



EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT



**3rd Seminar on Restructuring of the Transport Sector
In the Three Baltic States**

*Transport Policy Challenges After Joining the EU.
Improvement of Transport Safety*

Vilnius, Lithuania

3-4 February 2005

Jack Short

Secretary General

European Conference of Ministers of Transport

<http://www.oecd.org/cem>

Two Themes

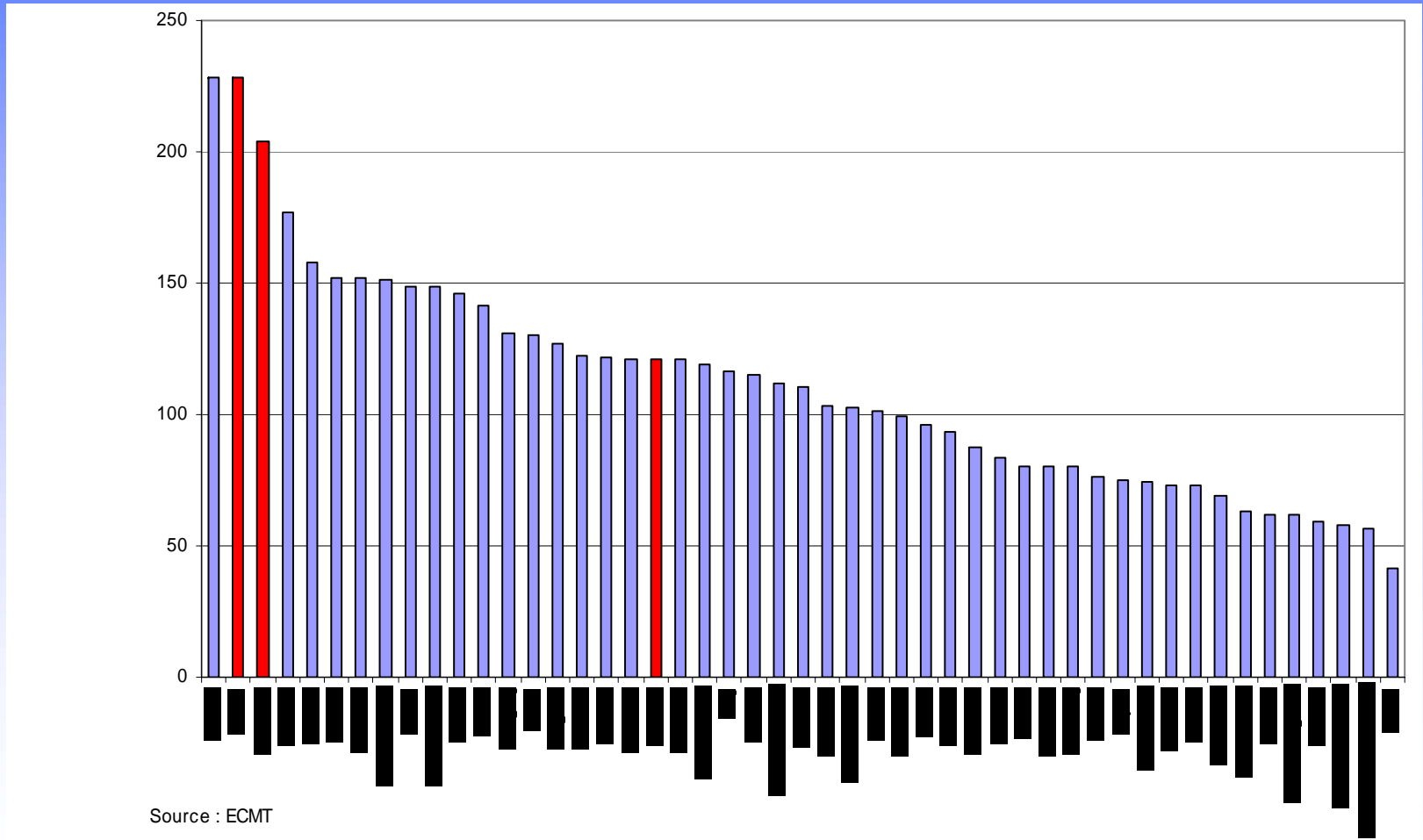
⇒ Road Safety

⇒ Road Freight Policy

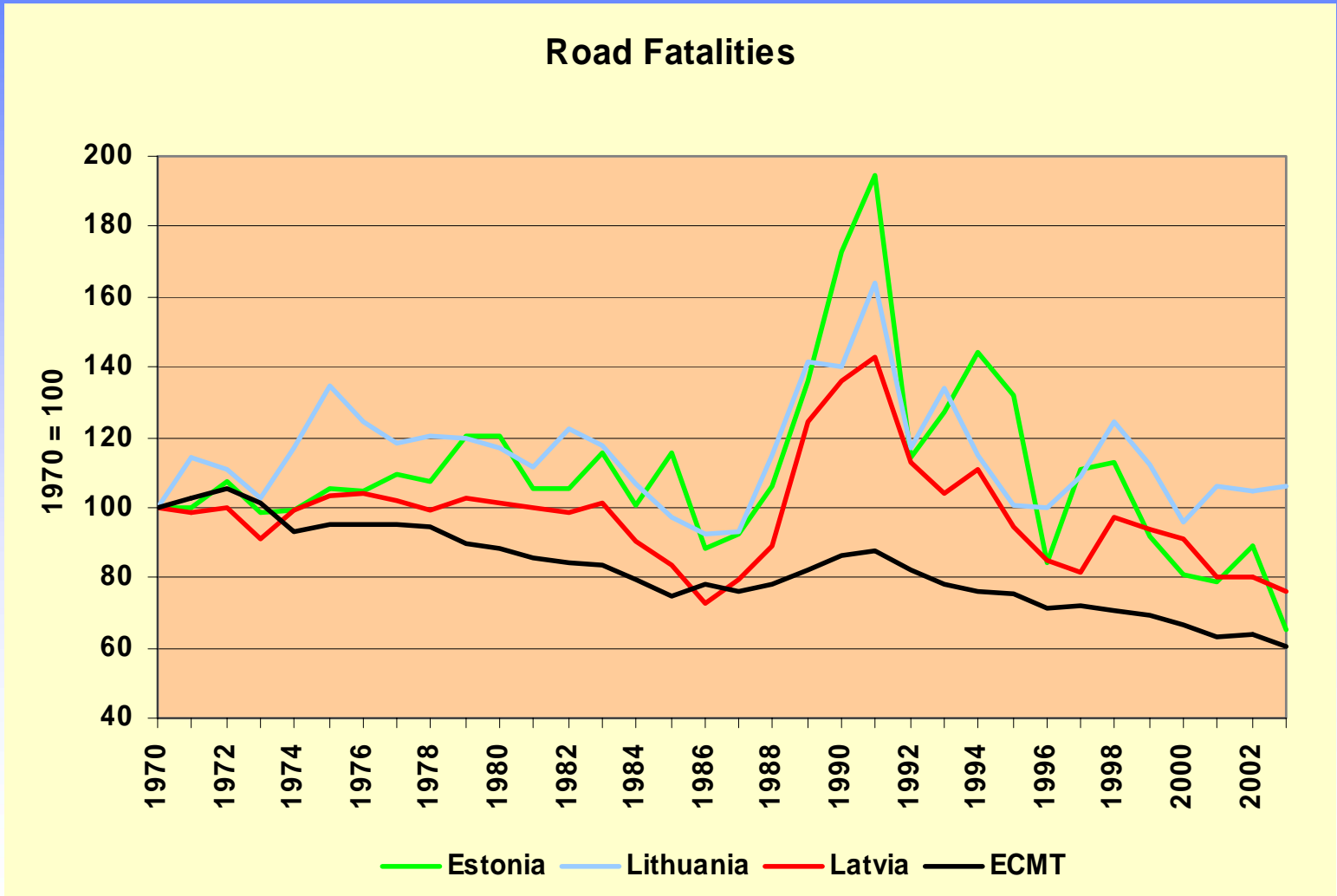
Road Safety

- ⇒ First Baltic Meeting in December 2000
- ⇒ Data showed...

