



Euro Contrôle Route
European Grouping of
Territorial Cooperation

ANNUAL REPORT 2025.

Working together for road
transport across Europe

Safe. Fair. Sustainable.

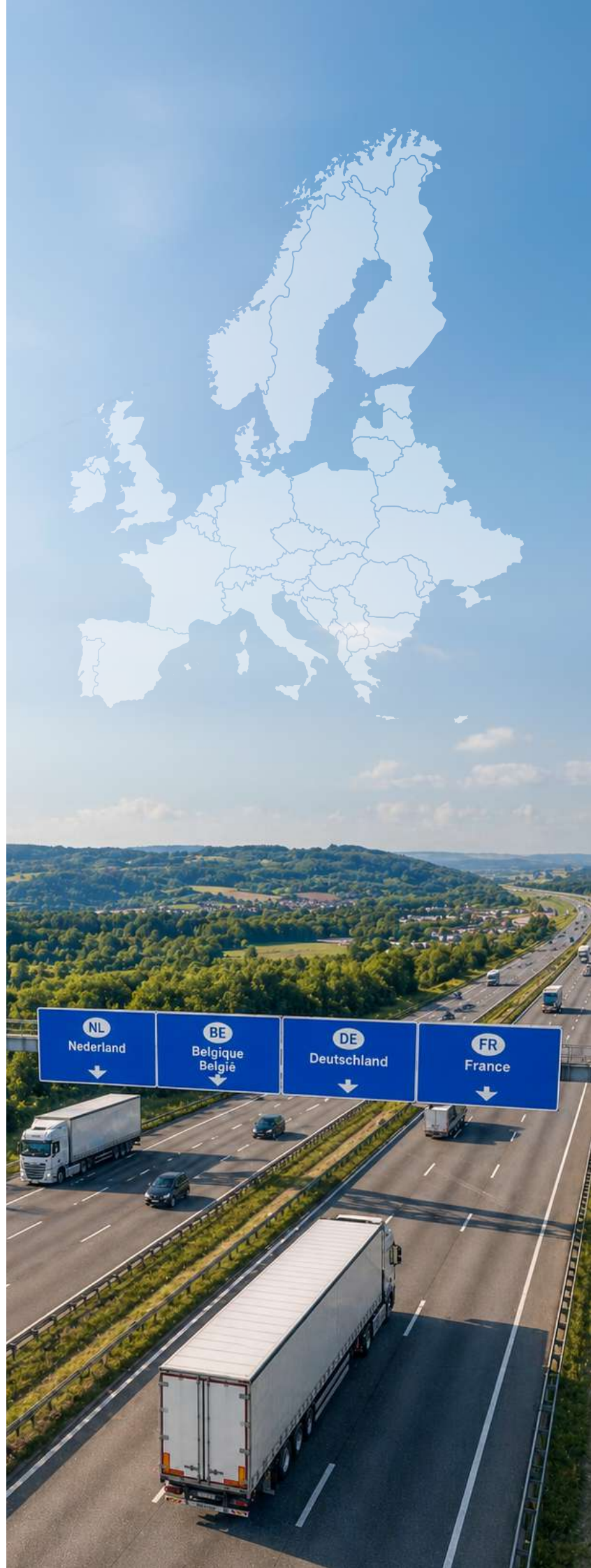


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Foreword

In 2025, Euro Contrôle Route European Grouping of Territorial Cooperation (ECR EGTC) consolidated its return to full operational activity, delivering a broad programme of exchanges, joint inspections, training events, and strategic dialogue across Europe.

The year demonstrated the practical value of cooperation, with inspectors and authorities working together to strengthen enforcement practices and support greater harmonisation.

Alongside operational delivery, ECR EGTC continued to reinforce its governance, revitalise its Expert Groups, and expand its membership, further strengthening its role as a European platform for road transport enforcement. Cooperation with European institutions and partners also deepened, supporting alignment between policy and practice.

As the Presidency transitioned from the Netherlands to France, 2025 laid solid foundations for the next phase of development.

This Annual Report reflects the collective commitment of Member States, inspectors, and partners to effective cooperation and safer, fairer, and sustainable road transport across Europe.


**ECR EGTC 2025
 President
 Wouter Arts**


**ECR EGTC
 Vice President 2025
 Thomas Walliser**


**ECR EGTC
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 Heinz Albert Stumpfen**

Executive Summary

2025 marked a full return of ECR EGTC to structured operational delivery following its transition phase, building on renewed governance foundations to deliver a comprehensive programme of enforcement cooperation, expert exchange, and strategic coordination across Member States.

