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### **Low-emission mobility – comments from Nordic Logistics Association**

The European Commission is expected on July 20 to adopt a strategy for reduction of CO2 emissions from transport (land, sea, air). The work on the strategy has been under way for a while and NLA has been contributing in different ways through our active work in working groups at home and in Bruxelles and in discussions with EU officials. And the effort seems to have paid off.

“The information I have received these days confirms that the Commission is taking a realistic rather than dogmatic approach to the issue of reducing CO2 from transport”, comments CEO of NLA Soren Larsen. “We agree on the analysis and the challenge: road transport – freight and passengers – need to continue to develop mobility with less emissions. Road freight transport has already reduced emissions of particles by more than 90%, making a truck considerable cleaner than a diesel passenger car. But we still need to improve on reduction of greenhouse gasses.”

NLA welcomes that the Commission maintains focus on ensuring mobility and develop all forms of transport. It is also welcomed that the commission will continue work on a whole range of issues relevant for reducing emissions: advanced biofuels, efficient digitalised transports, better Intelligent Transport Systems (better flow and less congestion), research and innovation, incentives and investments, development of alternative energy sources, work on certifying, monitoring and reporting CO2 from trucks, fuel efficiency standards for trucks to name a few.

### **Biofuels remain important – reductions possible**

“In particular we find it important to send a clear signal that bio-fuels are still part of the work. Results from [test](#) carried out by our member in Norway, Norwegian Road Haulers Association, have shown that in real circumstances, the use of the bio fuel HVO 100 can reduce CO2 emissions by up to 85% compared to fossil fuel!” explains Soren Larsen. “There is still scope for improvement of bio fuels and other alternative fuels, but these are reductions that are available today.”

### **High-capacity vehicles**

“But the Commission could be even more courageous particular as concerns weights and dimensions of vehicles. The high-capacity vehicles we use in the Nordic countries contribute also to the reductions of emissions, by delivering more efficient transport.” states Soren Larsen. “The Commission talks about linking road pricing also to the greenhouse gas emissions and not only to the existing EURO-norms. But then we need to look at all the elements which can give a truck less CO2 emissions: A high-capacity vehicle such as a modular concept roadtrain – longer and with more weight - is in itself more fuel efficient and thus emit less CO2 – and should then also have reduced road charging.”

Finally, NLA finds it important to understand the logistic-chain. “It will not bring lower emissions, if road transport operators only see their investments leading to less profit, because transport buyers and other links in the chain, are not committed to help financing the reductions”, comments Soren Larsen.

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