



## THE EUROPEAN MODULAR SYSTEM – THE GREEN CHOICE

It is a fact that larger trucks offer to the industry, under certain circumstances and in a given infrastructure, a much needed efficiency and a greener alternative to many other current logistics solutions.

The two studies recently commissioned by the European Commission to Transport & Mobility Leuven and to the Joint Research Center (JRC) confirm that:

- the *European Modular System* (hereafter “EMS”) would be beneficial for European society, and
- Road freight transport would become more efficient, altogether safer and better for the environment.

### Doing more with less

European industry is plainly under pressure. First, the pressure comes from the current economic crisis. Secondly, considering the threat of climate change, the pressure comes from the society for changing the way we do business and conduct our lives and, then, for looking at all opportunities to reduce emissions of green house gases (GHGs). Operators and their customers are already committed to optimise their road freight transport requirements, emissions and fuel consumption are all being reduced, yet this is not enough!

Road is and will remain the most important means of transporting goods and materials around the continent of Europe: in most cases it is currently irreplaceable. Taking stock of such evidence, the EU must find ways to facilitate the optimal use of road freight vehicles, improve their efficiency and reduce their environmental impact. The industry is doing its part and European institutions should support take measures to support this commitment.

The use of EMS greatly increases fuel efficiency of vehicle combinations and the utilization of the existing infrastructure.

#### **What is a ‘European Modular System’ (EMS)?**

European Modular System (EMS) is a concept of allowing combinations of existing loading units (modules) into longer and sometime heavier vehicle combinations to be used on some parts of the road network.

The basic operational concept involves a drop and swap operation using combinations of vehicles and trailers to optimise the volume or weight of goods moved in a single truck haul. Afterwards the load can be divided into smaller component units for onward distribution on the secondary road network, and into urban areas, for example, delivering to multiple sites and customers.

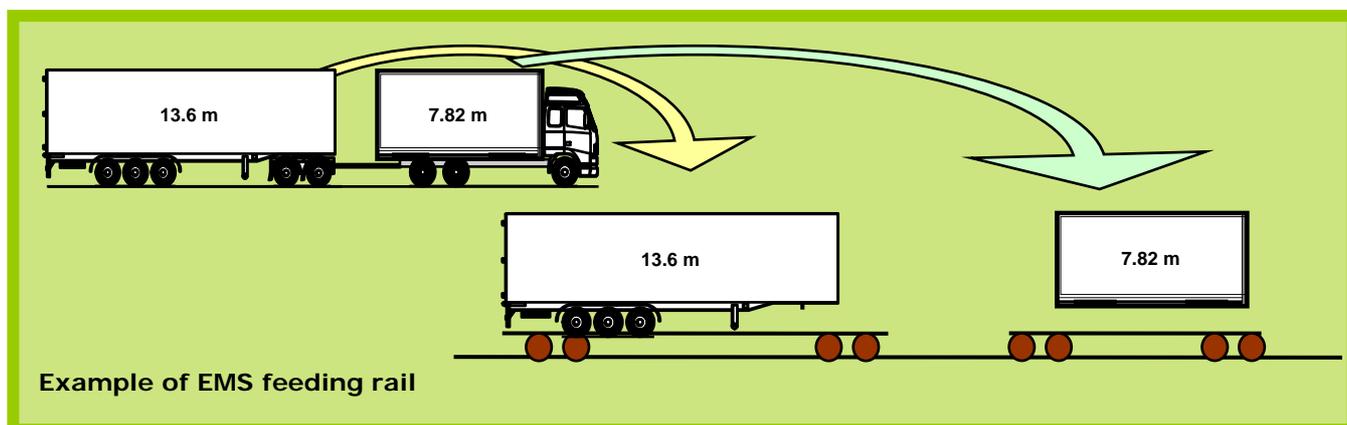
This system is based on standardized modules which can be combined in different ways depending on local conditions, giving the possibility to allow longer and more efficient vehicles on selected highways. This means the number of trucks can be significantly reduced for the same amount of goods.



## Good for co-modality

There is an exciting opportunity for the EU to help industry improving its performance and its sustainability, which is in line with the European Commission's objective of co-modality, i.e. achieving optimal efficiency and sustainability in the use of all modes of transport.

Standard loading units, also used in maritime and rail freight, increases the possibilities for loading the units from trucks to other modes where possible. This will help achieve more intermodality and increase the use of rail transport. EMS facilitates combined transport and this should be recognised once the Directive 92/106/EC on combined transport will be revised.



Depriving road transport from an efficient tool will not help other modes to become more competitive. All modes should be equally ready for the ever more stringent demands. The Industry encourages and supports all modes in their efforts to perform better, compete for traffic and grow. As much as new operators enter recently liberalised markets, it is expected that their new entrepreneurial culture will make state protection unnecessary.

Efficiency of ALL modes are good for business, the environment and society; so too is the EMS.

## More cross-border and national EMS trials

The EMS is an efficient transport solution that is not only essential for the continuous growth and development of the economy of a competitive Europe, but also one of the most valuable tools to help meet the environmental challenges, as well as having a positive impact on the curtailment of congestion.

We therefore expect that the new White Paper on European Transport Policy will communicate a positive message regarding the use of EMS in the EU and, in particular, between Member States that already allow these combinations on their territories.

Furthermore we call on the European Commission to encourage EU Member States to organize independent experiments and/or to launch cross-border trials. We believe that those real-live tests will provide critical elements to assess the impacts of EMS. In this respect, experts and industry representatives who are part of the EMS Forum are willing to support the Commission in any necessary studies and we would be ready to support the Commission in receiving the results of those trials with no delay.

*The **Organisations saying yes to EMS** represent shippers, freight forwarders, transport operators and vehicle manufacturers that are convinced that the modular concept is the right response from the road sector in order to decouple transport from its negative impact on the environment and to improve transport and logistics efficiency. An overview of these supporting organizations and companies can be found at the EMS website: [http://www.modularsystem.eu/en/organisations\\_saying\\_yes\\_to\\_ems/](http://www.modularsystem.eu/en/organisations_saying_yes_to_ems/)*

**GOOD FOR BUSINESS, GOOD FOR THE ENVIRONMENT AND GOOD FOR SOCIETY**  
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