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I would like to thank the IRU for inviting me here and to allow me to briefly address you.

Euro Contrôle Route (ECR) in a nutshell:

In 1994 the Benelux countries wanted to significantly strengthen their collaboration in the area of road transport control and established a Benelux working group to facilitate this collaboration. Shortly after, in 1997, the initiative was joined by France.

What was wanted was an ongoing action with clear objectives, and thus on October 5<sup>th</sup> 1999 the four ministers competent for transport signed an Administrative Agreement creating Euro Contrôle Route (ECR). The primary objective of this Administrative Agreement was to create a uniform and high level of transport safety concerning the use of road transport vehicles in Europe.

Naturally ECR was not intended to be limited to just four countries and from 1999 onward, ECR saw a period significant expansion as several other EU member states joined the organization. Since 2001 eleven other member states got involved in ECR.

The expansion resulted in the signature of a second Administrative Agreement by the competent Transport Ministers in 2007.

In 2011 IRU and ECR became partners as well as TISPOL and CITA. At this moment ECR and ETF are looking in the possibility to become partners as well.

Currently the ECR AA lists the following :

a) Objectives

- The achievement and preservation of a uniform high level of transport safety concerning the usage of commercial vehicles (own account and account of third parties) in Europe.
  - Assurance of a regular and reliable exchange of information;
  - The development and implementation of coordinated and common activities between signatories and other interested parties making the optimal use of available technologies;
  - The establishment of joint training programmes for the inspection services and the promotion of cross-border exchanges of experiences;
  - The development of a uniform equipment standard, including the promotion of technological developments;
  - Continuous consultation on the situation in the field concerned and the development of common with regard to the control policy within amongst other the European Unions and the preparation of proposals and recommendations.

Current enforcement of the EU road transport acquis:

A lot has been achieved in the European Union related to the harmonisation of the legislation of the EU road transport acquis, the legal basis for a single European road transport market. However enforcement of the road transport acquis is purely a national matter. The road transport enforcement in the member states is often organised based on the historical evolutions

within the member states, divided over numerous authorities on state, regional and local levels.

Furthermore the legislation of the EU road transport acquis became more and more complex over the years. Whilst the difficult financial situation effected enforcement in a negative way: less staff and less resources.

Based on the aforementioned situation I would like to share some facts with you:

The fact is that:

- Due to the goodwill of the individual enforcement organisations rather than a structural collaboration on EU level, a lot has been achieved related to the international cooperation of enforcement;
- In comparison with the other modes of transport (rail, maritime and aviation) road transport is lacking an European agency like IRA, EMSA and EASA;
- The EU enforcement is a patchwork of organisations with many different tasks and competences. (traffic police, transport inspectorates, labour inspectorates, environmental inspectorates, customs, state, local and regional authorities and so on..) and is lacking coordination;
- EU legislation is complex; drivers hours, tachograph manipulation, ADR, cabotage, technical vehicle inspections, load securing etcetera;
- Only the experts among the experts are capable of dealing with the legislation :
- National and sometimes regional interpretations of the legislations differ considerably, e.g. calculation rules of the drivers hours legislation. As a result of that the road transport industry and drivers are confronted with many different approaches and interpretations, leading to

- misunderstood and sometimes disproportionate fines, corrections and because of that time lost and irritation;
- It is practically impossible to appeal against incorrect or disproportionate sanctions, because of judicial and language requirements as well as the high costs involved;
  - The international exchange of enforcement related data is barely existent within the EU and that the Electronic Register for Road transport Undertakings ERRU is only partly going to improve that;
  - Over 40.000 tachographs manipulations were registered in the EU and that is only the top of the iceberg;
  - It is time to leave the bottom-up approach and to change it into a top-down one. Meaning that only political will can improve the situation in Europe related to the enforcement of the road transport acquis;
  - With the support of the member states, the road transport industry and the road transport workers it must be possible to enhance the enforcement of the road transport acquis. I appeal for your help.

Thank you very much for your attention

