



Annual Report 2005

Foreword



During 2005, the half-year presidency of Euro Contrôle Route (ECR) was held first by the Netherlands and then by France. The two presidents succeeded in interesting several other European countries in the work of ECR. A good example is Bulgaria, which joined ECR as an active observer at the start of 2006. Hungary too expressed its interest, and thus far has participated in a meeting of the Steering Committee.

Already back in 2004 the growth of ECR prompted its officials to reflect about the adequacy of its organisation. These reflections continued in 2005, and led to a process for amending the Administrative Arrangement. The new document is approaching completion, and should be finalised in mid-2006.

In addition, the evolution of both technologies and regulations (the introduction of the digital tachograph is now a reality) will compel the inspection services of each country to adapt themselves to the new rules. This is an important working area for ECR, which must ensure that its member countries can respond in a homogeneous manner to the various problems which are certain to arise.

I wish to thank all of the Euro Contrôle Route countries for their support and participation in the working groups, as well as for their commitment to making Euro Contrôle Route a strong organisation.

Ulrich Näke
President of Euro Contrôle Route



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1. A message from the president

The presidency of Euro Contrôle Route is held successively by each country for a period of 6 months. In 2005, first the Netherlands and then France held the position.

To offset the disadvantages of a relatively brief presidency, it was decided as of 2005 to associate in the works of the presidency both the previous presidency and the future presidency (the troika). Thus a country is directly involved in these works over a total of 18 months, in three 6-month periods : firstly as the future president, then as the current president, and finally as the past president. This assures greater continuity of the works each time there is a change of presidency.



ECR, whose structures had remained the same since its creation in 1999, undertook a process of reflection on its organisation in order to respond to the increase in the number of its members and thus ensure its better functioning.

In 2005, emphasis was placed on the necessity of developing greater cooperation with other organisations, forging ties with the departments of the European Commission, and making Euro Contrôle Route better known to the outside world.

One result of this reorientation, and thanks particularly to the efforts of the Dutch presidency, was a very substantial strengthening of the relations with TISPOL, a body for cooperation among the road police services of several European countries. ECR also had fruitful contacts with CITA, which is specialised in the technical inspection of vehicles and which brings together public and private organisations from 70 countries. Finally, a first meeting was held between the executive bodies of CORTE and ECR at the end of the year.

ECR was invited by the Commission to a meeting on road safety, and meetings were held with several heads of Commission departments, notably in order to discuss what assistance ECR might give them in light of its extensive experience with road transport checks. Another meeting was scheduled for the start of 2006 in order to continue the action undertaken.

With regard to the outside world, ECR met with the IRU and the CEMT on the occasion of the 4th European Bus & Coach Forum which was held at the end of the year in Courtrai. This permitted the president to introduce Euro Contrôle Route and its activities, and to respond to a number of questions from the participants. Other meetings with the IRU are scheduled for 2006. Contacts with the BDO, a German professional organisation which unites passenger transport companies, were also initiated, and a meeting is also scheduled for the beginning of 2006.

With regard to enlargement, the end of 2005 was marked by Bulgaria's decision to become an active observer, so that ECR now has 10 member countries, 2 active observers (Romania and Bulgaria) and 3 passive observers (Lithuania, Hungary and Slovenia). This development convinced Germany that a revision of the Administrative Arrangement was necessary in order to make it more operational, a process which commenced at the end of 2005 and which should be completed in mid-2006 under the German presidency.

Euro Contrôle Route is still a very young organisation, but the orientations which have been adopted justify a confident belief that its role vis-à-vis various partners will continue to develop and strengthen.



2. Presentation of Euro Contrôle Route (ECR)

2.1. A bit of 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 take 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 was born Euro Contrôle Route, 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 specialised in checking road transport of goods and passengers from each of the member or observer countries.

