



Gigaliner / megatrucks perception study

Global report



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Methodology survey

Methodology

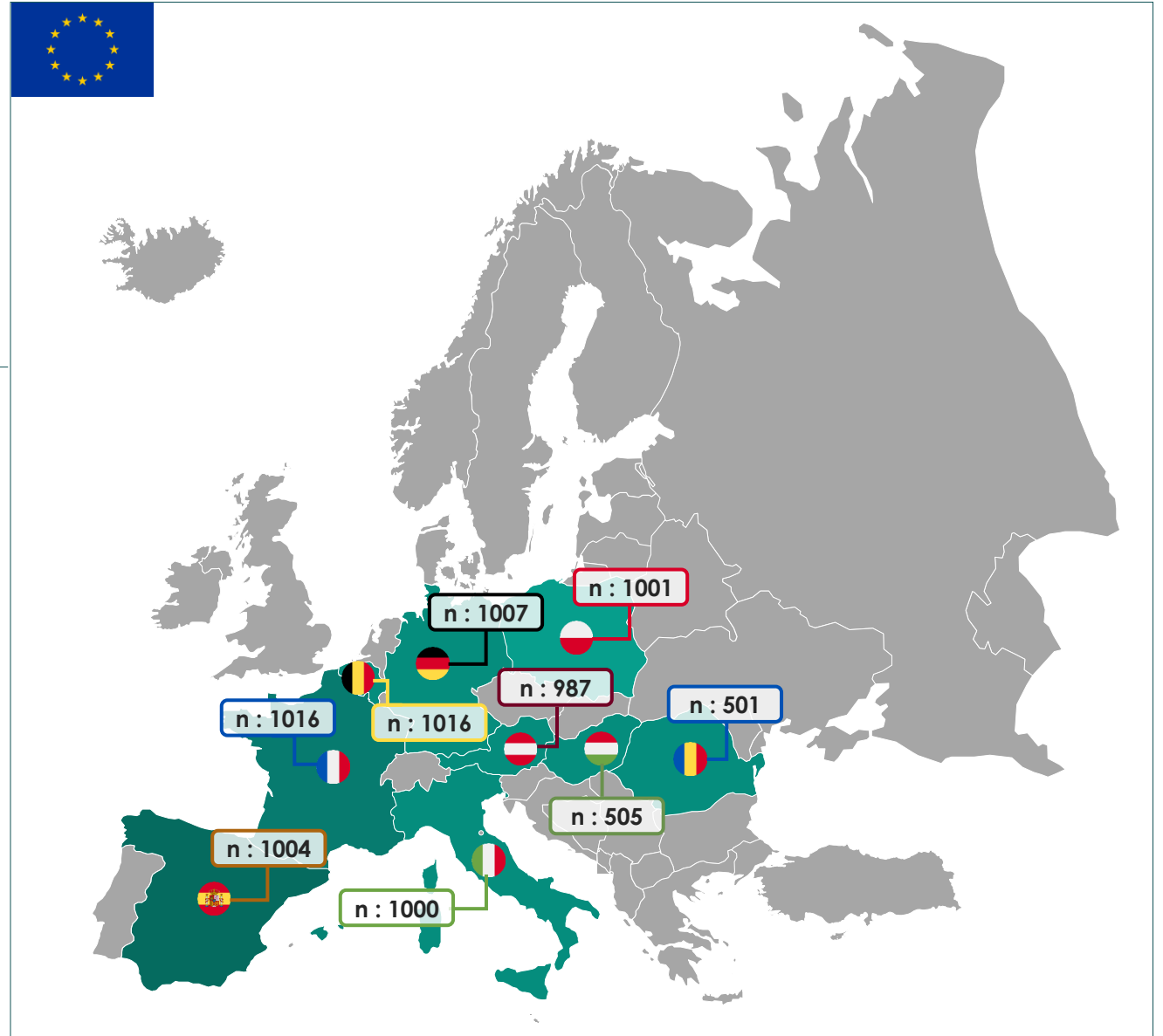
8,037 interviews conducted online

9 countries

Nationally representative samples: gender, age, socio-professional category and region

