

## Measure 2: Driving restrictions on heavy good vehicles on designated roads

### First page:

<p><i>Policy package:</i></p> <p><b>ID:</b> Road Safety, quality and environment</p>
<p><i>Measure 2:</i></p> <p>Driving restrictions on heavy good vehicles involved in international transport on designated roads: to harmonise weekend bans on lorries</p>
<p><i>What is the problem being addressed ?</i></p> <p>An amended proposal for a directive of the European parliament and of the council exists. The “Week-ends bans directive COM (1998) 115 amended by COM (2003) 473 of 1.8.03” stated clearly that the proposal deals only with international lorry traffic on the Trans-European Road. Under the directive Member States will have the right to impose restrictions on the driving hours of heavy lorries at weekends and on public holidays. The directive did not conflict with the existing national driving bans, although the time when driving bans are automatically permitted was increased.</p> <p>This policy aims to harmonise the weekend bans on lorries already by taking the actual situation of each member state into account (including exemptions e.g. for transport of fresh flowers and horticultural products). This proposal does not force Member States to change their driving ban legislation. This means also that other countries without any driving bans are not forced to implement bans, which could be helpful in context of the WP objective “Shifting the balance between modes of transport” to get more transport from road to rail. Driving restrictions could have effect on congestion and on vehicles emissions, encouraging a switch to more efficient and cleaner forms of transport including better organisation and logistics, in accordance with the 6<sup>th</sup> Community Environment Action Programme.</p>
<p><i>Measure’s costs and/or benefits:</i></p> <p>There are no direct costs except installation of new traffic signs. The indirect costs, which occur through this measure should be estimated for each country individually. Transport prices for commercial road transport should increase.</p>
<p><i>Legislative implementation at the EU level:</i></p> <p>Week-end bans directive COM (1998) 115 amended by COM (2003) 473 of 1.8.03. The Member States should apply the directive COM (2003) 473 from July 2005.</p>
<p><i>What are the objectives ?</i></p> <p>At the moment there is no common solution on the European level. Some countries have week end bans for lorries on Sunday other not. It seems not very realistically that all Member States get an unique solution in the near future.</p> <p>The Member States, which have week end bans for lorries are the main transit countries in Europe. To avoid bottlenecks on week ends and during the main travelling time in the summer these driving bans are very important and can have induce some modal shift from road to rail. However, it is not sure that railways will be able to profit from week end bans for road transport as marshalling yards may also be closed on Sundays and passenger traffic is much more intense, notably on Sunday evenings.</p>
<p><i>Interactions with other WP measures</i></p> <p>There are no significant interactions to signal.</p>

## Second page:

### *Output indicators:*

The key output indicator is the documentation of weekend bans for lorries for each Member State of the European Union. The actual situation is as follows:

- Bans on Sunday and on national holidays
  - Germany
  - France (Saturday (or the day before the national holiday) 10pm to Sunday 10pm)
  - Italy
- For all other countries there exist no general weekend ban.

However, the proposal of directive envisages the introduction of a European information system operating in real time, enabling all those in the road transport industry to obtain the detailed information on any bans imposed on the TEN by the various Member States.

### *Outcome indicators: intermediate impacts on transport markets*

A key outcome could be the shift of tonne.km from road to rail. This can occur through the implementation of this measure, but probably shifts are so minimal that it make no sense to document it with transport indicators. However, national or total European figures on tkm for road and rail are available, and they show that freight transport demand grew faster than GDP, thereby moving away from the objective of reducing the link between economic growth and freight transport demand. There is no sign as yet of a shift of freight from road to rail: rail's share dropped from 10,4% in 1991 to 8% in 1999. Road haulage remain dominant, with a share of 43% of the tonne-kilometres (EEA TERM).

The modal shift will stem mainly from relative changes of journey times, but could be possible that also transport prices change (prices for commercial road transport increase while prices for freight rail transport decrease), but to detect this effect may be difficult if not impossible, because the differences are too minimal.

### *Outcome indicators: final impacts on transport users and non users*

To the extent that Community legislation on driving bans prevents Member States from implementing driving bans aimed at reducing the environmental impacts from road transport this could have adverse impacts on the achievement of environmental objectives. However, the proposal discussed in the institutions explicitly exempts driving bans with an environmental aim from the scope.