2.2. ECR today

Today Euro Contrôle Route has 10 members :

- the four founding countries : Belgium, France, Luxembourg and the Netherlands,
- and, by order of accession :
 - Germany and Ireland, which became members in 2001,
 - the United Kingdom and Spain, which became members in 2002,
 - Austria and Poland, which became members in 2004.

Euro Contrôle Route 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 all of the works of ECR, 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. Two countries are currently active observers : Romania, which already was one in 2005, and Bulgaria, which has been one since the beginning of 2006. They may become members when they accede to the European Union.

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.

The following table lists the services whose representatives sit in Euro Contrôle Route.



Country	Service
Belgium	Service Public Fédéral Mobilité et Transport, Direction Générale Transport Terrestre Federal Public Service for Mobility and Transport, Directorate-General Ground Transportation
Luxembourg	Ministère des Transports, Administrations des Douanes et Accises, Division Attributions Sécuritaires Ministry of Transport, Administrations of the Customs and Excises, Security Attributions Division
Netherlands	Transport and Water Management Inspectorate Inspectie Verkeer en Waterstaat (IVW)
France	Sous-direction des transports routiers Sub-directorate of Road Transports Ministère des transports, de l'équipement, du tourisme et de la mer – direction générale de la mer et des transports – direction des transports maritimes, routiers et fluviaux 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)



2.3. The active observers

2.3.1. Romania



Country profile :

- Country name : Romania
- Capital : Bucharest
- Government type : Republic
- Administrative organisation : 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, specialised in the road transport sector and it has the following main tasks :

- to organise and implement State control regarding compliance with the national and international rules governing road transports (including those concerning the environment) :
 - monitoring compliance with the obligatory road safety standards ;
 - performing roadside technical checks of vehicles and verifying the legality of transports, if necessary with the General Division of the Road Police and the Romanian Vehicle Registration Department ;
 - verifying whether the transport operators are respecting the use conditions of their licences and their international transport document ;
 - recording the operators in the Road Transport Operators Register ;
 - cooperating with national and international institutions and bodies in order to organise actions for transferring knowledge and implement the regulations governing the road transport sector.

- to create the framework necessary for the proper organisation of road transport in Romania. Its main tasks consist of :
 - issuing the transport licences to transport operators ;
 - issuing the licences for all road transport-related activities ;



- verifying compliance with the operating conditions of specialised driving schools ;
- certifying instructors and teachers in charge of the training and professional development of personnel specialised in road transport and those who are responsible for managing road transport activities.

The external activities currently being carried out by the RRTA include regular attendance of the "Joint Committees on Road Transport" for a better bilateral cooperation in this sector, participation in the working groups of the ECE - UN, CEMT, ECR and other international bodies.

The RRTA has 42 agencies serving each county and Bucharest, charged with performing some of the tasks of the executive agency within its area of activity.

Recently Romania has adopted a series of laws incorporating the European directives and regulations on driving and resting hours as well as on the transport of dangerous goods.

The RRTA is currently working to improve the quality of the checks both on the road and at the offices of transport companies. It is also working to align its check procedures with the European procedures in this area.

2.3.2. Bulgaria



Country profile :

- Country name : Republic of Bulgaria
- Capital : Sofia
- Government type : Republic
- Administrative organisation : 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 :

- analyse the functioning of the legal provisions with regard to road transport ;
- monitor the implementation of the centres in charge of the regular technical inspection of vehicles ;
- perform all activities relating to the issuance of licences ;
- exercise the control functions relating to compliance with road transport law ;
- issue certificates of conformity of vehicle types ;
- make proposals with regard to permits for the training of drivers ;
- make proposals with regard to permits for periodical technical inspection tests.



The checks performed notably bear on :

- driving times and rest periods ;
- the activity of the centres responsible for the periodical technical inspection of vehicles.

