

# Development of ECMT

## Declaration

Dublin

2006

## DECISION OF THE COUNCIL OF MINISTERS HELD IN DUBLIN

The ECMT Council of Ministers held in Dublin on 17th and 18 May 2006:

- Adopted the Declaration establishing the International Transport Forum ;
- Noted with pleasure that the Associate Countries have agreed to join the Forum ;
- Asked the Transport Management Board to proceed with the immediate implementation of the reforms outlined in the Declaration. Having regard to the issues raised by some delegations, the Board should avail of the expertise of the members of the High Level Group during the transition period to the 2007 Forum meeting, in particular, initiating the contacts in relation to future business involvement in the Forum.

## AN INTERNATIONAL TRANSPORT FORUM: A DECLARATION ADOPTED BY THE ECMT COUNCIL OF MINISTERS IN DUBLIN

1. At Moscow in May 2005, we agreed that the ECMT should be transformed into an attractive and publicly recognised international Ministerial forum which increases the understanding of the importance of transport. Today, in Dublin, we establish the International Transport Forum.
2. **Our aim** is to foster a deeper understanding, among policy makers and wider audiences, of the role of transport as a key to economic growth and of its impact on the environmental and social dimensions of sustainability. The aim is also to improve communications by adapting our work to the requirement of the modern media.
3. The new International Transport Forum is founded on the **legal basis** of, and in line with, the present ECMT Protocol in conjunction with the legal agreements of the OECD. Although the Forum will be a recognisable entity with a public face and with the necessary supporting and financial arrangements, we are not creating a new international organisation and therefore no new protocol or legal instrument is necessary.
4. We, Ministers of Transport, will meet **annually**, with **key figures** invited from civil society, to focus on a single topic of world-wide strategic importance. Topics might be drawn from a wide range of possibilities covering the economic, environmental and social dimensions of sustainable development or specific questions such as consumer protection, safety, transport security and so on. Discussion could cover all modes of transport but would avoid overlap with sectoral or modal organisations such as the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO).

5. We will **raise the public profile** of transport policy, and develop a better understanding - in the media, in Parliaments, among specialist groups - of the complexity of transport problems and the significance of transport to the economy, environment and society. We will do this by active dissemination of our findings through the media, the web and publications, and through active participation in other fora. The new Forum, like the ECMT under previous agreements, will maintain close relations with other international bodies such as the European Union, the UN Economic Commission for Europe and the Organisation for Security and Co-operation in Europe.
6. **Membership of the Forum** will be international, but manageable in size. The present members of the ECMT invite the Associate member countries of the ECMT(\*) to join immediately. Invitations could be extended, on the basis of unanimity, to other major economies with significant transport policy interests, and in the first instance Brazil, China and India.
7. **A European dimension** will continue. During the annual conference an additional session might be organised whenever there are specific regional questions to be discussed. Work related to the multilateral quota in Europe will continue.
8. The **permanent venue** for the meeting of the International Transport Forum will be in Germany, meeting there for the first time in May 2008. The secretariat of the Forum will be provided by the existing Secretariat which will continue in Paris alongside OECD.
9. The **Presidency of the Forum** (agenda setting, chairing meetings, representation to the media and other organisations) will continue to rotate.
10. **Expenditure** will be met from the subscriptions of ECMT members, on their present scale. We have accepted an offer from Germany to provide funding for the meeting of the International Transport Forum in this country each year. ECMT Associate member countries, which already contribute to the Joint Transport Research Centre, have said they will consider what voluntary contributions they might make or alternatively what direct help they can offer to the work of the Forum. Where they make financial contributions equal to 1% or more of the Forum's budget, they will participate equally in financial decisions.
11. With the establishment of the Forum, the ECMT will streamline its **supporting structure** while retaining the quality of its policy and research output. A high level Transport Management Board (comprising all Forum member countries) will give direction to the work of the Forum. Board Members, or their representatives, will form an ad hoc Conference Task Force to plan each annual meeting of the Forum. This Task Force may draw upon the specialist work of ad hoc conference project groups and virtual policy networks, as well as the output of the Joint OECD/ECMT Research

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(\*) These countries (Australia, Canada, Japan, Korea, Mexico, New Zealand, United States) have positively responded to this invitation.

Centre and additional contributions from stakeholder consultations. The Multilateral Quota will be managed by a special working group and supervised by the Transport Management Board, with only major policy matters referred to European Ministers for decision.

12. These decisions have **immediate effect** in creating the entity of the Forum. The Transport Management Board will begin work straight away, and the conference in Germany in 2008 will be the first to be held fully under the new arrangements. The session in 2007, the last one to be organised in the country exercising the Presidency will be held around a single topic and will provide an opportunity to try out the planned format for Forum meetings. The first five years will represent a period of transition, after which the Board will review experience and advise Ministers on future directions, including on legal and financial aspects.
13. **Conclusion.** The ECMT has served Europe well for over 50 years. The European members have valued the involvement of Associate members. The International Transport Forum will be a significant transformation, building on experience but providing a modern, efficient and streamlined structure to serve transport Ministers in the future, within a wider partnership, and with a higher public profile.