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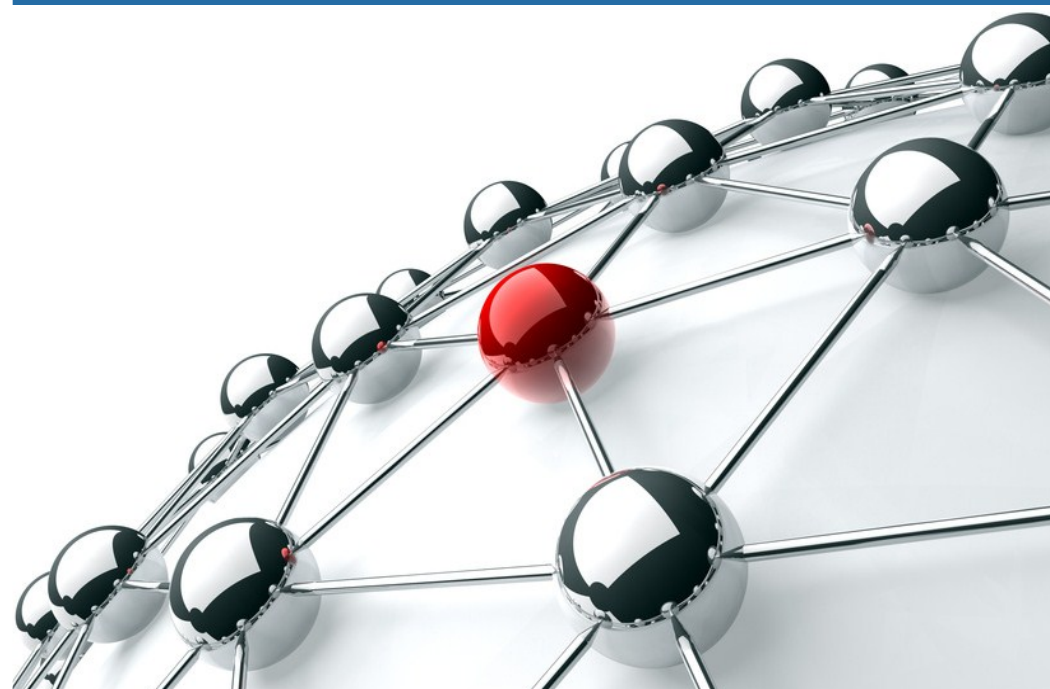


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“ *Recommendations for unlocking the potential of the Single Market by removing complexity and remaining barriers to secure Europe’s competitiveness in a global context.* ”





PRINCIPLES

- ✓ **'Less means more'**: Appropriate EU rules for industry and national authorities coupled with closer control by the European Commission would ensure a consistent and rapid implementation across the EU
- ✓ EU policies and regulatory instruments should be based on a **cost/efficiency ratio**
- ✓ **Industry standards and soft laws** should be taken into account when assessing the necessity and impact of new regulatory measures
- ✓ **Pilot phases** between industry and select EU Member States to assess the adequacy of new measures and/or test innovative transport solutions
- ✓ **Broad and close consultation** with industry and authorities reaching all stakeholders of the supply chain
- ✓ More and earlier **international coordination**



ACTIONS

Promote seamless transport services within the EU single market, by focusing on the **removal of infrastructure bottlenecks and full liberalisation of markets through enforcement rather than new rules and soft tools**. This means, for instance, liberalising air freight services within the EU, completing the Single European Sky and creating a true single market for cross-border rail freight.

Create a policy environment where transport services can be **competitive and sustainable** in the long term. Review transport regulations and funding mechanisms to increase efficiency of each transport mode. Incentivise intermodal transport through a new 'Marco Polo' funding programme based on a door-to-door comparison of costs and carbon emissions between intermodal solutions and road transport solutions, where the incentive is paid to shippers.

Ensure proper enforcement of existing EU customs and security rules to avoid inconsistent legal requirements across the EU. New rules must be built from a risk-based approach and bring Europe closer with joint processes and technologies in order to truly compete in the 21st century. **Value should be**

given to customs and security certifications by providing trade facilitation linked to status. Customs and security controls should **focus on suspicious shipments**, especially at the point of origin before entering the supply chain, and — as much as possible — not hamper legitimate trade.

Secure a commitment, tangible steps and possible funding towards a **pan-European IT-based customs system** with real-time data exchanges. Ensure centralised clearance as the pillar of the EU customs union. Expand possibilities of simplified customs processes linked to the status of Authorized Economic Operator (AEO).

Maintain the promotion and funding of **best practices in city logistics** and accelerate deployment of modern **traffic management** systems across all modes.

Remove obstacles for the **increased sustainability of supply chains** and incentivise the deployment of sustainable vehicles and logistics. Promote the harmonisation of rules and standards for operating green vehicles and calculating the supply chain's carbon footprint.