ECR EGTC implemented 12 structured activities, including two ADR cross-border enforcement operations, five bilateral and multilateral inspector exchanges, four specialised training and capacity-building events, and the Annual Conference. In addition, eight coordinated Control Weeks were organised, three jointly with ROADPOL, addressing key risk areas such as driving and rest times, tachograph manipulation, ADR compliance, roadworthiness, and cabotage. Participation per activity ranged from 10 to 30 inspectors representing 5 to 8 Member States, with evaluations consistently confirming strong operational relevance and professional impact.

All four core Expert Groups, Transport of Dangerous Goods (ADR), Tachograph Working Group (TWG), Technical and Cargo Securing (TECHCA), and Driving and Resting Times (DRT), were active throughout the year under confirmed leadership structures. Governance arrangements were further consolidated, and

membership expanded with three additional Member States, bringing total membership to ten countries and reinforcing the geographic scope of cooperation.

Overall, the reporting year consolidated operational credibility, strengthened institutional structures, and reaffirmed the added value of structured cross-border cooperation in promoting safe, fair, and sustainable road transport across Europe. The focus for 2026 will shift toward formalisation, structured knowledge use, strengthened training frameworks, and enhanced strategic and financial planning.

ECR EGTC Overview

Euro Contrôle Route
European Grouping of Territorial Cooperation



Vision

We stand for safe, fair, and sustainable road transport in Europe.



Mission

Through cooperation between European Road Traffic Inspectorates on knowledge, skills, and innovation, we are the first go-to partner in Europe on road transport.



Core values



SAFETY

We strengthen road safety by enhancing the effectiveness and consistency of roadside enforcement and inspections across Europe.



FAIRNESS

We ensure equal treatment of road transport operators through harmonised, transparent, and non-discriminatory enforcement practices.



SUSTAINABILITY

We contribute to sustainable road transport by supporting compliant operations, efficient enforcement, and reduced environmental impact.

2025 in Review

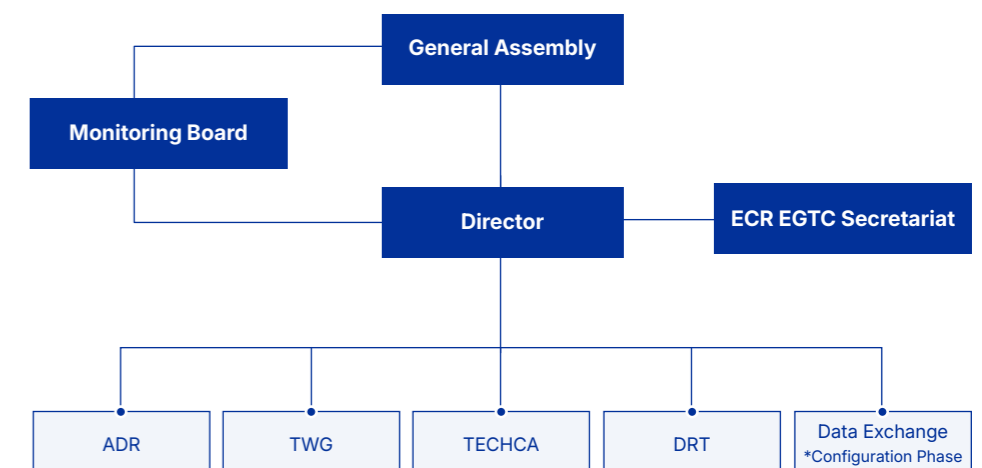
Through 2025, ECR EGTC operated under a clearly defined organisational framework that supported both governance and operational delivery.

At the top of the structure was the General Assembly, the Grouping's principal decision-making body, responsible for strategic direction, membership decisions, and adoption of key policies. Supporting the General Assembly was the Monitoring Board, which provided oversight and ensured alignment with statutory objectives. The Director held overall responsibility for daily management, operational coordination, and representing the organisation externally, supported by the ECR EGTC Secretariat, which provided strategic input, continuity, and organisational support.

Beneath this leadership core sat the operational backbone of ECR EGTC: its Expert Groups. In 2025, these included Transport of Dangerous Goods (ADR), Tachograph Working Group (TWG), Technical and Cargo Securing (TECHCA), and Driving and Resting Times (DRT), each focused on a priority enforcement domain and reporting into the Director and governance bodies. The Data Exchange Expert Group remained in a configuration phase during 2025. No operational activities were carried out, and decisions on its future role and activation were postponed to 2026.

