

EURO CONTRÔLE ROUTE



Annual Report 2006

FOREWORD

During 2006, the half year presidency of Euro Contrôle Route (ECR) was held first by Germany and then by Poland. Activities of ECR raised interest by numerous different countries. Besides Bulgaria, Romania and Lithuania representatives from Czech Republic, Slovenia, Malta, Switzerland and Hungary attended Steering Committee meetings.

Due to the growth of ECR a consolidation process has been started which ended in a redrafted Administrative Arrangement and in updated Internal Regulations including Financial Regulations. Furthermore, the consolidation of the structure of the working groups will give the basis for a more efficient and effective organization of ECR. The Ministers of Transport of the ECR member States will sign the new Administrative Arrangement at the occasion of the European Council in March 2007.

Development in legislation as well as technology are a huge challenge for the enforcement community. Road transport is already internationalized and therefore ECR is strongly invited to actively give their contributions to a common and harmonized enforcement policy throughout Europe.

I want to thank all of the Euro Contrôle Route members for their support and participation in the different working groups and for their commitment to make Euro Contrôle Route a strong and active organization.

Walter Nissler
President of Euro Contrôle Route

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1. A message from the presidents

The presidency of Euro Contrôle Route is held successively by each country for a period of 6 months. Germany held the presidency of Euro Contrôle Route during the first half of 2006. It was succeeded by Poland in the second half of 2006. Two Steering Committee meetings were organized - in Bonn and in Warsaw – to discuss the current situation of ECR, improve cooperation of ECR members and set goals for the future.

The important points for 2006 included the following:

- Administrative Arrangement and Internal Regulations
- Decision about the merger of several working groups into three major working groups: Harmonization, Operational and Training
- Feedback from and orientation of the working groups
- Accession of Romania and Bulgaria in 2007
- Active observer of Lithuania as of 2007
- Consultations with the European Commission
- Closer cooperation with TISPOL
- Planning of the Budget 2008
- Publishing the annual report 2005

The modification of the Administrative Arrangement takes into consideration the new structure and make it possible for the aims of the working groups and the projects to be carried out. At the same time, the smaller number of working groups and revision of their tasks gave an expectation for more efficient and effective day-to-day running of ECR. All the mentioned changes, both structural and tasks-related will be the solid basis for the acceptance of higher number of members in future. Nowadays the number of participants of Euro Contrôle Route has increased to 10 members and 8 observers.

2. Presentation of Euro Contrôle Route (ECR)

2.1. History

Euro Contrôle Route was born from an idea of four countries, which have since been joined by many others.

In 1994, the three countries of the Benelux began consulting amongst themselves on the issue of controlling the road transport of goods and passengers, a consultation process which was joined by France in 1997.

This consultation took place within a framework characterised by three elements.

Firstly, the free movement between the countries of the European Union was becoming a reality, and thus it was no longer possible for the inspection services of different countries to remain shut up behind their own borders.

Secondly, Council Directive 88/599 of 23 November 1988 on procedures for checking driving and rest times required the implementation, at least twice a year, of joint and coordinated inspections between at least two countries, and also required that an annual exchange of information takes place.

Finally, and most importantly, the four countries were absolutely determined to strengthen the contacts on the national level in the area of the control of road transports.

They also wanted to go further, with a motivation combining three themes : contributing to the improvement of road safety, combating unfair competition conditions, and improving working conditions.

The four countries thus set themselves clearly-defined objectives:

- strengthening the consultation amongst them,
- exchanging information, notably on companies committing infringements,
- performing joint and coordinated checks,
- cooperating with regard to training,
- exchanging experiences and information on new technologies,
- adopting common positions whenever possible.

The four countries also shared a single concern: to strengthen the effectiveness of the checks and work on harmonising practices. All of this had to be done on a sound and permanent basis, and a written agreement was therefore necessary.

Thus Euro Contrôle Route was born on 5 October 1999, via an Administrative Arrangement signed by the four Ministers of Transport and setting forth all of the above objectives.

Naturally, Euro Contrôle Route (ECR) was not intended to be limited to just four countries: it is in fact open to all member countries of the European Union, to those of the European Economic Area, as well as to the future members of the European Union, as soon as their application for accession has been accepted and the date of their entry into the European Union is set.

The participants in the meetings of Euro Contrôle Route are representatives of the inspection bodies specialising in checking the transport of goods and passengers from each of the member or observer countries.

2.2. ECR today

Today Euro Contrôle Route has 10 members, namely: Belgium, the Netherlands, Luxembourg and France, Germany, Ireland, the United Kingdom, Spain, Austria and Poland.

Furthermore, Euro Contrôle Route also welcomes active and passive observers.

