

UEPG Sustainable Transport Policy

UEPG KEY MESSAGES:

- ▶ The European Aggregates Industry is the largest of the non-energy extractive sectors in Europe, with a production of 3 billion tonnes a year. Therefore, by tonnage, it is the largest bulk logistics business in Europe, with 88% transported by road, 7% by rail and 5% by water, that is, by barge and ship.
- ▶ Road transport needs to be optimised by ensuring access to aggregates resources close to the major markets, usually the larger cities. Minimising transport distances also minimises associated CO₂ emissions and energy consumption, as well as reducing environmental impact and transport congestion. Where national maximum axle loads so permit, use of larger payload trucks will further reduce the number of truck movements, fuel usage and CO₂ emissions.
- ▶ UEPG advocates greater future use of rail and water transportation of aggregates where the networks so permit. Therefore national aggregates planning policies should be integrated with rail and water transport development strategies to ensure the optimal aggregates supply and transport solutions for governments, the aggregates industry, transport operators and society.

BACKGROUND

Aggregates are crushed rock, sand and gravel, used to construct Europe's essential infrastructure including homes, roads, railways, schools and hospitals. Aggregates can be sourced only where these exist geologically. Therefore it is important to designate these areas by good planning and permitting policies, and protecting these areas against other inappropriate land-uses.

Some 3 billion tonnes per year of aggregates are produced by 14,000 companies (the majority of which are SMEs) on 24,000 extraction sites (quarries and pits), providing jobs for more than 250,000 direct and indirect employees. UEPG now represents national aggregates associations and producers in 31 European countries.

Raw Materials Strategy & Access to Local Resources

The European Aggregates Industry is experiencing increasing difficulties in accessing resources adjacent to local markets, these difficulties being caused by poor planning and permitting, competing land uses as well as unfounded NIMBY effects. As a result, transport distances have been increasing relentlessly in recent years. These challenges need to be systematically and openly addressed in national, regional and local plans involving all stakeholders to ensure the future sustainable supply of aggregates closely linked to well-planned national and regional transport policies and strategies.



Union Européenne des Producteurs de Granulats
Europäischer Gesteinsverband
European Aggregates Association

FACT & FIGURES

- ▶ Aggregates production requires less than 10kWh/tonne of electrical energy and leads to less than 10kg of CO₂ emission per tonne produced. The bigger impact can be caused by transport, where a fully-laden 25-tonne truck typically emits 1kg of CO₂ per kilometre travelled. Rail and water transport emissions per tonne-kilometre are an order of magnitude less. Source: UEPG
- ▶ Average Haul Distances for aggregates have increased from 2008-2010 by 40% for road, by 50% for rail and by 186% for water transport. This can be explained mainly through increased difficulty in getting access to local resources, and partly by the company rationalisations, closing down some extraction sites due to the financial crisis. Typical haul distances now are 50km by road, 220km by rail and 170km by water. Source: UEPG