Total number of deaths per million population 2003

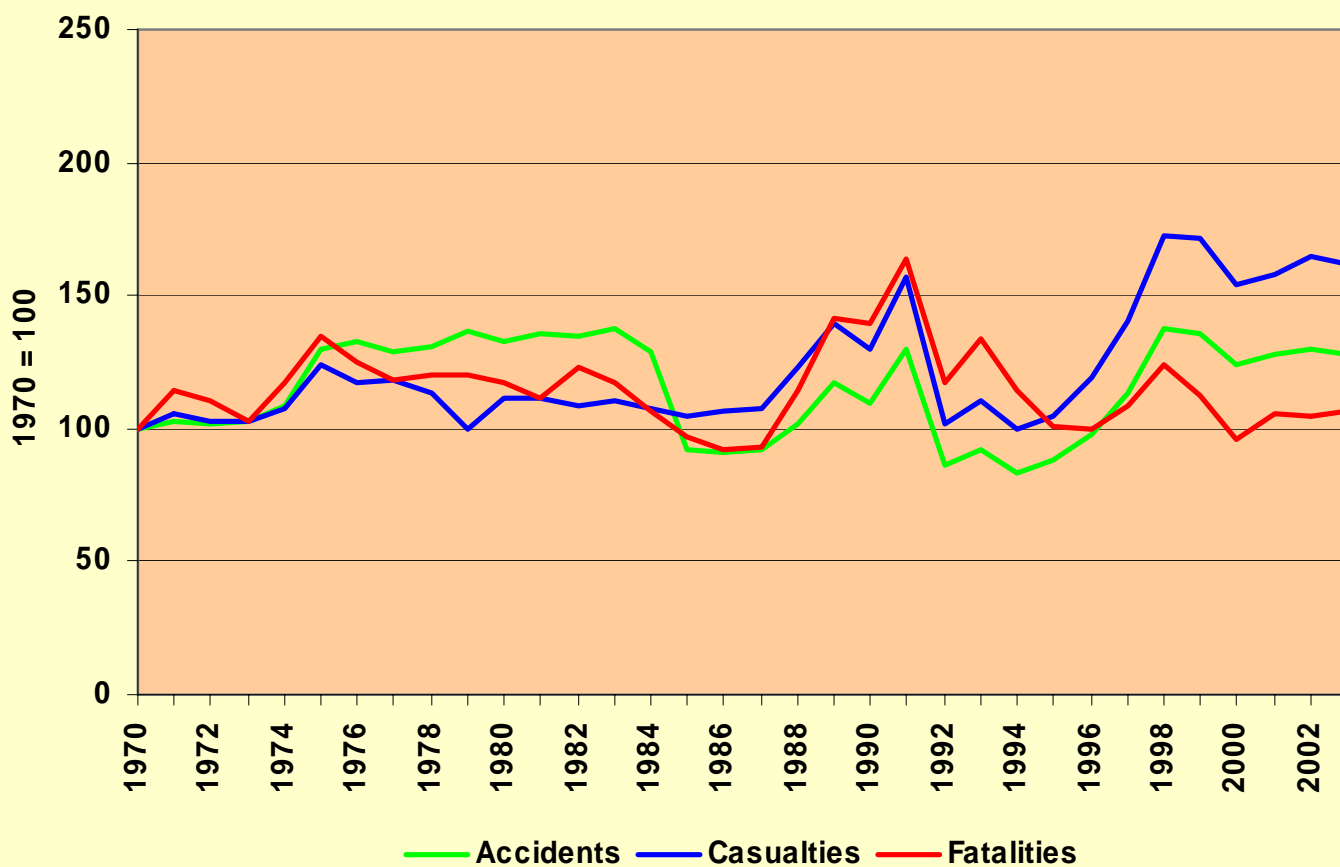


Road Safety



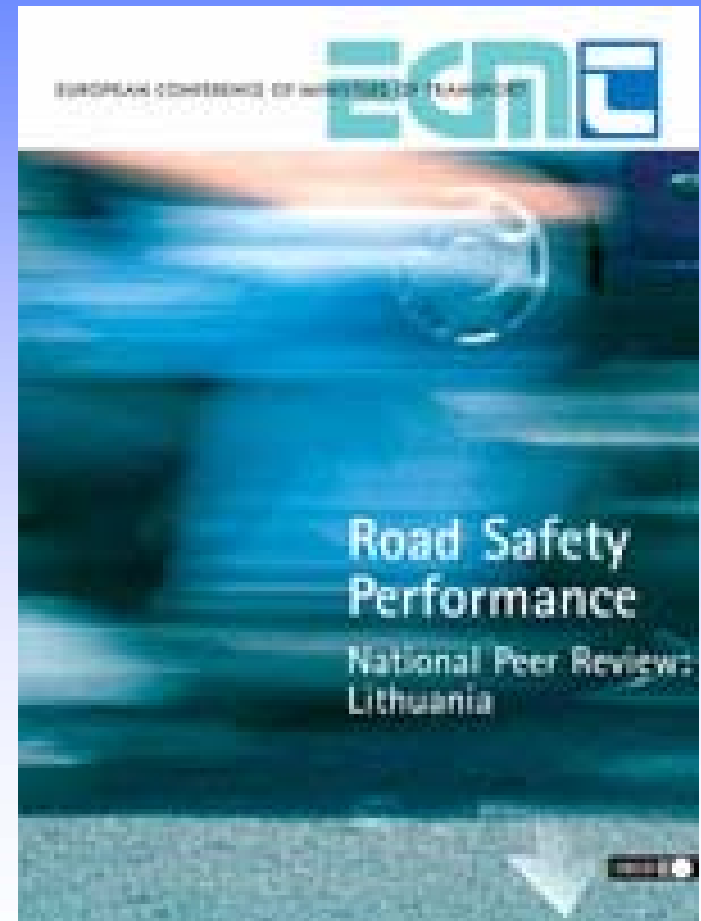
Road Safety

Lithuania - Road Accidents



Road Safety

- ⇒ Agreed to do a detailed Review (TOR, structure, etc.)
- ⇒ Team of 'Peers' (Sweden, Austria and Netherlands), Secretariat and national experts
- ⇒ Work recently published



