

# EURO CONTRÔLE ROUTE



Annual Report 2007

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## **1. A message from the presidents**

During 2007 Euro Contrôle Route (ECR) has seen its plans for consolidation come to fruition. In March 2007 the Ministers of Transport of the ECR member States signed the new Administrative Arrangement at the occasion of the European Council. In addition to the Administrative Arrangement ECR has completed the updating of its Internal and Financial Regulations. These important documents allow ECR to function in a more efficient way in the future.



The first half year presidency of ECR was held by Austria and then by the UK who under the terms of the new Administrative Arrangement will hold the presidency until the middle of 2008.

ECR continues to have strong representation from around Europe with 20 member states involved at differing levels. This year we were pleased to welcome Bulgaria, Romania and Italy who have signed

the Administrative Arrangement to become full members.

We have continued to work with our partners in Europe, in particular the TISPOL organization, with whom we have carried out both joint training courses and joint inspections. At the end of 2007 ECR were a part of a consortium led by the TISPOL organization which successfully tendered for the European Commission project to deliver "Guidelines to establish a European register of road transport undertakings". We will be fully involved in this project during 2008.

We have also sought to increase our own visibility at the European Commission with Commission representation at ECR Steering Committee and the presentation of the proposed ECR Risk Rating system to the Commissions Implementation Working Group. The progress this year would not have been possible without the support and assistance of ECR members working in the different working groups and for the commitment of the Executive Committee and ECR Secretariat to make Euro Contrôle Route a strong and active organization.

2007 has been a busy year for Euro Contrôle Route in which we have sought to find ways in which we can work together to achieve our common aims of improving road safety, sustainability, fair competition and labour conditions in road transport. I am sure that 2008 will be an equally demanding and I hope beneficial year.

Philip Stokes

**President of Euro Contrôle Route**

## **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 13 members, namely: Belgium, the Netherlands, Luxembourg and France, Germany, Romania, Bulgaria, Italy, 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. Lithuania had the status of active observer during 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 2007 several countries showed great interest in the project via this way, namely Hungary, Czech Republic, Malta, Slovenia and Switzerland.

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

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

### **3. 2007 in short**

For Euro Contrôle Route (ECR), 2007 was a year of renewal and preparation. On 22 March, a new administrative agreement was signed by 13 countries, and contacts were strengthened for further cooperation. With this agreement, Poland, Italy, Ireland, Spain, Belgium, France, Romania, Bulgaria, Germany, the Netherlands, Austria, Luxembourg and the United Kingdom reinforced the commitments made in the original agreement and at the same time put the finishing touches to the cooperation arrangements. In fact, the new arrangements introduced an executive body for day-to-day management, a clear definition as regards the management of the ECR secretariat, new procedures for the ECR budget and well-defined conditions for the admission of new countries.

In addition to the constantly growing number of countries, ECR has a number of passive and active observers. In 2007, Switzerland, Latvia, Hungary, the Czech Republic and Slovenia belonged to the first group and Lithuania to the second group. During the year, Hungary already announced that it would be joining Euro Contrôle Route on 1 January 2008.



In 2007, Euro Contrôle Route was active in a number of different areas. Although ECR mainly concentrates on concerted roadside checks (over 100,000 loads were checked and more than 20,000 violations were detected), this year it also became clear that the cooperation agreement goes much further than that. In addition to the 10 weeks of concerted checks focusing on driving and rest periods, the transport of dangerous substances and tampering with digital tachographs, attention was also given to the training of inspectors, the exchange of data and the harmonisation of methods and regulations.

Various training weeks were arranged throughout the year. Inspectors from the ECR countries came together in one place to exchange experiences and to acquire new knowledge. In 2007, multilateral exchanges of this kind were organised in France, Poland, the Netherlands and the United Kingdom. In addition, a whole range of bilateral exchanges were arranged, for example between Germany and France, Germany and Austria, Poland and Germany, France and Spain and the Netherlands and Poland.

As regards the exchange and harmonisation of data, this year ECR went one step further. In the field of European legislation on driving and rest periods, Euro Contrôle Route put forward a number of recommendations with regard to the classification of risks and infringements of the European social regulations. In these proposals, the violations were subdivided into different categories according to severity. The European Commission reacted very positively to this proposal and asked ECR to develop these categories for other directives. At the end of 2007, ECR put forward a whole range of new proposals which were wholeheartedly welcomed by the representatives of the European Commission.

