



**EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT
COUNCIL OF MINISTERS**

Council of Ministers

**ROAD TRANSPORT - REFORM OF THE QUOTA AND ACCESS TO THE MARKET
REFORM OF THE QUOTA AS FROM 1st JANUARY 2006**

This document was examined under Item 3.2 "Road Transport: Reform of the Quota and Access to the Market" of the Draft Agenda for the Moscow session of the Council of Ministers.

Ministers have adopted the decisions proposed.

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REFORM OF THE QUOTA AS FROM 1ST JANUARY 2006

INTRODUCTION

Background

The ECMT Multilateral quota system was first introduced in 1974. Licences issued under the scheme allow hauliers to carry loads between ECMT countries other than the country of vehicle registration. It has developed especially during the 1990's and the number of basic licences grew from 1 219 (19 countries) licences in 1990 to 5 977 (42 countries) in 2004. In addition there were different forms of incentives applied to encourage the purchase of clean and safe vehicles which meant that the total number of licences increased faster than the basic quota. In 2004, 31 664 licences have been issued for all ECMT Member countries participating in the system.

The multilateral quota system accounts for a relatively small proportion of total international road haulage traffic on the ECMT territory.

The Council of Ministers in 2003 gave a mandate to the Committee of Deputies to make proposals, at the Ministerial Session in Moscow, on reforming the multilateral quota system. The mandate was set out in document CEMT/CM(2003)15/Final.

The main reasons for this reform are the increase in the number of Member countries of the European Union, problems of equity between countries, a need for modernisation of the system and problems of licences not being used for the purpose intended.

Objectives of the Quota System

The original purpose of the ECMT licences was to improve efficiency in road haulage by allowing licence holders to carry out multilateral operations. The stated objectives for the system also included the need to avoid empty running and to support the trading needs of Member countries. During the 1990's the quota acquired the objective to be an instrument to integrate transport markets (cf. Resolution No. 95/1) and to contribute to a move from a bilateral system towards a multilateral one. Also, from the early 1990's, the system evolved and an important objective was to provide incentives to use clean and safe vehicles as well as well-trained personnel.

All of these objectives remain valid and therefore Countries agree that the system is still needed. They also agree that reform is required and the proposals are set out in the following text. An underlying aim of these reforms is that the quota should become a symbol of the highest quality in international road transport.

PRINCIPLES

During previous discussions at Ministerial sessions, the following principles for reform were agreed:

- The modernisation of the system should not make any distinction or discrimination between the rights of individual Member countries.
- The reform of the system must also take into account the need to limit trips between EU countries by hauliers registered in non EU countries.
- All Member States wish to avoid an increase in bureaucracy while introducing the modernised system.
- Modernisation of the system must also include the development of an up-to-date, flexible but strict control system.
- Any liberalization must be accompanied by harmonization of competitive conditions among hauliers on the road transport market, especially as far as social aspects are concerned.

The discussions, following the presentation of the report of the Special Advisory Group on Road Transport [CEMT/CM(2005)16] to the Committee of Deputies as well as to the Group on Road Transport, gave indications on what could be the principles for a long-term evolution of the multilateral quota system.

Four such principles are set out:

i. The quota should become a symbol of the highest quality in International Road transport

The aim is the continuous strengthening of qualitative criteria for the issuing and use of licences so that the multilateral quota of the ECMT becomes a symbol of excellence. The guarantee of high quality transport can be obtained by issuing licences according to specific conditions related not only to the vehicles (this system is already in place but can be strengthened with the evolution of vehicle technology), but also to the drivers (training, driver attestation, driving time) and to firms (rules governing access to the profession).

ii. The quota should continue to contribute to improving efficiency and opening markets

Developments in the EU, WTO and generally in economies show that an evolution towards the liberalisation of the international road freight transport market is, without a doubt, inevitable in the future. But Members wish this to happen progressively and with guarantees to avoid unfair competition. The Advisory Group Report suggested an indicative date of 2020 for achieving liberalization, with a move away from bilateral to multilateral arrangements. Many countries, however, still see an important role for bilaterals in road transport, as a symbol of State sovereignty.

The way forward perhaps is for bilateral agreements to become more transparent and harmonised, while avoiding discriminatory elements as outlined in ECMT's bilateral frameworks.

iii. The quota should seek to strengthen and harmonize controls and sanctions

Significant progress has already been made to strengthen controls and sanctions. The issue now is whether Countries wish to give the Secretariat more responsibility in this area, since there seem to be doubts on the reliability of some controls. As a minimum, it would be useful that common procedures at ECMT level be defined so that controls are easier and more efficient. In any case, the Secretariat has begun to analyse journey logbooks to verify that trips taken comply with the rules of the system.

iv. The quota of licences should be distributed on the basis of real needs and efficient use

The allocation of licences to Countries has evolved over time in a way that reflects political bargaining as much as objective criteria. Ideally, changes in the number of licences should be based on real needs and efficient use. At present, however, this principle is quite difficult to apply because of the lack of availability of comparable and reliable data. Nevertheless, attempts to develop agreed methods and data for such work need to be pursued.

In addition to a method for adjusting the allocations of licences in the future, several Countries are unhappy with the present allocation, believing it to be inequitable and not reflecting the underlying economic situation.

It was therefore agreed by the Committee of Deputies, after consideration of different options that a new proposal to allocate licences from 1st January 2006 would be made using the best available objective data. The proposals are set out in the next section.

REFORM FROM 1 JANUARY 2006

The reform proposals are set out under four headings:

- (i) Redistribution of the quota among Member countries
- (ii) Introduction of the "EURO4 safe" lorry
- (iii) Limitation of the number of journeys
- (iv) Management of the system.

(i) Redistribution of the quota among Member countries

The Secretariat has drawn up, on the basis of ten criteria defined during the meeting of the Group on Road Transport of 15 November 2004, a series of statistical tables which are based on the most reliable sources possible for all Member countries. These tables are reproduced as an Annex to this document.

The countries were ranked on each of these ten criteria and an average is taken in order to provide a new ranking of the countries for licence allocation. This is shown in Table 11 in the Annex. The ten criteria being used include GDP, contribution to ECMT budget, whether in EU or not, trade data and so on.