Road Safety

FINDINGS

- ⇒ Many experts already
- ⇒ Laws adequate
- ⇒ Good knowledge and information

Road Safety

BUT

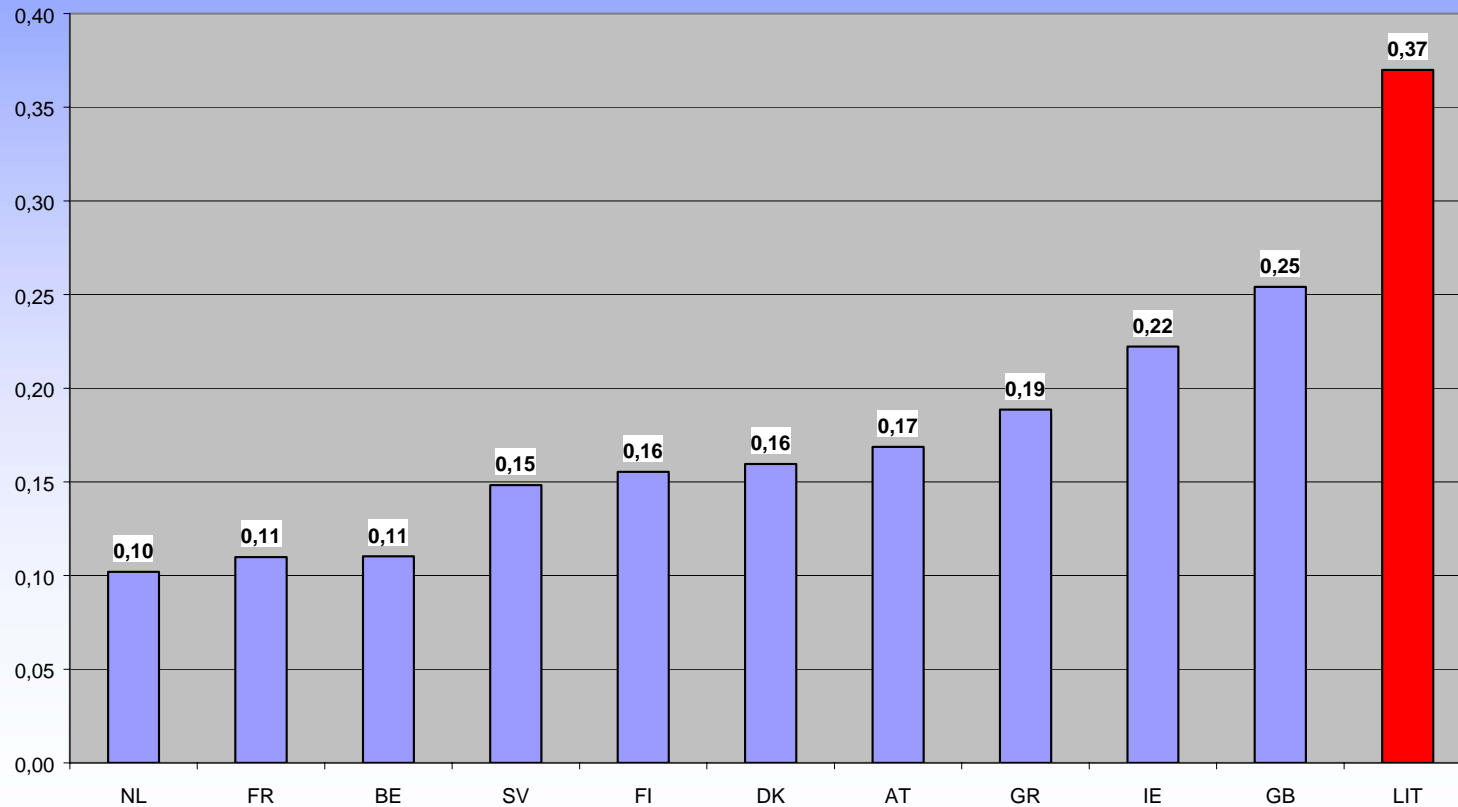
- ⇒ Political commitment weak
- ⇒ Societal commitment weak
 - Municipalities
 - NGOs
 - Media
- ⇒ Engineering, planning inconsistent
- ⇒ Implementation poor

Problem Areas

Pedestrian Accidents

Share of Pedestrian Fatalities in European Countries 1999

Source: CARE Database (European Commission)



