

Network: MarriottBonvoy_conference
Password: THEHAGUE

WELCOME



PHYSICAL MEETING

23-24 NOVEMBER 2023

The Hague

Bulgaria



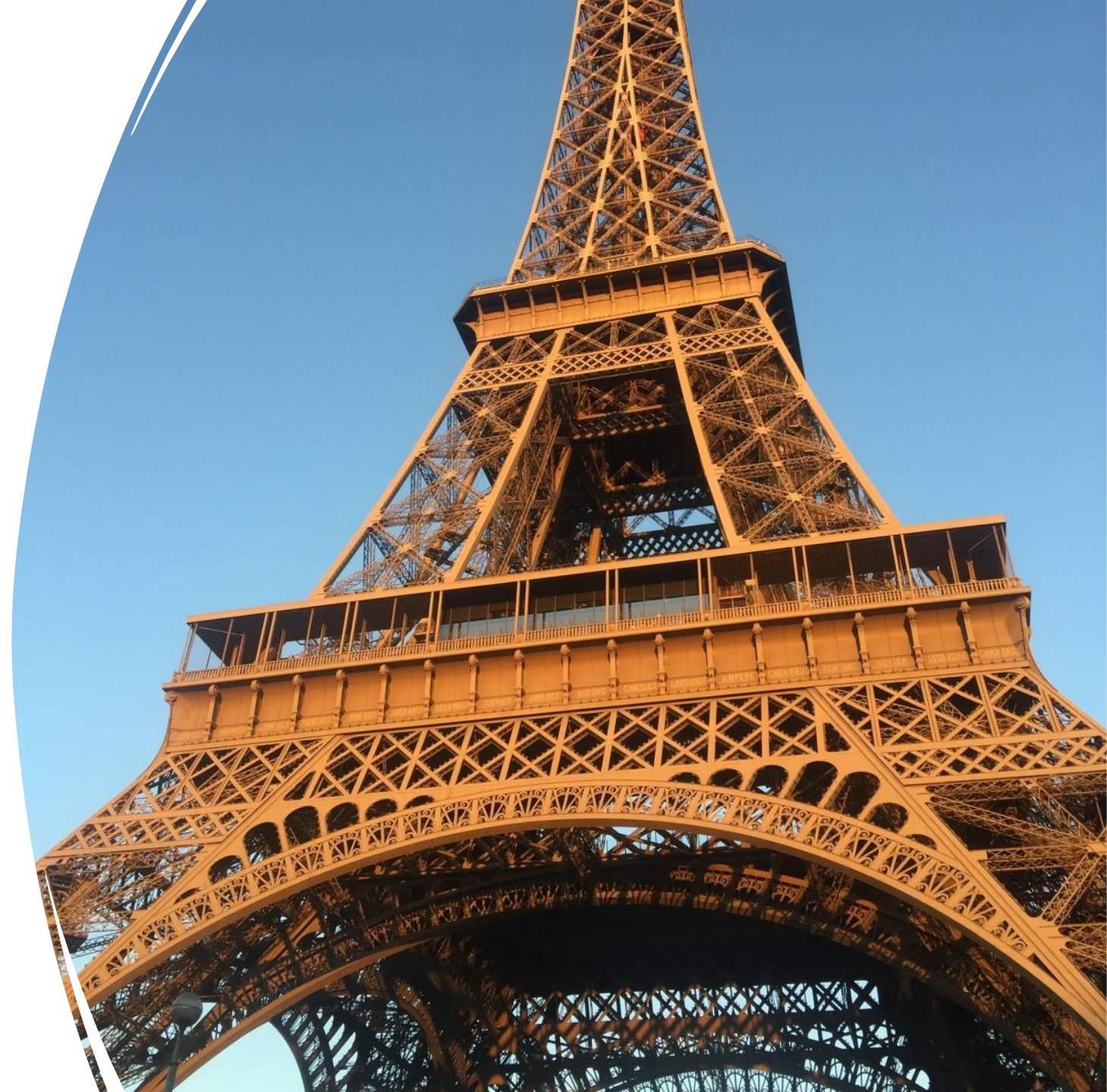
Denmark



Finland



France



Ireland



Italy



Latvia



Lithuania



Luxembourg



Malta



Netherlands



Norway



Portugal



Slovakia



Slovenia



South Africa



Sweden



Switzerland



United Kingdom



**ANY PRACTICAL
ISSUES?**

Hans van Gellekom

WhatsApp
00.31.6.31.78.55.80





PROGRAMME

THURSDAY 23 November 2023

09:00 - 09:30	Reception and registration
09:30 - 10:15	Opening and introduction
10:15 - 11:00	RELIABILITY
11:00 - 11:15	Coffee break
11:15 - 12:00	ERRU
12:00 - 14:00	LUNCH
14:00 - 15:45	REAL ESTABLISHMENT / PROFESSIONAL COMPETENCE
15:45 - 16:00	Coffee break
16:00 - 16:45	ROAD PERMITS
16:45 - 17:00	Closure of the meeting
19:00 - 21:30	DINNER (Offered by NIWO)