Using this classification system, in 2007 progress was achieved on the classification of transport undertakings. The aim in this regard is to classify undertakings according to the relative severity and number of violations committed by them. Based on a formula, ECR assigns to companies a risk rating on the basis of which targeted company and roadside checks can be carried out in future. Also, this project really took off thanks to the participation of ECR in a European project that was awarded at the end of 2007 by the European Commission to a consortium of different services from different countries. This study, entitled 'Guidelines to establish a European register of road transport undertakings', is designed to lead to the creation of a **Transport UNDertakings Electronic Register (TUNER)**. ECR will be devoting considerable time to this project in 2008.



Finally, last year ECR invested in a new website. The old site no longer met the needs of a modern organisation, so the decision was taken to adapt and expand it. The new website ([www.euro-controle-route.eu](http://www.euro-controle-route.eu)) has been up and running since the start of 2008. It will not only facilitate ECR operations, but it will also promote cooperation with other organisations, bearing in mind that the association's work with other players was a very useful experience and yielded excellent results in 2007. The best result of this cooperation was the manual on tachograph fraud, which can be viewed on the site of TISPOL (European Traffic Police Network). The two organisations have constantly endeavoured to disseminate the most recent information among their members in order to combat fraud. Needless to say, this will continue to be an important aspect of the work of ECR in 2008.

## **4. The organization and functioning of ECR**

### **4.1. 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.

### **4.2. The executive Committee**

The steering committee directs the role of the executive committee. The mission of this institution is to :

- plan the steering committee meetings and prepare their agenda,
- prepare the project proposals, manage the projects and seek opportunities to work with partners on projects financed by the European Commission which coincide with the ECR objectives and goals;
- support the day-to-day functioning of ECR which is handled by the Benelux General Secretariat;
- assure the external representation of ECR at meetings involving the European Commission and other authorities and organizations; for this purpose it will nominate the representatives among its members or someone adequate of the members of the steering committee taking in account the subject to be treated;
- develop proposals for the future ECR strategy.

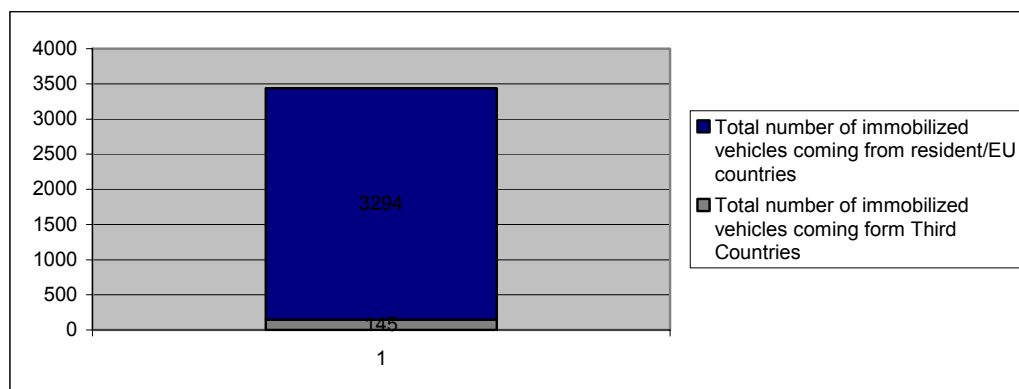
The executive committee is composed of a minimum of three and a maximum of six persons. Three of which shall include representatives of countries who assure the presidency, the current chairman of ECR, his predecessor and his successor. Maximum three of them are members of the steering committee elected by the steering committee for a renewable period of one year. In the absence of a member, the member can only be represented by another elected member of the executive committee.

### **4.3. The working groups**

#### **4.3.1. The Operational and Data Exchange Working Group (ECR/OPSED)**

The operational working group has met 3 Times in 2007 under the presidency of Poland, that was actually represented by the vice-presidency of Germany. One of the main activities of OPSED were 10 coordinated controls with the following results:

<b>Total amount of controlled vehicles in 2006:</b>	<b>135294</b>
<b>Amount of vehicles with offense:</b>	<b>21272</b> (or 15.72% of total amount controlled vehicles)
<b>Total amount of vehicles immobilized:</b>	<b>3439</b> (2,5% of total amount of controlled vehicles)



The working group decided to have a precise analyse of the existing data first in order to adapt in the future control measures and to report a synthesis to the European Commission. For this last purpose a revision of the data collection forms is be foreseen for the coming year 2008.

Further the regular exchange of infringement-informations between the ECR Member States of vehicles of undertakings committed in another Member State was intensified and the reporting periods were reduced considerably.