Problem Areas Road Design



Problem Areas

Improper Signing



Problem Areas Dangerous Crossings



Problem Areas

Improper Mix of Vehicles on Highways



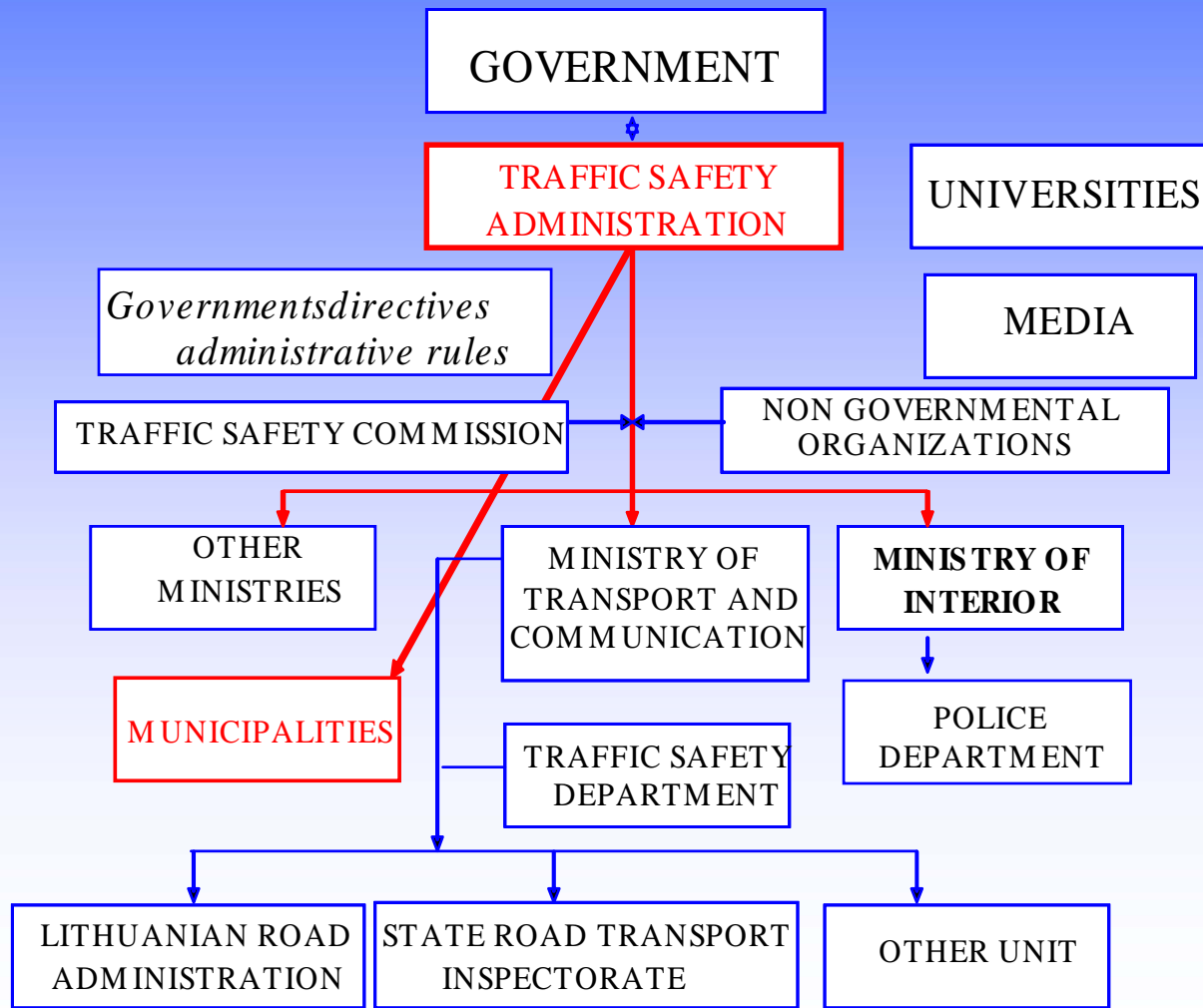
Problem Areas (cont.)

- ⇒ **Drinking / driving**
- ⇒ **Low seat belt wearing**
- ⇒ **Dusk and night accidents**
- ⇒ **Structures / not well coordinated**

Recommendations

- ⇒ More commitment to safety awareness across society
- Set up a Parliamentary Committee
 - Set up a Traffic Safety Administration to coordinate

Recommendations for the reorganisation of the road safety organisation structure in Lithuania



Recommendations (cont.)

- Strengthen Traffic Safety Commission
- Set a vision and target and plan
 - Subtargets (e.g. pedestrians, seat belt wearing,.....)

Recommendations (cont.)

⇒ Engineering improvements

- Road design
- Safety audits
- Clarify responsibilities

⇒ Education and Communication

- Concentrate on speeding and drinking
- Stronger enforcement
- Obtain media commitment

Encouraging Recent Progress

- ⇒ Fatalities – 21% in the last 6 months
- ⇒ Speed limits to 50
- ⇒ Seat belts in back seats
- ⇒ Targeted campaign
- ⇒ Radar