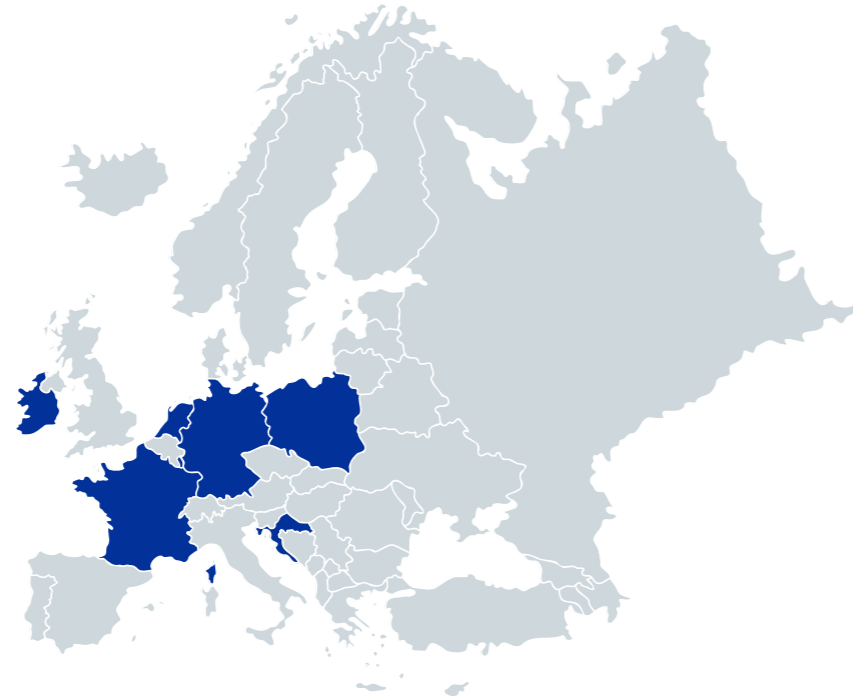
ECR EGTC 2025

Structure

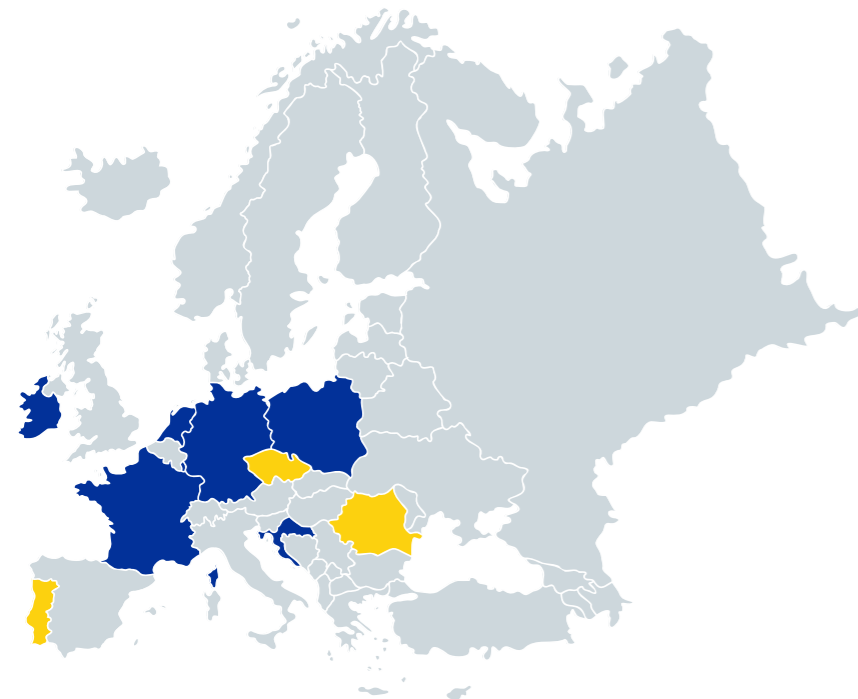


2024

-  Croatia
-  France
-  Germany
-  Ireland
-  Luxembourg
-  Netherlands
-  Poland






In parallel, 2025 was also a year of notable membership growth. During an ad hoc General Assembly on 8 July, the Czech Republic, Portugal, and Romania were unanimously approved as new Member States of Euro Contrôle Route EGTC, with their membership taking effect on 1 August 2025. With this enlargement, the Grouping's membership in 2025 comprised authorities from Croatia, the Czech Republic, France, Germany, Ireland, Luxembourg, the Netherlands, Poland, Portugal, and Romania, reinforcing the network's geographic reach and operational scope.



2025

+3 New Countries

-  Czech Republic
-  Portugal
-  Romania

During 2025, the Netherlands held the Presidency of Euro Contrôle Route EGTC, taking over from Poland, with France serving as Vice-Presidency. The transition between presidencies reflected a clear evolution in focus. Under the Polish Presidency, priority was given to inaugurating and stabilising the new legal framework of the Grouping, including governance arrangements and statutory foundations. Building on this legal consolidation, the Dutch Presidency concentrated primarily on operationalisation, implementation, and restoring ECR EGTC to full working capacity. The work of the Presidency was structured around the Presidential Priorities for 2024–2025, the implementation of which was monitored throughout the year and formally reviewed during the General Assemblies.

