

White Paper on Transport Position Paper

In 2011, the European Commission published a White Paper under the heading “Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system”¹. In 2015, a consultation was launched in order to review the White Paper², to which the Alliance for European Logistics (AEL) submitted a response³.

AEL is a "one-of-a-kind" industry coalition, bringing together companies that both provide and use logistics services in Europe. This document highlights the key asks of the logistics industry for a competitive and innovative transport sector.

In a nutshell, the work carried out as a result of the White Paper has shown significant improvements in the transport sector, but in order to fully achieve the competitiveness and sustainability goals set, the AEL recommends:

- *Full completion of the Single Transport Market:* With **one single market**, logistics efficiency would be enhanced and transaction costs would be reduced, resulting in annual savings well above 2 billion euros a year.⁴ Efficient **cabotage rules** are needed in order to ensure that no trucks go empty, causing unnecessary damage to the climate and roads. Full compliance with and enforcement of the single market would avoid fragmentation of the European market with regard to tax, customs, safety and security.
- *Intermodality strategy:* efficient supply chains need a well-developed infrastructure **network for the different modes of transport and wide availability across Europe**.
- *One stop customs procedures:* Customs procedures are not streamlined across the EU. Some authorities for instance inspect both destination and transshipment containers, causing some container loads to be inspected twice. Customs procedures should accommodate the most efficient and direct routes, for instance accommodating clearance by other customs authorities than the port of arrival. **Streamlining customs rules** could facilitate this, especially if authorities take full advantage of digital technologies.
- *Better integration with the digital single market agenda:* **Digitalisation** and access to **big data** could vastly improve security, resilience and supply chain efficiency (for example through tracking & tracing). E-commerce is one example, where in urban logistics collaboration between public and private actors is necessary to utilise digital technologies to improve efficiency. The digital potential arising from **cloud technologies** and the **internet of things** may change procedures in all areas, including integrated value chains, logistics planning and vehicle operations.⁵
- *Better co-ordination of logistics policies in the European Commission:* The Digital Transport and Logistics Forum is a good first step for involving stakeholders in Commission processes. Logistics operations affect a **large cross section of the economy**, and it is therefore important that the Commission takes into account the market realities **across all Directorate-Generals**.
- *Promote education and research in logistics across the supply chain:* Globalisation and digitalisation have vastly changed the **skill sets** required in the logistics sector. In addition to this, more research is needed to better adapt and integrate logistics processes to the global realities. **Research and education in logistics** should therefore be promoted, in order to improve the knowledge base and attract more young talent.

¹ [White Paper on Transport 2011](#)

² White Paper on Transport [Midterm Review 2015](#)

³ Alliance for European Logistics [submission](#) to the Midterm Review of the White Paper on Transport

⁴ [The cost of non-Europe in the Single Market in Transport and Tourism](#), European Parliament Research Service, October 2014.

⁵ [Building the Hyperconnected Society](#), Rivers 2015