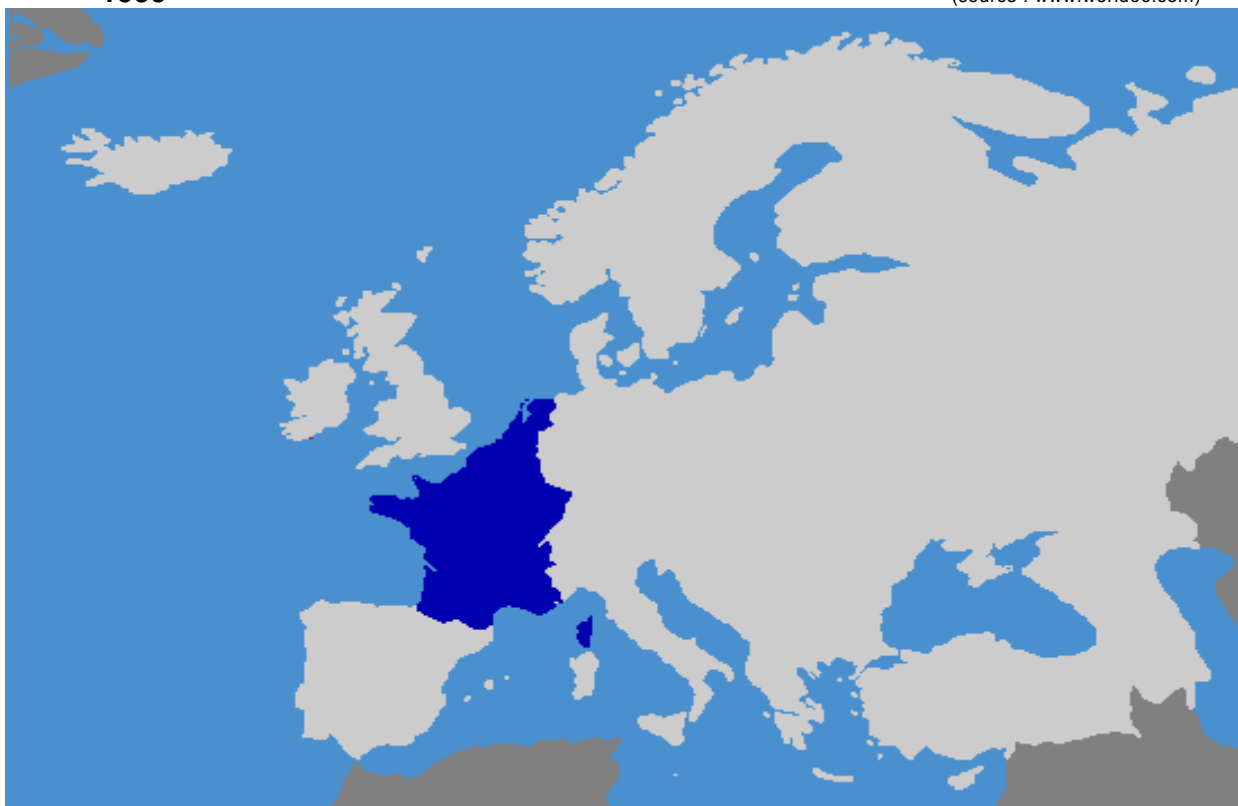
The active observers are countries which have requested to become members of ECR. They pay their financial contribution and can participate in ECR activities, without however being able to hold the presidency. An active observer becomes a member when the amendment to the Administrative Arrangement is signed by the minister of the acceding country and by the ministers of the member countries. Three countries had the status of active observer during 2006: Romania, Bulgaria and Lithuania. The first two may also become full members when they accede to the European Union in 2007.

A passive observer is a country which wishes, before making a decision, to learn more about ECR by participating in its activity. Thus there is no financial contribution, and this status may be maintained for a maximum period of one year. During 2006 several countries showed great interest in the project via this way, namely Hungary, Czech Republic, Malta, Slovenia and Switzerland.

As a result of the ECR growth in 2006, more than half of the European countries became member. The map beneath gives a clear view on the ECR coverage of the European territory.