The following elements form part of its basic tasks :

- respond to the needs for road transport of passengers and goods ;
- organise control of the provisions of the AETR Agreement, the ADR Agreement and the ATP ;
- verify the technical inspection centres and the quality of the tests performed ;
- check the periodicity and quality of the inspections of vehicles and drivers before they leave their premises ;
- monitor the conditions and application of driver training programmes in the training centres ;
- sanction administrative infringements ;
- prepare plans and programmes for the agency's inspection activities ;
- assure the methodical and operational management of the agency's inspection activities ;
- prepare the analyses and information governing the conditions for the inspection activities ;
- take responsibility for organising and training the agency's team of inspectors.

Average operations performed daily :

- 992 vehicles checked
- 13.72 road transport companies checked
- 7.6 training companies for driving licence candidates checked
- 15.08 technical inspection centres checked
- 81 violations of the Road Transport Law, the Road Traffic Law and the respective regulations of the Ministry of Transport and Communications identified.
- 71 tickets issued

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. One country, Hungary, wished to participate in the works of ECR, and is currently welcomed as a passive observer.

Other countries are likely to take part shortly, in particular Lithuania and Slovenia, which expressed their wish to become passive observers in 2006.



Hungary



Country profile :

- Country name :
- Republic of Hungary
- Capital : Budapest
- Government type : Republic
- Administrative organisation : 19 counties, 20 urban counties + Budapest
- Total area : 237,750 km² Total population : 10,000,000
- Border countries : Austria, Slovenia, Croatia, Serbia and Montenegro, Romania, Ukraine and Slovakia.

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

Among many others activities such as the periodical technical inspections, the certification of models, the implementation and control policy, its mission is to perform road checks which include the following operations :

- verification of the driving and resting hours ;
- check of vehicles transporting dangerous goods (ADR) ;
- technical inspections and traffic safety checks ;
- environmental checks ;
- verification of the conditions of activities subject to authorisation ;
- axle-weight measurements.

These checks are coordinated by the *road checks* division of the GIT and are performed throughout the country by 150 inspectors in charge of road checks working in the county inspectorates. However, the road check tasks are also jointly conducted with the national authorities involved, such as the police, customs, the labour inspectorate and the directorate for disaster response. Thus in 2005, some 335,979 vehicles were checked. These activities are effectively supported by 6 mobile technical inspection stations and 26 mobile units transporting the equipment used by the traffic inspectors.

2.5. The organisation and functioning of ECR

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), which assure the relationship with Tispol for the check operations ;
- data exchanges, which was merged with the operational group at the end of 2005, due to the close ties between the two working groups ;
- training exchanges ;
- formation commune ADR ;
- harmonisation ;
- projects ;
- internal regulations ;
- external communication (website).

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 agent (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. Activities of ECR in 2005

The year 2005 was marked by the development of the relations with other organisations and by an increase in the activity of the working groups set up by the Steering Committee.

3.1. Relations with other organisations

3.1.1. Departments of the DG TREN

During 2005, the frequency of contacts with representatives of the European Commission, and more particularly of the Directorate-General Energy and Transport (DG TREN) increased significantly.

One very positive result is the possibility which has now been acquired for an ECR representative to participate as an observer in the EC DG/TREN "Dangerous goods transport" committee. This allows a representative of the inspection services to contribute directly to the development of the checks on road transport of dangerous goods.

ECR participated in a meeting on road safety organised by the Commission, and spoke with several heads of Commission departments. Another meeting was scheduled for the start of 2006 in order to continue the action undertaken.

3.1.2. TISPOL (European Traffic Police Network)

TISPOL and ECR are combining their forces to combat tachograph manipulation and fraud in Europe. To this end in 2005 the TWG (Tacho-Web Working Group) was created, bringing together representatives of TISPOL and ECR.

ECR and TISPOL have been working together since 2001, with the same objectives :

- improving road safety,
- improving the conditions of competition,
- improving the working conditions of transport personal

This close cooperation between ECR and TISPOL is clearly expressed and confirmed in the letter of intent signed on 6 October 2004 in Luxembourg, during the celebration of the fifth anniversary of ECR.