See sample details in appendix

Land from April 18 to 23, 2024

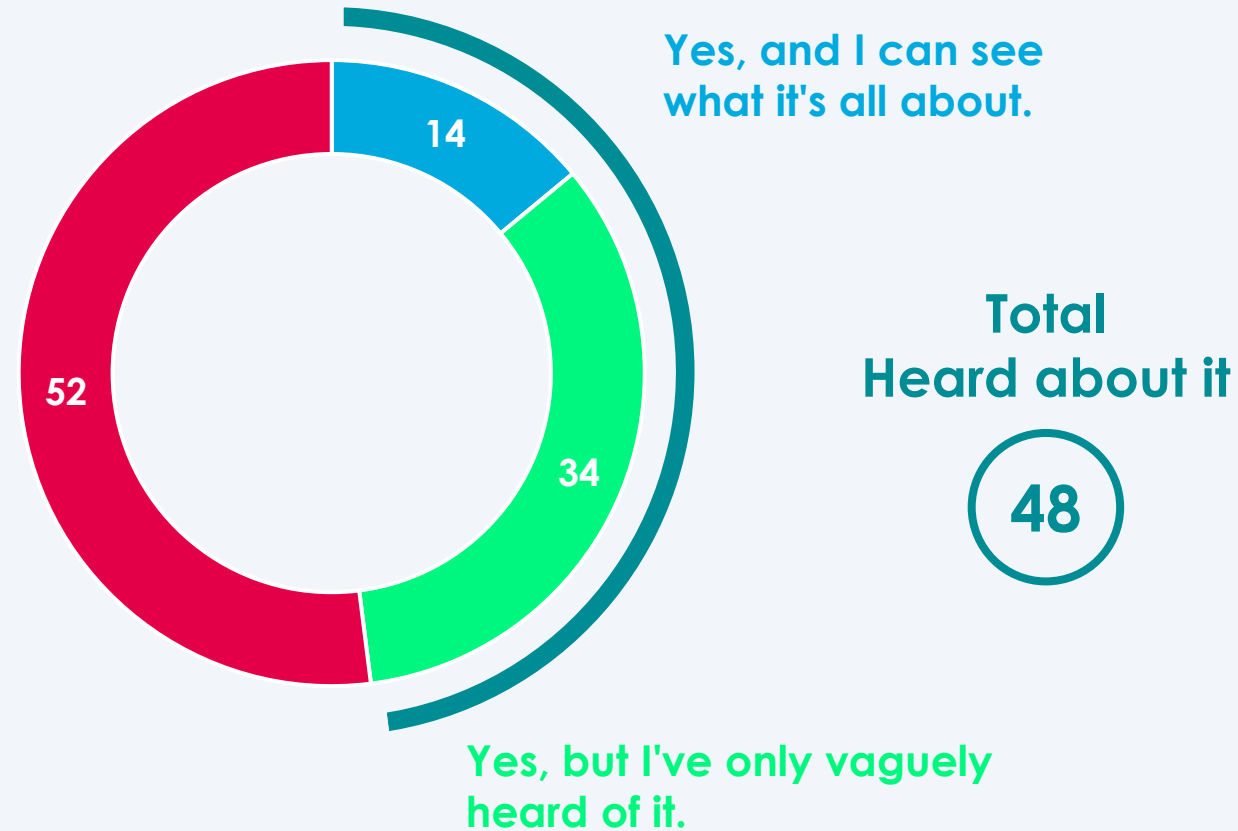


Results

1. Mega-truck traffic: subject not yet fully understood

A subject with little understanding: only one in two Europeans has ever heard of a new regulation concerning mega-trucks, and less than 15% have a clear idea of what it's all about.