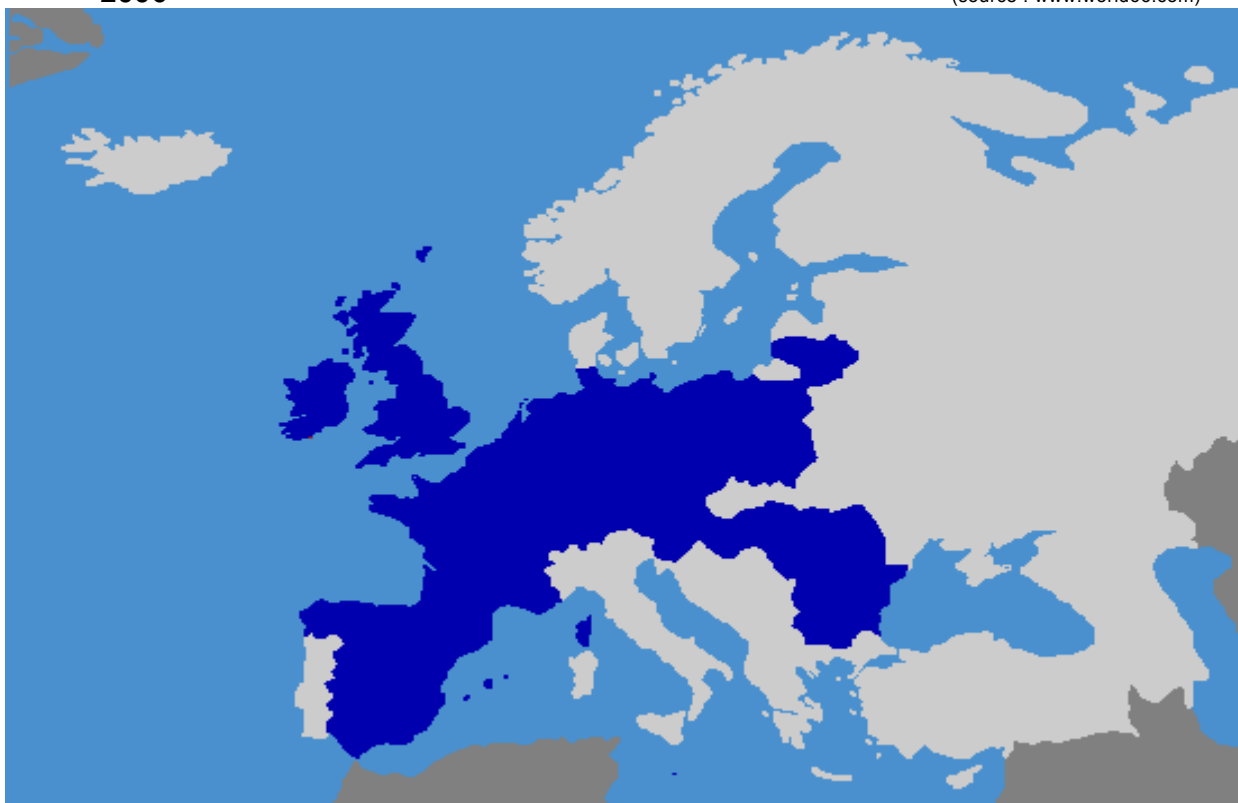
1999

(source : www.world66.com)



2006

(source : www.world66.com)



The following table lists the services whose representatives take part in Euro Contrôle Route

| Country | Service |
|-----------------------|--|
| Belgium | Federal Public Service for Mobility and Transport, Directorate-General of Inland Transport |
| Luxembourg | Ministry of Transport, Administrations of the Customs and Excises, Security Attributions Division |
| Netherlands | Transport and Water Management Inspectorate Inspectie Verkeer en Waterstaat (IVW) |
| France | Sub-directorate of Road Transports Ministry of Transport, Equipment, Tourism and the Sea – General-Directorate of the Sea and Transports – Directorate of Maritime, Road and River Transports |
| Germany | Federal Office for Goods Transport in Germany Bundesamt für Güterverkehr (BAG) Bundesministerium für Verkehr, Bau- und Wohnungswesen |
| Ireland | Department of Transport, Road Haulage Division |
| United Kingdom | Department for Transport, Vehicle and Operator Services Agency |
| Spain | Ministry of Equipment, Inspection of Road Transports Ministerio de Fomento, Inspección de los Transportes por carretera |
| Poland | General Inspectorate of Road Transports Główny Inspektorat Transportu Drogowego (GITD) |
| Austria | Federal Transport Office Bundesanstalt für Verkehr |
| Romania | Ministry of Transport, Romanian authority of road transports Ministerul Transporturilor, Autoritatea Rutieră Română |
| Bulgaria | Executive Agency for Road Transport (EART) и Изпълнителна Агенция „Автомобилна Администрация“ в България (ИААА) |
| Hungary | National Transport Authority - Autorité Nationale du Transport Nemzeti Közlekedési Hatóság (NKH) |
| Malta | Ministry for Urban Development and Roads Ministeru għall-Iżvilupp Urban u Toroq Malta Transport Authority Awtorità dwar it-Trasport ta' Malta |
| Switzerland | Federal Roads Office Office fédéral des routes |
| Lithuania | State Road transport inspectorate under the Ministry of Transport and Communications of the Republic of Lithuania Lietuvos Valstybinė kelių transporto inspekcija prie Susisiekimo ministerijos |
| Slovenia | Ministry of Transport Transport Inspectorate of the Republic of Slovenia Ministrstvo za promet Prometni inšpektorat Republike Slovenije |
| Czech Republic | Ministry of Transport - Road Transport Department Ministerstvo dopravy - Silniční doprava |

2.3. The active observers

2.3.1. Romania (since 2005)



Country profile¹ :

- Country name : Romania
- Capital : Bucharest
- Government type : Republic
- Administrative organization : 41 counties, plus Bucharest
- Total area : 237,750 km²
- Total population : 22,000,000
- Border countries : Hungary, Serbia & Montenegro, Bulgaria, Republic of Moldavia, Ukraine

The Romanian Road Transport Authority (RRTA) was created by Government Decision no. 625/1998. It is entirely financed by extra-budgetary sources.