FRIDAY 24 November 2023

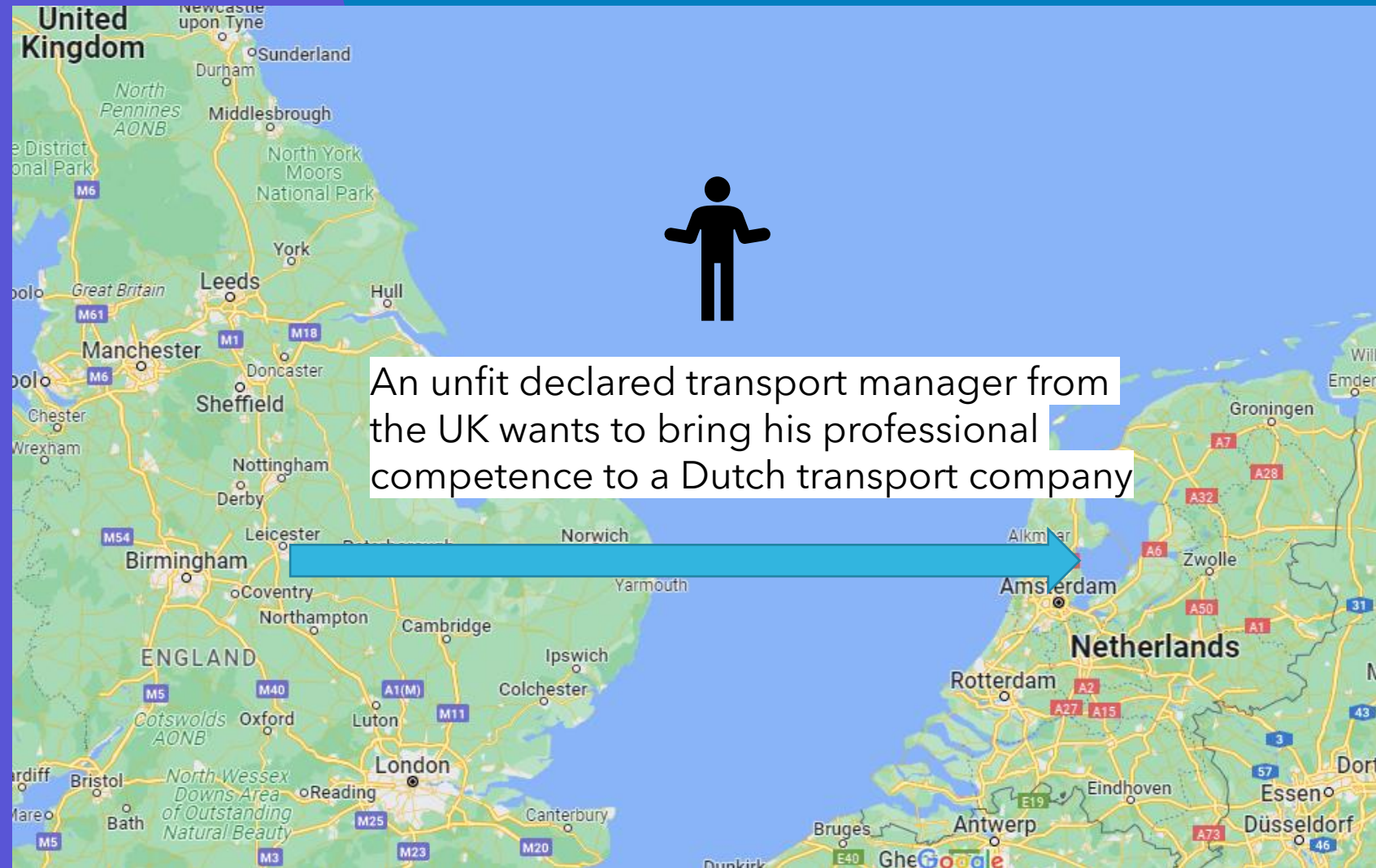
09:00 - 09:30	Reception
09:30 - 10:45	DIGITALISATION
10:45 - 11:00	Coffee break
11:00 - 11:45	CONTINUATION COOPERATION / ONLINE MEETINGS
11:45 - 12:00	Closing words
12:00 - 14:00	LUNCH
14:00 -	Departures of participants



