



The Association of European Vehicle Logistics

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PRESS RELEASE

Member States holding back digitalisation of EU Transport Logistics

Legal uncertainty and a lack of uniform implementation of existing European and International legislation by Member States is holding back EU wide digitalisation of the Transport logistics sector.

Lack of standardisation at European level regarding multimodal transport e-documents is a barrier to seamless, streamlined, flexible transport logistics within the EU. The economic, social and environmental advantage of e-documentation is clear. 16.5 million cars transported annually in Europe result in 33 million pieces of paper or 135 tonnes of paper each year. The courier industry has been paperless for over 20 years with electronic tracking and online proof of delivery accepted as standard throughout the EU. Application in the transport sector is being hampered by insufficient harmonisation at national level.

A legal framework for the use of electronic transport documents already exists for road, rail and maritime transport. The '**e-CMR Protocol**' (2011) provides for the use of electronic consignment notes for international transport. However, only 8 EU Member States + Switzerland have ratified this international treaty to date.

In rail, not all EU Member States recognise electronic consignment notes (e-CIM) and ongoing legal uncertainty exists in some national authorities as to the validity of electronic signatures or for the transportation of certain goods.

The EU Reporting Formalities Directive (RFD) 2010/65/EU aims to simplify, harmonize, and rationalize administrative procedures and reporting requirements for maritime carriers calling at EU ports. By **1st June 2015** Member States should have implemented measures to allow the electronic submission and reception of reporting formalities concerning vessels, their crew and cargo via a '**national single window**'. However, no effort has been made by the majority of Member States to harmonise their national requirements resulting in a patchwork of systems and requirements, sometimes even within the same country.

Speaking at the annual ECG Dinner Debate, held on 19th April in the European Parliament, host MEP Gesine Meissner (German Liberal, ALDE Group) spoke openly of the great need for digitalisation in transport logistics and the lack of sufficient harmonisation at Member State level.

ECG is an active and valued member of the Commission's Digital Transport & Logistics Forum which supports the digitalisation of freight transport and logistics. ECG is also working closely on this issue with Car manufacturers through its recently established Finished Vehicle Logistics Industry group.

Note to editors:

ECG holds its Dinner Debate each Spring in the European Parliament to debate subjects of current interest to the sector. It was hosted this year by MEP Gesine Meissner. This press release will also be available shortly in German and Italian. Please see the ECG website for full programme and presentations.

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Background for the Editors

ECG, the Association of European Vehicle Logistics, has been the voice of the Finished Vehicle Logistics industry in Europe since 1997. ECG represents the interests of around 100 member companies, from family owned SMEs to multi-nationals, and is the major champion of the European vehicle logistics sector. ECG represents all transport modes at EU level – road, rail, maritime and fluvial. ECG Members provide transport, distribution, storage, preparation and post-production services to manufacturers, importers, car rental companies and vehicle leasing operators in the 28 Member States of the European Union as well as Norway, Switzerland, Turkey, Russia, Ukraine and beyond. They own or operate more than 420 car-carrying ships, 18,800 purpose-built railway wagons, 84 river barges and more than 23,500 road transporters.

As a major employer, the finished vehicle logistics sector plays an important role in contributing to the economic success of the European Union. ECG members have an aggregate turnover of around €25bn and their economic impact on companies associated with the sector is estimated at €63.25bn. More than 100,000 Europeans are employed directly by the vehicle logistics industry and an additional 253,000 are indirectly employed in this sector.