RRTA is a technical body of the Ministry of Transport, Construction and Tourism, specialized in the road transport sector and it has the following main tasks:

- to organize and implement State control regarding compliance with the national and international rules governing road transports (including those concerning the environment)
- to create the framework necessary for the proper organization of road transport in Romania.

2.3.2. Bulgaria (since 2005)



Country profile:

- Country name : Republic of Bulgaria
- Capital : Sofia
- Government type : Republic
- Administrative organization : 28 provinces
- Total area : 110,910 km²
- Total population : 7,500,000
- Border countries : Greece, Macedonia, Romania, Serbia and Montenegro, Turkey

The tasks of the EART (Executive Agency for Road Transport in Bulgaria) are the following:

- analyze the functioning of the legal provisions with regard to road transport ;
- monitor the implementation of the centers in charge of the regular technical inspection of vehicles ;
- perform all activities relating to the issuance of licenses ;
- exercise the control functions relating to compliance with road transport law ;
- issue certificates of conformity of vehicle types ;

¹ All the maps used in this document came from www.heritageabroad.gov unless it is mentioned otherwise.

2.3.3. Lithuania (since 2006)



Country profile:

- Country name: Lithuania
- Capital: Vilnius
- Government type: Republic Administrative organization: 10 counties
- Total area: 65,200 km²
- Total population: 3,585,900
- Border countries: Latvia, Belarus, Poland and Russia

The State Road Transport Inspectorate under the Ministry of Transport and Communications of the Republic of Lithuania was established on 31 May 1993 by resolution of the Government of the Republic of Lithuania. It is a budgetary independent state institution under the direct subordination to the Ministry of Transport and Communications.

Mission of the State Road Transport Inspectorate under the Ministry of Transport and Communications is to execute the public regulation of road transport activity of the Republic of Lithuania and to perform the state supervision of road transport economic entities, creating equal and favorable competition conditions for free and secure transportation of passengers and goods, seeking to achieve the trust of the society and business sector by providing honest, fair and responsible services.

Lithuania is crossed by two Trans European Network (TEN) corridors:



In the North-South direction: Corridor I (highway VIA BALTICA and rail line RAIL BALTICA), linking Tallinn - Riga - Saločiai - Panevėžys - Kaunas - Kalvarija - Warsaw, and its branch Corridor I A (Tallinn - Riga - Šiauliai - Tauragė - Kaliningrad);

In the East-West direction: Corridor IX, branches IX B (linking Kiev - Minsk - Vilnius - Klaipėda) and IX D (Kaunas - Kaliningrad).



6 main Lithuanian roads have been included into the E-network roads of Europe:

2.4. The passive observers

Several countries developed an interest in the activities of Euro Contrôle Route and contacted its secretariat in order to obtain more information. Five countries (Hungary, Czech Republic, Malta, Switzerland and Slovenia) wished to participate in the works of ECR, and were welcomed as passive observers.

2.4.1. Hungary



Country profile :

- Country name : Republic of Hungary
- Capital : Budapest
- Government type : parliamentary democracy
- Administrative organization : 19 counties and 1 capital city (fovaros)
- Total area : 93,030km²
- Total population : 9,981,334
- Border countries : Austria, Croatia, Romania, Serbia, Slovakia, Slovenia, Ukraine

The Hungarian Transport Authority is an organization directly subordinated to the Ministry of Economy and Transport. From a structural point of view, it comprises the General Inspectorate of Transport (GIT), the Central Transport Inspectorate and the 19+1 county inspectorates.

The organizations main activities in connection with road transport are among others conducting PTIs, type approval, policy implementation and enforcement. The control tasks at roadside and premises include the followings:

- checking of driving and resting time
- checking vehicles transporting dangerous goods (ADR)
- Traffic safety and roadworthiness checks
- Environmental checks
- checking conditions of activities subject to authorization
- Axle-weight measurements

These checks are coordinated by GIT's Road Control Section and are carried out all around the country by 150 road control inspectors working at the county transport inspectorates. Moreover road control tasks are also jointly conducted with involved national partner authorities namely the Police, Customs, Labour Inspectorate and Directorate for Disaster Recovery. As a result in 2006 319.065 vehicles have been checked. The number of inspection operations was 950.835. As far as checking of driving and resting times are concerned 225.516 charts at the premises and 190.565 charts at the roadside have been examined. The number of checked ADR vehicles in 2006 amounted to 4615. These activities are efficiently supported by 6 mobile vehicle testing stations and 47 mobile units fitted with equipment used by traffic inspectors. Our organization has also recently joined the second phase of the Transport Document System project.