Road Transport Policy

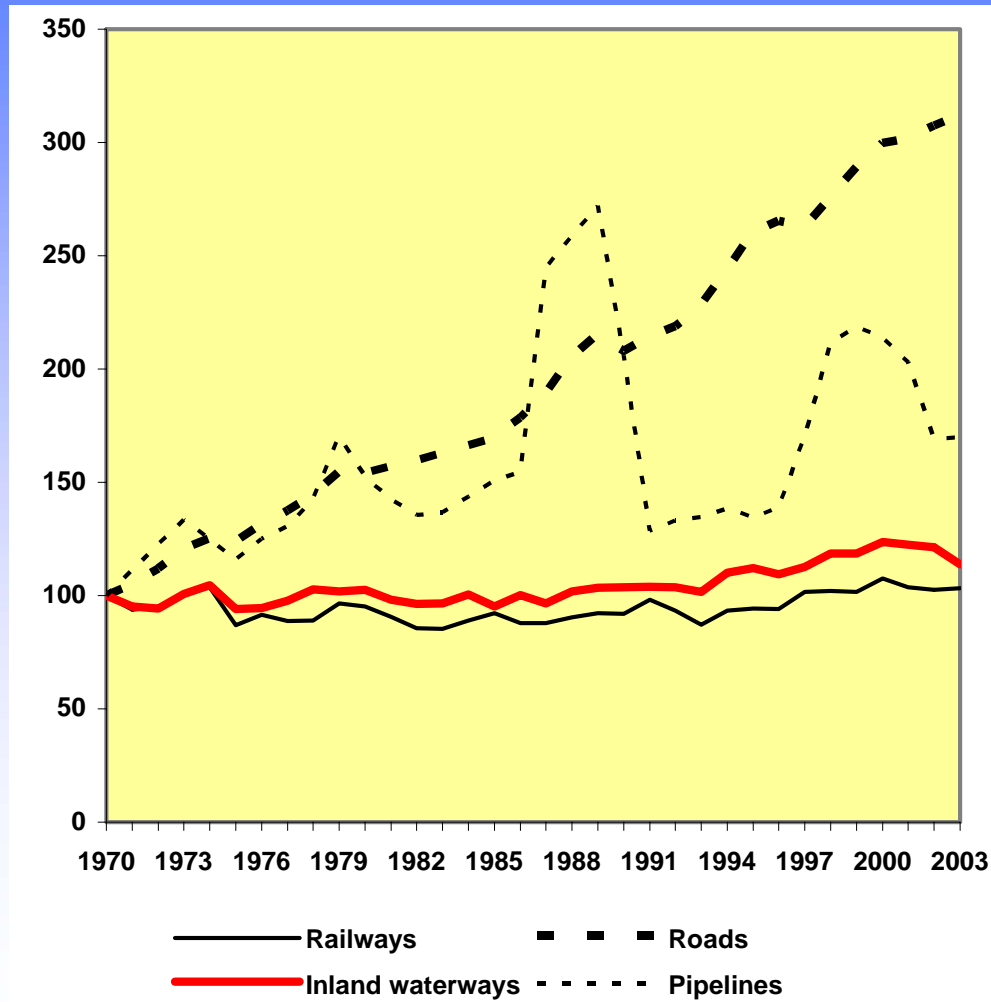
Moscow Ministerial Session
24-25 May 2005

- ⇒ Framework for Road Freight Policy
- ⇒ Role of multilateral and bilateral systems
- ⇒ Role of ECMT licences