There have been a number of remarks on the statistical method used.

First, there has been the suggestion that, since not all ten criteria are of equal importance in determining a fair allocation of licences, a system of weighting should be applied to the criteria so that those criteria which are more closely linked to the real need for licences (e.g. trade outside EEA area, growth in trade) would have a greater importance. This is a valid suggestion and the Secretariat has tested several different possible weightings of the 10 criteria. The results first confirm the inequities that exist and second, would make only small differences to the allocations. The expected difficulties in agreeing these weighting factors mean that the benefits of such an exercise would not be worth the costs.

Second, it has been suggested that instead of ranking the data for the Countries, the actual values should be used for the variables. This too is valid from a statistical point of view. But the fact is that the differences in these actual values are far greater than the present differences in quota among Countries. Applying this principle would lead to a very skewed distribution of licences, e.g. six Countries holding more than 55 % of the licences. This was never part of the philosophy of the system which had always a fairly flat distribution of licences among the Countries.

Thus, while there is some statistical validity in the points made, the consequences in the first case are relatively minor and do not bring significant benefits, and in the second case would change fundamentally the distribution of the system.

Therefore, it is not advisable to take them into account for the short term reform of the licence allocation.

By combining some of the suggestions contained in the report of the Special Advisory Group, the proposals by the UK Delegation and the discussions in the Committee of Deputies, the following is agreed for **1st January 2006¹**:

1. The basic quotas are revised for **all ECMT Member countries** on the basis of the statistical data and methodology set out here and in the Annex. Ten criteria were accepted by the Group on Road Transport.
 - a. Based on the new average ranking of the ten criteria and applying the same method of distribution of licenses as before, based on 10 groups of countries, a distribution of the quota with a minimum quota of 30 licences was set up and is presented in Table 11 of the Annex.

¹ Austria, Greece and Italy maintained the position that they have held thus far and refused to see the multilateral quota change – for their countries as well as for others – whatever criteria might be adopted.

- b. Though it could be considered that the new ranking based on the ten criteria better reflects some of the underlying economic factors on the international road market in ECMT area and the needs for licences, it must be pointed out that such methods have inherent limits due to the availability and the quality of the data.
 - c. The calculations used assume that the total number of licences remains the same (this has been requested by some countries, arguing, inter alia, that the growth in road transport should be limited and a better modal split sought). This imposes a reduction of the minimum quota, as otherwise the problems of inequity cannot be resolved.
2. Another important factor is that the present distribution system, which is itself far from objective, has granted rights (grandfather rights) which will be difficult and even unwise to try and alter. **Each country** may therefore keep its "Grandfather rights" and thus obtain the same basic quota as present.
 3. However, ***with a view to not increasing the present total number of licences in the quota, EU15/EEA/CH countries*** will have their basic quota defined as the smaller of the old basic quota and the new basic quota determined according to the ten criteria. Those wishing to reduce further their quota defined in this way can do so. If they so decide, they should commit to this for a minimum period of 3 years, after which they could reconsider their position.
 4. Basic quotas defined according to the procedure set out in paragraphs 1 to 3 above will be then fixed for a minimum period of three years.
 5. When the quota is reviewed, any ECMT country (whether or not it belongs to the EU or the EEA) wishing to revise its multilateral quota should do so on the basis of the revised criteria or the effective use of its quota.

(ii) Introduction of the «EURO4 safe» lorry

As stated above, the ECMT quota system has given incentives for hauliers to use the cleanest and safest vehicle technology. Over the years, different categories of vehicles have been introduced with a conversion coefficient allowing each basic licence to be replaced by 2, 4 or 6 licences for cleaner and safer vehicles. Bonuses were also provided to encourage use of the highest technology vehicles². As vehicle fleets have been recently renewed to comprise «greener and safe» and «EURO3 safe» lorries and

² As at 1st January 2005:

	Coefficient	Bonus (%)
Traditional vehicle (EURO0)	-	-
Green lorry (EURO1)	2	10
Greener and safe lorry (EURO2)	4	20
EURO3 safe lorry	6	40

as there are still uncertainties as far as the availability of sulphur free fuels and necessary additives on ECMT territory is concerned, it is agreed at 1st January 2006:

- To retain three categories with the same coefficients as at present.
- To consider EURO4 safe lorries as belonging to the same category as EURO3 safe lorries.
- These considerations imply for 2006:
 - «Green» lorries, coefficient x2,
 - «Greener and safe» lorries, coefficient x4, bonus 20%,
 - «EURO3 and EURO4 safe» lorries, coefficient x6, bonus 40% for “EURO3 safe” lorries, bonus 50% for “EURO4 safe” lorries.
- After one year’s implementation of EURO4 lorries, “Green” lorries should be excluded from the system, in line with the aim to move to the best available technology and coefficients and bonuses for «EURO3 and EURO4 safe» lorries should be amended at the Council in Dublin (May 2006).

Certificates for EURO4 safe lorries should be precisely defined and formally agreed by the Committee of Deputies in October 2005.

(iii) Limitation of the number of journeys

It has been agreed that the reform of the system must take into account the need to limit trips between EU countries by hauliers registered in non EU countries. Some countries now ask that the possibility of limitation of the number of loaded trips to/from “peripheral” countries by hauliers not registered in them should be considered.

The modernization of the quota system has already led to the introduction of a restriction in the way licences can be used. Vehicles using ECMT licences are obliged to return to their Country of registration within six weeks.

This requirement has however been challenged insofar as it creates inequalities between carriers from different countries, at the expense of countries located farthest from the heart of Europe. The preliminary study carried out in 2004 could justify this complaint of “peripheral” countries.

Another solution, which would not have that disadvantage, would be to require licence-holders to return to their country of registration after hauling a maximum number of loads abroad. For example, a haulier might be barred from carrying more than a certain number of loads (excluding empty runs) between departure from, and return to, the country of registration.

Such a solution could be implemented for a probationary period of one year to be renewed for a further year, at which time a comparison of the results obtained with the two systems of limiting the utilisation of licences – a restriction period and a limited number of trips – should be put into place.

Discussion on this issue shows sharply divided views. Some Countries want the restriction to allow 8 or 9 trips, arguing that the analysis shows this number of trips

corresponds to the 6 week restriction. Others want as few as two, arguing that there should be virtually no trips that are not bilateral.