The ECR and TISPOL cooperation has led to the formation of the ECR/TISPOL Tacho-Web Working Group (TWG). Its objective is to organise a better synergy between the two organisations by combining their know-how and experiences in the repression of tachograph manipulation and fraud. These types of infringements jeopardise road safety every day, and therefore both TISPOL and ECR are doing their utmost to prevent abuse of tachograph recording equipment.



The TWG will provide operational support to both organisations in terms of :

- good practices
- knowledge management
- impact of the checks
- tachograph fraud & manipulation
- operational intelligence.

Since inception in 2005 TWG has held 3 meetings , and has already made a good start on the development of a « tachograph fraud manual ». Knowledge can be shared by using the websites of ECR and TISPOL. This information is made available to accredited inspectors via a secured area on each of the websites. The simultaneous modification and modernisation of the TISPOL and ECR websites for this purpose already began in 2005.

Another important development is the creation of a European network of contacts among Inspectorates and Traffic Police experts. For this purpose, each member of the TWG acts as an « account manager » of one or more European countries. The TWG is seeking in this way to establish a network which would make it possible to exchange knowledge acquired about tachograph fraud among European countries.

The TWG hopes to anticipate and forestall future possibilities of fraud and manipulation with the digital tachograph.

3.1.3. CITA

Many of the subjects in the road transport control sector relate to technical issues. The technical inspection of vehicles in particular is a concern of the inspection services and thus of ECR, with the implementation of Directive 2000/30/EC.

Thus it was natural for ECR and the « International Motor Vehicle Inspection Committee » (CITA), as a global vehicles inspection organisation, to work together. The common objective of improving road safety led to the signing of a declaration of intent which constitutes a formal basis for future cooperation. The exchange of knowledge and best practices will make it possible to :

- establish recommendations ;
- provide guidelines to the inspection services ;
- collect and distribute information.

The kick-off meeting between ECR and CITA Working Group VI of CITA was held on 11 October 2005 in the Benelux offices in Brussels.

Roadside technical inspections will be the first subject of cooperation between CITA and ECR.



3.1.4. IRU and CEMT

The IRU (International Road Transport Union) and the CEMT (European Conference of Ministers of Transport) organised the 4th European Bus & Coach Forum in Courtrai on 21 October 2005. ECR was delighted to accept their invitation, and its president presented the activities of Euro Contrôle Route to all of the participants. His address was published in full on the website of the IRU (www.iru.org)

3.1.5. CORTE

ECR and CORTE (Confederation of Organisations in Road Transport Enforcement) met in Brussels on Monday, 5 December 2005. CORTE was represented by members of its executive committee, the delegation being led by Mr Thierry Granturco, Secretary General. The representatives of ECR were Mr Yves Marchadour (F) and Mr Gérard Schipper (NL), accompanied by Mrs Sonja Van Rossem, administrator of the Benelux in charge of the ECR secretariat.

The meeting, which took place in a cordial atmosphere, permitted ECR and CORTE to get to know one another and to envisage a cooperation on a project of joint interest which could be carried out by the two organisations.

Each organisation appointed a contact person for the other organisation: Mrs Marie-Christine Bonamour for CORTE and MR Gérard Schipper for ECR.

3.2. The working groups

3.2.1. The Operational Working Group(ECR/OPS)

In 2005, the programme for the ECR coordinated checks took into account the programme which TISPOL had developed for itself. In several countries, ECR and TISPOL performed joint checks.

The ECR checks focused on different themes, with passenger transports forming an object of particular attention. The check calendar was as follows:

Nr. of the week	Check period	Theme
6	from 7 to 13 February 2005	passenger transports (return from winter sports)
11	from 14 to 20 March 2005	speed limiter frauds
23	from 06 to 12 June 2005	speed limiter frauds
30	from 25 to 31 July 2005	passenger transports



34	from 22 to 28 August 2005	passenger transports + chronotachograph frauds
38	from 19 to 25 September 2005	transports of dangerous goods
47	from 21 to 27 November 2005	speed limiter frauds

Not all of the ECR countries were able to participate in all of the checks, and the resources deployed varied from one country to another and, for a given country, from one theme to another. The table below indicates the number of vehicles checked, the number of vehicles found to be in violation, and the number of those who were subjected to an immobilisation measure. It also indicates, compared to the number of vehicles checked, the percentage of vehicles in violation and the percentage of immobilised vehicles.

