

8447 KM TO PRODUCE ONE YOGHURT

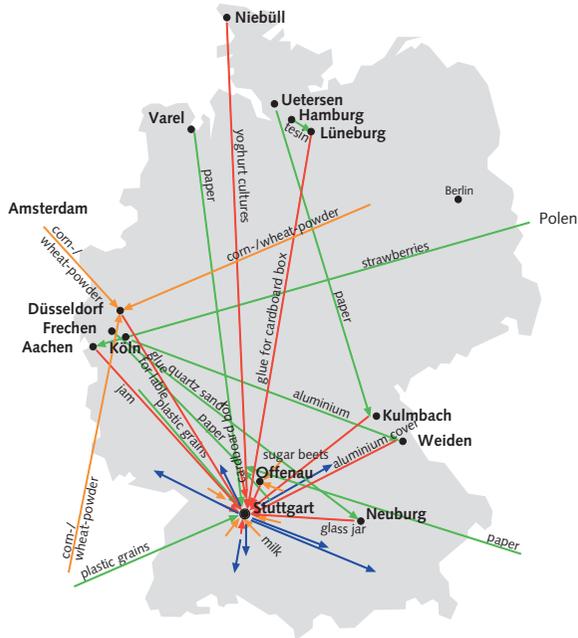
NOT INCLUDING SHOP DELIVERIES



Because transport does not bear its correct price tag, i.e. does not reflect all the costs it creates (external costs), economic decisions based on these prices do not take into account the cost to society and therefore often make the problem worse: **The ingredients needed to produce the yoghurt travel a total sum of 8447 km!*** The cost of this travel is borne by society or rather: the tax payers.

Yoghurt bacteria – from Niebüll to Stuttgart	917 km
Wrapping	2,884 km
Sugar	107 km
Strawberries – from Poland to Stuttgart via Aachen	1,246 km
Glass	806 km
Milk	36 km
Label	1,587 km
Aluminium lid – from Grevenbroich to Stuttgart	864 km

This calculation does not even include the delivery to the shops.



Quelle: Stefanie Böge, Wuppertal Institut

* Many more details of this case study:
<http://gruenlink.de/ffd>



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The Greens | European Free Alliance
in the European Parliament

LORRIES



- ✓ MOVE GOODS AND PRODUCTS
- ✓ GO ANYWHERE, NOT JUST TO A STATION OR AIRPORT
- ✓ WORK TO FLEXIBLE TIMETABLES

- ✗ CAUSE POLLUTION
- ✗ ARE DANGEROUS
- ✗ ARE BAD FOR OUR HEALTH
- ✗ CAUSE CONGESTION

WHAT CAN WE DO?
WHAT CAN EU LEGISLATION DO?
HOW CAN WE MAKE TRANSPORT
WORK BETTER FOR HUMANS AND
THE ENVIRONMENT?



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WHAT ARE THE DIFFICULTIES THAT NEED TO BE ADDRESSED?

Lorries make up only 3% of registered vehicles. But they are:

- » **Dirty:** Almost 20% of all CO₂ emissions in the EU come from road transport
- » **Dangerous:** twice as likely to kill than cars
- » **Congesting:** responsible for 20% of traffic jams
- » **Expensive** for tax payers: external costs of trucks in EU: €113.948 billion each year
- » **Greedy** for fossil fuel

Today's **production and consumption patterns** increase demand for 'just-in-time' transport and make it difficult to reduce reliance on road freight transport. Also, varying labour costs across the EU lead to **social dumping**. Furthermore, lorry transport has the lowest social standards.

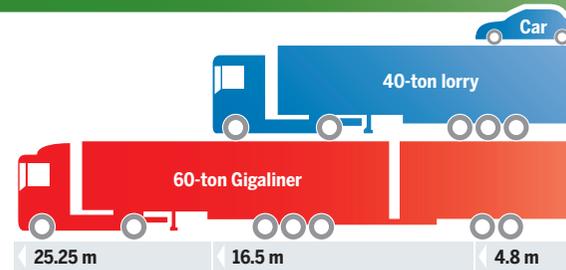
Lorries transport almost 50% of goods in the EU, whilst rail only transports 10%.

WHAT DO WE WANT TO ACHIEVE WITHIN EU LEGISLATION?

- » **Charging:** road tolls for heavy goods vehicles
- » **Costs:** include all costs ('polluter pays' principle): pollution, noise, accidents, congestion, climate change costs
- » **Emissions:** stricter legislation is essential
- » **Dangerous goods:** transport is safer on rail
- » **Social legislation:** improve working conditions (driving, rest, loading times), protect qualified jobs and quality of companies, prevent social dumping and improve training for drivers
- » **Enforce rules:** remove loopholes and exemptions, ensure enforcement everywhere

THE INTRODUCTION OF GIGALINERS IS NOT THE SOLUTION

Monstertrucks
Gigaliners in comparison to private cars and 40t-lorries



At first sight, there is an advantage: for the same load, 2 drivers and 80 litres of diesel per 100km for a gigaliner (€150) – compared to 3 drivers and 100 litres for a standard lorry (€195).

But the figures hide the true costs:

- » The apparent advantages of gigaliners **attract even more freight to roads**
- » **Costs are enormous to adapt roads** for bigger and heavier vehicles – including bridges, tunnels, parking and maintenance costs
- » **Increase of empty loads**
- » Gigaliners **raise safety concerns**

For more information: www.nomegatrucks.eu

NATIONAL GOVERNMENTS INCREASE THE PROBLEMS

In a competitive market for freight, **road receives unfair advantages** over other transport modes. The estimated 'external costs' for pollution, congestion, noise, accidents and climate impacts from lorry transport in Europe amount to €113,948 billion each year (these are 'unrecoverable' - i.e. are paid directly from taxes and are not covered by specific charges or insurances).

External costs caused by the road sector are not 'internalised', so payment of these costs is a gift from the taxpayer. Each citizen in the EU subsidizes lorry transport to the amount of €228 a year.

WHAT COULD WE DO?

- » **Green logistics** – means a reduction in transport volumes e.g. by supporting regional production and consumption; less need for speed, and more efficient stock piling
- » **Modal shift** – wherever possible: transfer to rail. This needs a corresponding infrastructure development policy, a fair taxation policy, a fair and sustainable subsidy policy and social legislation
- » **Smarter Technology** - improve fuel and emissions research and development, reduce consumption and emissions, improve life-cycle efficiency

Freight transport needs to be more sustainable - both for humans and the environment!

AND HERE'S AN EXAMPLE OF HOW IT CAN BE DONE:

The **Alpine Convention** is a territorial cross-border treaty for the sustainable development of the Alps. The signatories to the convention are 8 alpine countries and the EU (www.cipra.org/en). The Transport Protocol to the Convention commits signatories to sustainable transport development (<http://gruenlink.de/h85>).



This is supplemented by other initiatives:

- » The **Alpine Crossing Exchange** trades capped permits for crossing the Alps, to better balance the safety, health, and ecological impact of road freight traffic. See: www.alpine-crossing-exchange.ch
- » Switzerland has introduced a **kilometer-based levy** on heavy goods vehicles (HVF) to support the Swiss policy of transferring freight from road to rail
- » In 2016 a **new alpine rail tunnel** will be opened, financed 55% by the heavy-vehicle-levy (HVF) and 45% by mineral oil taxes and VAT. See: www.alpeninitiative.ch