In June 2005 the Committee of Deputies, upon request of the Council of Ministers, agreed on a maximum number of trips of 3 journeys outside the country of registration, during which a haulier of a Member country is allowed to perform freight haulage within the ECMT territory with an ECMT licence, which means that after these trips, the haulier must come back to his country of registration.

Empty runs outside the country of establishment are not taken into account since it is not considered as a transport operation. A transport journey or empty run to, or in transit through, the state of establishment shall be considered a return.

This decision on a number of 3 trips will be implemented from 1st January 2006 for a probationary period of one year and could be prolonged.

(iv) *Management of the system*

The progress made in improving controls should be continued along the lines agreed in Brussels [CEMT/CM(2003)14/FINAL]. Procedures have already been successfully introduced to improve information dissemination and develop agreed mechanisms for efficient controls. The Secretariat should continue to provide analytic data on use of licences and transparent information on distribution and infringements, even if this topic is mainly a national responsibility.

As far as criteria for the distribution at national level are concerned, the majority of Delegates want each Member country to be free to set its own allocation criteria. Similarly, Countries wish to retain the power to decide on penalties and sanctions applicable to national hauliers. However, to improve confidence between Countries greater transparency on the national practices is required and a good practice "guide" should be drawn-up.

Hungary at the Ministerial Session in Moscow made a reservation on the reform of the quota. This reservation concerns the non recognition of the validity of the increase in quotas as from 2006 on the territory of Hungary.

At the meeting of the Group on Road Transport held in Vilnius, the Hungarian Delegation was requested to submit a written statement to explain the reasons and the precise content of this reservation as well as the technical mechanism to be applied consequently. In a letter, dated 27 September, the Hungarian Delegation submitted the requested details. It is indicated that the new system of distribution of ECMT licences among countries has resulted in the increase of basic quotas of 7 countries: Belarus (+ 32), Bulgaria (+ 6), Romania (+ 58), Russian Federation (+ 9), Serbia & Montenegro (+ 3), Turkey (+ 84) and Ukraine (+ 47). Consequently, the Hungarian reservation applies "de facto" only to these countries. Unless this reservation is lifted, the territorial restriction should be indicated on the licence by a red stamp with the country code of Hungary (similarly to licences not valid in Austria, Greece and Italy).

DECISIONS

Ministers, during the meeting of the Council of Ministers on 24 and 25 May 2005:

- Agreed on the basic Principles set out for the reform of the ECMT Multilateral Quota CEMT/CM(2005)4/FINAL;
- Approved the criteria and methodology (system of calculation for the quota) as set out in document CEMT/CM(2005)4/FINAL, and decided to apply them for the distribution of licences for 2006, as shown in Table 11 of the annex;
- Agreed on the proposals for the Reform of the Quota, as from 1 January 2006, concerning the introduction of EURO4 safe lorries and the management of the system;
- Approved the limitation of the number of journeys outside the country of registration to 3, in order to limit trips between EU Countries by hauliers registered in non EU Countries and to limit trips to/from “peripheral” countries by hauliers not registered there.
- Requested the Committee of Deputies to further examine the statistical data and methodology for defining the development of quotas after 2006, being said that for the reform of the quota from 2007 onwards, it was stated that the reference for calculating a new licence allocation would be the basic quota for 2005, namely 6 060 licences, even though in 2006 the Council decided to distribute 5 970 licences only [Table 11 in document CEMT/CM(2005)4/FINAL].

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Table 1. Freight Transport by Road
(Million tonne - km)

Country						Ranking	
		2000	2001	2002	Av. 3 years	All ECMT non EEA	
1	Austria	17 154	17 556	17 827	17 512	16	
2	Belgium	51 023	53 158	53 538	52 573	9	
3	Denmark	11 000	10 887	11 057	10 981	22	
4	Finland	27 800	26 700	28 100	27 533	13	
5	France	184 222	189 023	188 596	187 280	2	
6	Germany	280 699	288 955	285 207	284 954	1	
7	Greece	14 123	14 401	14 667	14 397	17	
8	Ireland	12 348	12 405	14 448	13 067	20	
9	Italy	158 562	154 787	160 036	157 795	5	
10	Luxemburg	448	474	489	470	39	
11	Netherlands	31 560	31 031	30 088	30 893	12	
12	Portugal	7 473	10 007	8 768	8 749	25	
13	Spain	148 714	161 041	179 519	163 091	3	
14	Sweden	38 100	36 200	36 500	36 933	11	
15	United Kingdom	153 704	152 140	154 047	153 297	7	
16	Norway	13 017	13 287	13 614	13 306	19	
17	Liechtenstein	693	675	687	685	37	
18	Switzerland	21 949	22 381	22 795	22 375	14	
19	Czech Republic	39 036	37 260	45 059	40 452	10	
20	Estonia	3 932	4 677	4 387	4 332	31	
21	Hungary	12 146	11 849	10 608	11 534	21	
22	Latvia	4 788	5 360	6 160	5 436	28	
23	Lithuania	7 769	8 274	10 709	8 917	24	
24	Malta					42	
25	Poland	72 842	74 403	74 679	73 975	8	
26	Slovak Republic	14 341	13 799	14 929	14 356	18	
27	Slovenia	5 252	5 507	4 611	5 123	29	
28	Albania	2 164	2 231	2 352	2 249	34	10
29	Armenia	40	43	75	53	41*	15*
30	Azerbaijan	3 485	4 843	5 050	4 459	30	7
31	Belarus	8 982	8 713	7 945	8 547	26	5
32	Bosnia-Herzegovina	318	332	355	335	40	14
33	Bulgaria	3 060	3 310	3 931	3 434	32	8
34	Croatia	2 816	6 783	7 413	5 671	27	6
35	FYR Macedonia	776	2 311	2 637	1 908	35	11
36	Georgia	475	481	502	486	38	13
37	Moldova	1 001	627	760	796	36	12
38	Romania	9 879	10 645	10 979	10 501	23	4
39	Russian Federation	152 735	159 852	167 238	159 942	4	1
40	Serbia & Montenegro	2 742	2 857	3 064	2 888	33	9
41	Turkey	161 552	151 421	150 912	154 628	6	2
42	Ukraine	16 810	18 457	20 593	18 620	15*	3*