Action week	Theme	Number of vehicles		
		checked	in violation	immobilised
week no. 6 from 7 to 13-02-05	passenger transports (return from winter sports)	1221	204 16.7 %	12 1 %
week no. 23 from 6 to 12-06-05	speed limiter frauds	5466	1017 18.6 %	51 0.9 %
week no. 30 from 25 to 31-07-05	passenger transports	5659	817 14.4 %	83 1.5 %
week no. 34 from 22 to 28-08-05	passenger transports + chronotachograph frauds	5934	812 13.7 %	53 0.9 %
week no. 38 from 19 to 25-09-05	transports of dangerous goods	6119	841 13.7 %	103 1.7 %
week no. 47 from 21 to 27-11-05	speed limiter frauds	6119	856 14.0 %	107 1.7 %

In light of the substantial increase in the number of leave or illness certificates presented during the road checks, Euro Contrôle Route has developed a single certificate model which was sent to the Commission for its opinion.



3.2.2. The Data Exchange Working Group (ECR/ED)

In 2005 the Exchange of Data (ED) Working Group has, under UK chairmanship met three times. The working group consisting of representatives from Austria, Belgium, France, Germany, Luxembourg, the Netherlands and UK continued to work on its two year objectives in the following areas:

- **Review of current practices for exchanging data**
The working group has further developed the code list of offences to allow for a miscellaneous section in each of the five categories, indicate the respective European legislation for each of the offence and has also amended the list to allow for the provisions of EC 2000/30. Further work is to be carried out to assess if the risk rating of offences developed by the Harmonisation Working Group can be included in the offences list.
- **Cooperation with TISPOL**
Representatives of the working group have continued to work with the TISPOL Intelligence Sub Working group looking at how information can be transferred between the two organisations.
- **Electronic Exchange**
Work has continued to identify the most suitable system for the electronic transfer of information between ECR members. Further information is being sought about the TESTA system which may provide a secure system for transferring data between the different administrations.
- **Exchanging non-routine data and specific “intelligence” regarding offences committed by drivers/companies.**
The working group has proposed and had accepted a method of providing a briefing for inspectors whilst carrying out ECR coordinated controls. The system provides the inspector with details of known offending companies and also a picture of the vehicle which has been shown to be an effective targeting method.

In 2005 it was established that the work of Exchange of Data (ED) and Operational (OPS) working groups was closely linked and therefore the decision was made to join the two working groups together to form the OPS/ED working group. As a result of this all ECR members and active observers will be present in this combined working group. The UK chairmanship will be continued for the time being, while NL provides the vice chair.



3.2.3. Training Exchanges Working Group (ECR/EXCHANGE)

The training exchanges continued in 2005. They consist of a country receiving - once a year and for one week - a small group of inspectors from another or several other countries (bilateral or multilateral exchange) for training. They make it possible to learn how the checks are organised in the host country and to establish links with colleagues from another country. They also make it possible to better understand the problems foreign drivers are confronted with in the context of the checks and to create a framework to harmonise inspection practices.

These training exchanges aim to achieve four objectives :

- A better understanding of the legislation and the functioning of the host country's institutions ;
- To learn to work together ;
- A better understanding of the check procedures ;
- To reduce the language gaps.

There was one multilateral exchange and several bilateral exchanges in 2005.

The multilateral exchange

The following countries participated: France, the three countries of the Benelux, the United Kingdom, Ireland and, for the first time in 2005, Austria.

Three countries received a group of 12 trainees, inspectors from countries other than the host country. In each country, the trainees addressed one or several themes more specifically.