RELIABILITY



RELIABILITY CASE STUDY





MAIN QUESTION FOR THE PARTICIPANTS

- *How does your country check the reliability?*
- *How do you check the reliability of foreign transport managers?*
- *How can we cooperate with regard to the reliability?*

Discussions



**COFFEE
BREAK**

ERRU



ERRU

**THE FUNCTIONING
OF THE ERRU
SYSTEM IN
PRACTICE**



Dutch Process from infringement to suspension or withdrawal

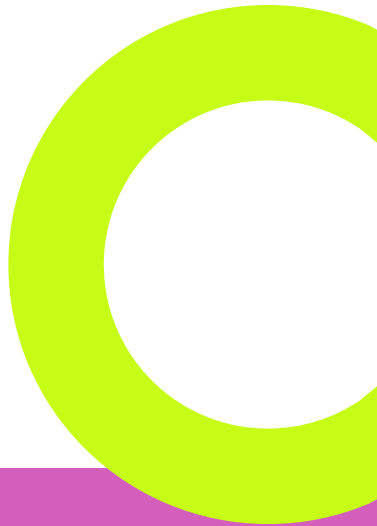
- Infringement
- Penalty points
- Registration
- Notification
- Limit value
- Investigation
- Decision to withdraw or suspension of the licence
- Penalty points expire after 6 months (in case of suspension) or after 2 years (in case of licence revocation)

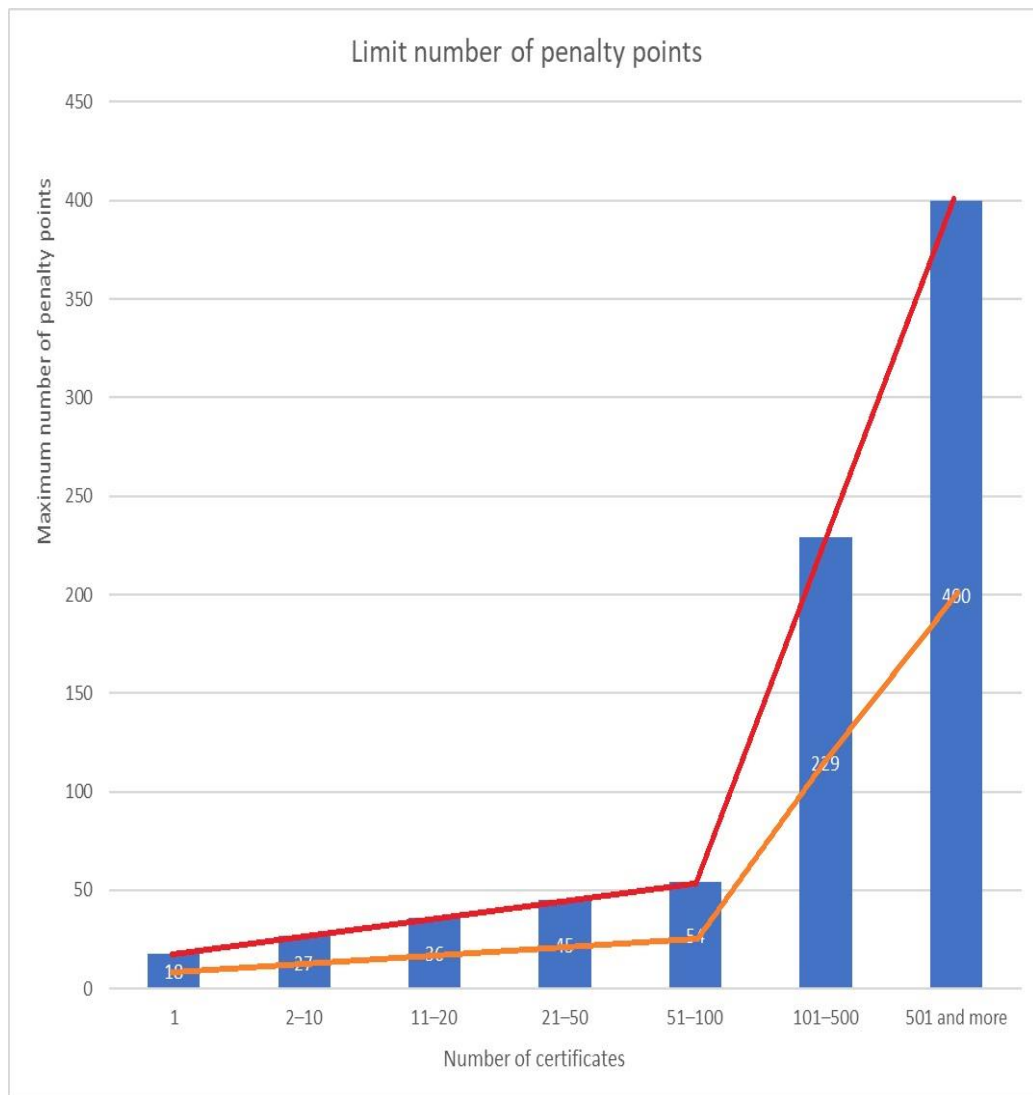
- ⚠ Most serious infringements (9 penalty points)
- ⚠ Very serious infringements (3 penalty points)
- ⚠ Serious infringements (1 penalty point)

