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## **IRU "30-BY-30" RESOLUTION**

*adopted unanimously by the IRU General Assembly in Geneva on  
6 November 2009.*

**IRU Resolution on a voluntary commitment of the road transport industry to reduce CO<sub>2</sub> emissions by 30% by 2030.**

**The International Road Transport Union (IRU), representing truck, bus, coach and taxi operators through its 180 Members in 74 countries on 5 continents,**

### **Considering that:**

The road transport industry – recognising the role that road transport plays in economic, social and environmental progress and in accordance with the IRU's 3 "i" strategy for achieving sustainable development based on innovation, incentives and infrastructure – has taken up its responsibilities by significantly reducing toxic and non-toxic emissions by up to 98% which helped to significantly improve air quality;

The globalisation process has led to an increase in tourism and trade and thus transport, and therefore to an increase in fuel use and consequently CO<sub>2</sub> emissions;

Road transport is the only mode of transport that can provide high quality door-to-door service with in many cases a better CO<sub>2</sub> emissions footprint than other modes of transport;

Overall transport accounts for 30% of CO<sub>2</sub> emissions while the commercial road transport industry is responsible for 3% of total CO<sub>2</sub> emissions;

Inadequate road infrastructure can easily triple the fuel consumption of a heavy commercial vehicle;

Apart from urban distribution and short-distance road passenger transport, commercial road transport is and will remain dependent on oil, with no economically viable alternative in sight.

### **Taking into account the above, the road transport industry, represented by the IRU and its Member Associations:**

Voluntarily commit, on the basis of innovative technologies and practices, to reduce CO<sub>2</sub> emissions by 30% by 2030 - calculated as transport performance in tkm and pkm and related to the base year 2007 - through means such as:

- investments in innovative engine and latest vehicle technology, which can contribute to a reduction in fuel consumption and consequently CO<sub>2</sub> emissions of more than 10%;
- driver training, as provided by the IRU Academy and others, which can reduce fuel consumption and consequently CO<sub>2</sub> emissions by up to 10%;

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- innovative logistic concepts, such as ITS and optimised weights and dimensions of heavy commercial vehicles, which can equally reduce fuel consumption and CO<sub>2</sub> emissions of more than 10%.

**The IRU and its Member Associations call upon vehicle manufacturers, tyre manufacturers, telematics and energy providers:**

To ensure that their products achieve a minimum 10% reduction in fuel consumption and CO<sub>2</sub> emissions by providing interoperable systems and using latest innovative technologies such as lighter building materials and an aerodynamic design even before their use becomes mandatory.

To specifically strive to replace fossil fuel with alternative energy sources or CO<sub>2</sub> neutral fuels from renewable sources with the aim to dramatically reduce CO<sub>2</sub> emissions of the road transport sector in absolute terms.

**The IRU and its Member Associations call upon competent authorities:**

To further facilitate and promote road transport and to work in partnership with the road transport sector so that it can achieve the full potential of its ambitious CO<sub>2</sub> emission reduction targets as part of the whole logistic chain;

To provide real business incentives to facilitate the penetration of innovative transport technologies, best practices and training;

To stop suggesting new legislation aiming at the reduction of toxic emissions but rather to focus on legislation with the aim to reduce fuel consumption;

To promote the change of fossil fuel to alternative energy/fuel sources, such as hydrogen fuel produced with electricity from renewable energy sources, where possible;

To make best use of existing infrastructure and to invest adequately in new infrastructure to remove bottlenecks and missing links;

To promote and increase by incentives the use of buses, coaches and taxis, along the lines of the IRU “Smart Move” initiative, as they are the most environmentally friendly part of the mobility chain and as such the best tool to reduce CO<sub>2</sub> in passenger transport;

To develop international standards to allow the widest use of the modular concept by standardising and harmonising vehicles, transport units, weight and dimensions;

To use international environmental Conventions to benefit the environment instead of as an excuse to introduce fiscal mechanisms to collect additional fuel taxes used for cross-subsidisation.

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