Source: ECMT, Trends in the Transport Sector, statistics for 1999-2003

* - IRF, International Road Statistics 2004

Table 2. Contribution to ECMT Budget
as % of total

Country						Ranking	
		2002	2003	2004	Average	All ECMT	nonEEA
1	Austria	2.1	2.1	2.1	2.1	10	
2	Belgium	2.7	2.6	2.6	2.6	8	
3	Denmark	1.7	1.7	1.7	1.7	13	
4	Finland	1.3	1.3	1.3	1.3	16	
5	France	14.5	14.4	14.2	14.4	3	
6	Germany	22.0	21.3	20.6	21.3	1	
7	Greece	1.2	1.2	1.2	1.2	17	
8	Ireland	0.8	0.9	0.9	0.9	19	
9	Italy	11.8	11.7	11.5	11.7	4	
10	Luxemburg	0.2	0.2	0.2	0.2	24.5	
11	Netherlands	4.2	4.2	4.2	4.2	6	
12	Portugal	1.1	1.1	1.1	1.1	18	
13	Spain	6.2	6.2	6.3	6.2	5	
14	Sweden	2.4	2.4	2.4	2.4	9	
15	United Kingdom	14.6	15.3	15.8	15.2	2	
16	Norway	1.6	1.8	1.9	1.8	11.5	
17	Liechtenstein	0.1	0.1	0.1	0.1	34.5	
18	Switzerland	3.3	3.3	3.2	3.3	7	
19	Czech Republic	0.5	0.5	0.6	0.5	20	
20	Estonia	0.1	0.1	0.1	0.1	34.5	
21	Hungary	0.4	0.4	0.4	0.4	21	
22	Latvia	0.1	0.1	0.1	0.1	34.5	
23	Lithuania	0.1	0.1	0.1	0.1	34.5	
24	Malta		0.1	0.1	0.1	34.5	
25	Poland	1.4	1.5	1.6	1.5	15	
26	Slovak Republic	0.2	0.2	0.2	0.2	24.5	
27	Slovenia	0.2	0.2	0.2	0.2	24.5	
28	Albania	0.1	0.1	0.1	0.1	34.5	10
29	Armenia			0.1	0.1	34.5	10
30	Azerbaijan	0.1	0.1	0.1	0.1	34.5	10
31	Belarus	0.1	0.1	0.1	0.1	34.5	10
32	Bosnia-Herzegovina	0.1	0.1	0.1	0.1	34.5	10
33	Bulgaria	0.1	0.1	0.1	0.1	34.5	10
34	Croatia	0.2	0.2	0.2	0.2	24.5	4
35	FYR Macedonia	0.1	0.1	0.1	0.1	34.5	10
36	Georgia	0.1	0.1	0.1	0.1	34.5	10
37	Moldova	0.1	0.1	0.1	0.1	34.5	10
38	Romania	0.3	0.3	0.3	0.3	22	3
39	Russian Federation	1.8	1.7	1.9	1.8	11.5	1
40	Serbia & Montenegro		0.1	0.1	0.1	34.5	10
41	Turkey	1.8	1.6	1.5	1.6	14	2
42	Ukraine	0.1	0.1	0.1	0.1	34.5	10
TOTAL:		100	100	100	100		

Source: OECD , Budget/Finance Service

Table 3. Gross Domestic Product
(Millions USD)

Country						Ranking	
		2000	2001	2002	av. 3 years	All ECMT	nonEEA
1	Austria	189,029	188,546	204,066	193,880	11	
2	Belgium	226,648	229,610	245,395	233,884	9	
3	Denmark	162,343	161,542	172,928	165,604	15	
4	Finland	121,466	120,855	131,508	124,610	16	
5	France	1,294,246	1,309,807	1,431,278	1,345,110	3	
6	Germany	1,872,992	1,846,069	1,984,095	1,901,052	1	
7	Greece	112,646	117,169	132,824	120,880	17	
8	Ireland	93,865	103,298	121,449	106,204	19	
9	Italy	1,073,960	1,088,754	1,184,273	1,115,662	4	
10	Luxemburg	19,600	19,700	21,500	20,267	26 *	
11	Netherlands	364,766	380,137	294,290	346,398	6	
12	Portugal	105,054	109,803	121,595	112,151	18	
13	Spain	558,558	581,823	653,975	598,119	5	
14	Sweden	227,319	209,814	240,313	225,815	10	
15	United Kingdom	1,414,557	1,424,094	1,566,283	1,468,311	2	
16	Norway	161,769	166,145	190,447	172,787	14	
17	Liechtenstein	1,090	1,136		1,113	42 **	
18	Switzerland	239,764	247,091	267,445	251,433	8	
19	Czech Republic	50,777	56,784	69,514	59,025	20	
20	Estonia	4,969	5,525	6,507	5,667	33	
21	Hungary	45,633	51,926	65,843	54,467	21	
22	Latvia	7,150	7,549	8,406	7,702	32	
23	Lithuania	11,314	11,992	13,796	12,367	29	
24	Malta	3,555	3,626		3,591	38 **	
25	Poland	157,739	176,256	189,021	174,339	13	
26	Slovak Republic	19,121	20,459	23,682	21,087	24	
27	Slovenia	18,129	18,810	21,960	19,633	27	
28	Albania	3,752	4,114	4,835	4,234	36	11
29	Armenia	1,914	2,118	2,367	2,133	40	14
30	Azerbaijan	5,267	5,585	6,090	5,647	34	9
31	Belarus	29,950	12,219	14,304	18,824	28	6
32	Bosnia-Herzegovina	4,394	4,769	5,599	4,921	35	10
33	Bulgaria	11,995	13,553	15,486	9,165	31	8
34	Croatia	19,031	20,260	22,436	20,576	25	5
35	FYR Macedonia	3,573	3,426	3,791	3,597	37	12
36	Georgia	3,029	3,138	3,396	3,188	39	13
37	Moldova	1,286	1,479	1,624	1,463	41	15
38	Romania	36,719	38,718	45,749	40,395	22	3
39	Russian Federation	251,106	309,951	346,520	302,526	7	1
40	Serbia & Montenegro	8,449	10,861	15,681	11,664	30	7
41	Turkey	199,937	147,683	183,665	177,095	12	2
42	Ukraine	31,791	37,588	41,477	36,952	23	4