2.4.2. Switzerland



Country profile:

- Country name : Switzerland
- Capital : Bern
- Government type : Federal state
- Administrative organization : 26 cantons
- Total area : 41,293 km²
- Total population : 7,500,000
- Border countries : Austria, France, Germany, Italy

The Swiss Federal Roads Office (FEDRO) was established in 1998 as Switzerland's federal authority responsible for road infrastructure and private road transport.

It belongs to the Federal Department of the Environment, Transport, Energy and Communications (DETEC) and focuses on securing sustainable and safe mobility on the country's roads.

Its principal objective is to secure the functionality of Switzerland's motorways and main roads, and to accomplish this it has defined the following priorities:

- To secure integration into the trans-European road network
- To review the existing network structure and adapt it where necessary
- To complete the motorway network as planned
- To support the expansion of the main roads network
- To constantly evaluate weak points in the existing motorway network
- To secure the availability of the motorway and main road networks
- To define the basis for efficient traffic management
- To maintain the functional capacity of the motorway network
- To secure the necessary degree of operational maintenance
- To secure the punctual implementation of suitable measures to preserve the substance and value of the country's motorways and main roads
- To reduce the burden on the environment attributable to road transport
- To enhance road safety
- To guarantee safe and secure access for road users and vehicles
- To ensure that Switzerland's road traffic legislation is kept up to date
- To define a consistent road safety policy
- Management of the road traffic database for the whole of Switzerland
- Development and implementation of construction projects in accordance with the principle of sustainability

The FEDRO works closely together with cantonal, national and international partners (e. g. enforcement bodies such as police and customs), and formulates principles and prepares decisions for a sustainable federal road transport policy. It also draws up, supports, coordinates and monitors suitable measures at the national and international levels.

2.4.3. Czech Republic



Country profile:

- Country name : Czech Republic
- Capital : Prague
- Government type : Republic
- Administrative organization : 13 regions (*kraje*) and the Capital City of Prague
- Total area : 78,866 km²
- Total population : 10,280,968
- Border countries : Germany, Austria, Poland, Slovakia

Authorities exercising controls in the field of road transport:

1. Regional Authorities:

- Control in establishments and at the roadside if hauliers, drivers and senders observe the terms and obligations as provided by the rules on road transport
- Conduct administrative proceedings for imposing a fine on the basis of: own findings, customs' findings or police's findings

2. Customs offices:

- Control of the terms and obligations as provided by the rules on road transport.
- Report findings to the Regional Authorities

3. Ministry of Transport:

- Decides on legal remedies against decisions of the Regional Authorities
- Methodically administers control authorities in the field of road transport checks
- Coordinates the controlling activity within the whole control system
- Participates in establishing of legal framework in the field of road transport
- Controls the field of international passenger transport
- Supervises the control authorities

4. Police:

- Control in road transport
- Report findings to the Regional Authorities
- Impose fines

5. Road Transport Services Centre:

- Through external mobile units the RTSC provides technical support to the Regional Authorities, Customs offices and Police
- Total of 15 external mobile units (14 (1 in each Region) and 1 on the D1 motorway)

6. State Office of Labour Inspection:

- Constituent bodies of labour inspection control the observance of road transport rules provided they have connection with safety at work

2.4.4. Slovenia



Country profile:

- Country name: Republic of Slovenia
- Capital city: Ljubljana
- Government type: Parliamentary republic
- Area: 20,273 km²
- Population: 2,008,516 (30.6.2006)
- Official languages: Slovene; also Italian and Hungarian in nationally mixed areas
- Currency: euro (since 1 January 2007)
- Border countries: Austria, Croatia, Hungary, Italy

Transport Inspectorate of the Republic of Slovenia is organised as an independent body within the Ministry of Transport and executes the control over the implementation or respect of laws and other rules in the field of railway, road traffic and traffic infrastructure for all types of traffic and control over the cableway installations and safety of ski slopes.

Within the Inspectorate, the following organization units are organised:

1. Inspection for roads,
2. Inspection for road traffic,
3. Inspection for railway traffic, cable railways and ski slopes.

The powers for the work of Inspectors for road traffic are defined in a number of regulations. Their basic powers arise from:

- The Road Transport Act,
- Act on working time and obligatory rests of mobile workers and about recording equipment in road transport, The Prevention of Illegal Work and Employment Act, Transport of Dangerous Goods Act,
- Safety of Road Transport Act, with all implementing regulations.

