

**FOR IMMEDIATE RELEASE: *Express carriers fully committed to efficient parcel delivery for the Digital Single Market***

**BRUSSELS (May 6 2015)** - The European Express Association (EEA) would like to convey its views on the Digital Single Market (DSM) strategy released today by the European Commission, notably on aspects dedicated to parcel delivery.

The DSM strategy refers to the “*inefficiency of parcel delivery*” and the “*high cost of cross-border deliveries*”. The EEA members would like to reiterate that, as delivery operators in a highly competitive market, we are focused on maximising efficiency in the sector.

Jaap Mulders, Chair of the EEA said: “*Efficiency in the express delivery sector and seamless transportation of goods in the EU is critical for our business and ability to respond to consumer needs in the most cost-efficient manner*”.

In the margins of the DSM debate, the EEA would welcome further efforts to reduce the regulatory and legislative fragmentation that currently leads to unnecessary cost and inefficiency in the delivery and transportation sector.

**THE EXPRESS SECTOR IS EFFICIENT, COMPETITIVE AND INTEROPERABLE**

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The express delivery sector has seen significant growth in the last decade (22.5% between 2000 and 2010<sup>1</sup>) in cross-border and intercontinental volumes. The recent growth in e-commerce (average European annual growth rate of 17.4% between 2009 and 2013<sup>2</sup>) has also contributed to growth in cross-border express delivery (cross-border e-commerce grew from 3% in 2005 to 12.1% in 2012<sup>3</sup>).

To provide seamless cross-border services for all customer segments, express operators have EU wide air and ground transportation networks to provide total connectivity between EU Member States. These transportation networks are supported by similar IT networks ensuring full tracking and tracing of shipments from start to finish. The cross-border nature of these networks has resolved interoperability-related problems.

**INEFFICIENCIES THAT RAISE COSTS**

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Inefficiencies in parcel delivery are exacerbated by a patchwork of road transport and postal-related regulations across the 28 EU Member States, rules which can in some instances create obstacles to the free movement of goods within the EU:

- Road transport policies across Europe see substantial differences between Member States in, for example, road charging systems, cabotage rules, driving and resting periods as well as in administrative requirements that can conflict with the free movement of goods principle. This fragmentation increases inefficiencies as well as costs.
- The postal regulatory landscape is highly fragmented with a diversity of regulatory regimes, procedures and conditions in which to provide delivery services. As a result, in several EU countries, the express

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<sup>1</sup> Oxford Economics, *The Economic Impact of Express Carriers in Europe*, November 2011.

<sup>2</sup> EMOTA Annual report 2014, <http://www.emota.eu/#lecommerce-report-by-emota/cx0b>

<sup>3</sup> Global Express Association, *Cross-border E-commerce Trade-Engine for Growth*, November 2014



sector faces more regulation than prior to the liberalisation of the postal market, despite the fact that express operators have never been part of the traditional mail market.

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*The European Express Association (EEA) is the representative organisation for the express industry in Europe. The industry specialises in time-definite, reliable transportation services for documents, parcels, and freight. It allows European business to rely on predictable, expeditious delivery of supplies, thereby enabling them to attain and maintain global competitiveness. The express industry employs over 250,000 people across the EU and supports a further 175,000 indirect jobs in Europe through the supply-chain. The express industry's employees are widely spread across the EU.*

**For further info:** EEA Secretariat | [info@euroexpress.org](mailto:info@euroexpress.org) | Tel: +32 2 230 9317