Source: World development Indicators WB, 2002, 2003, 2004

* - OECD, Main Economic Indicators; v. 2005/1

** - UN Statistical Yearbook 2001 (PUBLISHED 2003)

Table 4. Growth in Gross Domestic Product
Annual % growth

	Country					Ranking	
		1999/2000	2000/2001	2001/2002	average	All ECMT	non EEA
1	Austria	3.0	1.0	1.0	1.7	36.5	
2	Belgium	4.0	1.0	0.7	1.9	34	
3	Denmark	10.0	1.0	2.1	4.4	15.5	
4	Finland	5.7	0.7	1.6	2.7	27.5	
5	France	3.1	1.8	1.2	2.0	33	
6	Germany	3.0	0.6	0.2	1.3	41	
7	Greece	4.3	4.1	4.0	4.1	19.5	
8	Ireland	11.5	5.8	6.9	8.1	3	
9	Italy	2.9	1.8	0.4	1.7	36.6	
10	Luxemburg	8.9	1.2		5.1	11.5 **	
11	Netherlands	3.5	1.1	0.2	1.6	38.5	
12	Portugal	3.3	1.7	0.4	1.8	35	
13	Spain	4.1	2.8	2.0	3.0	26	
14	Sweden	3.6	1.2	1.9	2.2	31	
15	United Kingdom	3.1	2.2	1.8	2.4	30	
16	Norway	2.3	1.4	1.0	1.6	38.5	
17	Liechtenstein	4.1	2.3		3.2	25 **	
18	Switzerland	3.0	1.3	0.1	1.5	40	
19	Czech Republic	2.9	3.3	2.0	2.7	27.5	
20	Estonia	6.4	5.0	6.0	5.8	8	
21	Hungary	5.2	3.8	3.3	4.1	19.5	
22	Latvia	6.6	7.6	6.1	6.8	4	
23	Lithuania	3.9	5.9	6.7	5.5	9	
24	Malta	4.8	3.9		4.4	15.5 **	
25	Poland	4.0	1.0	1.4	2.1	32	
26	Slovak Republic	2.2	3.3	4.4	3.3	24	
27	Slovenia	4.6	3.0	2.9	3.5	23	
28	Albania	7.8	6.5	4.7	6.3	6	4
29	Armenia	6.0	9.6	12.9	9.5	2	2
30	Azerbaijan	11.1	9.9	10.6	10.5	1	1
31	Belarus	5.8	4.1	4.7	4.9	13.5	8.5
32	Bosnia-Herzegovina	5.9	6.0	3.9	5.3	10	6
33	Bulgaria	5.8	4.0	4.8	4.9	13.5	8.5
34	Croatia	3.7	4.1	5.2	4.3	17.5	10.5
35	FYR Macedonia	4.3	-4.1	0.7	0.3	42	15
36	Georgia	1.9	4.5	5.6	4.0	21	12
37	Moldova	1.9	6.1	7.2	5.1	11.5	7
38	Romania	1.6	5.3	4.3	3.7	22	13
39	Russian Federation	8.3	5.0	4.3	5.9	7	5
40	Serbia & Montenegro	5.0	4.0	4.0	4.3	17.5	10.5
41	Turkey	7.2	-7.4	7.8	2.5	29	14
42	Ukraine	5.8	9.1	4.8	6.6	5	3

Source: World development Indicators
 WB, 2002, 2003, 2004

** - UN Statistical Yearbook 2001 (PUBLISHED 2003)

Table 5. Population and Country area 2002

	Country	<i>a. Population</i>		<i>b. Area</i>		
		(Millions)	Ranking All ECMT nonEEA	(Thousand sq.km)	Ranking All ECMT nonEEA	
1	Austria	8	20.5	84	21	
2	Belgium	10	15	31	35	
3	Denmark	5	26	43	31	
4	Finland	5	26	338	8	
5	France	59	4.5	552	4	
6	Germany	82	2	357	7	
7	Greece	11	12	132	15	
8	Ireland	4	30.5	70	23.5	
9	Italy	58	6	301	11	
10	Luxemburg	0.5	40	2.5	40	
11	Netherlands	16	11	42	32	
12	Portugal	10	15	92	19	
13	Spain	41	8	506	5	
14	Sweden	9	18	450	6	
15	United Kingdom	59	4.5	243	12	
16	Norway	5	26	324	9	
17	Liechtenstein	0.03	42	0.1	42	
18	Switzerland	7	23	41	33	
19	Czech Republic	10	15	79	22	
20	Estonia	1	39	45	30	
21	Hungary	10	15	93	18	
22	Latvia	2	37	65	25.5	
23	Lithuania	3	34	65	25.5	
24	Malta	0.4	41	0.3	41	
25	Poland	39	9	313	10	
26	Slovak Republic	5	26	49	29	
27	Slovenia	2	37	20	39	
28	Albania	3	34	13.5	29	37
29	Armenia	3	34	13.5	30	36
30	Azerbaijan	8	20.5	7	87	20
31	Belarus	10	15	5	208	14
32	Bosnia-Herzegovina	4	30.5	11	51	28
33	Bulgaria	8	20.5	7	111	16
34	Croatia	4	30.5	11	57	27
35	FYR Macedonia	2	37	15	26	38
36	Georgia	5	26	9	70	23.5
37	Moldova	4	30.5	11	34	34
38	Romania	22	10	4	238	13
39	Russian Federation	144	1	1	10,075	1
40	Serbia & Montenegro	8	20.5	7	102	17
41	Turkey	70	3	2	775	2
42	Ukraine	49	7	3	604	3