Host country	Date	Theme addressed by the trainees
France	from 12 to 17 June	Frauds
United Kingdom	from 4 to 9 September	Targeting Advice to companies The Working Hours Directive
Netherlands	from 13 to 18 September	Checking containers

Compared to the previous year, several developments should be noted:

- All of the countries organised two road checks.
- Time was reserved for discussion between the trainees and the delegations of the countries present on Thursday.
- A police member of TISPOL participated in the training exchange in the Netherlands as well as two colleagues of the Romanian Road Transport Authority (RRTA).
- Traditionally, three themes were addressed, one per group of 4 trainees. These were reduced to a single theme in two countries, which made it easier to have a deeper reflection on the chosen theme. This positive experience led to a decision to extend the practice to future exchanges. But it is important to remind the trainees that they must prepare their subject prior to their arrival on the traineeship location.



The bilateral exchanges

These were designed following the same principle than the multilateral exchange, but no particular theme was imposed on the trainees. The two countries participating in the training exchange received alternatively a group of trainees from the other country.

Date	Host country	Guest country
25-29/04/05	Germany	Netherlands
08-13/05/05	Germany	France
05-10/06/05	France	Spain
11-16/09/05	Spain	France
18-23/09/05	France	Germany

3.2.4. The Formation Commune ADR Working Group (ECR/FORMAD)

The regulation on the transport of dangerous goods, the so-called ADR regulation, is a very important component in the control of road transports. In 2005 the ECR/FORMAD working group - FORMAD stands for formation commune ADR - continued the work it had initiated in 2004. The enlargement of the ECR made it possible for Romania to join the working group.

The working group determined that the members of ECR have invested a great deal in ADR training. In the absence of European training standards, the levels of knowledge and know-how vary widely, which also results in the attribution of non-homogeneous competences in the different countries. These findings coincide with the provisional conclusions of the European 'Train&Force' study being conducted at this moment by a consortium led by the Dutch study bureau NEA under commission from the European Commission. The ECR/FORMAD working group is seeking a more comprehensive approach by proposing recommendations aimed at improving the professionalism of the inspection teams.

With the entry into effect of the new version of the ADR, security was introduced in chapter 1.10. Recent events have highlighted the great need for vigilance.



With this in mind the ECR/FORMAD working group prepared a scenario to give guidance to the international enforcement action on ADR security in 2005. Safety and security will be a very important issue in 2006.

The checks obviously play an important role in the successful implementation of new regulations or policies. That is why the ECR/FORMAD working group proposed sending observers to the Transport of Dangerous Goods Committee of the European Commission. This proposal was endorsed by the ECR Steering Committee and accepted by the European Commission. Beginning in 2006, ECR will thus participate in the meetings of the EC/TDG committee and will designate its representative for this purpose. This should make it easier to adopt common positions and harmonise interpretations.

The sharing of knowledge and experience during a training exchange in 2005 clearly identified a good practice for inspecting fumigated transport units. The ECR/FORMAD working group will thus work on developing a proposal on this subject.

3.2.5. The Harmonisation Working Group (ECR/HAR)

Based on the decision of the Steering Committee in 2004, the Harmonisation Working Group began drafting a categorisation of infringements against the European social regulations.

Four meetings of this working group produced a draft of the first ECR recommendation :

« ECR Recommendation on risk categorisation of infringements against the European Social Regulations on Driving and Resting time »

This recommendation lists the various infringements against the European social regulations and distributes them into the following 3 risk classes : high risk (category I), medium risk (category II), low risk (category III).

More than 100 different infringements have thus been defined and categorised.

This ECR Recommendation integrates the modifications provided in the new Regulation 3820, as well as that concerning the new digital tachograph.

The draft was adopted during the Steering Committee meeting of December 2005 and sent to the Commission.

The Steering Committee decided that the Harmonisation Working Group would progressively update the categorisation in keeping with the developments of the regulation.

