Contribution to the
International Transport Forum
Stakeholder Information & Consultation
on
Energy and Greenhouse Gas Emission
Strategies in the Transport Sector

This is the International Road Transport Union (IRU)
The International Road Transport Union (IRU) founded in Geneva in 1948, is the
international organisation which upholds and promotes the interests of the road
transport industry worldwide. Via its international network of 180 national Member
Associations in 72 countries, the IRU represents the operators of buses, coaches,
taxi and trucks on the five continents.

The IRU has a truly global vision, and at the same time the IRU is able to act not only
internationally, but also locally with its members and the governments by “working
together for a better future”.

IRU Priority issue – Sustainable Development
Not only today but for more than 10 years, the promotion of sustainable transport has
been a priority issue for the IRU.

In this regard the IRU has adopted a sustainable transport policy based on the IRU 3
« i » strategy (innovation, incentives and infrastructure), because according to
scientific research, such a strategy is the most cost-effective way of achieving
sustainable development in road transport.

1. innovation – to develop ever more effective “at-source” technical measures &
   operating practices to reduce environmental impact.
2. incentives – to encourage faster introduction by transport operators of best
   available technology and practices.
3. infrastructure – without free-flowing traffic, the above measures are useless.
   Adequate investment in new infrastructure to remove bottlenecks and missing
   links, plus fullest use of existing infrastructure, are essential.

This IRU 3 « i » strategy was so well designed and effectively applied by the industry
that it was not only endorsed but also recommended by the United Nation
Environment Programme (UNEP) to be emulated by other industry groups.

Climate change and CO₂
As far as climate change is concerned, current dominant thinking, based not only on
judicious use of reason, but on shock tactics used in emotional and anxiety-provoking
films, consists of linking the warming of the earth solely to the production of CO₂ by man.

However, for thousands of years, the history of the earth as written in the rocks proves that the planet has already been subjected to many cycles of heating / cooling, evolving from a palm grove to an ice desert. This is why the history of the earth engraved in the rocks clearly demonstrates that the supposed correlation between the production of CO₂ and the warming of climates is insufficient to prove causality.

Taking into account that the right to emit CO₂ foreseen in the Kyoto Convention is based on biased grounds, taking into account that taxation of fossil fuels, and notably diesel fuel, is already huge everywhere, this protocol represents yet another right to cause pollution, generating in every fossil fuel consuming country not only unnecessary CO₂, but a new unfair business with highly profitable taxation schemes, in particular for the biggest fossil fuel consumers. It is therefore not surprising to note that the Montreal Protocol on the reduction of ozone-depleting substances, which is based not on an inefficient taxation policy but on serious scientific proof which has allowed their elimination, has already contributed to a much greater extent to the reduction of ozone-depleting substances – and hence of global warming – than what was foreseen by the Kyoto protocol by 2012.

In fact, if the objective of taxation on CO₂ is to reduce the emissions thereof in an effective manner through reducing consumption of fossil energies, we must then take into account the fact that the oil market is global, and that CO₂ emissions represent a global challenge. Because of this, in order for the objectives of the Kyoto Convention to be realised, it is indispensable to implement the following two global measures. On the one hand, taxes on CO₂ should be implemented not in the consumer countries, but exclusively at source in the oil-producing countries. On the other hand, since large industrial and commercial groups have invested in China, in India and in many other countries through asking these countries to produce the majority of consumer goods for the rest of the world, it is also indispensable that the industrial countries should now proceed to the transfer of the most energy-efficient technologies to these new factories of the world, in order to allow them to use energy, and particularly fossil energies, in the most efficient and economically viable way, in order to reduce global consumption and consequently CO₂ emissions.

Dedicated website on CO₂: www.iru.org/index/en_policy_co2_home
Moreover, to avoid any discrimination and to integrate these rights to pollute in a fair trade dynamic, the revenue gained from CO₂ taxes must be used as a budgetary measure to compensate producing countries for the drop in oil exports which would result from a drop in consumption of fossil fuels. It must also be recognised that the taxation of CO₂, on already heavily taxed fuels as is currently the case in oil-consuming countries, has in fact the opposite effect of transforming these CO₂ taxes into a simple right to pollute rather than to reduce the use of fossil fuels.

**Road Transport and Oil**

For road transport, oil is not just another energy source; it assumes on the contrary a capital and strategic importance. Oil is even considered “black gold”, in as much as there is no viable short- or long-term alternative to oil for road transport, where fossil fuels are limited. This is why it is indispensable that governments of every country put into place an efficient energy policy, in order that our children’s children might continue to benefit from this energy which is indispensable for the efficient mobility of people and goods currently provided by road transport.

Such an energy policy must require an improvement of energy efficiency at all the existing sources and must be based on diversification of energies used in particular in fixed installations where there exist numerous, already profitable, alternative energy sources.

This policy of diversification of the energy market must be based on incentive measures to encourage the use of new energy sources, and on efficient fiscal measures to reduce the use of fossil fuels in fixed installations, which represent more than 70% of the total consumption of oil and for which viable and efficient alternatives
already exist. In the current context of globalisation of the economy, road transport is the sole mode capable of providing a door-to-door service; it is not simply a mode of transport, but has become a vital production tool, allowing competition and sustainable development of economies, uniting people and better sharing the wealth in every country. A continual provision of diesel road transport, along with moderate taxation, is therefore an indispensable requirement to allow every country to achieve the objectives of Agenda 21 and the UN Millennium Goals.

Energy Efficient Technology in Road Transport – the Modular Concept

The Modular Concept, which consists of linking existing trailer combinations to achieve greater volume capacity per vehicle, has led to intense debate, extensive trials in various EU Member States and much interest from the business community.

The current trials demonstrated that the Modular Concept offers better transport instead of more transport. In fact, this concept presents a number of major advantages as regards increased efficiency, the possibility of carrying the same load using fewer vehicles, better use of an increasingly limited number of professional drivers, more available transport capacity, better compatibility with other freight modes, less fuel consumption, reduced CO₂ emissions, and reduced road wear due to a higher number of axles and a reduced weight per axle.

Taking into account that the use of the Modular Concept presents many advantages, its development and use should be encouraged. Therefore to ensure harmonisation of the various techniques and vehicle silhouettes currently in use or under test governments and decision makers should make the best use of the current research studies and test results in order to propose optimal international harmonisation of the modular concept combination to permit the exchange of combinations in any country and their adaptation to facilitate use.