Source: World development Indicators. WB, 2002, 2003, 2004

Indicators: Population in Millions

Country Area in Thousand Square Kilometers

Table 6. Percentage Use of ECMT licences in 2004*

	Country	Annual licences		Short term licences		Ranking		
		Issued	Used	Issued	Used	%	All ECMT	nonEEA
1	Austria	96	96			100		9.5
2	Belgium	577	227	48	0	39		30
3	Denmark	820	784			96		23.5
4	Finland	1050	40	480	2	4		40
5	France	1699	460			27		35.5
6	Germany	1608	1608	216	216	100		9.5
7	Greece	149				50		29
8	Ireland	362	110			30		33.5
9	Italy	375	375	48	48	100		9.5
10	Luxemburg	984	79	288	10	8		39
11	Netherlands	1122	795	180	7	70		25.5
12	Portugal	500	369	360	0	70		25.5
13	Spain	787	579			74		24
14	Sweden	691	228			33		31.5
15	United Kingdom	458	125			27		35.5
16	Norway	869	255	1200	1	26		37
17	Liechtenstein	56	0			0		42
18	Switzerland	936	278			30		33.5
19	Czech Republic	776	776	2016	1848	99		19
20	Estonia	681	681	1272	1129	98		20
21	Hungary	1118	1110	792	293	96		22.5
22	Latvia	787	787	1296	955	97		21
23	Lithuania	1075	1075			100		9.5
24	Malta	160	91			57		28
25	Poland	907	907			100		9.5
26	Slovak Republic	845	845			100		9.5
27	Slovenia	637	637	1200	1200	100		9.5
28	Albania	313	76	672	0	20		38
29	Armenia	302	3			1		41
30	Azerbaijan	442	153	382	24	33	31.5	13
31	Belarus	878	878			100	9.5	6
32	Bosnia-Herzegovina	647	647			100	9.5	6
33	Bulgaria	1029	1029			100	9.5	6
34	Croatia	614	614			100	9.5	6
35	FYR Macedonia	632	632			100	9.5	6
36	Georgia	664	423	545	0	60	27	12
37	Moldova	653	653	1325	1325	100	9.5	6
38	Romania	1100	1100	1008	1008	100	9.5	6
39	Russian Federation	1497	1497	2304	2304	100	9.5	6
40	Serbia & Montenegro	581	581			100	9.5	6
41	Turkey	878	878			100	9.5	6
42	Ukraine	820	820	480	480	100	9.5	6

Source: ECMT statistics on use of the Multilateral Quota
Indicators: Units (licence); Shares in %

* -at 23 Nov 2004

Table 7. Use of TIR Carnets in ECMT Countries
as % of total

Country						Ranking	
		2001	2002	2003	Av.3years	All ECMT	non EEA
1	Austria	0.78	0.59	0.64	0.67	20.5	
2	Belgium	0.08	0.04	0.04	0.05	32.5	
3	Denmark	0.24	0.21	0.16	0.20	26	
4	Finland	0.76	0.64	0.62	0.67	20.5	
5	France	0.53	0.45	0.40	0.46	23	
6	Germany	1.60	1.40	1.23	1.41	13	
7	Greece	0.82	0.96	0.73	0.84	19	
8	Ireland	0.00	0.00	0.00	0.00	38	
9	Italy	1.53	1.44	1.40	1.46	12	
10	Luxemburg	0.00	0.00	0.00	0.00	38	
11	Netherlands	1.17	1.01	0.70	0.96	17	
12	Portugal	0.00	0.01	0.01	0.00	38	
13	Spain	0.07	0.07	0.06	0.07	30	
14	Sweden	0.19	0.08	0.10	0.13	27	
15	United Kingdom	0.37	0.25	0.19	0.27	25	
16	Norway	0.02	0.02	0.00	0.01	35	
17	Liechtenstein					41.5	
18	Switzerland	0.12	0.08	0.08	0.09	28	
19	Czech Republic	1.29	1.14	1.20	1.21	14	
20	Estonia	3.62	2.94	2.81	3.12	11	
21	Hungary	4.61	3.11	2.09	3.27	10	
22	Latvia	4.64	4.31	4.77	4.57	9	
23	Lithuania	10.30	9.77	10.10	10.05	3	
24	Malta					41	
25	Poland	6.23	6.97	7.53	6.91	7	
26	Slovak Republic	1.16	0.92	1.07	1.05	15	
27	Slovenia	0.72	0.58	0.57	0.62	22	
28	Albania	0.01	0.02	0.01	0.01	35	13.5
29	Armenia	0.01	0.00	0.01	0.01	35	13.5
30	Azerbaijan	0.13	0.04	0.06	0.08	29	10
31	Belarus	8.66	9.27	7.33	8.42	6	5
32	Bosnia-Herzegovina					41.5	15
33	Bulgaria	7.87	8.22	9.35	8.48	5	4
34	Croatia	0.29	0.32	0.24	0.28	24	9
35	FYR Macedonia	0.82	0.96	0.85	0.88	18	8
36	Georgia	0.09	0.02	0.06	0.06	31	11
37	Moldova	0.79	0.80	1.44	1.01	16	7
38	Romania	13.58	15.09	14.59	14.42	1	1
39	Russian Federation	7.19	8.60	9.68	8.49	4	3
40	Serbia & Montenegro	0.03	0.05	0.09	0.05	32.5	12
41	Turkey	12.20	13.44	12.93	12.86	2	2
42	Ukraine	7.46	6.20	6.87	6.84	8	6
TOTAL:		100	100	100	100		

Source: IRU Statistics

Table 8. Trade in Goods
(*Billion USD*)

