



FEEDBACK ON BETTER REGULATION

Transport and mobility services perspective

Key message

Improving and increasing the flexibility of regulation in transport, mobility and logistics does not mean deregulation as such but rather making regulation more fit for purpose. When regulation is clear, predictable, and both technology- and mode-neutral, it supports safety, sustainability and economic competitiveness at the same time.

Simplifying regulation and removing overlaps – avoiding national gold-plating

Regulation related to transport, mobility and logistics has, over time, accumulated into a complex framework in which national, regional and European Union level rules overlap. This has led to situations where companies and operators are required to comply with multiple, overlapping permit procedures, reporting obligations and supervisory practices, without delivering tangible improvements in safety or efficiency.

The starting point for improving regulation should be a systematic review and removal of such overlaps. National regulatory discretion should be used primarily to clarify and streamline rules, rather than to go beyond EU requirements without clear and measurable benefits. Simpler regulation reduces administrative burdens, improves sector competitiveness and frees up resources for core business activities.

A key instrument in this respect is the so-called **one-stop-shop principle**, under which companies handle permits, notifications and reporting through a single authority. This reduces the risk of errors, speeds up processes and increases regulatory transparency from both the operators' and authorities' perspectives.

A culture of experimentation and regulatory sandboxes

The transport and logistics sector is undergoing rapid transformation, with new technologies and operating models evolving far faster than regulation. Traditional legislative processes are often too slow to respond to these developments, resulting in delayed or unrealised innovations.

A stronger culture of experimentation and the introduction of **regulatory sandboxes** offer a solution. These enable limited, time-bound exemptions from existing regulation to test, for example, automated transport, drone deliveries or new distribution models. Experiments are conducted under supervision and clear safety criteria, but without unnecessarily heavy ex ante regulation.

It is essential that the data and insights generated through these pilots are genuinely used to inform regulatory development. This ensures that legislation is based on real-world evidence and observed impacts rather than assumptions or excessive precautions. As a result, both the quality of regulation and its acceptance among stakeholders improve.

Technology-neutral and mode-neutral regulation

One of the cornerstones of flexible and future-proof regulation is technological neutrality. Rather than prescribing specific technologies, powertrains or solutions, regulation should set clear objectives and limits related to safety, emissions, energy efficiency and noise.

Technology-neutral regulation gives the market room to develop different solutions to achieve the same goals. This promotes competition, accelerates innovation and reduces the risk of locking development into a single technology that may later become obsolete.

This approach is particularly important for achieving transport emission reduction targets. When regulation defines *what* is to be achieved rather than *how*, operators can make use of electricity, hydrogen, synthetic fuels or entirely new solutions in the most appropriate way at any given time.

Regulation should also be fair and neutral across transport modes. Political or legislative instruments should not be used to force modal shift; instead, each mode should be developed based on its own inherent strengths. Markets, companies and citizens should be free to make choices according to their specific needs.

Digitalisation and real-time data

The potential of digitalisation has not yet been fully utilised in transport and logistics regulation. In many areas, documentation, notifications and inspections still rely on paper-based processes or ex post reporting, which slows operations and increases the likelihood of errors.

Digital documents should be the default, not the exception. Consignment notes, vehicle and driver data, and permit documentation can be managed digitally and shared in real time between operators and authorities. This enables smoother operations and reduces the need for blanket, stop-based inspections.

Real-time data allows supervision to be targeted on a risk-based basis. Authorities can focus on operators and situations where the risk of non-compliance is highest, while compliant operators benefit from more flexible day-to-day operations. This increases both trust and efficiency on all sides.

Flexibility in urban transport

Urban transport and distribution logistics face specific challenges that vary significantly depending on city size, structure and traffic volumes. Uniform and rigid regulation does not always adequately reflect local conditions.

Municipalities should be given greater flexibility to develop solutions tailored to their needs, such as dynamic delivery time windows and flexible loading and parking practices. At the same time, it is important to maintain a national framework to prevent excessive regulatory fragmentation.

From a business perspective, core principles must remain predictable and broadly consistent across cities, even where local flexibility exists. Striking the right balance between local adaptability and national clarity is a key factor in ensuring smooth urban logistics.



Updating labour and liability regulation

EU-level initiatives should therefore be carefully assessed and justified, in line with the principles of subsidiarity and regulatory simplification. Legislation should aim to strengthen workers' rights without undermining companies' ability to operate, adapt, or hire new employees. A balanced approach is essential to safeguard both fair working conditions and competitiveness to create jobs, particularly in sectors dominated by SMEs such as road transport.

Operating models in transport and logistics have evolved rapidly with the growth of platform-based services, subcontracting chains and more diverse forms of employment. Current labour and liability regulation does not always adequately recognise these new structures, creating uncertainty for both workers and companies.

Regulation should be updated to ensure that the allocation of responsibilities between drivers/employees, companies, platforms and clients is clear and transparent. This reduces legal risks and creates a predictable operating environment in which new services can be developed responsibly.

At the same time, it must be ensured that safety is upheld regardless of the form of employment. Clear and up-to-date regulation supports fair competition and helps prevent the grey economy.

Predictability and dialogue

Even flexible regulation fails if it changes unpredictably. Predictability is one of the most important factors for investment, innovation and long-term development. New regulatory requirements must include sufficient transition periods, allowing operators to adapt their fleets, systems and operating practices in an orderly manner.

Continuous dialogue between authorities, businesses and citizens is equally essential. The role of authorities should be strengthened not only as regulators, but also as enablers and partners. Open discussion and genuine impact assessments improve both the quality and acceptance of regulation

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