

# The Impact of a Sunday Driving Ban for HGVs in the Walloon Region

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# Outline

- Introduction.
- Overview of the methodology.
- Impact assessment:
  - Economic.
  - Environmental.
  - Social.
- Conclusions.



# Background of the study

- Study ordered by the Walloon region:

« *Etude des impacts économiques, environnementaux et sur le trafic en Région wallonne d'une interdiction de circulation des poids lourds le dimanche.* »



- Collaboration between BRRC and TML (*subcontract*).
- Study ran from May to September 2010.

# Current situation in other countries

- 14 of the 27 EU countries enforce a driving ban for HGVs on Sundays.
- In Wallonia, vehicles in transit:
  - Accumulate on parking areas close to the borders.
  - Excess arrivals occupy nearby slip roads, ...
  - Local increases in HGV traffic when ban expires.
- Very few countries **justify the reason** for such a measure, let alone specify the impact.

➔ **Assess economic, environmental, and social impacts.**

- Do a **study first**, and maybe then, when the results are positive, implement the measure.
    - That's the way to go!
    - ... in contrast with some other '*wildly unjustified measures*' (e.g., overtaking prohibitions for trucks).
  - Fits in Walloon's policy declaration 2009-2014:
    - Prosperity (economic impacts).
    - Planet (environmental impacts).
    - People (social impacts).
- ➔ Is the ban measure consistent with the logic that promotes sustainable mobility?

# Available data sources

- **Interviews** with the actors involved:
  - Some 30 actors (roads, IWWs, freight terminals, ...).
- Quantitative data from **SPW**:
  - Parking capacities (June 2009).
- Quantitative data from the Belgian federal service (**FOD**) of Mobility and Transport:
  - Vehiclekm and average speed per average hour during morning, day, evening, and night (2007).
- Quantitative data from **TREMOVE 2007**:
  - Composition of the vehicle fleet.
  - Emission factors for all types of vehicles.

# General methodology

- Analyse **foreign practices** in the field.
- Develop a set of cross-border **working hypotheses**.
- **Interview** affected Belgian actors.
- **Qualitatively** and **quantitatively analyse** various collected data.

# Analysis of foreign practices

- No studies or data available in Belgium's neighbouring countries, yet they state positive impacts on:
  - Environmental.
  - Safety.
  - Social aspects.
  - Parking.
- 16 of EU27+2 countries analysed:
  - Wide variety of measures related to HGV driving ban.
  - Led to a set of working hypotheses.



# Working hypotheses

- Banning hours:
  - 10 pm (Saturday) until 10 pm (Sunday).
- Minimum tonnage for the ban:
  - Maximum permitted mass (MPM) > 7.5 tonnes.
- Possible waivers:
  - HGVs with perishable goods and living animals.
- Roads concerned:
  - All road types.
- Additional days:
  - Public holidays, very busy summer periods, ...

➔ **Banning HGVs in 2010: 65 days.**

# Economic impacts (1/4)

- Modal split:
  - Analysis based on results from interviews:
    - Road to IWW: negligible (*due to ban on river transport*).
    - Road to rail: negligible (*low Sunday railway activity*).
  - Agreement on a modal shift of **1%** of the goods transport on Sundays.
- Foreign policies:
  - Mainly: resentment of the **Dutch** authorities.
- Shippers:
  - **Adverse** effects: disruption of the process, tendency to let the **consumer bear the consequences**.

# Economic impacts (2/4)

## ● Transporters:

- Increase in staff (*delivering from 7 to 6 days*) → higher **labour costs** → charged to the consumer.
- **Air** transport could suffer severe consequences (*e.g., TNT already works at full capacity during working days*).



## ● Infrastructure:

- Additional **parking spaces** and considerable adverse effects on **economic development**.
- IWW, ports, multimodel freight terminals, rail: not or minorly affected (*except Antwerp → Rotterdam*).
- Airport: severe consequences due to **relocations**.

# Economic impacts (3/4)

- Volume of motorway traffic:
  - Increase of 4% (Sunday 22h00 until Monday 6h00).
- Average travel times:
  - Negligible increase of 0.23% at night time.
- Average traffic speeds:
  - Negligible increase of 0.3 km/h on Sundays.
  - Negligible decrease of 0.25 km/h on Mondays.

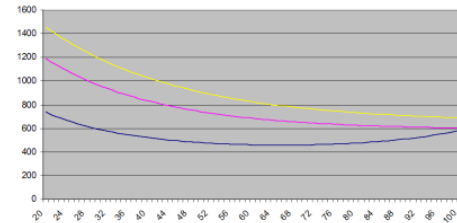
➔ **Negligible effects on congestion.**

# Economic impacts (4/4)

- Thefts of or from HGVs:
  - Negligible effects (*#HGVs remains constant*).
- Administrative workload:
  - Remains limited for transporters.
  - Increases for **public authorities and managers** monitoring the ban.
- Enforcement organisations:
  - Generates economic cost for **enforcement**.