Each carrier/transport manager is allowed a maximum number of penalty points before the ILT starts an investigation. This limit depends on the number of certified copies of the company's Euro licence.

RELIABILITY

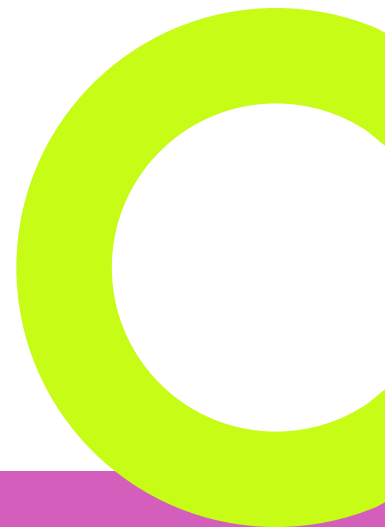
ERRU



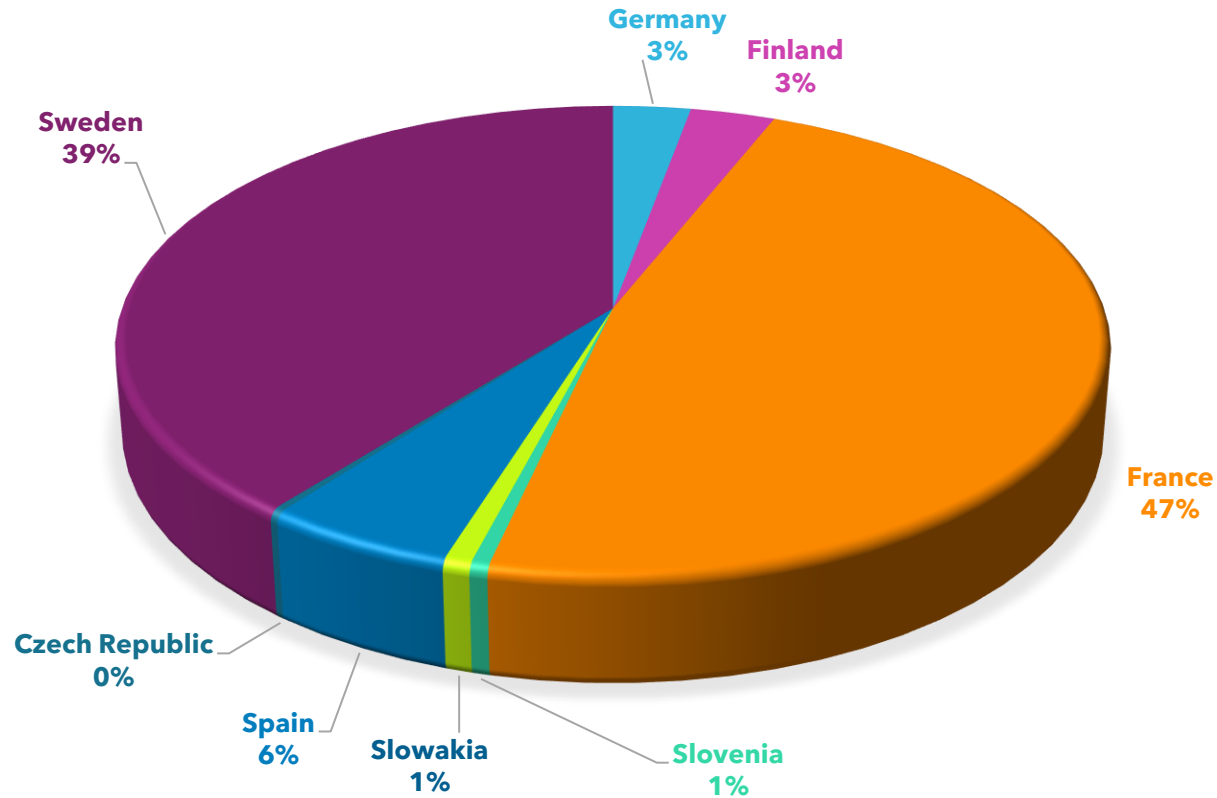


RELIABILITY

ERRU



Infringements of Dutch undertakings in different countries



ERRU overview
monthly report in
Netherlands

RELIABILITY

ERRU



MAIN QUESTION FOR THE PARTICIPANTS

- *How are your experiences with this data exchange?*
- *Do you use this system to monitor foreign transport managers?*
- *What are the consequences of the introduction of ERRU 3.0?*

Discussions



LUNCH

REAL ESTABLISHMENT & PROFESSIONAL COMPETENCE



REAL ESTABLISHMENT

Article 5(2) (EC) No. 1071/2009

In addition to the requirements laid down in paragraph 1, **Member States may require** an undertaking to have, in the Member State of establishment:

- (a) proportionate to the size of the activity of the undertaking, duly qualified administrative personnel at the premises or the transport manager reachable during customary business hours;**
- (b) proportionate to the size of the activity of the undertaking, operational infrastructure other than the technical equipment referred to in point (f) of paragraph 1 in the territory of that Member State, including an office which is open during customary business hours.';**





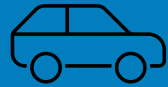
MAIN QUESTION FOR THE PARTICIPANTS

- How does your country check the real establishment?
- Did you implement Article 5(2) and if so, how you check these requirements?
- Do you use IMI?

Discussions

REAL ESTABLISHMENT

*LIGHT VEHICLES AND
REGISTER OF OWNED
AND HIRED VEHICLES*



?



< 500 kg



< 2.5
tonnes



< 3.5
tonnes



> 3.5
tonnes





MAIN QUESTION FOR THE PARTICIPANTS

- *Are other countries running into the same problems as the Netherlands with regard to couriers?*
- *Are there other challenges regarding companies using vehicles under 2.5 tonnes?*
- *What is the impact of the reduction to 2.5 tonnes in your country?*
- *What measures have other countries taken to ensure spontaneous compliance with licensing requirements?*
- *Are you considering the possibility of lowering the licence requirements (2.5 tonnes or less)?*
- *How are the light vehicles registered and what is the status of the registration?*
- *Do you register hired vehicles from other Member States?*