On the basis of those Acts, Inspectors for road traffic particularly perform supervision over:

- fulfillment of conditions for performing activities of public transport and transport for own account;
- transport of passengers and goods in inland and international road traffic;
- bus stops - stations and parking places for trucks;
- equipment and marks on vehicles,
- performance of internal control (for carriers),
- driving time, breaks and rests and working time (at carriers headquarters and on the road);
- usage of recording devices;
- workshops for installing, checking and repairing of recording equipment;
- legality and correctness in exercising public powers of card issuer,
- compliance with conditions required for carriage of dangerous goods etc.

This supervision takes place in the headquarters and other business premises of carrier or at the roadside. Inspectors are independent, although they occasionally cooperate with other supervisory bodies; largely the Police, the Customs and other inspection authorities (e.g. Labour Inspectorate, Market Inspectorate, Tax Inspectorate, Office for Metrology). Cooperation occurs mostly in case of joint targeted inspections either on the road or in company headquarters or in cases when international cooperation is involved.

2.4.5. Malta



Country profile :

- Name of the country: Malta
- Capital city : Valletta
- Gouvernement type : Parliamentary republic
- Area : 246 km²
- Population : 357.000
- Official languages : Maltese and English

3. The organization and functioning of ECR

3.1. The Steering Committee

Euro Contrôle Route is led by a Steering Committee composed of representatives of the various member countries and active observers. Its presidency is assured successively by each member country for a period of six months. The previous presidency and the following presidency are associated with and participate in the works of the current presidency (troika). The Steering Committee meets at least twice a year.

The ECR Steering Committee has set up several working groups:

- operational (joint and coordinated checks) and data exchanges, which assures the relationship with Tispol for the check operations and the exchange of data between ECR members;
- training exchanges ;
- formation commune ADR ;
- harmonization.

At the time Euro Contrôle Route was created, and given the participating countries (the three countries of the Benelux and France), its secretariat was quite logically entrusted to the Benelux General Secretariat, located at Brussels, 39 Rue de la Régence. Subsequently the Benelux General Secretariat was willing to continue fulfilling this task, which it has performed with great skill and dynamism. However, the development of ECR and the increase in tasks relating to its functioning led ECR to recruit an member of staff (0.8 full-time equivalent), with the latter being fully integrated into the teams of the Benelux and placed under the authority of Mrs Sonja Van Rossem, administrator of the Benelux in charge of the secretariat of Euro Contrôle Route.

3.2. The working groups

3.2.1. The Operational and Data Exchange Working Group (ECR/OPSED)

In 2006 ECR amalgamated the Operations and Exchange of Data workings groups to form the OPSED working group.

The working group has met four times in the year under the chairmanship of the UK. The following ECR member countries have been represented at working group meetings, Austria, Belgium, France, Germany, Luxembourg, Netherlands, Poland, Spain and the United Kingdom.

The working group has organised **10** coordinated controls with the following results.

| | |
|--|--|
| Total amount of controlled vehicles in 2006: | 126.143 |
| Amount of vehicles with offense: | 10158 (or 8,05% of total amount controlled vehicles) |

Most occurring offenses:

Traffic Regulations: 6349 (or 62,50% of total amount of vehicles with offenses)

Eur. Soc. Regulation: 4524 (or 44,53% of total amount of vehicles with offenses)

Total amount of vehicles immobilized:

1560 (or 15,35% of total amount of vehicles with offenses or 1,31% of total amount of controlled vehicles)

The working group has also looked at the results it achieves from coordinated controls. As the result of work looking at the results the working group has made changes to the data it collects and the method in which it collects the data. This will provide a more meaningful analysis of the results and ensure that the results from all ECR members taking part in the check are included. These changes are being implemented for the coordinated controls in 2007.

The working group has also started to look at a wider analysis of the results of inspections conducted by ECR member states. From information gathered by the Netherlands and the UK it is clear that vehicles from some EU member states are committing a higher number of offences than the average for EU member states. In order to see if this is repeated across all ECR member states it has been agreed that specific data about the numbers of inspections and numbers and types of offences discovered are going to be collected and analyzed. This data could help ECR focus its efforts to target the most prevalent types of offence during its coordinated controls

The working group has also looked at how it can start to exchange data between ECR members electronically. The working group had a demonstration of the TESTA system which has the potential to provide the secure means of communication required for the transmission of data which sometimes contains personal details.

This year has seen more members of ECR regularly supplying details of offences committed by drivers from other countries travelling through ECR member states on a monthly basis. There are now 6 ECR member states transferring data to other ECR member states on a monthly basis. This transfer of data allows for more timely action to be taken against those drivers and companies who are regularly in breach of legislation.

3.2.2. Training Exchanges Working Group (ECR/EXCHANGE)

In 2006 ECR members continued to hold a programme of training exchanges. The programme consists of member states arranging bi-lateral exchanges with a neighboring country, multi-lateral exchanges with a number of countries or shadowing weeks where an individual inspector spent the week with an inspector in another country. Inspectors attending the exchanges are able to see how a country conducts its enforcement activity and also allows inspectors to work together on specific topics.

