

Date

Place

Dear XXX [Transport Minister + COPY to Ambassador to the EU]

I am writing to you in my capacity as *e.g. CEO of (your company name)*

[Details about the national and international footprint of company]

*ECG is our European Association. Together with the other members of ECG, XXX represents the European Finished Vehicle Logistics industry which moves millions of vehicles around Europe every year. Together, we **share the objectives of the European Commission to make Europe the first climate-neutral continent by 2050 and to make mobility smart as well as sustainable.***

The sector maximises the utilisation of multi-modality where possible, as demonstrated by the extensive use of short-sea and rail in the sector as well as inland waterways. However, transportation of cars by truck remains the most efficient mode, both for national and cross border movements, in many cases - and always for the 'last mile'.

*For ECG members, making the road sector even more efficient will be the best tool to green their operations. ECG is therefore advocating a standard minimum loaded length for car transporters in Europe of **at least 20.75m to harmonise many of the existing national laws across Europe.** The benefits of such a harmonisation will actually go beyond the car logistics sector and the internal market. It will result in **less trucks on the road** and will contribute to addressing the critical problem of **driver shortage**. This position is fully shared by the International Road Transport Union (IRU).*

*Please **see our position paper attached** for more details. In essence, the reduction of CO₂ emissions g/car-km is about 19.5% for trucks of loaded length of 20.75 metres with a typical load factor of 9 units when compared with a load factor of 7 units (18.75 metres). This could save more than 276 K tonnes of CO₂/year, so more than **a million tonnes of CO₂ saved in 4 years with no extra cost for the citizen or the industry.***

*The European Union can harvest this low hanging fruit via a basic adaptation of the [2015 Weights & Dimensions Directive](#) on the very specific issue of loaded length. Postponing this legislative revision would amount to a missed opportunity. **This adaptation should therefore appear in the 'Strategy for Sustainable and Smart Mobility' that the European Commission is currently drafting for publication on 9th December.***

I therefore kindly ask you to request this quick adaptation to the Commission as early as possible because it is already in the process of drafting the EU Mobility Strategy. Again, I am insisting that this adaptation of the current legislation would kill several birds with one stone at zero cost:

- It would save 1 m tonnes of CO₂ by 2025 - as long as it is in place by the end of 2021;

- *It would provide legal certainty to economic operators who have to cope with a patchwork of national rules and who are already struggling with other major burdens (implementation of Mobility Packages, management of Covid constraints, driver shortage, economic crisis and its impact on the automotive sector...);*
- *It would make the EU automotive industry more competitive (reduction of fixed costs) thereby contributing to the EU industrial strategy.*
- *For our country it would mean less trucks on our road.*

We regret that the Commission did not add this legislative adaptation to its [2021 Work Programme](#). However, we remain confident that the Commission can and should insert it into its Mobility Strategy and deliver it as early as next year.

*This is why I am kindly asking you, and your representatives, in Brussels to **convey the message that we urgently need to adapt the Weight and Dimension Directive** to allow for a harmonised minimum loaded length of 20.75m for car transporters. The message is urgent in that it needs to be emphasised ahead of both:*

- *the publication of the Strategy for Sustainable and Smart Mobility foreseen on 9th December;*
- *the next formal Transport Council planned on 8th December.*

I remain available for any questions.

Etc.