- All - As % of total



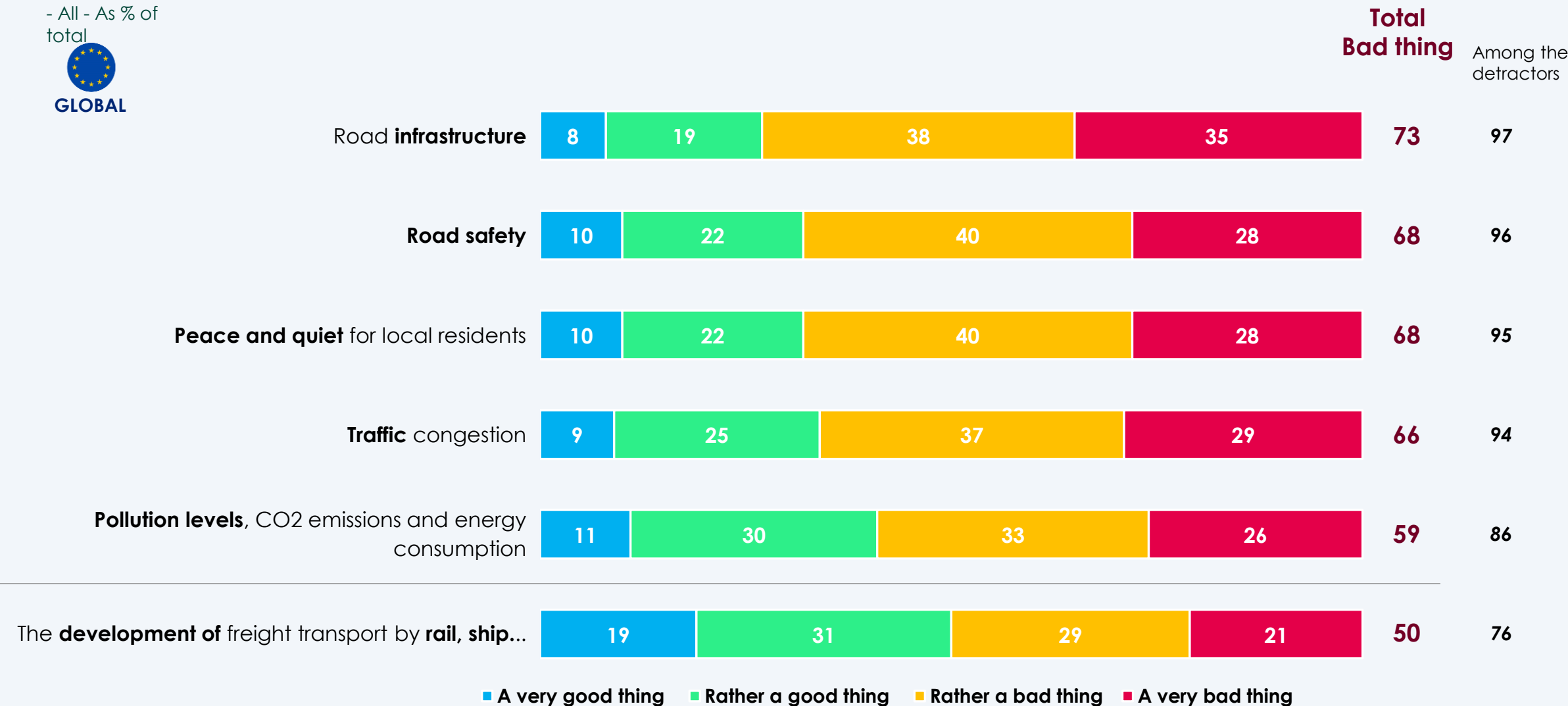
2. After exposure to the consequences of mega-trucks, a large majority view them in a negative light

The introduction of mega-trucks is generally perceived as a bad thing, especially for the state of infrastructure, traffic and road safety, and the peace and quiet of local residents.