Road Transport Policy

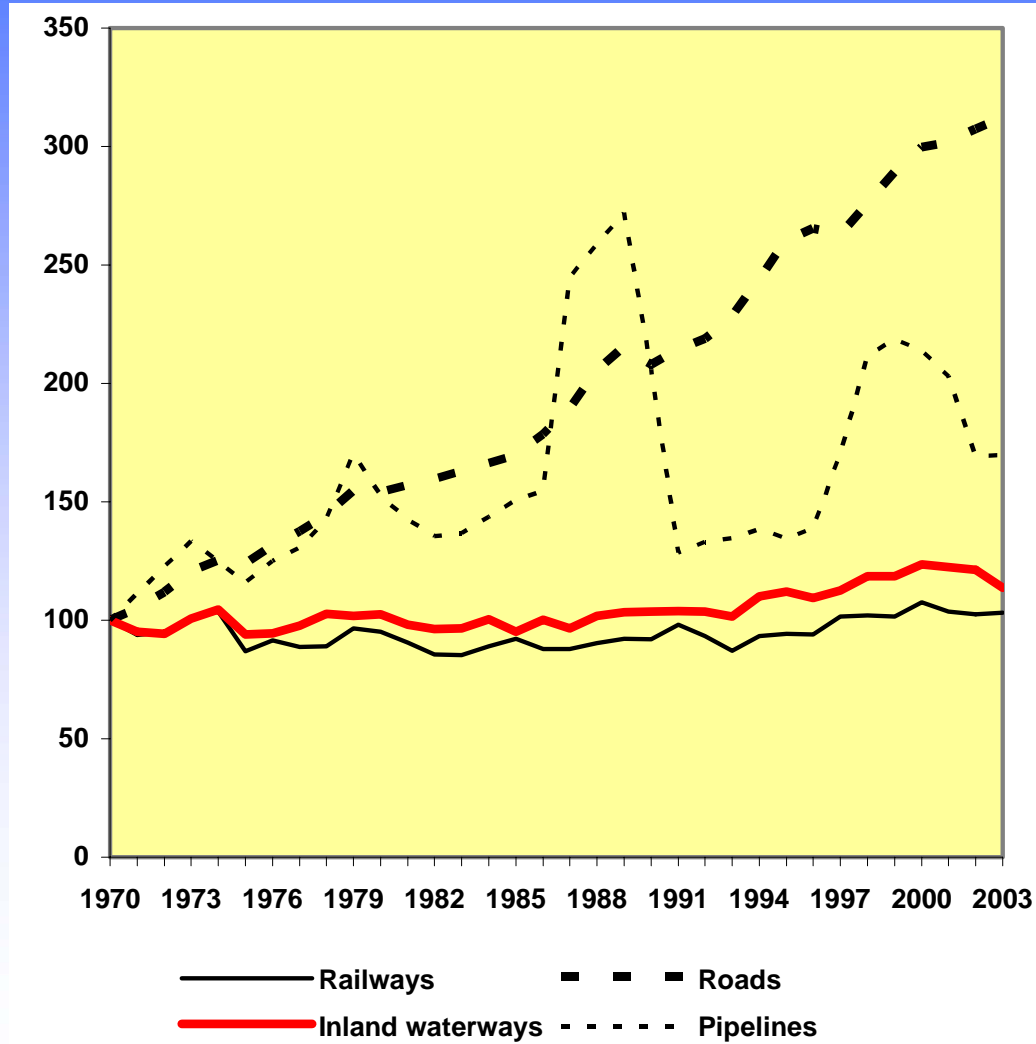
⇒ Road is dominant mode

Freight Transport Trends (tonne-kilometres) Western European Countries 1970=100



Source: ECMT

Trends in Freight Transport (tonne-kilometres) Eastern Europe and Baltic States 1970=100



Source: ECMT

Road Transport Policy

- ⇒ Policy always controversial
- Too much road traffic
 - Not environmentally friendly
 - Unfair competition with rail
 - Rules not obeyed

Road Transport Policy

⇒ Very long battle to:

- Open markets (Council brought to Court)
- Agree standards (40 years for weights and dimensions)
- Get a balance between liberalisers vs harmonisers (still going on)

⇒ Politically difficult

- Strong lobbies
- Defend tendencies (protect market share)
- Environmental and safety arguments

International Market Access

⇒ Fully open (almost) in EU

⇒ Outside EU

- Bilaterals (over 1000!)
- Multilateral ECMT licences

International Market Access (cont.)

⇒ Bilaterals

- Costly to maintain
- Discriminatory
- Inconsistent with EU law, GATT
- Will disappear eventually

⇒ Multilaterals

- Must be future framework
- Problem with control

ECMT System

- ⇒ Started in 1974
- ⇒ Grew slowly until 1990's
- ⇒ Plays important role in integration

Texte rédigé dans les deux langues officielles de la CEMT (1)
Text in the two official languages of the ECMT (1)

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AUTORISATION CEMT/ECMT LICENCE 2001 **N°**

relative au transport de marchandises effectué à titre professionnel par voie routière entre les pays Membres¹
de la Conférence Européenne des Ministres des Transports.
for road haulage between the Member countries of the European Conference of Ministers of Transport¹.

est autorisé/this licence entitles :

- à transporter à titre professionnel des marchandises entre des points de chargement et de déchargement situés dans des pays Membres différents de la Conférence Européenne des Ministres des Transports, au moyen d'un véhicule isolé ou d'un ensemble de véhicules couplés ;
- to carry goods by road for hire or reward between loading and unloading points situated in two different Member countries of the European Conference of Ministers of Transport, in a single vehicle or a combination of vehicles²;
- ainsi qu'à faire circuler ce ou ces véhicules à vide sur tous les territoires des pays Membres ;
- and to operate this or these vehicle(s) unladen throughout the territory of the Member countries hereinafter called participating Member countries;

La présente autorisation est valable/This licence is valid

du/from* _____ au/to* _____

Fait /Issued at _____ le/on the _____⁵

1. Les pays Membres ayant une ou plusieurs autres langues officielles pourront fournir la ou les traductions nécessaires des pages 1 et 2 à leurs transporteurs.
Member countries having one or more other official languages will be able to provide their hauliers with the translation(s) of pages 1 and 2 as required.

