



Ministry of Infrastructure  
and Water Management

# Super EcoCombi

How much is CO<sub>2</sub>  
reduction worth?

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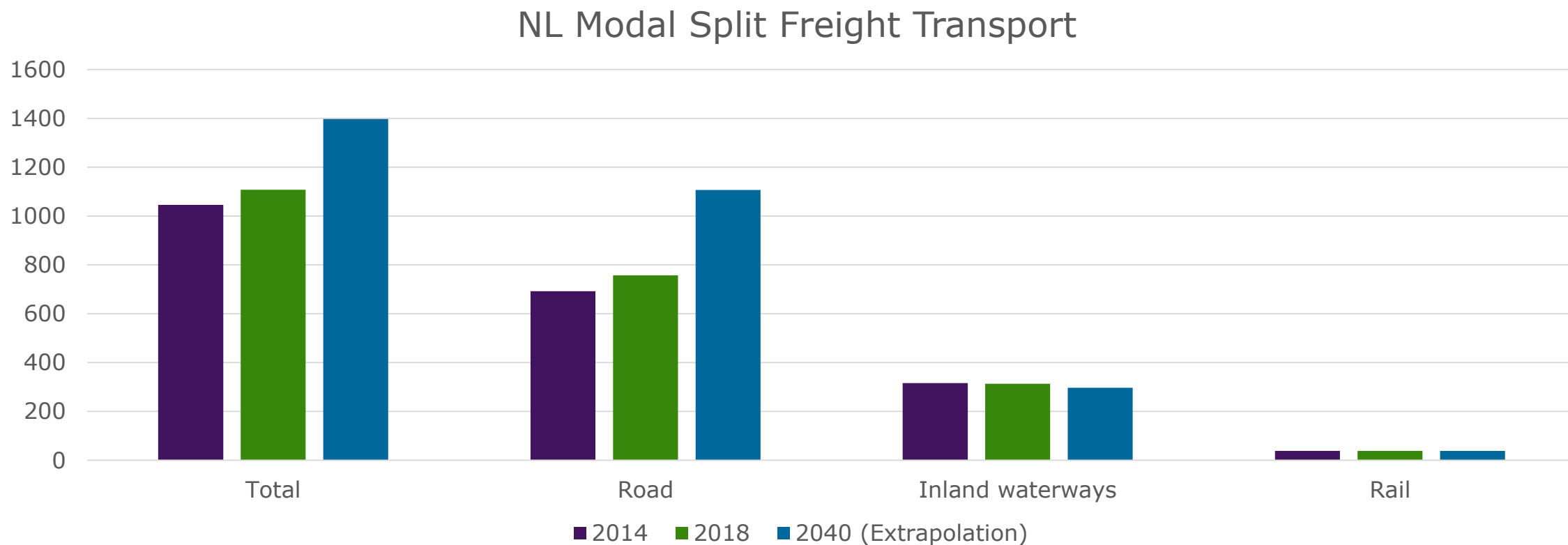
# Policy issues regarding freight transport

- › Sustainability (Green deal, air quality, liveability)
- › Economy (competitiveness, driver shortage)
- › Robustness freight transport network
- › Improving safety & security

**Policy measures:** multimodal freight corridor management, modal shift, digitization, connectivity and automation, zero emissions city logistics, road pricing for trucks



# NL Modal split in mil.Ton (Source: CBS)





# Why is further upscaling needed and where does it end?

“why support the EMS2, we have already got the EMS1?”





# Advantages

- › Substantial contribution to CO<sup>2</sup> reduction; there are just a few alternatives
  - **Which evidence is there in other countries for the actual and expected CO<sup>2</sup> reduction by the EMS2?**
- › Less trucks on the road, more space for other drivers
- › Less drivers necessary (issue of driver shortage)
- › Lower transport costs





# Disadvantages

- > Traffic safety: the EMS2 is big and heavy, and other road users are not used to them
- > Possible damage to pavements and bridges, which speeds up the amortization of road assets

**Are these issues in other countries too?**





## Questions regarding cost/benefit

1. Why invest in the EMS2 and not in other measures to make freight transport more sustainable, more efficient and safer?
2. What assessment has been made in other countries with regard to the costs / benefits of the EMS2?
3. Which alternative measures have been taken into account?
4. What is the central line of reasoning from the freight transport policy to justify why investments are being made in EMS2?
5. What investments are made by the government in other countries for the EMS2?



# Questions risk for reverse modal shift

1. Are research results available on the risks of a reverse modal shift?
2. Are there goods flows where the risk of a reverse modal shift is theoretically greater than with other goods flows?
3. Have preconditions been set to prevent a reverse modal shift?
4. How is dealt with the fear of a reverse modal shift in communication, research and monitoring (for example, the line of reasoning that road transport is becoming cheaper and therefore there is a greater risk of a reverse modal shift)?