- All - As % of total



GLOBAL

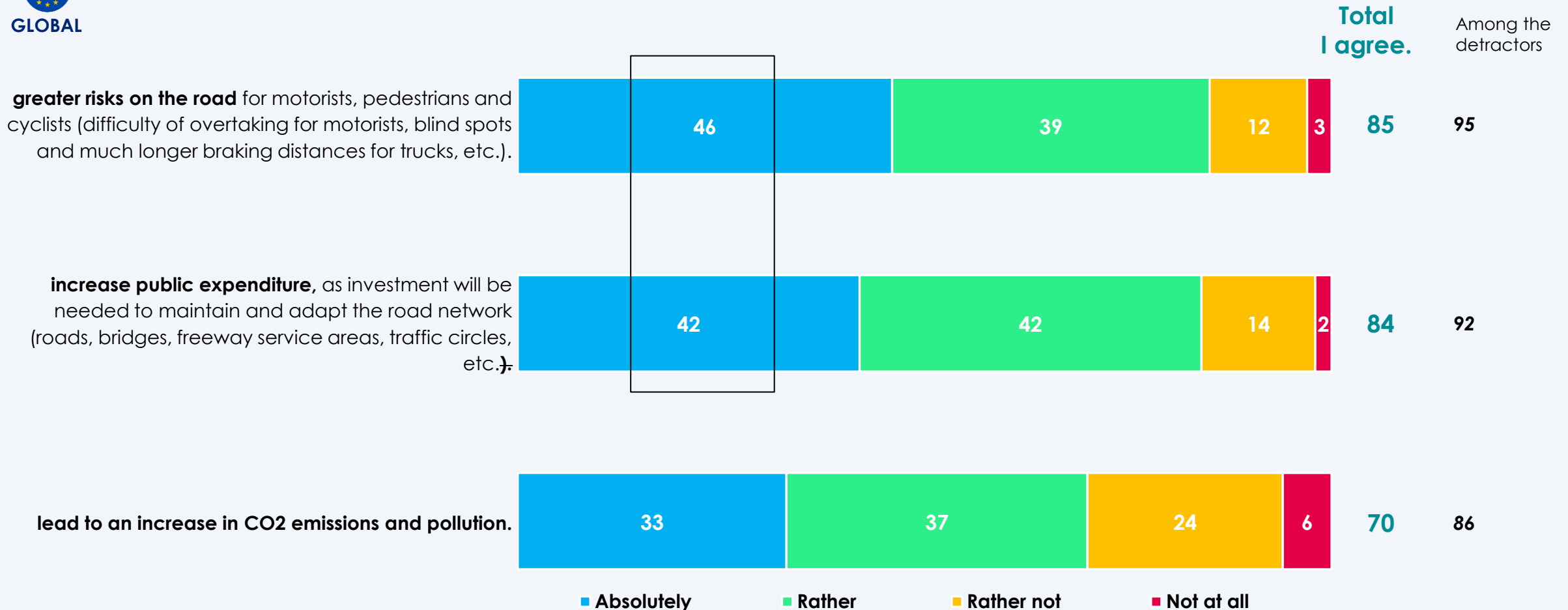


For more than 8 out of 10 Europeans, mega-trucks could lead to major road hazards and increased public expenditure, and almost half of them are convinced of this.

- All - As % of total



IF MEGA-TRUCKS ARE ALLOWED, IT'S GOING TO ...



