

PRESS RELEASE

Implementation of the low-emission mobility strategy – the urban context

BRUSSELS, 30 May 2017 – At the third European Logistics Platform (ELP) event of this year around 40 EU policymakers and industry stakeholders came together to discuss the implementation of the low-emission mobility strategy with a particular focus on the urban context. The event was hosted by **Michael Cramer MEP**, Member of the TRAN Committee and of the ELP Advisory Board. In his introductory remarks, Mr Cramer stressed that "without a change in how we approach mobility we will not reach the emission reduction goals." He insisted that, "50% of urban transport could be done by cargo bikes" and continued that "in order to save mobility and the climate not only technical solutions are necessary but also a change of habit."

Tariel Chamerois, Network Support QSE Manager, DB Schenker, in his presentation on '**Urban deliveries in France**' focused on solutions for urban deliveries that are being currently implemented and developed. He underlined that "in order to reduce pollution from urban deliveries a real consolidation system is needed," and continued to describe how his company is consolidating cargo intended for delivery in the city of Paris at two central depots in the North and South of Paris: "By consolidating the whole transport chain, networks like DB Schenker copy-paste the '**Urban delivery bus system**'. In terms of low emission solutions being developed and tested he mentioned electric trucks and gas solutions as well as cargo bikes. He stressed that "in order to be successful in the future it is necessary to raise awareness for the environment, educate our employees and make sure that people within the companies talk to each other about new innovations."

Anders Berger, Director Public Affairs at the Volvo Group, shared his views on '**Moving urban freight and people – clean, quiet and efficient**'. Speaking about the future of mobility in urban areas, Mr Berger explained that the "strongest trend is electro mobility with buses leading the way facilitated by the fact that they follow a scheduled route. Because trucks operate differently, another approach is necessary. For trucks a full spectrum of solutions is required depending on the ranges they cover. Solutions can therefore be either hybrid, electric plug-in hybrid or full electric." His conclusion is clear: "The future in cities is electric!"

Herald Ruijters, Director for *Investment, Innovative and Sustainable Transport* at DG MOVE, discussed '**The Strategy for low-emission mobility**' proposed by the Commission. In his presentation Mr Ruijters noted that "transport and mobility are the arteries of the European economy and every solution to achieve low emission mobility has to be exploited fully. Numbers show that goods transport will increase by 50% over the next 30 years. So, it is clear that there will be more mobility instead of less - also people continue to be more mobile than ever - the challenge therefore is to handle the increased need for mobility while achieving the Paris targets." Mr Ruijters stressed that the means to achieve these goals are among others to "increase efficiency in the system with digitalisation, the realisation of e-freight and multimodality." The discussion is not whether it is for road or rail. The solution has to combine road, rail, air and maritime to cater for that growth and optimize all of them together."

In conclusion, the host **MEP Michael Cramer** underlined that the tolling system has to allow for fair competition of all users: "Either everyone is paying a toll or nobody." Finally he expressed his hope that the Commission's Mobility Package - to be published tomorrow - will provide clarity in this regard.

The event was moderated by **Matthias Maedge**, General Delegate of the IRU and member of the ELP.

The European Logistics Platform consists of more than twenty industry stakeholders representing a wide variety of actors involved in logistics and supply chains across Europe.

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