The training exchanges have four main objectives:

- A better understanding of the legislation and functioning of the host country
- The experience of working with other inspectors from other ECR member states
- Gaining a better understanding of check procedures in other countries
- Help to reduce the language gap.

The multilateral exchanges

The following countries participated in the multilateral exchanges in 2006, Austria, Belgium, Eire, France, Luxembourg, the Netherlands, the United Kingdom.

Five of the participating countries arranged one week multilateral exchanges where a group of 12 inspectors from the remaining countries addressed a variety of themes.

| Host Country | Theme addressed by trainees |
|---------------------|---|
| Austria | Technical Roadside Inspections |
| Luxembourg | Roadside inspections of Digital Tachographs <ul style="list-style-type: none"> • On board unit • Driver Cards • Printing |
| Belgium | Passenger Transport |
| France | Digital Tachographs <ul style="list-style-type: none"> • Training • Using Digital Data |
| United Kingdom | Digital Tachographs <ul style="list-style-type: none"> • Training • Enforcement • Compliance |

The Digital Tachograph featured as a main theme in 2006 as it is recognized that its introduction has meant a major change to the working practices of inspectors. Typically groups of four trainees assisted by mentors from the host country addressed different specific areas related to the main theme. At the end of the week they presented their findings to the remainder of the group and representatives from the participating countries.

In association with the main theme inspectors attending the training exchange experienced:

- Roadside inspections concentrating on differing types of vehicles
- Demonstrations of the equipment available to inspectors in each country
- Explanations of the legal systems and approaches to enforcement in participating countries
- Visits to transport companies

Bi-lateral Exchanges

The following countries took part in a programme of bi-lateral exchanges in 2006: Austria, France, Germany, the Netherlands, Poland and Spain.

The bi-lateral and one tri-lateral exchanges were designed along similar principles to the multilateral exchanges but did not have specific themes. The following exchanges took place:

| Host Country | Guest Country |
|--------------|------------------|
| Netherlands | Germany & Poland |
| Germany | France |
| Spain | France |
| France | Spain |
| France | Germany |

Shadowing

For the first time some of the ECR member states undertook shadowing exercises. Shadowing allows an inspector to experience in greater depth the working of his counterparts in a neighboring country. Typically an inspector will spend the week with the same from the neighboring country inspector accompanying them during their normal activities. 'Austria and Germany' and 'Poland and Germany' undertook shadowing exercises during the year. Shadowing has proved to be a successful progression of the training and exchange programme and it is expected that other ECR members will undertake shadowing exercises in 2007.

3.2.3. The Dangerous Goods ECR- Working Group Formad is dealing with ADR enforcement issues (ECR/FORMAD)

For years already the Formad working group, initially started as a educational support working group, is dealing with operational issues related to the enforcement of the European dangerous goods regulations for road transport ADR. The specialized character of the complex rules for the road transport of dangerous goods need special enforcement attention, yet provided by the working group.

The biannual review of the ADR makes that constant attention is needed in order to execute and implement the changes in the regulation. Relative new topics in ADR as safety advisor and security makes that checks at the premises are seen as a more effective enforcement method. The EC Directive 95/50 'Uniform procedures for roadside checks of dangerous goods' should also contain guidelines for company checks. First steps to start this development are set by the working group and are discussed during the informal annual meeting on ADR topics in Riga Latvia. The European Commission has shown interest in these developments and considers further legislative action.

Annually an ECR enforcement action focused on the transport of dangerous goods by road is planned by ECR. The 2006 topic is the tank transport of dangerous goods by road. The ECR action Tank Check 2006 was prepared and facilitated by the working group. (See

3.2.1. above) Fumigated transport units, e.g. packed goods in containers, are causing problems during handling and enforcement. The health risks of the involved staff is the major concern. The development of good practice and the exchange of experience has a high priority on the working group agenda.

3.2.4. The Harmonisation Working Group (ECR/HAR)

This working group focuses on harmonization of national legislation and procedures, on recommendations to the European Commission and on amendments to European Directives.

The 'ECR Recommendation on risk categorization of infringements against the European Regulations on Driving and Resting time' has been updated to follow the provisions given by the new European Regulation 561/2006 on driving- and resting time. This proposal will be submitted to the European Commission DG-TREN early 2007.

An 'ECR Recommendation on standards for Analysis Systems for checking of Driving and Resting time' has been established. This standards are universal applicable and go beyond the minimum requirements prescribed in Directive 2006/22/EC and give general information on possible input sources the system has to be able to tackle with, actions and analysis the system has to be able to carry out, the outputs the system has to create and the possibility for electronic exchange of data as well as accuracy requirements.