For three quarters of Europeans, mega-trucks could weaken rail freight transport

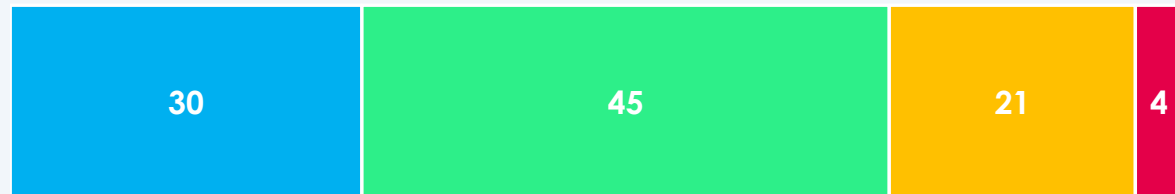
- All - As % of total



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IF MEGA-TRUCK TRAFFIC IS ALLOWED, IT'S GOING TO ...

weaken rail freight transport, since road transport will be cheaper for carriers



■ Absolutely

■ Rather

■ Rather not

■ Not at all

Total I agree.

75

We can see here that as soon as we specify the possible consequences, the opposition is much stronger (cf. at the beginning of the questionnaire, only 50% consider that the circulation of mega-trucks would be a bad thing for the development of goods transport by train, boat, etc.).

Permitting mega-trucks could increase road freight traffic for just over half of Europeans

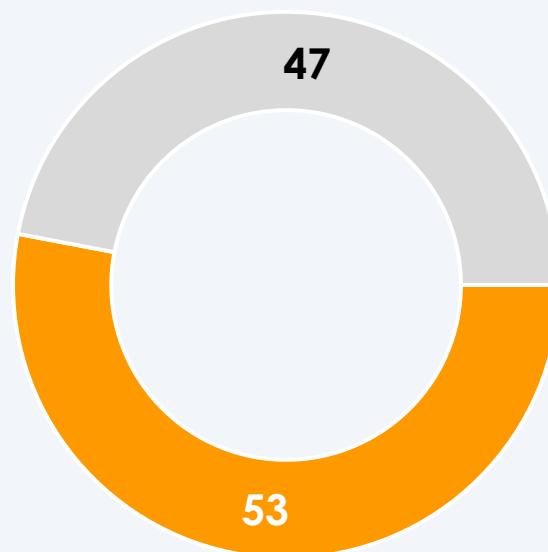
- All - As % of total



IF MEGA-TRUCK TRAFFIC IS ALLOWED,
IT'S GOING TO ...

Rather, reduce the number of road haulage journeys required to transport goods in Europe, as mega-trucks will be able to carry more goods.

Rather INCREASE road freight traffic, as carriers will prefer to use road rather than rail transport



3. Faced with mega-trucks, the majority favor the development of freight or combined transport.

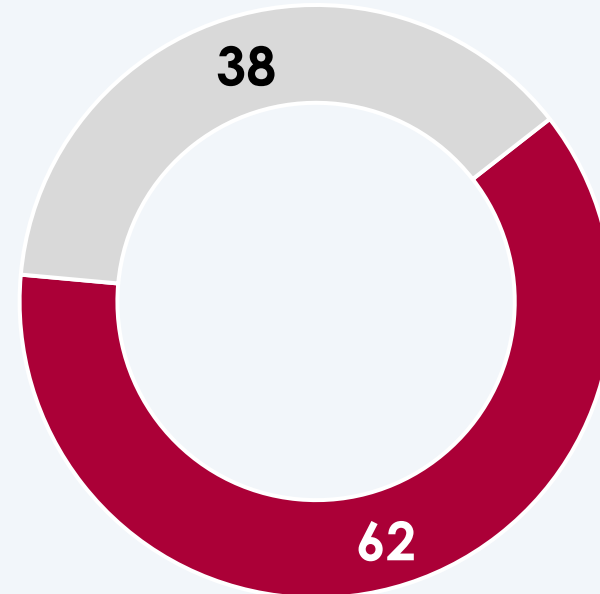
For 6 out of 10 Europeans, mega-trucks should not be allowed in countries where rail transport is present