# Environmental impacts

- Global pollutant (CO<sub>2</sub>):
  - Only affected by changes in volumes and/or speeds.
  - Negligible effects.
- Local pollutants (PM, NO<sub>x</sub>):
  - Comparable, as the total volume of road transport remains virtually the same.
  - Distribution of emissions over the week changes, but:
    - Most goods are transported during off-peak.
    - Peak concentrations occur during rush hours.
  - Negligible effects because of minor speed changes.



➔ **No environmental justification for ban.**

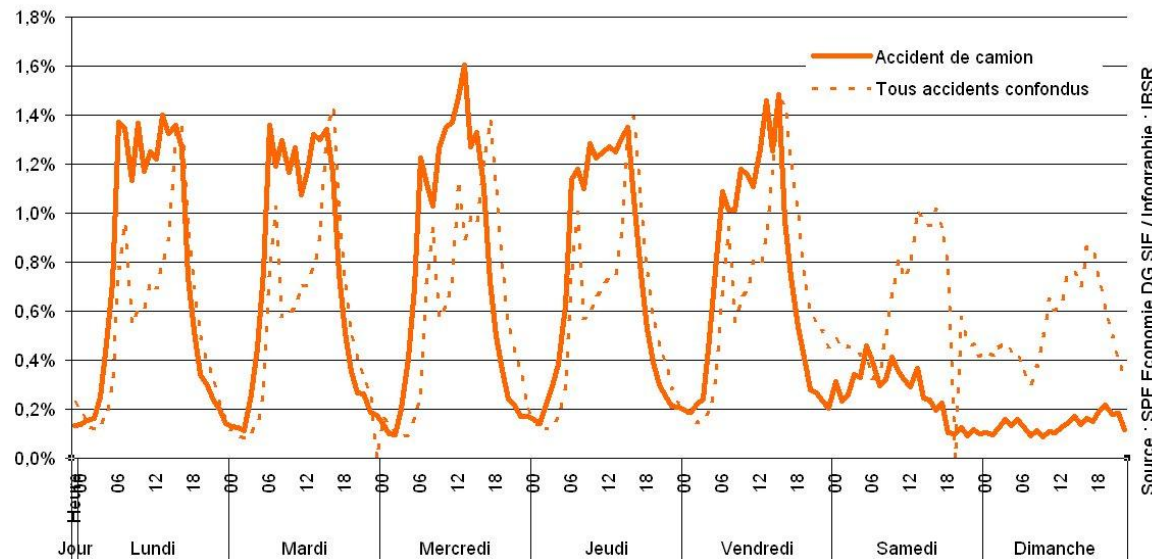
# Social impacts (1/2)

- Noise level and vibrations:
  - Shift in time to Sunday night.
  - Increased levels due to shortened time and more intense delivery peaks.
- ➔ Beneficial effects during ban period.
- ➔ Adverse effects on other days of the week.

# Social impacts (2/2)

- User safety:

- Impact on the number of accidents: zero net result.



- Zero net impact on occupancies of motorway parking areas.
- Secondary safety: “extra day of rest for drivers”.



# Summary

- Policy decisions supported by studies:
  - No other country looked at the impact of a ban.
  - Impacts:
    - Economic: 7 adverse, 4 no changes.
    - Environmental: no clear benefits, nor adverse effects.
    - Social: beneficial effect on quality of drivers' social lives.

➔ Ban is **not** consistent with stated goals!

- Remarks:
  - Difficult to **quantify** all impacts (“What data?”).
  - Second-best estimate by stakeholder **interviews** and **qualitative** assessments.

# And then there was politics, again...

- In 2008, André Antoine:
  - Ministry of Transport.
  - Orders a study (this one!).
  - **Results: negative.**



- In 2011, Benoît Lutgen:
  - Ministry of Public Works.
  - **Wants to order a new study.**
  - Needs to align with H. Crevits and E. Schouppe.



➔ *We have seen such behaviour before...*

# More information

Introduction  
Overview of the methodology  
Impact Assessment  
Economic|Environmental|Social  
Conclusions

- **Contact:** Tim Breemersch / Sven Maerivoet
- <http://www.tmleuven.be/project/poidslourds/>



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## Effects of a driving restriction for heavy goods vehicles on Sunday in the Walloon region

*Study of the economic, environmental and traffic effects in the Walloon region of a driving restriction for heavy goods vehicles on Sunday*

In most of Belgium's neighbouring countries, including Germany, France and Luxemburg, heavy vehicles are not allowed to travel on Sunday. As Belgium has not yet instated such a ban, (international) freight traffic has built up on the road network, getting ready to cross into these countries as soon as the ban is lifted. These vehicles accumulate in the form of extra trucks on both the road and the rest areas near the border.

The Walloon government was exploring the possibility of instating a similar for the region and/or the country, and wanted to know more about the consequences this may have. The study was lead by the BRRC, with TML as a subcontractor.

To set the stage, it was useful to first investigate how other European countries have filled in the frame of a driving restriction for heavy goods vehicles. Special attention was paid to the direct neighbours, whose policy has the greatest impact on the situation in Belgium and the Walloon Region. Based on those findings, the set up most logical for the Walloon Region was established, to be used as a guideline for the rest of the study.