Discussions

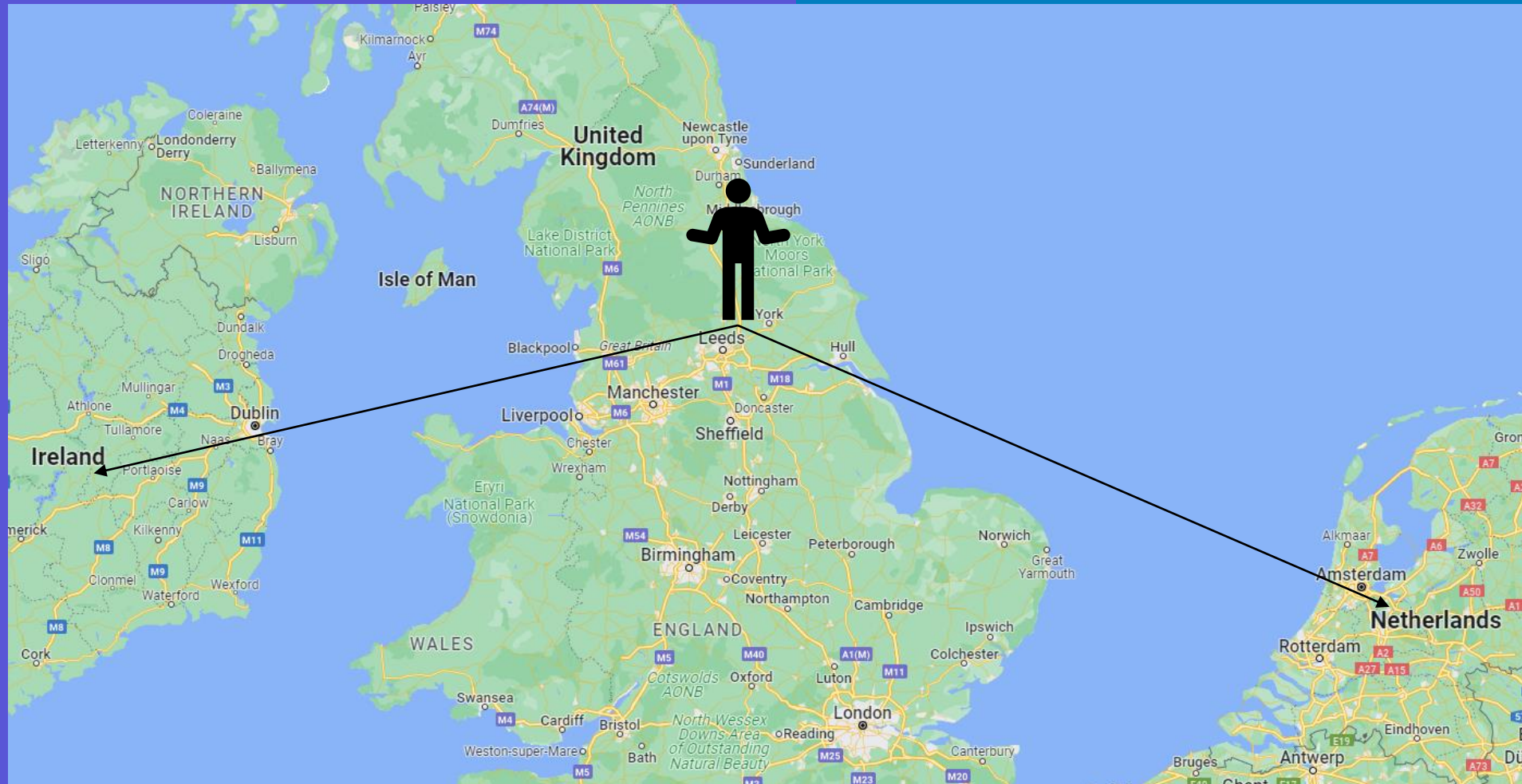
PROFESSIONAL COMPETENCE

TRANSPORT MANAGER
(4X50 RULE)

According to Article 4, paragraph 2 (c) of Regulation 1071/2009 Member States **may decide** to lower the number of undertakings and/or the size of the total fleet of vehicles which the transport manager may manage.

