



# Enforcement cooperation



**Euro Contrôle Route  
Technical enforcement solutions  
challenges / good practices  
Amsterdam 22<sup>nd</sup> March 2018**

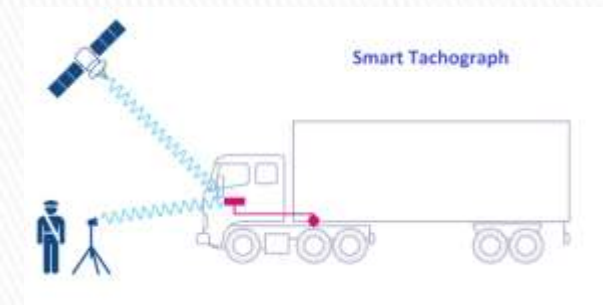
By Gerard Schipper ECR general delegate  
[www.euro-contrôle-route.eu](http://www.euro-contrôle-route.eu)



# This presentation is about



- ▶ Brief introduction of ECR
- ▶ The road transport enforcement situation in Europe
  - ▶ WIM systems and on board weighing systems
  - ▶ Newly introduced enforcement practice in Hungary





# Euro Contrôle Route



**Euro Contrôle Route is the public organisation for cooperation in road transport enforcement in Europe**

**Hosted since 1999 by the Benelux**

**Transforms in 2018 into an independent EGTC organisation Reg. EC No1082/2006**



ECR Secretariat

ECR coordinator, Ann De Vries

Regentschapsstraat 39

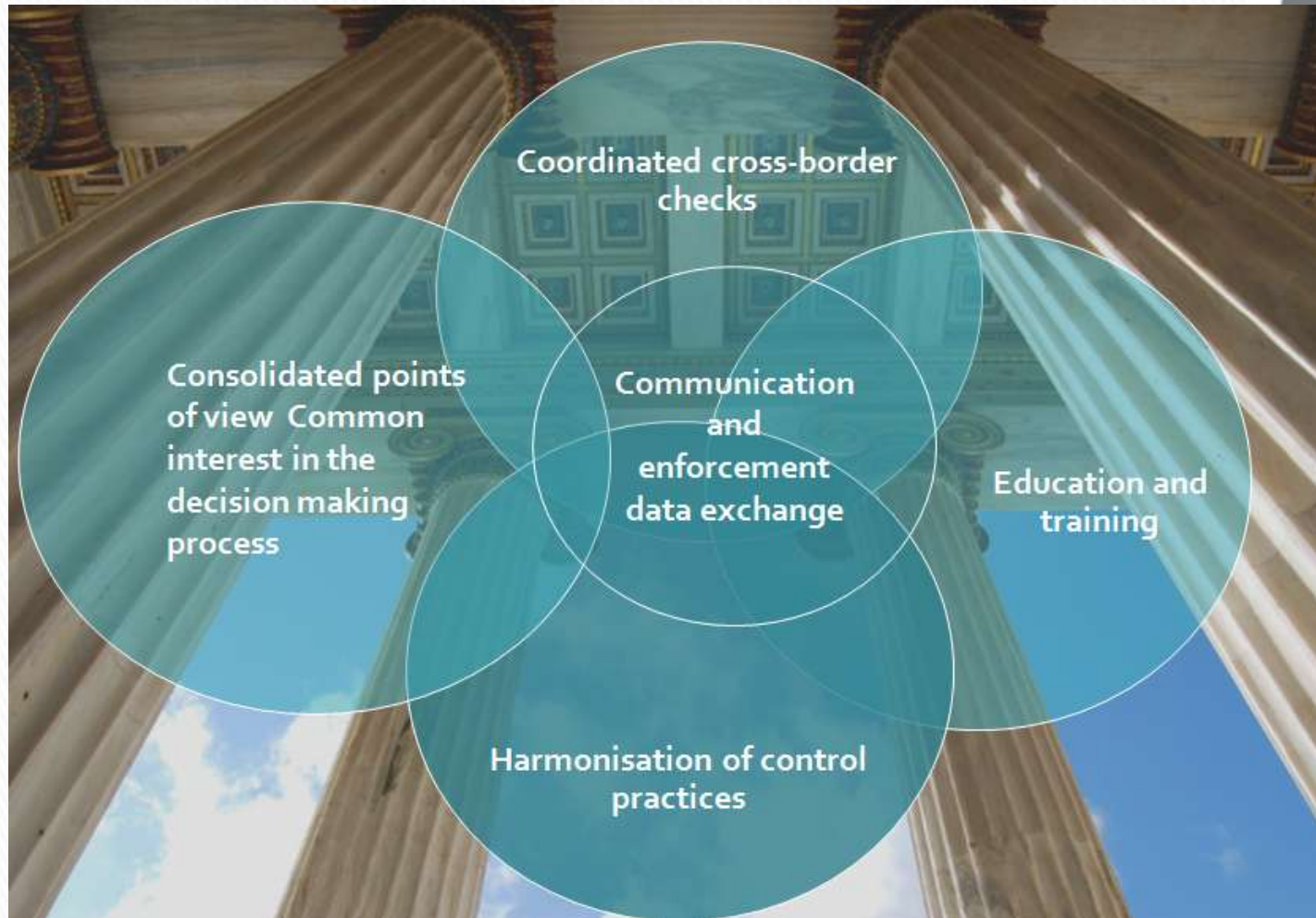
1000 Brussels Belgium

[a.devries@benelux.int](mailto:a.devries@benelux.int)

+32 2 519 3870



# The five ECR pillars






# Road transport situation in EU



- ▶ 80% loss enforcement capacity
- ▶ Resulting in  $12^3 - 13^3$  enforcers for  $7^6 - 8^6$  commercial vehicles (HGV's – PSV's)