On basis of the requirement laid down in Directive 2006/22/EC on installing a risk classification system for enterprises an 'ECR Recommendation on risk-rating of companies' has been drafted. The objective is to classify the companies according to the relative seriousness and the number of infringements committed of the social regulations in this matter. Companies with a high risk figure will be inspected more closely and more frequently. The target for completing this work is first half of 2007.

The catalogue on sanctions and sanction systems in the different member states has been under permanent development and will be enlarged by a list of typical fines.

4. Relations with other organizations

The year 2006 was marked by the development of the relations with other organizations and by an increase in the activity of the working groups set up by the Steering Committee.

4.1. Departments of the DG TREN

On the European level, ECR recorded a number of achievements this year, a number of which are listed below. These were situated in particular in the area of agenda-setting and advancing European cooperation in the road transport field.

- In 2006, ECR did a presentation to the European Commission about the introduction of a leave letter. In the transport sector there are no real regulations concerning proof of leaves, which often leads to problems when conducting road checks. There is a need for such regulations. The proposal was used as a basis for a decision of the Commission which has been discussed at the 2006/22/EC- committee. It is expected that this proposal will be approved in 2007.
- In August 2006 the European Commission consulted with the members of Euro Contrôle Route on the occasion of the discussions on revising the rules on access to the market of road transporters and admission to the profession of road transporter. This common position of the ECR members will presumably play a role in the further European discussions on the matter.
- With regard to the new European regulation concerning driving and resting times, ECR continued to work on a recommendation concerning the classification of violations of the European social regulations on driving and resting times. The violations were classified into several categories, with agreement being reached on the relative seriousness of the violations. This proposal will be submitted to the European Commission in January 2007, and we anticipate that it will serve as a starting point for further discussions.
- In extension of this, work is now being done on a recommendation to set up a risk classification system, as mentioned in the new European Directive of 15 March 2006 on driving and resting times. The objective is to classify the companies according to the relative seriousness and the number of violations committed of the social regulations in the matter. The companies with a high risk figure will be inspected more closely and more frequently. The target date for completing this recommendation is April 2007.
- ECR also worked on a proposal to standardise equipment for the enforcement units on a level that goes beyond the minimum requirements prescribed in the European Directive. This recommendation too was submitted to the European Commission, and we anticipate that it will be included in further European discussions.

4.2. TISPOL (European Traffic Police Network)

Cooperation between ECR and TISPOL has intensified over the last year. As a result of this ECR became partner in the EC REMOVE- project lead by the TISPOL. REMOVE stands for: Requirements for Enforcement of Overloaded Vehicles in Europe. The general objective of the REMOVE project is: To provide a framework within which both new and existing weigh in motion systems can be operated at a strategic and tactical level across the European Community, in order to reduce danger and damage caused by overloaded vehicles. This project is successfully finalised and shows the excellent working relation between TISPOL and ECR. Possibilities for other European projects are explored and in consideration.

ECR and TISPOL started in 2005 a joint working group in order to combat tachographe and speed limiter manipulation in Europe. The TWG (Tacho-Web working Group) developed a European wide information network and a first draft of an extensive fraud book that in the near future will be accessible on a secured partition of the TISPOL website. With the introduction of the digital tachograph in 2006 new modes of manipulation are already brought under the intention of the working group. The fraud book as well as the future website will be kept up to date, by publishing of the latest tachograph / speed limiter fiddles.

Annually the cross border enforcement action are planned and coordinated by and between ECR and TISPOL. Examples of joint operations are: European operation bus and truck 2006.

Exchange of enforcement data throughout Europe is seen as crucial for the European cooperation in this field. Although the legal provisions in European legislation are in place, the practical exchange of data is still in a development phase. National legal provisions are often seen as a hindrance for the exchange of enforcement data. A one day seminar was organised by TISPOL and ECR to gain further insight into this problem area. ECR and TISPOL will explore further possibilities to improve the situation.

Further more initiatives for future cooperation on vocational training and education have been explored and, as a result of this, a joint training seminar is planned for June 2007.

4.3. CITA

In October 2005 a cooperation between ECR and CITA, the 'International Motor Vehicle Inspection Committee', was established and a joined ECR-CITA working group was introduced.

This joined working group met in May 2006 in Luxembourg where the implementation of Directive 2000/30/EG in different member states was discussed. During a technical visit the new roadside testing equipment of Luxembourg was presented.

4.4. IRU

The cooperation with the IRU continued in 2006. In addition to several meetings which permitted exchanges of opinion on relevant topics in the area of road transport inspections, ECR took part in the seminar on the harmonisation of inspections organised by the IRU on 21 February 2006.

Many professionals of different nationalities, as well as representatives of the European Commission, participated in this event, which provided an occasion to address several difficulties encountered during the inspections, present Euro Contrôle Route, describe its activity in greater detail, and explain the work it does in favour of inspection.

5. Contact

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