2. Albanie (AL), Allemagne (DL), Autriche (A), Azerbaïdjan (AZ), Belgique (B), Bélarus (BY), Bosnie-Herzégovine (BH), Bulgarie (BG), Croatie (HR), Danemark (DK), Espagne (E), ERY Macédoine (MK), Estonie (EST), Fédération de Russie (RU), Finlande (FIN), France (F), Géorgie (GE), Grèce (GR), Hongrie (H), Irlande (IRL), Italie (I), Lettonie (LV), Lituanie (LT), Luxembourg (L), Moldova (MD), Norvège (N), Pays-Bas (NL), Pologne (PL), Portugal (P), République Slovaque (SK), République Tchèque (CZ), Roumanie (RO), Royaume-Uni (UK), Slovénie (SL), Suède (S), Suisse (CH), Turquie (TR), Ukraine (UA).
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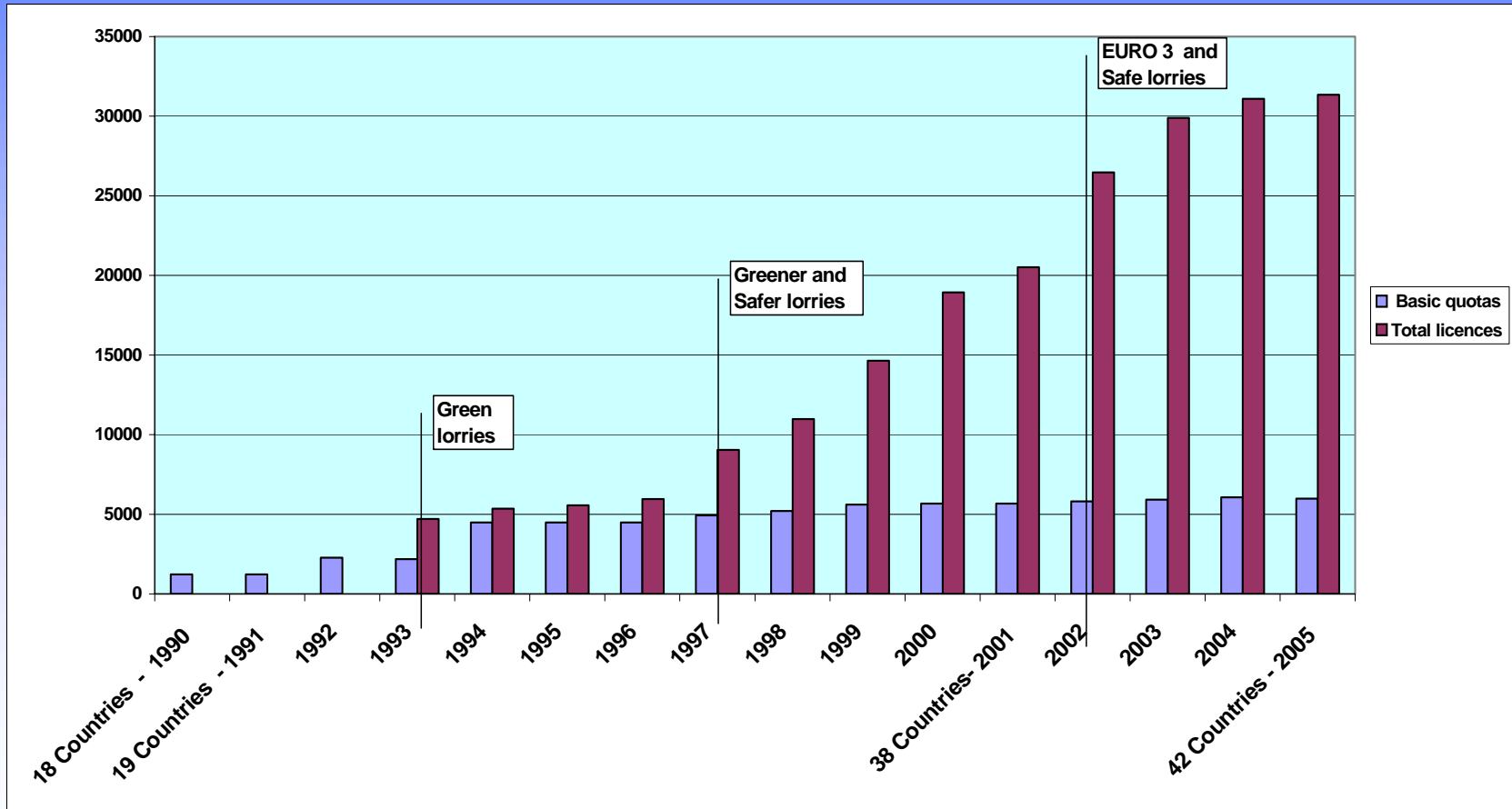
3. Nom ou raison sociale et adresse complète du transporteur.
Name or business name and full address of the haulier.

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Signature and stamp of the Organisation or Authority issuing the licence.

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Trends in number of ECMT Licences



ECMT System (cont.)

⇒ Incentives for clean and safe lorries in 1990's

- Green 1993
- Green and Safe 1997
- Euro 3 2002

⇒ Problems

- Political (fears of unfair competition)
- 'Misuse'

Future of System

- ⇒ Continue with system until open market
- ⇒ Use it to replace bilaterals
- ⇒ Limits on use of licences in EU (on number of trips)
- ⇒ More for non EU – less for EU?
- ⇒ High quality system (high level harmonisation)
 - Vehicles
 - Companies
 - Drivers
- ⇒ Model for future international road market