

**ROUND TABLE EMS
(Euro Modular System)
IRF annual congress
Lisboa May 27th 2010**

**Point of view of Michelin, user of
European logistics**



Michelin annual production



194 million tyres from 200g to 4t



19 million maps and guides



Our European logistics

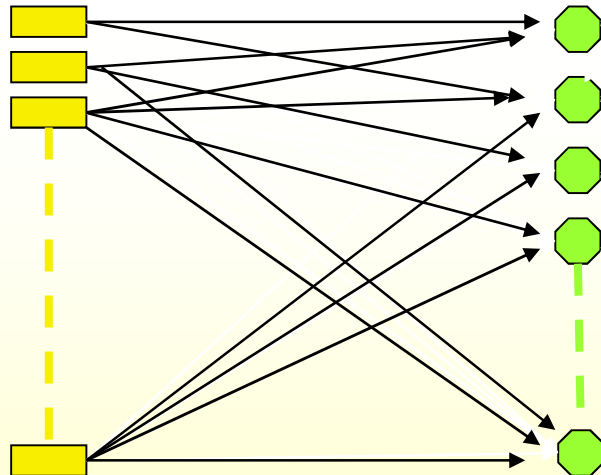
6 million tons of products transported/year

14,000 different references



38 plants

31 warehouses



60,000 delivery points

2,000 trucks/day

600 containers/day

More than 360 000 trips organised

More than 220 M€ freight purchase

More than 500 carriers registered

More than 1,000 routes

Transports are done by trucks, Train, vessels and planes



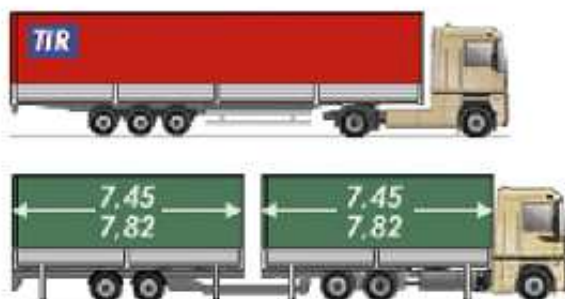
Why Michelin proactive on EMS issue?

- Michelin endeavours **contributing to sustainable development and mobility** (PRM – CSR commitment)
- Michelin is a **customer of all transport modes**, as
 - an importer of raw materials
 - an exporter of finished products
- Michelin also organizes its **own logistics**
 - on itineraries between some plants
- Actor in the fight against global warming → **tyre RR** plays an important part in fuel consumption of trucks
- Michelin is looking for opportunities of **innovation**
- Necessity to **limit harmful effects of the road** because transport (road transport especially) still responsible of **18% of carbon emissions** (+ pollutants + congestion + problems with road safety etc.)



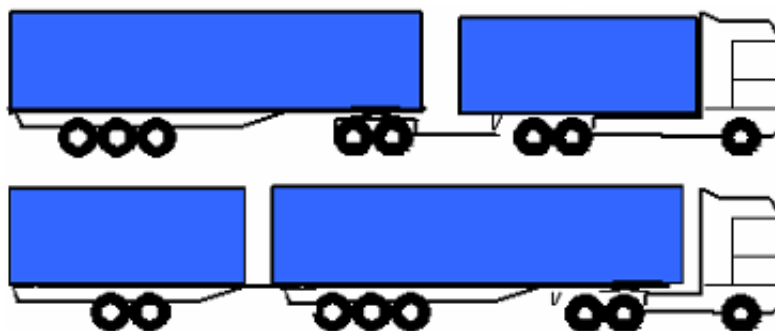
vehicles description

European Union (Dir 96/53CE), "maxi-code" – 5 axles – 40 t



	articulated	road train
Length	16.50 m	18.75 m
GVW	40 t	40 t
Load capa	27 t	26 t
Volume	98 m ³	113 m ³

European Modular System, "EuroCombi" – 8 axles – 60 t



	combinations
Length	25.25 m
GVW	60 t
Load capa	41 t (+50 %)
Volume	155 m ³ (+37%)



Why EMS seem to be the most sustainable solution for transporting goods?

- Increase of **load or volume** per engine and driver
- **Reduction of truck numbers** : replacement of 3 “maxi-codes” (18,75m) by 2 EMS (25,25m) → less obstruction of the principal road axes
- Decrease in fuel consumption and **CO2 emissions** and pollutants : **-15% / ton or m³** (Michelin carbon footprint study, December 2009)
- Loads per axle reduced and more uniform and therefore **less pavement damage**
- Ease of the shortage of qualified drivers

→ **Total compatibility with the co-modality concept**



EU state of play of authorisation or pilots for EMS

- **Used since the 60s in Sweden and Finland** → effectiveness profits recognized
- Since 2003, a pilot was led successfully in the NL with different reports (last one on safety published in April 2010) → **authorisation effective now**
- Other studies began in some **German Lander, in Denmark and in Belgium** (Flanders region – April 2010)
- The **German** coalition announced they are studying any possibility for developing “*new sustainable ways of road transports*” → **EMS pilot starting in January 2011**



What is Michelin asking for ?

- The main modes of transport have their **own customers**, according to criteria of freight **nature**, of **volume**, of **value**
→ **road, railways, water are complementary** and society's interest is to let modes progressing
- **The concept of co-modality should stay at a top priority.** All modes of transports should be treated as equal and should be optimized
- Michelin is in favour of **launching new pilots** for optimizing the benefits of transeuropean pilots. Specific support for pilots in **France, Germany and Spain**



Thank you for your attention

