



# Multimodal sustainable transport

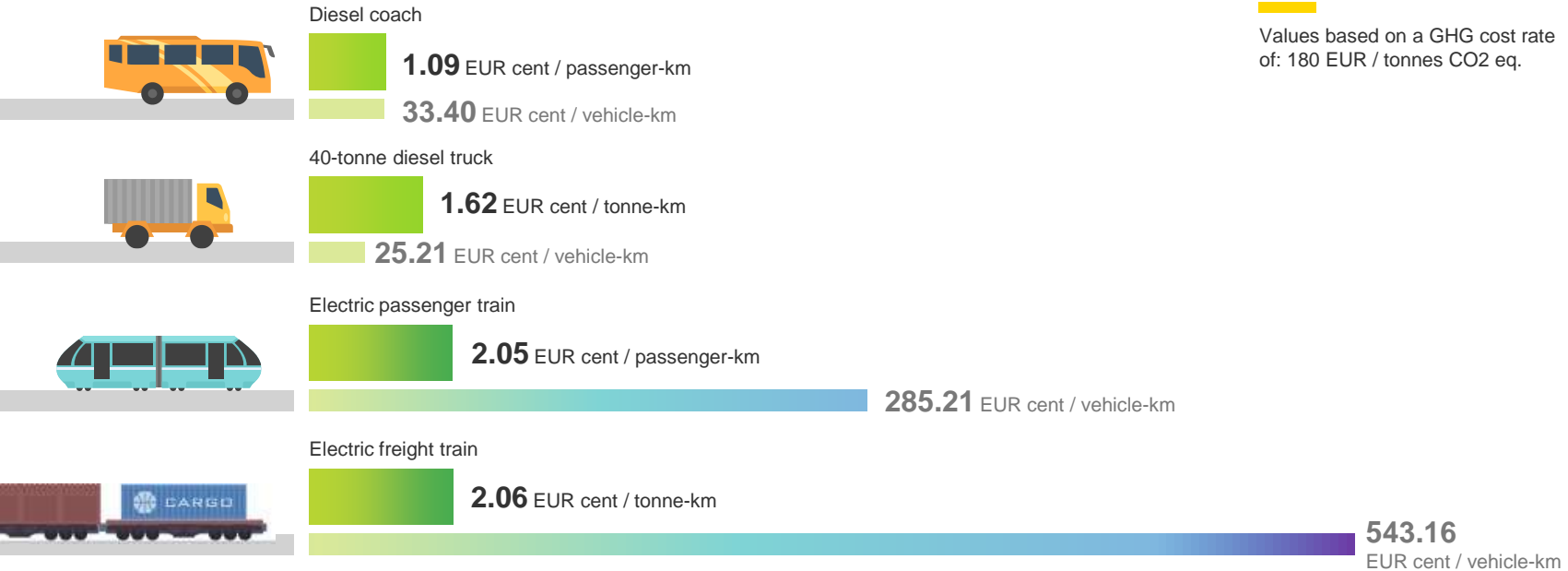
*Which role for the internalisation of external costs?*

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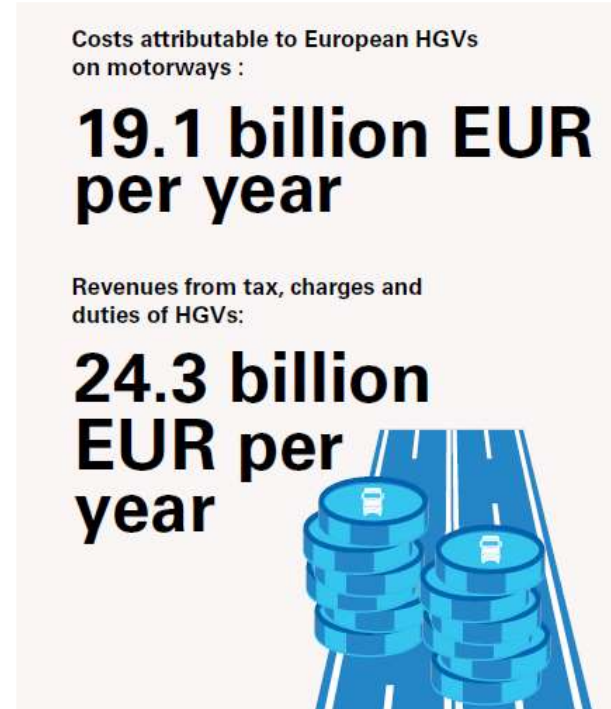
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# Comparison of total environmental costs for various modes of transport in Germany



# Which role for the internalisation of external costs?

- Current *Eurovignette* framework: EU hauliers cover more than **130%** of their costs (infrastructure, pollution, noise)
- Source: CE Delft, 2016



# *Which role for the internalisation of external costs?*

## ■ IRU Policy:



- **Transparent, harmonised and non-discriminatory** framework applicable to all transport modes



- **Stop penalisation** of road freight transport which prevents investment in cleaner and safer technologies



- **Incentivise** collective transport, including bus and coach transport, as the cleanest and safest mobility alternative



- **Earmarking** of charges back to the mode they are drawn from, no cross-subsidisation

# *Which role for the internalisation of external costs?*

- **Earmarking** of road transport charges must serve objective to:
  - **Economy**
    - Maintain deteriorating road infrastructure
    - Infrastructure of the future: automation, digitalisation
  - **People**
    - Road safety
    - SSTPAs for drivers' working conditions
  - **Environment**
    - Deployment of cleaner fleets (alternatives to diesel + refuelling infrastructure)
  - **Innovation**
    - More efficient and cleaner road transport
    - Automation and digitalisation from an operational perspective



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