- All - As % of total



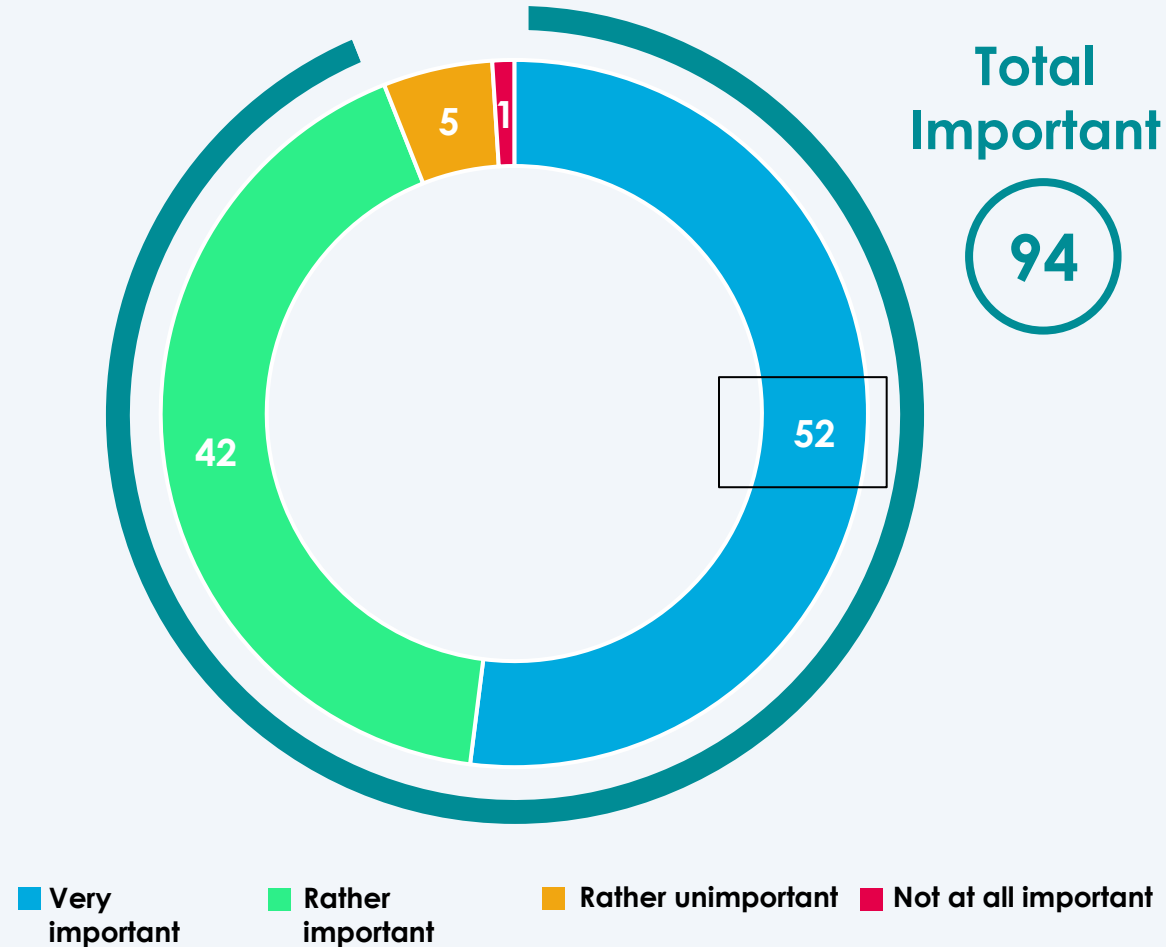
In order to harmonize road transport within the European Union,
mega-trucks should be authorized in all countries, as some
member states already allow them.

Countries where rail freight transport (or transport that
combines rail and road) is present **should NOT ALLOW the
circulation of mega-trucks.**












A very large majority of Europeans think it is important to develop freight or combined transport (including 1 in 2 who think it is "very important").