It also asked the working group to compare the sanctions in the different countries of ECR.

3.2.6. The Projects Working Group (ECR/PEC)

During its meeting in Amsterdam in June 2005, the ECR Steering Committee decided to set up a new working group. The mission of this working group (ECR/PEC) is to identify and propose to the Steering Committee projects or studies which would be capable of receiving financial aid from the European Commission. For the projects chosen by the Steering Committee, the working group must then constitute a highly detailed dossier which specifies the content of the study or the project to be performed, how it would be achieved (including the timetable), the resources (human and financial) necessary for implementing it successfully, the objectives sought, as well as demonstrating how the study or project fits within European policy. A meeting with the departments of the Commission is scheduled for the beginning of 2006 in order to determine together with them what projects have the best chances of receiving funding.

3.2.7. The Internal Regulations Working Group (ECR/RI)

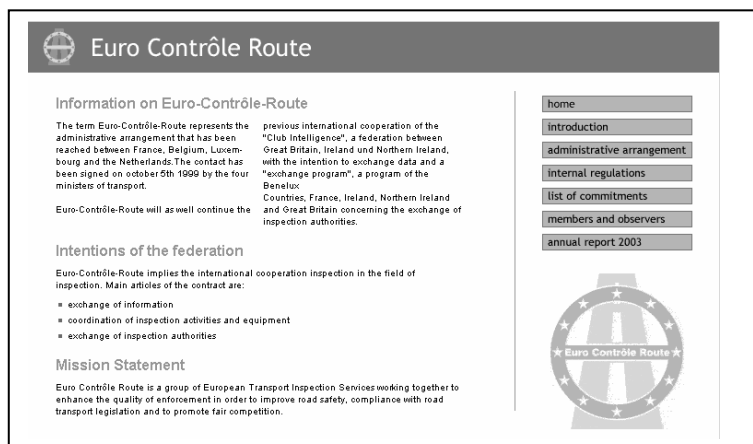
Set up in December 2004 with a chairmanship of Ireland, the task of working group was to develop Internal Regulations to define operating rules for ECR which take its development into account.

The group met three times in 2005. It completed a very comprehensive draft of Internal Regulations to which is joined a Financial Regulation. The working group integrated the elements corresponding to the proposals for amending the Administrative Arrangement.

The work will be finalised in 2006, when the changes to the Administrative Arrangement have been approved by the Steering Committee.

3.2.8. The website working group (ECR/WEBSITE)

Completion of the website had to be postponed due to the change of webmaster. The working group specified the architecture and the future content of the site, and its work should be finalised in 2006. At the end of the year, it has evolved to become the



ECR/COMMEX working group (COMMEX standing for external communication). It is important to take the importance of communication into account, and the tools that the internet and a website can be for this communication.

The task of the working group, under the presidency of the Netherlands, is therefore to finish building the website and to develop ECR's external communication.



4. The future

In 2003 ECR drew up for the first time a list of its long-term aims and objectives¹:

Exchanging information

- To reach a level of fully automatic data exchange
- To exchange data with other agencies (police, customs)
- To carry out intelligence lead inspections

Co-ordination of inspection activities

- To establish joint strategies and tactics for joint inspections and management of flows of traffic
- To carry out regular joint or co-ordinated inspections, to establish harmonised inspections and to exchange best practices
- To maintain a permanent network of contact persons for this co-ordination

Training

- To educate and to cooperate with partners in order to get to a high level of knowledge on the joint issues concerned
- To exchange best practices to establish harmonised methods of control
- To promote the establishment of a European Transport Academy

Consultation

- To organise an effective organisation of common goals and positions, more particularly in a European context
- To increase activities as an expert organisation in the various fields of transport
- To keep up with possible new developments in the various fields of transport

Cooperation

- To Build and maintain cooperation and relations with the European Commission as well as with other European institutions and organisations involved in road transport and road transport safety and security



¹ The list has been amended since.