Country		2001	2002	2003	Av.3 years	Ranking	
						All ECMT	nonEEA
1	Austria	145.38	156.97	193.84	165.40	10	
2	Belgium	369.02	415.04	490.69	424.92	6	
3	Denmark	97.03	107.81	125.17	110.00	13	
4	Finland	75.78	79.36	94.96	83.37	17	
5	France	652.01	660.96	777.23	696.73	2	
6	Germany	1057.80	1106.08	1350.01	1171.30	1	
7	Greece	38.58	41.61	56.87	45.69	21	
8	Ireland	133.40	140.66	146.11	140.06	12	
9	Italy	480.73	501.43	582.86	521.67	4	
10	Luxemburg	22.09	23.29	29.61	25.00	25	
11	Netherlands	439.50	463.31	556.87	486.56	5	
12	Portugal	63.92	66.68	76.45	69.02	20	
13	Spain	271.31	290.78	352.67	304.92	7	
14	Sweden	138.85	148.45	183.94	157.08	11	
15	United Kingdom	605.73	626.50	695.37	642.53	3	
16	Norway	92.15	94.59	106.97	97.90	15	
17	Liechtenstein					42	
18	Switzerland	166.24	171.55	194.59	177.46	9	
19	Czech Republic	69.84	78.98	99.83	82.88	18	
20	Estonia	9.24	10.20	13.53	10.99	31	
21	Hungary	64.26	72.30	90.13	75.56	19	
22	Latvia	5.50	6.33	8.13	6.65	33	
23	Lithuania	10.93	13.40	17.07	13.80	30	
24	Malta	4.69	5.06	5.85	5.20	34	
25	Poland	86.36	96.12	121.54	101.34	14	
26	Slovak Republic	27.41	30.98	44.44	34.28	23	
27	Slovenia	19.40	21.29	26.62	22.44	26	
28	Albania	1.64	1.83	2.31	1.93	38	12
29	Armenia	1.21	1.50	1.95	1.55	40	14
30	Azerbaijan	3.74	3.84	5.22	4.27	36	10
31	Belarus	15.74	17.11	21.47	18.11	27	5
32	Bosnia-Herzegovina	4.38	4.94	5.83	5.05	35	9
33	Bulgaria	12.38	13.73	18.42	14.84	29	7
34	Croatia	13.82	15.61	20.30	16.58	28	6
35	FYR Macedonia	2.84	3.04	3.59	3.16	37	11
36	Georgia	1.00	1.08	1.50	1.19	41	15
37	Moldova	1.46	1.68	2.19	1.78	39	13
38	Romania	26.95	31.74	41.62	33.44	24	4
39	Russian Federation	156.77	167.33	208.61	177.57	8	1
40	Serbia & Montenegro	6.74	8.59	10.05	8.46	32	8
41	Turkey	72.72	87.61	115.92	92.08	16	2
42	Ukraine	32.05	34.94	46.10	37.70	22	3

Source: WTO International Trade
Statistics 1999-2003

**Table 9. Trade between ECMT Countries, excluding intra-EU/EEA/CH Trade
(Million USD)**

	Country	1	2	3	4	5	Ranking	
							all ECMT	non EEA
1	Austria	145389	7491	152880	0.95	7491	16	
2	Belgium	321437	7372	328809	0.98	7372	18	
3	Denmark	87944	2186	90131	0.98	2186	31	
4	Finland	65032	7325	72357	0.90	7325	19	
5	France	542321	18890	561210	0.97	18890	7	
6	Germany	937569	52926	990495	0.95	52926	3	
7	Greece	36380	6528	42908	0.85	6528	20	
8	Ireland	107904	2077	109981	0.98	2077	33	
9	Italy	374426	37140	411566	0.91	37140	4	
10	Luxemburg	25936	699	26634	0.97	699	40	
11	Netherlands	361350	15907	377257	0.96	15907	10	
12	Portugal	70039	855	70894	0.99	855	39	
13	Spain	268104	7816	275920	0.97	7816	15	
14	Sweden	138344	4252	142596	0.97	4252	23	
15	United Kingdom	417908	17273	435181	0.96	17273	9	
16	Norway	88684	1590	90274	0.98	1590	37	
17	Liechtenstein	0	0	0	0.00	0	42	
18	Switzerland	179357	10445	189802	0.94	10445	12	
19	Czech Republic	84137	5112	89249	0.94	5112	21	
20	Estonia	9893	2262	12154	0.81	2262	30	
21	Hungary	67774	7421	75195	0.90	7421	17	
22	Latvia	7892	1815	9706	0.81	1815	35	
23	Lithuania	11300	3522	14822	0.76	3522	25	
24	Malta	4255	402	4657	0.91	402	41	
25	Poland	91304	10138	101442	0.90	10138	13	
26	Slovak Republic	35903	3931	39834	0.90	3931	24	
27	Slovenia	22569	2551	25120	0.90	2551	28	
28	Albania	1697	301	1998	0.85	1998	34	13
29	Armenia	632	334	966	0.65	966	38	15
30	Azerbaijan	2212	1207	3419	0.65	3419	26	9
31	Belarus	4603	13349	17952	0.26	17952	8	5
32	Bosnia Herzegovina	4635	214	4849	0.96	4849	22	8
33	Bulgaria	10572	3566	14138	0.75	14138	11	6
34	Croatia	13934	2169	16104	0.87	2169	32	12
35	FYR Macedonia	2277	460	2737	0.83	2737	27	10
36	Georgia	696	1026	1722	0.40	1722	36	14
37	Moldova	1123	1403	2526	0.44	2526	29	11
38	Romania	30852	4622	35474	0.87	35474	5	3
39	Russian Federation	121291	36348	157638	0.77	157638	1	1
40	Serbia & Montenegro	6207	1876	8082	0.77	8082	14	7
41	Turkey	64920	11802	76721	0.85	76721	2	2
42	Ukraine	16446	15883	32329	0.51	32329	6	4

in Columns:

1 - Trade with EU/EEA/CH countries

2 - Trade with non- EU/EEA/CH countries

3 - Total trade with all ECMT countries (column 1+ column 2)

4 - Share of trade with EU/EEA/CH countries in the Total Trade (column1/column2)

