**No cross-border transport with megatrucks in the European Union**

**Original Script Date:** February 24, 2015

**Script Version:** 1

**Locations:** European Parliament, Brussels, Belgium; Radeberg, Germany

**Dates Shot:** October 25, 2012;February 24, 2015

**Sound:** natural with English speech

**Duration:** 02:49

**Source:** S&D group

**Restriction:** none

**Intro**

*Brussels, 24th of February.*There will be no cross-border transport with longer and heavier trucks in the European Union, following a vote today by the Transport Committee in the European Parliament. The MEPs reiterated their will to impose limits on 'megatrucks', which are 25 metres long and weigh up to 60 tons. Up to now, they have only been used in Scandinavia and, on a trial basis, in the Netherlands and parts of Germany. That situation will remain as it is.

**Shotlist**

BRUSSELS, BELGIUM (FEBRUARY 24, 2015) (SOCIALISTS AND DEMOCRATS, EUROPEAN PARLIAMENT - ACCESS ALL)

1. CUTAWAY: VARIOUS OF EUROPEAN PARLIAMENT IN BRUSSELS (EXTERIOR)
2. CUTAWAY: VARIOUS OF THE VOTE IN THE TRANSPORT AND TOURISM COMMITTEE
3. JORG LEICHTFRIED (S&D MEP, AT) SAYING (ENGLISH):

“I think the first thing is that in the future, it will be possible to have more eco-friendly trucks. It will also be possible to have more weight in your vehicle if your engine uses different types of fuels, more environmental friendly fuels for example, and that I think is a very big advantage.”

1. CUTAWAY: JORG LEICHTFRIED TALKING WITH HER ASSISTANT
2. JORG LEICHTFRIED (S&D MEP, AT) SAYING (ENGLISH):

“The trucks will also be safer because of the changes in their design, and especially safer for other people. And the third thing is that it will be better for the driver, and we will be able to see if he or she is overloaded or not. ”

1. CUTAWAY: JORG LEICHTFRIED TALKING WITH HER ASSISTANT
2. JORG LEICHTFRIED (S&D MEP, AT) SAYING (ENGLISH):

“On the cross-boarder question about longer, heavier or taller trucks, we found a good solution, everything stays as it is. For example in Scandinavia, big trucks can cross boarders between Sweden and Finland, that is legal now and I think it is a very good thing.”

1. CUTAWAY: JORG LEICHTFRIED LEAVING THE VOTE OF THE TRAN COMMITTEE

RADEBERG, GERMANY (25 OCTOBER, 2012) (EUROPEAN PARLIAMENT AUDIOVISUAL - ACCESS ALL)

1. CUTAWAY: VARIOUS OF BIG TRUCKS AND VANS ON THE HIGHWAY
2. CUTAWAY: VARIOUS OF TRUCKS AT CONTROL POINTS

**Story**

**There will be no cross-border transport with longer and heavier trucks in the European Union, following a vote today by the Transport Committee in the European Parliament. The MEPs reiterated their will to impose limits on 'megatrucks', which are 25 metres long and weigh up to 60 tons. Up to now, they have only been used in Scandinavia and, on a trial basis, in the Netherlands and parts of Germany. That situation will remain as it is.**

**The lead negotiator in the Parliament, S&D MEP Jörg Leichtfried, said:**

*"These huge trucks are a threat to road safety and also to the environment – not to mention the costs of adapting infrastructure across Europe. Had the Commission conducted a proper impact assessment before producing the proposal, they would have realised this.*

*"Tackling climate change is more urgent than ever after the report presented last weekend by the United Nations. The EU must reduce greenhouse-gas emissions, particularly carbon dioxide (CO2) emissions, by 60% in comparison with 1990 levels by 2050, as well as by 20% by 2020. This is feasible, but allowing even bigger trucks is the wrong way forward. Heavy goods vehicles are responsible for about 26% of road-transport CO2 emissions in Europe and their fuel efficiency has hardly improved over the last 20 years.*

*"We should gradually shift freight from road to rail as outlined in the white paper on transport. When railway transport is not possible, it is recommended that longer truck cabins and rear flaps are allowed, a design which can cut emissions by improving aerodynamics. Incentives should be provided for trucks using low-carbon technologies, such as electricity or hybrid propulsion systems."*

**Alongside its environmental aim, the report promotes strong measures to improve road safety.**

By reducing blind spots around the cab, the field of vision for drivers will be improved. Indeed, a new cab profile will minimise the risk of running over vulnerable road users, particularly pedestrians and cyclists. This new profile will incorporate energy-absorption structures to protect the driver in the event of a collision. New trucks will also be equipped with on-board weighing systems to prevent overloading.

**The deal concluded today will be confirmed by a vote in plenary later this month.**