

Press Release
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Transport White Paper: Progress on liberalisation and transport efficiency, but a step back on co-modality

The European express industry welcomes today's publication of the Commission's White Paper on a roadmap to a Single European Transport Area. By fully acknowledging that sustainability and competitiveness go together and recognising the key role of technology in achieving a more efficient and greener transport, the White Paper forges an ambitious policy framework which should enable the transport and logistics sector to increase both the competitiveness and sustainability of Europe's entire industrial base. The express industry has always stressed the importance of completing the Single Market for all transport modes and appreciates the Commission's plans in this respect. In addition to the completion of the Single European Sky and the liberalisation of road cabotage, initiatives which aim to increase airport capacity are crucial to express operations.

The internalisation of external costs of transport is a principle that needs to be implemented in a balanced and non-discriminatory manner and express companies welcome the Commission's objective to proceed with the internalisation of external costs for all modes of transport. This should apply equally to freight and passenger transport, unlike the current proposed revision of the Eurovignette Directive. In 2008 passenger transport emission levels accounted for 60% of GHG compared to 40% for freight transport. The Commission should also refrain from proposing new legislation where Member States can pick and choose between users and elements and refuse earmarking as in the current legislative proposal. This will impede harmonisation and lead to higher costs for industry to respond to individual aspects of Member State implementation.

Reaching CO₂-free city logistics is a visionary objective, which could be attained through new delivery solutions or by allowing energy-efficient vans to use bus, taxi and carpool lanes. These solutions require strong collaboration between industry and local authorities from the outset and hold the potential to be far more efficient in reducing congestion and emissions than additional regulation.

By agreeing to have 'a fresh look' at maximum weights and dimensions of road vehicles, the Commission is also making the right move towards the greater use of long truck combinations (European Modular System, EMS). With significant frequencies and volume on a determined hub to hub network, express companies see EMS as a way to significantly reduce congestion, fossil fuel use and exhaust gas emissions. Going forward, cross-border as well as national trials should be encouraged as a means to evaluate the effects of EMS.

The European express industry would however like to convey strong reservations on the stated goal of shifting 30% of road freight over 300 km to rail and waterborne transport by 2030 and 50% by 2050, as



well as on the assumption that air freight would be limited to intercontinental operations only. Imposing a modal shift, without the availability of a competitive and efficient rail alternative, has never delivered results in the past and it is with regret that the express industry sees the Commission take a step back on this. With their unique business model of next day delivery, which responds to a specific economic demand, express companies remain committed to a truly intermodal approach, whereby they retain the possibility of choosing the best combination of modes to satisfy their customers' service demands. Modal shift is only possible if competitive solutions exist as alternatives. Furthermore, a next day delivery service requires that above a certain distance, intra-European express shipments will still need to be transported by air even if a competitive high speed rail alternative would exist at some point in the future. In this regard, waterborne transport is not an option for next day delivery services.

Emmanuelle Hocquard, Chair of the Transport and Environment Committee of the European Express Association (EEA) stated: "Our industry is satisfied with the overall direction taken by the European Commission on the completion of the single transport market. Removing national barriers and bottlenecks is absolutely crucial to our business. We believe that co-modality, rather than modal shift, should remain the driving principle of tomorrow's European transport and logistics."

About EEA:

The European Express Association represents global and local express delivery companies. In the EU-25 alone, the express industry currently employs 250,000 people and delivers more than 450 million packages each year, constituting almost half of the intra-European air cargo market. It has been forecast that, by 2013, the express industry will employ 550,000 people in the EU-27. The European, domestic and international markets for express services have significant scope for further expansion as companies increasingly adopt best international business practice with regard to time-definite, guaranteed delivery. Our Members provide guaranteed, fast, reliable, on-demand, world-wide, integrated, door-to-door movement of shipments which are tracked and controlled throughout the journey, both inside and outside the EU. The express industry is a fast-growing business sector which not only provides vital services for the European economy, but which also plays a large role in making the global marketplace a reality.

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