5 - Non intra - EU/EEA/CH Trade

Source: Direction of Trade Statistics, IMF-2004

**Table 10. Country Rankings According to the Given Criteria and
Average of Rankings**

	Country	1	2	3	4	5a	5b	6	7	8	9	Ave.
1	Austria	16	10	11	36.5	20.5	21	9.5	20.5	10	16	17.1
2	Belgium	9	8	9	34	15	35	30	32.5	6	18	19.7
3	Denmark	22	13	15	15.5	26	31	23.5	26	13	31	21.6
4	Finland	13	16	16	27.5	26	8	40	20.5	17	19	20.3
5	France	2	3	3	33	4.5	4	35.5	23	2	7	11.7
6	Germany	1	1	1	41	2	7	9.5	13	1	3	8.0
7	Greece	17	17	17	19.5	12	15	29	19	21	20	18.7
8	Ireland	20	19	19	3	30.5	23.5	33.5	38	12	33	23.2
9	Italy	5	4	4	36.6	6	11	9.5	12	4	4	9.6
10	Luxemburg	39	24.5	26	11.5	40	40	39	38	25	40	32.3
11	Netherlands	12	6	6	38.5	11	32	25.5	17	5	10	16.3
12	Portugal	25	18	18	35	15	19	25.5	38	20	39	25.3
13	Spain	3	5	5	26	8	5	24	30	7	15	12.8
14	Sweden	11	9	10	31	18	6	31.5	27	11	23	17.8
15	United Kingdom	7	2	2	30	4.5	12	35.5	25	3	9	13.0
16	Norway	19	11.5	14	38.5	26	9	37	35	15	37	24.2
17	Liechtenstein	37	34.5	42	25	42	42	42	41.5	42	42	39.0
18	Switzerland	14	7	8	40	23	33	33.5	28	9	12	20.8
19	Czech Republic	10	20	20	27.5	15	22	19	14	18	21	18.7
20	Estonia	31	34.5	33	8	39	30	20	11	31	30	26.8
21	Hungary	21	21	21	19.5	15	18	22.5	10	19	17	18.4
22	Latvia	28	34.5	32	4	37	25.5	21	9	33	35	25.9
23	Lithuania	24	34.5	29	9	34	25.5	9.5	3	30	25	22.4
24	Malta	42	34.5	38	15.5	41	41	28	41	34	41	35.6
25	Poland	8	15	13	32	9	10	9.5	7	14	13	13.1
26	Slovak Republic	18	24.5	24	24	26	29	9.5	15	23	24	21.7
27	Slovenia	29	24.5	27	23	37	39	9.5	22	26	28	26.5
28	Albania	34	34.5	36	6	34	37	38	35	38	34	32.7
29	Armenia	41	34.5	40	2	34	36	41	35	40	38	34.2
30	Azerbaijan	30	34.5	34	1	20.5	20	31.5	29	36	26	26.3
31	Belarus	26	34.5	28	13.5	15	14	9.5	6	27	8	18.2
32	Bosnia Herzegovina	40	34.5	35	10	30.5	28	9.5	41.5	35	22	28.6
33	Bulgaria	32	34.5	31	13.5	20.5	16	9.5	5	29	11	20.2
34	Croatia	27	24.5	25	17.5	30.5	27	9.5	24	28	32	24.5
35	FYR Macedonia	35	34.5	37	42	37	38	9.5	18	37	27	31.5
36	Georgia	38	34.5	39	21	26	23.5	27	31	41	36	31.7
37	Moldova	36	34.5	41	11.5	30.5	34	9.5	16	39	29	28.1
38	Romania	23	22	22	22	10	13	9.5	1	24	5	15.2
39	Russian Federation	4	11.5	7	7	1	1	9.5	4	8	1	5.4
40	Serbia & Montenegro	33	34.5	30	17.5	20.5	17	9.5	32.5	32	14	24.1
41	Turkey	6	14	12	29	3	2	9.5	2	16	2	9.6
42	Ukraine	15	34.5	23	5	7	3	9.5	8	22	6	13.3

in columns - Country Rankings respectively for:

- 1** Freight Transport by Road Total (Mln T-km)
- 2** Contribution to ECMT Budget
- 3** Gross Domestic Product
- 4** Growth in Gross Domestic Product
- 5a** Population 2002

- 5b** Country area 2002
- 6** Percentage use of ECMT licences in 2004
- 7** Use of TIR carnets in ECMT Countries
- 8** Trade in Goods (Billion USD)
- 9** Non Intra- EU/EEA/CH Trade

Table 11. Redistribution of the Quota - Proposal for 1st January 2006
with a minimum Quota of 30 Licences

		<i>Ave. Rank for 9 criteria</i>	<i>Ranking</i>		<i>Quota</i>		<i>Adjust.*</i>
			<i>New</i>	<i>Old</i>	<i>Old</i>	<i>New</i>	
1	Russian Federation	5.4	1	3	234	266	266
2	Germany	8.0	1	1	342	266	266
3	Turkey	9.6	2	7	141	239	239
4	Italy	9.6	2	11	67	67	67
5	France	11.7	2	2	288	239	239
6	Spain	12.8	3	6	149	213	149
7	United Kingdom	13.0	3	6	149	213	149
8	Poland	13.1	3	5	153	213	153
9	Ukraine	13.3	3	9	141	213	213
10	Romania**	15.2	3	7	141	213	213
11	Netherlands	16.3	4	3	234	187	187
12	Austria	17.1	4	12	16	16	16
13	Sweden	17.8	4	5	153	187	153
14	Belarus	18.2	4	7	141	187	187
15	Hungary	18.4	4	7	141	187	141
16	Czech Republic	18.7	4	7	141	187	141
17	Greece	18.7	4	6	149	149	149
18	Belgium	19.7	5	4	171	161	161
19	Bulgaria**	20.2	5	7	141	161	161
20	Finland	20.3	5	6	149	161	149
21	Switzerland	20.8	5	8	135	161	135
22	Denmark	21.6	5	7	141	161	141
23	Slovak Republic	21.7	5	9	128	161	128
24	Lithuania	22.4	6	9	128	135	128
25	Ireland	23.2	6	7	141	135	135
26	Serbia & Montenegro	24.1	6	10	120	135	135
27	Norway	24.2	6	6	149	135	135
28	Croatia	24.5	6	9	128	135	135
29	Portugal	25.3	6	7	141	135	135
30	Latvia	25.9	7	9	128	109	128
31	Azerbaijan	26.3	7	10	120	109	120
32	Slovenia	26.5	7	9	128	109	128
33	Estonia	26.8	7	9	128	109	128
34	Moldova	28.1	7	9	128	109	128
35	Bosnia Herzegovina	28.6	7	10	120	109	120
36	FYR Macedonia	31.5	8	9	128	82	128
37	Georgia	31.7	8	10	120	82	120
38	Luxemburg	32.3	9	10	120	56	56
39	Albania	32.7	9	9	128	56	128
40	Armenia	34.2	9	10	120	56	120
41	Malta	35.6	10	10	120	30	30
42	Liechtenstein	39.0	10	10	120	30	30
					6060	6060	5970

* - Adjustment according to the five steps described in the Document

** - Subject to be adjusted back to 141 as soon as EU members