(Enlargement of scope with LCV's pending)

- ▶ Old school enforcement 20<sup>th</sup>  21<sup>st</sup> century
- ▶ 20% - 30% tachograph frauds
- ▶ Wide spread Ad Blue fraud (emission fraud)
- ▶ Nomadic drivers / letter box companies



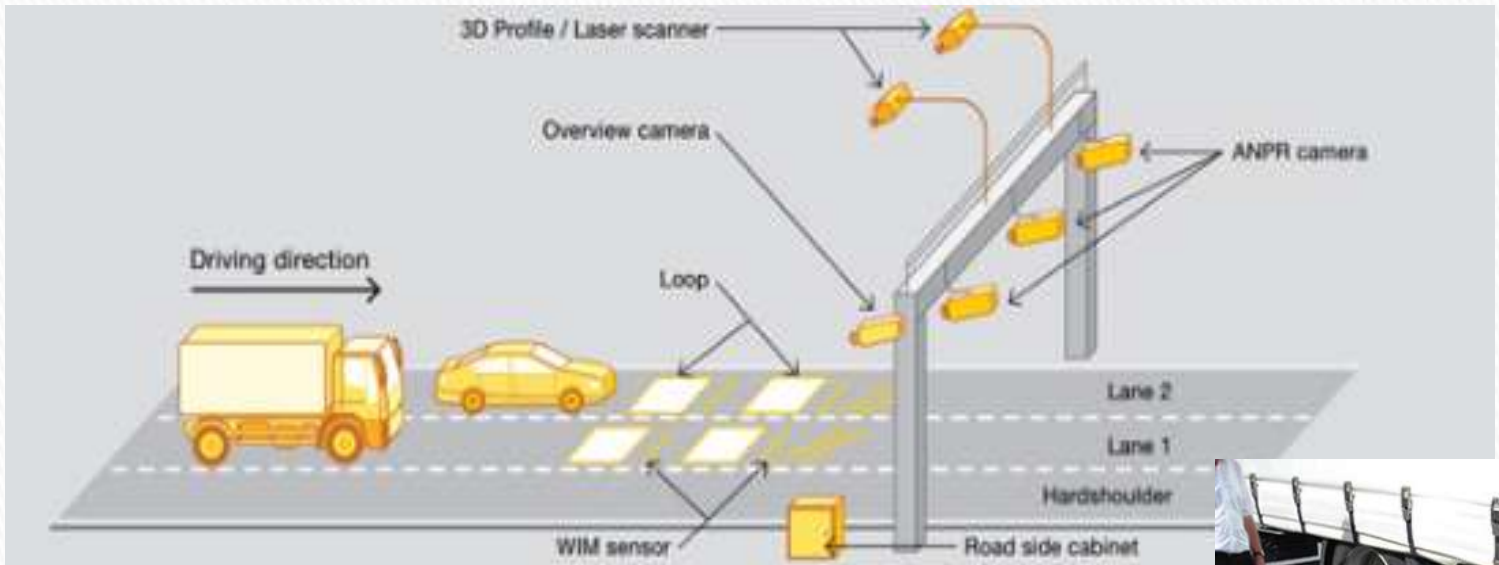
# Smart tachograph as per June 2019







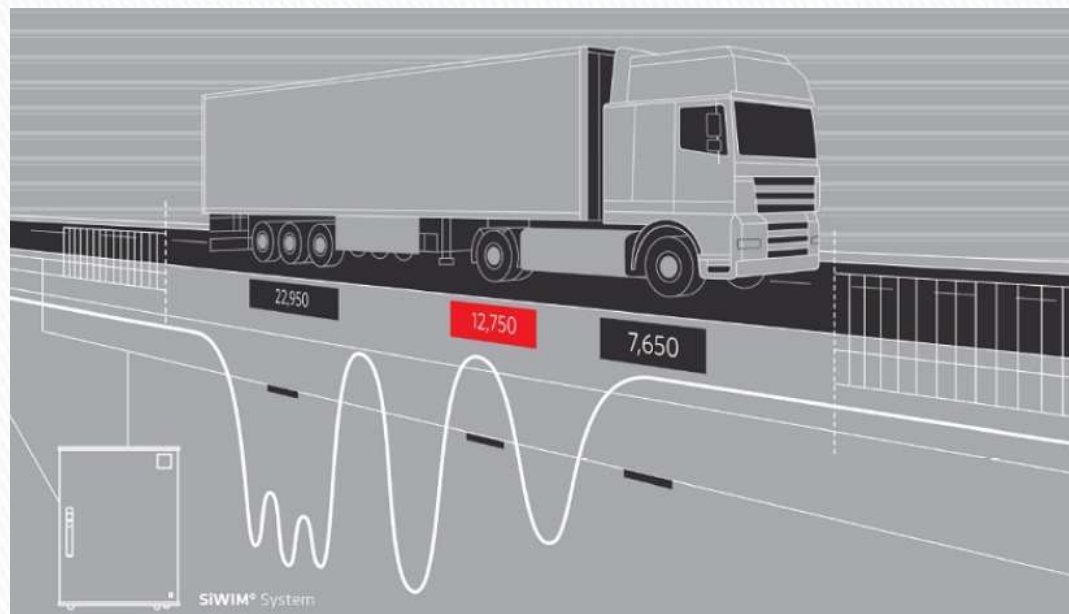
# WIM preselection & direct enforcement







## WIM for direct enforcement Newly introduced enforcement practice in Hungary



By Róbert Mikulás  
Head of Department  
Vehicle Policy Department  
Ministry of National Development  
Deputy State Secretary for Traffic Authority Tasks