A high impact have the ongoing joint activities of the Tachoweb – Group – a common Working group of ECR (OPSED) and TISPOL – concerning the elaboration of a harmonised manual for detection and handling of frauds with the digital tachograph. This group is also participating at the Working Group of the European Commission concerning the preparation of legal requirements for countermeasures to prevent and detect manipulation of data of digital tachographs – one of the Commission's most precarious issue on the field of the social regulation since the introduction of the digital tachograph.

The ECR Manual for inspectors for the carriage of passengers was created to support inspectors in their day-to-day work. The content will be adapted every year.

The working group has also elaborated a special folder on minimum requirements for a harmonised control of fumigated containers. A further detailed manual is in work focusing on measuring equipment and methods and security issues.

#### 4.3.2. Training Exchanges Working Group (ECR/EXCHANGE)

Various training weeks were arranged throughout the year. Inspectors from the ECR countries came together in one place to exchange experiences and to acquire new knowledge. In 2007, multilateral exchanges of this kind were organised in France, Poland, the Netherlands and the United Kingdom. In addition, a whole range of bilateral exchanges was arranged, for example between Germany and France, Germany and Austria, Poland and Germany, France and Spain and the Netherlands and Poland.

##### **Bi-lateral Exchanges**

<b>Host Country</b>	<b>Guest Country</b>
Germany	France, the Netherlands, Poland, Austria
Spain	France
France	Germany
Austria	Germany
Poland	Germany

The leitmotiv of the exchanges in 2007 was the digital tachograph and the requirements related to this control apparatus of driving and resting hours. The cross comparison of the implementation of the digital tachograph in the different Member States and the consequences for the enforcement community, provided valuable information about the encountered problems and solutions to these problems. The use of different brands of software for example did not show a significant difference in the final results of (digital) tachograph downloads.

It also showed that tachograph and speed limiter abuse and manipulation are still a major concern. At the same time it was established that the download of digital tachograph data is time-consuming. It was recommended to improve the performance of the digital tachograph and to develop enforcement staff training in order to improve the ability to discover fraud and manipulation with digital tachographs. This resulted in a new theme for the 2008 exchanges of ECR; "counter measures in digital tachograph fraud and manipulation"

The ECR- training working group worked in 2007 on a reassessment of the exchanges that have been organised over the last twelve years. The experience gained is used for the new approach towards future exchanges and the development of a harmonised training curriculum for enforcement staff. This is ongoing work in 2008. After all training is a key factor towards further harmonisation and cooperation.

#### 4.3.3. The Harmonization Working Group (ECR/HAR)

The harmonization working group has met 3 times during 2007. Main topic of discussions was the ongoing work on a risk rating system for companies where the analysis formula was finalized and members of the working group tested it against real data. This system could be presented to representatives of DG TREN where it was picked up to be included into the work of the "infringement working group" of the 561-committee. Furthermore the harmonization working group has been asked by the European Commission to elaborate recommendations on risks of infringements against all relevant European legal requirements in relation with road transport. Besides technical roadside inspection results, which was dealt with inside CITA, infringements against masses and dimension requirements, operator licensing, driver licenses and hazardous goods transports have been established and will be submitted to DG TREN in 2008.

## **5. Relations with other organizations**

The year 2007 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.

### **5.1. Departments of the DG TREN**

Through-out the year 2007 frequent contacts on official and in-official bases have been established with representatives from Directorate E of DG TREN where ECR's work and abilities could be demonstrated. This has led to the situation that ECR is not considered as a lobbying organization but more as a partner and the expertise of ECR is recognized.

### **5.2. TISPOL (European Traffic Police Network)**

For the first time in 2007 a joint ECR-TISPOL seminar was organised in June at the Deutsche Hochschule der Polizei at Münster Germany. The gathering of police officers and inspection staff was very successful. During the seminar and in presence of a representative of the European Commission, the digital version of the tachograph and speed limiter fraud book was launched officially. This allows enforcement staff access to a secure partition on the website on which the fraud book is published. This interaction between enforcement staff and the working group that is dealing with the fraud manual, makes it possible to communicate about the latest fiddle through-out Europe. Based on the success of 2007 the seminar will be continued in 2008.

### **5.3. CITA**

Within the cooperation with CITA the combined ECR-CITA working group has met twice in 2007. Main task was the ongoing follow-up on activities related to Directive 2000/30/EU on roadside technical checks. Further common activities in the area of cargo securing and joined training as well as the TUNER project have been discussed

## **6. Contact**

For more information, please contact the ECR secretariat



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