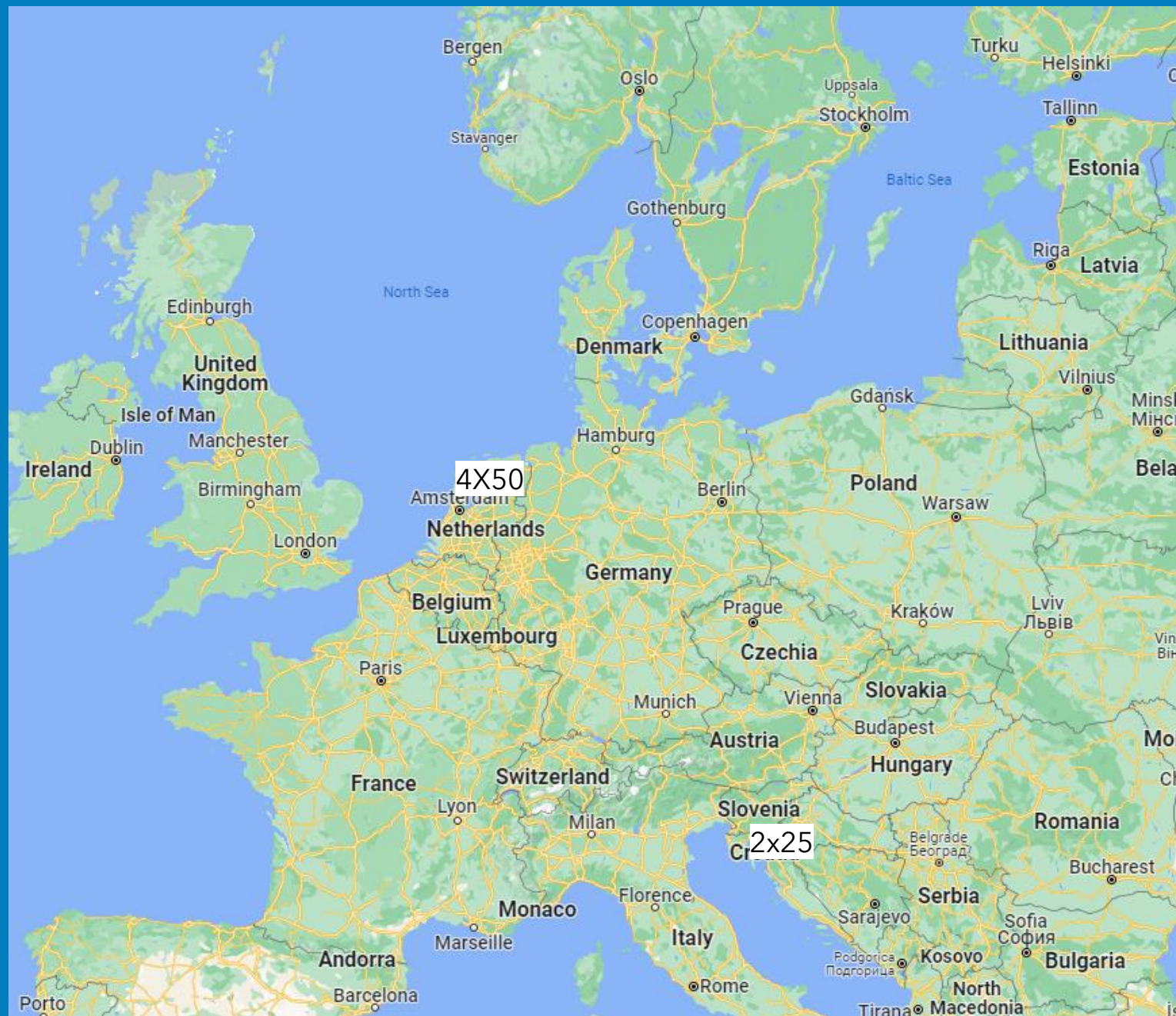


PROFESSIONAL COMPETENCE CASE STUDY



PROFESSIONAL COMPETENCE CASE STUDY

IF A MEMBER STATE DECIDED TO LOWER THE NUMBER OF UNDERTAKINGS AND THE SIZE OF THE TOTAL FLEET OF VEHICLES, WHAT HAPPENS WHEN THE TRANSPORT MANAGER IS ALSO BRINGING IN HIS COMPETENCE OUTSIDE THAT MEMBER STATE?
SLOVENIA FOR EXAMPLE DECIDED THAT A TRANSPORT MANAGER CAN ONLY MANAGE A MAX OF 2 UNDERTAKINGS WITH A TOTAL OF 25 VEHICLES.





MAIN QUESTION FOR THE PARTICIPANTS

- When the transport manager also wants to bring in his professional competence in the Netherlands, whereby the way the 4 x 50 rule applies, what happens then?
- Did you lower the number of undertakings and/or the size of the total fleet?
- How do you check the number of undertakings and/or fleet ?

