

## **Open letter on the European Commission Weights & Dimensions proposal**

**To European Decision-makers,**

Today, the Council, European Parliament and European Commission meet in what may be the last trialogue to discuss new weights and dimensions rules for trucks. You have a once in a generation opportunity to support and enable a maximisation of fuel efficiency which will reduce emissions, while creating opportunities to further improve safety and driver comfort. The newly agreed rules should be implemented as soon as possible, in order to allow – not oblige - truck and trailer makers to market safer and cleaner heavy goods vehicles by the end of this decade. The International Road Transport Union and Transport & Environment firmly urge you to reject any further delay of such innovations beyond this date.

The European truck weights & dimensions legislation (Directive 96/53/EC) has constrained truck designs and innovations in fuel efficiency and safety for a long time.

The current review is a once in a generation opportunity to unlock new opportunities for truck and trailer makers. The proposed extra length for the cab and at the back of the vehicle will give manufacturers greater flexibility to innovate and maximise fuel efficiency, safety and driver comfort.

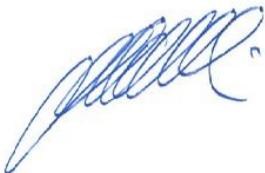
These improvements could be achieved not only through a full redesign but also by using the available additional vehicle length to optimise engine efficiency, transmission, and drive line and to install alternative propulsion systems including batteries and/or larger fuel tanks for alternative fuels as well as aerodynamic improvements. It would also enable the deployment of active and passive safety measures as well as an increase in driver comfort. Such an approach would allow all manufacturers to bring modified vehicles to the market early without necessarily having to fully redesign their cabs.

The European Commission proposal is to enable innovative solutions almost immediately. However, to develop the safety requirements, the General Safety Regulation needs to be amended. This complex legislative process has not started yet and could possibly take until the end of this decade to be finalised. This is when new designs should be allowed. However, Council's current position is to impose a further 4 year delay or moratorium and postpone the *allowance* of cleaner and safer trucks further until 2024-2025. This is an entirely unnecessary delay that would put a dangerous brake on innovative solutions.

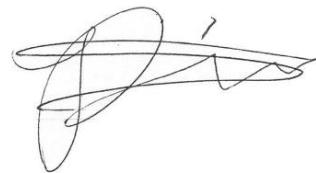
The case for a quick allowance of innovative, efficient and safer heavy goods vehicles is overwhelming. We therefore urge you to reject the proposed moratorium and agree a deal

that will allow Europe's hauliers to buy more efficient, cleaner and safer heavy goods vehicles as soon as possible.

Yours sincerely



Michael Nielsen  
IRU General Delegate to the EU



Jos Dings  
Director  
Transport & Environment