Developments within the ECMT Multilateral Quota System

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International Transport Forum

► An Intergovernmental Organisation with 54 Member countries focussing on transport

► A think tank for global transport policy issues

► An annual summit of Ministers and stakeholders

Outputs

► Decisions and Key Messages from Transport Ministers, policy recommendations

► Research reports, publications, data, Round Tables, conferences...

► Multilateral Quota of transport Licences (ECMT)

www.internationaltransportforum.org
ECMT Multilateral Quota System

► Introduced on 1 January 1974 by the ECMT Council of Ministers

Objectives:

► Gradual liberalisation of road freight transport
► Rationalisation of the use of vehicles, reduce empty running
► Harmonisation of the terms of competition
► Use of environmentally friendly and safe vehicles (1991)

Member countries participating in the quota system:
Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, FYROM, Georgia, Germany, Greece, Hungary, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and United Kingdom.
ECMT Multilateral Quota System

- **Multilateral character:** the possibility of using the licence for runs between Member countries

- **ECMT Licence:** a permit valid for a specific period of time for an unlimited number of journeys between Member countries (*subject to a certain limitation from 2005*)

- **Quota:** the number of licences made available to an ECMT Member country. The quota is determined by the Council of Ministers/ITF Group on Road Transport

**Key Documents**

- Guide on the use of the ECMT Multilateral Quota (English/French/Russian)

- Resolutions and recommendations adopted by Ministers

Development of the Quota

Membership:
- Number of member countries in 1974 - 18
- Number of member countries in 2001 - 38
- Number of member countries in 2007 and since - 43

Fleet quality:
- Introduction of “Green” (EURO I) lorries 1991→1993
- Introduction of “Greener and Safe” (EURO II) lorries 1995→1997
- Introduction of “EURO III safe” lorries 2000→2002
- Introduction of “EURO IV safe” lorries 2005→2007
- Introduction of “EURO V safe” lorries 2007→2009
- Introduction of “EURO VI safe” lorries 2012→2014

Size:  Estimated 5 to 9 % of total international road freight in Europe
Breakdown of Licences by Truck Categories
2002-2012

- camions EUROV sûrs / EURO V safe lorries
- camions EURO IV sûrs / EURO IV safe lorries
- camions EURO III sûrs /EURO III safe lorries
- camions plus verts et sûrs / Greener and safe lorries
- camions verts / Green lorries
Introduction of “EURO V Safe” Lorries
(illustration)
Trends in ECMT Licences, 2001-2011
Development of the Quota: other factors

► Establishment of the Community's Single Market and European Economic Area – 1993
► Liberalisation of the EU internal market for road haulage – 1998

Development of the Quota: what next?

► Role of the Quota in new realities: problems and challenges
Road Transport Future and Role of the Quota

Road transport is crucial to economy:
► it carries most of the goods in Europe, its modal share is increasing worldwide

But is under criticism for:
► environmental impact
► safety concerns
► lack of equity in social /employment conditions

Global freight tonne-km to rise 2–4 times by 2050
► industry needs to meet the demand, for this:
► it should address the above concerns and create a positive image
World Road freight forecast in tonne-km for high and low GDP scenarios, Index (2010=100)

Road Transport Future and Role of the Quota

► Multilateral Quota has always been a symbol of high quality
► This should be maintained and developed further

Next steps to address the challenges:

► Environmental impact ➔ Introduction of **EURO VI** safe lorries from 1 January 2014 and elimination of older categories

► Safety concerns ➔ Making **Digital tachograph** mandatory in the System (date to be determined)

**Driver training:**
Role of the IRU Academy crucial
Road Transport Future and Role of the Quota

- Social /employment conditions

Draft Quality Charter for International Road Haulage Operations under the ECMT Multilateral Quota of Licences

Equally high standards for all Member Countries participating in the System related to:

- Conditions of Establishment
- Good repute
- Professional competence
- Financial Standing
- Driver training
- Checks and penalties
Road Transport Future and Role of the Quota

► ITF Ministers requested to embark on qualitative development of the Quota system - to be matched by its quantitative development.

► This will pave the way for highest quality road transport across European continent and the knowledge can be shared elsewhere.

► What should hauliers do?

**We hope you will:**

► Support the System

► Support the work on establishing equally high quality standards in all ECMT countries

► Support the Quota in growing to meet the projected increase in freight volumes and facilitate trade
Thank you

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