



Conseil des Communes et Régions d'Europe  
Council of European Municipalities and Regions

To the members of the European Parliament

Brussels, 22 June 2007

**Commission's Communication "Freight Transport Logistics in Europe – the key to sustainable mobility" COM(2006) 336  
Vote on the draft report in the Transport Committee of the European Parliament on 26<sup>th</sup> June 2007**

Dear Member of the Parliament,

I am writing to you in view of the vote next Tuesday in the Transport Committee on the draft report of MEP Ayala Sender on Freight Transport Logistics.

CEMR welcomes the forthcoming adoption by the Commission of an action plan on freight transport logistics. We support the promotion and development of multimodality, better inter-operability, common standards and intelligent transport systems (ITS) to be applied to freight logistics.

Nevertheless, local and regional authorities are concerned by aspects of the plan (standards on the dimension of vehicles) that could promote the use in Europe of "mega trucks" (very heavy freight vehicles of up to 60 tonnes).

CEMR is opposed to such a development for the following reasons:

- By decreasing the costs of transport per unit and per kilometer, the operation of very heavy vehicles will promote even further the development of road freight transport, to the detriment of rail freight transport. For obvious environmental reasons, the reverse should happen : EU policy should set a framework that favours the development of rail freight transport. EU efforts to increase the efficiency of freight transport should concentrate on improving the co-modality road-rail in freight transport, within a policy that aims to re-balance the modal split in favour of rail.
- Very heavy vehicles are not adapted to the European road infrastructure. They would damage secondary roads that they have to take in order to get to the motorways and the delivery stations. In many cases local and regional authorities are responsible for the maintenance of secondary roads (and the financing of this maintenance). They do not want to pay for the damage, pressure and extra-maintenance that mega trucks will bring about.
- The use of very heavy vehicles will inevitably produce road accidents that will have much more severe consequences than smaller vehicles, thereby contradicting the aim of the EU to half the number of road death casualties by 2010.
- Very heavy vehicles pollute more (per vehicle) and pollute the landscape. They can also lead to traffic blockages and difficulties on secondary roads.

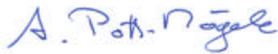
The promotion of mega trucks would be contradictory to the Commission's stated aims, in the revised White Paper on Transport, to promote rail freight transport.

**Therefore we call on Members of the European Parliament to:**

- support the draft report of MEP Ayala Sender and in particular point 32
- vote in favour of the amendments 103, 108 and 109
- vote against amendments 101, 102, 104, 105, 106, 107, 110, 111, 112, 113, 114, 115

We kindly ask you to take into consideration these recommendations. If you have questions on CEMR's comments, please do not hesitate to contact Sylvain Chevassus, CEMR's policy officer on transport policy in the Brussels office (Tel: 02 500 0535; email: [sylvain.chevassus@ccre-cemr.org](mailto:sylvain.chevassus@ccre-cemr.org)).

Yours sincerely



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*The Council of European Municipalities and Regions (CEMR) represents the interests of local and regional authorities federated in 49 national associations from 36 countries.*