Environment, responsible for the main water systems, main waterways and main highways network



SINGLE EUROPEAN TRANSPORT AREA

60% reduction of GHGs by 2050, less dependency on fossil fuels





Road freight transport efficiency

Long haul:

- Integrated transport system
- Aerodynamics
- New technologies
platooning, electrification

Last mile:

- Low-emission urban truck
- New concepts of urban
distribution



News of the day: French famers protest





News of the day: East-European truck drivers



News of the day: Desperate immigrants





European modular system

Directive 96/53/EC





Revision of the Directive 96/53/EC 29 April 2015



PBS for aerodynamic devices

Technical requirements have to be formulated within regulatory framework for type-approval by May 2017.





The Swedish way



Roadmap: by the year 2030, 5% of all domestic goods transport on the road is operated by HPVs. Considering PBS as way of regulation.



The German way

Interim results positive. But: public opinion still negative, NRW does not want to cooperate, 40T offers just limited efficiency benefits.

- + Vorteile der Verlängerung um nur 1,3 m
- + Über 10 % Kraftstoffersparnis
- + Kein Invest in Infrastruktur nötig
- + Über 10 % weniger CO₂-Emission





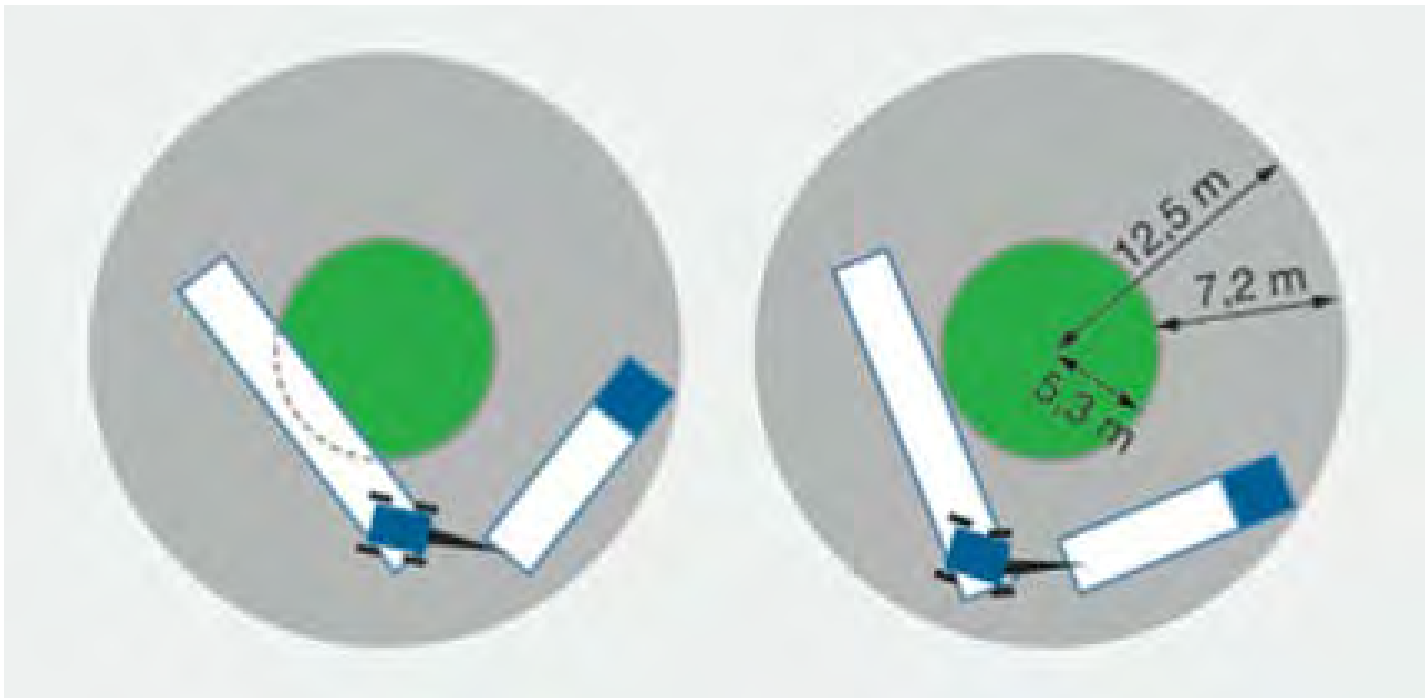
HPVs in Europe



25.25m/60T combinations generally accepted in Sweden, Finland, Norway, Denmark and The Netherlands. Only Sweden seriously considers PBS as way of regulating.



New challenges: cross border harmonization





Ageing infrastructure, less means, growing freight task

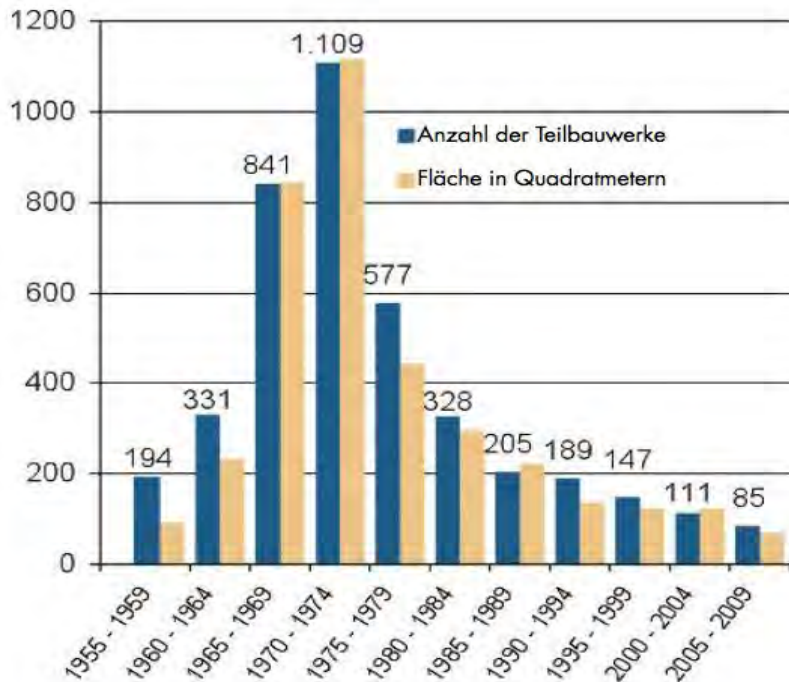


Abb. 1: Altersstruktur der Brücken im Zuge von Bundesautobahnen in NRW





New technologies: automated driving, system integration



Conclusions

- Bad image of road freight transport: long distance freight should be transported with 'clean' transport modes.
- EMS fits demands of integrated transport system
- Strong focus on ITS and on automated driving and truck platooning
- Concerns about the state of the infrastructure



Thank you for your attention
loes.aarts@rws.nl