- All - As % of total












Appendices

Detailed sample structure (1/2)

	n : 1016		n : 1007		n : 1000		n : 1004		n : 1016		n : 1001		n : 505		n : 987		n : 501			
	FR		ALL		ITA		ESP		BEL		POL		HON		AUT		ROUM			
																				
Adjusted sample	Eff	%	Eff	%	Eff	%	Eff	%	Eff	%	Eff	%	Eff	%	Eff	%	Eff	%		
GENRE																				
Men	485	48%	493	49%	482	48%	487	48%	496	49%	478	48%	238	47%	481	49%	242	48%		
Woman	531	52%	514	51%	518	52%	517	52%	520	51%	523	52%	267	53%	506	51%	259	52%		
AGE																				
18 - 24	107	11%	91	9%	82	8%	85	8%	103	10%	89	9%	46	9%	93	10%	45	9%		
25 - 34	153	15%	153	15%	128	13%	137	14%	165	16%	173	17%	79	16%	163	16%	77	15%		
35 - 49	243	24%	224	22%	249	25%	287	29%	249	25%	279	28%	140	28%	241	24%	139	28%		
50 - 64	245	24%	277	28%	265	26%	256	25%	256	25%	237	24%	118	23%	263	27%	123	25%		
65 +	268	26%	262	26%	276	28%	239	24%	243	24%	223	22%	122	24%	227	23%	117	23%		
CSP																				
PCS+	292	29%	302	30%	213	21%	220	22%	287	28%	282	28%	121	24%	282	29%	121	24%		
PCS-	312	31%	282	28%	230	23%	269	27%	236	23%	236	24%	153	30%	285	29%	143	29%		
Inactive	412	40%	423	42%	557	56%	515	51%	493	49%	483	48%	231	46%	420	42%	237	47%		

Detailed sample structure (2/2)

Adjusted sample	FR 		ALL 		ITA 		ESP 	
	Eff	%	Eff	%	Eff	%	Eff	%
REGION								
Northeast	232	23%						
Northwest	234	23%						
Paris region	184	18%						
Southeast	252	25%						
Southwest	114	11%						
Baden-Württemberg			134	13%				
Bayern			159	16%				
Berlin			44	4%				
Brandenburg			31	3%				
Bremen			8	1%				
Hamburg			22	2%				
Hessen			76	8%				
Mecklenburg-Vorpommern			20	2%				
Niedersachsen			97	10%				
Nordrhein-Westfalen			216	21%				
Rheinland-Pfalz			50	5%				
Saarland			12	1%				
Sachsen			50	5%				
Sachsen-Anhalt			27	3%				
Schleswig-Holstein			35	3%				
Thüringen			26	3%				
Nord-Ovest					269	27%		
Northeast					195	19%		
Centro (IT)					199	20%		
South					228	23%		
Isole					109	11%		
Noroeste							95	9%
Noreste							96	10%
Comunidad de Madrid							142	14%
Centro							119	12%
Este							293	29%
South							211	21%
Canarias							48	5%

Adjusted sample	BEL 		POL 		HON 		AUT 		ROUM 	
	Eff	%	Eff	%	Eff	%	Eff	%	Eff	%
REGION										
Région de Bruxelles-Capitale/Brussels Hoofdstedelijk Gewest	104	10%								
Vlaams Gewest	591	58%								
Walloon Region	321	32%								
Makroregion Poludniowy			207	21%						
Makroregion Północno-Zachodni			161	16%						
Makroregion Poludniowo-Zachodni			102	10%						
Makroregion Północny			151	15%						
Makroregion Centralny			98	10%						
Makroregion Wschodni			141	14%						
Makroregion Województwo Mazowieckie			141	14%						
Közép-Magyarország					157	31%				
Dunántúl					152	30%				
Alföld és Észak					196	39%				
Ostösterreich							432	44%		
Südösterreich							203	20%		
Westösterreich							352	36%		
Macroregiunea unu									125	25%
Macroregiunea doi									141	28%
Macroregiunea trei									138	27%
Macroregiunea patru									97	20%