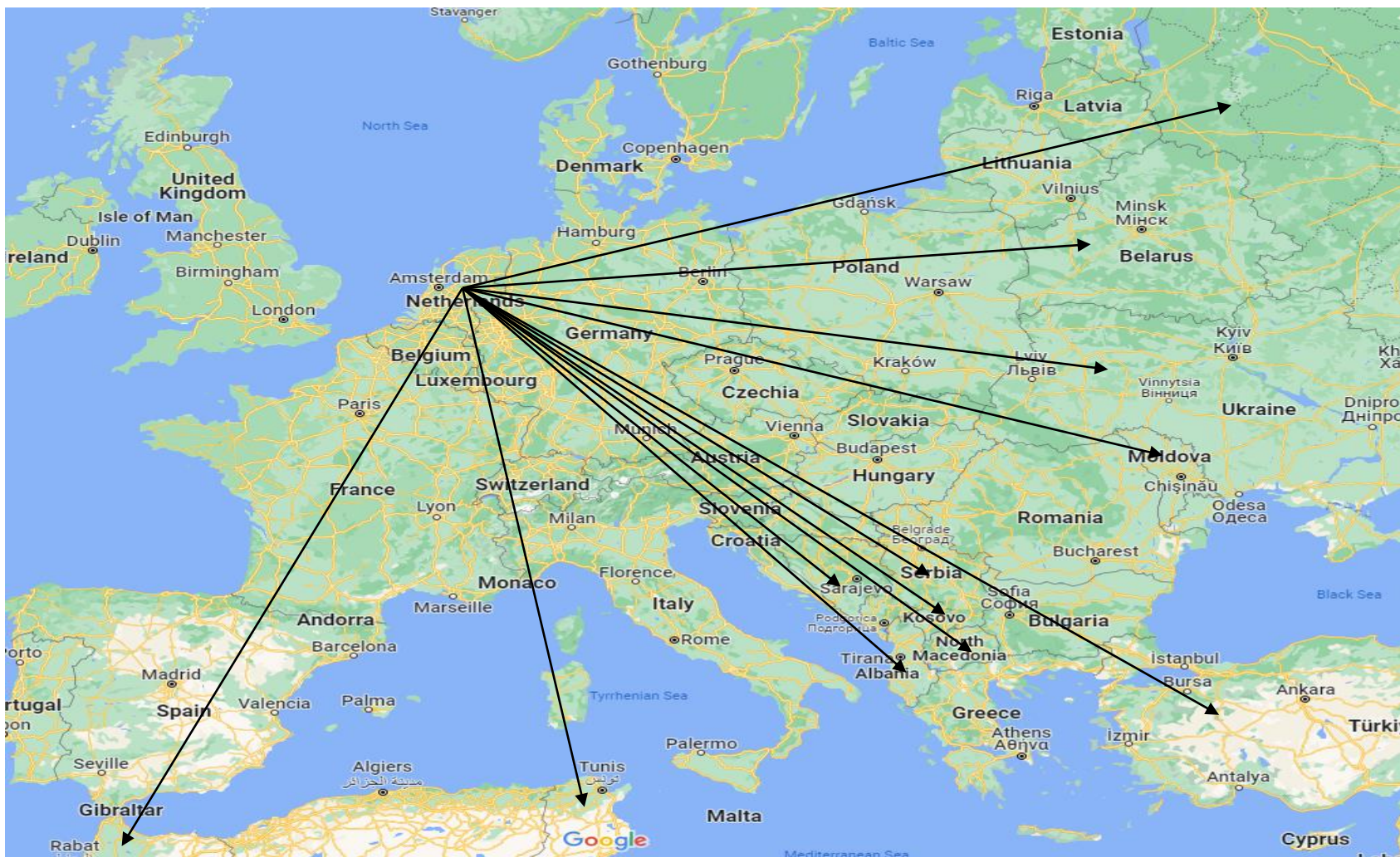
Discussions



**COFFEE
BREAK**

ROAD PERMITS





ROAD PERMITS

ROAD PERMITS

History

- The process of exchanging road permits each year. For the whole of the EU this involves millions of paper documents.
- The lack of information of the use of trip authorizations and especially by 3rd countries.
- Cooperation with other EU-countries.





DINNER



WELCOME

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DIGITALISATION



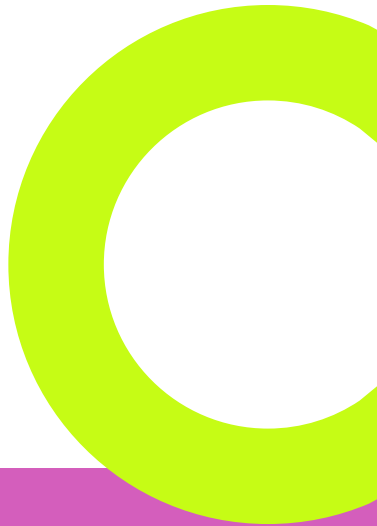
Digitalisation

Community licence: 321.166 Community licences (2021)
2.288.826 Certified copies (2021)

ECMT licences: 75.406 Annual licences (2024)
30.024 Short term licences (2024)

Road permits: Millions of road permits exchanged every year

DIGITALISATION



DIGITALISATION

Benefits of digitalisation

- From sustainability point of view. No paper documents.
- No exchange needed. So also, no transportation costs.
- More insight into use of road permits especially than 3rd countries.
- Prevents abuse and fraud.



DIGITALISATION

**Experience and good
practices with digitalisation
of the national licence**





MAIN QUESTION FOR THE PARTICIPANTS

Implementation digitalisation

- Each country for itself or acting together?
- Are any countries already engaged in digitization?
- Can we learn from good practices?

Discussions



**COFFEE
BREAK**

COOPERATION