Training and knowledge exchange advanced through participation in rotational exchanges and training activities, as well as an initial evaluation of training and meeting formats. Expert Groups were re-engaged through unanimously adopted mandates and profiles, full participation in collaborative discussions, and the preparation of an action plan to guide their work into 2026.

Organisational structures were strengthened by further clarifying roles, responsibilities, and internal working arrangements, supporting a more coherent link between governance bodies, the Secretariat, and operational activities, and creating a stronger foundation for structured and coordinated work across the Grouping.





During the year, all ECR EGTC Expert Groups, ADR, TWG, TECHCA and DRT, were active and met regularly through a combination of on-site and online meetings. On average, each Expert Group convened four times during the year, ensuring continuity of work, coordination, and follow-up. These meetings supported the development of training activities, specialist workshops, and operational exchanges, directly contributing to the Grouping's core mission

of capacity building and harmonised enforcement. The year 2025 was of particular importance, as it marked the first year of ECR EGTC's full return to operational mode following previous transitional periods. Notably, the DRT Expert Group was reactivated and resumed its activities, strengthening the Grouping's thematic coverage.

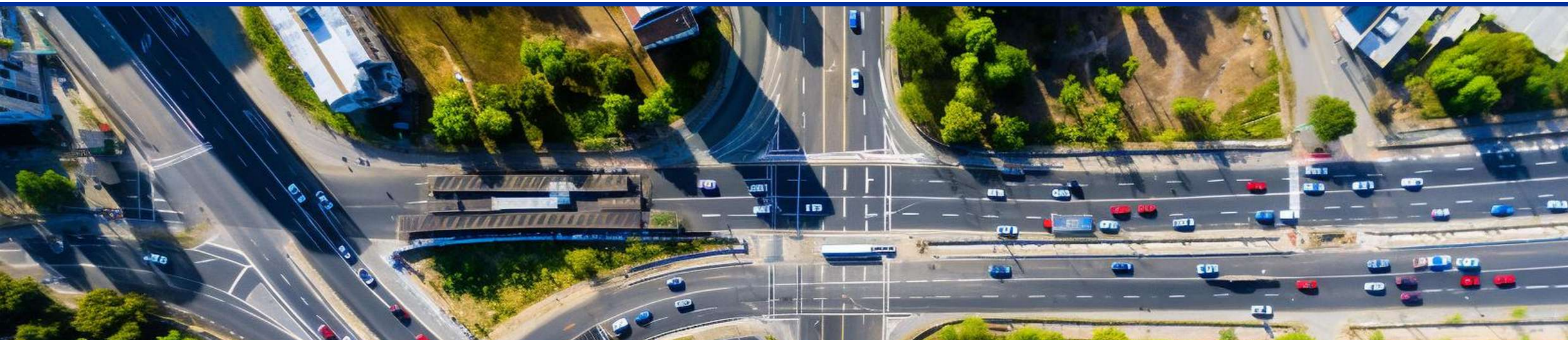
All Expert Groups operate under the leadership of a designated Chair and Deputy

Chair, with representatives from all Member States. Their work is increasingly supported by improved working formats, including standardised templates for agendas, minutes, reporting, and structured planning arrangements. These governance and coordination practices will be further consolidated and formalised in 2026, supporting a more consistent, transparent, and results-oriented approach across all Expert Groups.

Upcoming Presidencies ↘

During a General Assembly held on 26 November 2025, it was formally decided to confirm the upcoming ECR EGTC Presidencies, ensuring continuity in leadership and providing strategic direction for the organisation in the years ahead.

YEAR	PRESIDENT	VICE-PRESIDENT
2024	 Poland	 Netherlands
2025	 Netherlands	 France
2026	 France	 Croatia
2027	 Croatia	 Germany
2028	 Germany	 Ireland
2029	 Ireland	 Czech Republic
2030	 Czech Republic	 Luxembourg
2031	 Luxembourg	 Portugal
2032	 Portugal	 Romania
2033	 Romania	TBD



Expert Group Representation

In parallel, the composition of the Chairs and Deputy Chairs of the Expert Groups was acknowledged and finalised, thereby completing the governance arrangements for all Expert Groups. This confirmation ensured that each group, excluding the Data Exchange Expert Group, operates under a defined leadership structure, providing continuity and accountability for the coordination of activities and the implementation of work programmes.

EXPERT GROUP	CHAIR	CO-CHAIR/DEPUTY CHAIR
ADR	 France	 Czech Republic
TWG	 Ireland	 Romania
TECHCA	 Poland	 Germany
DRT	 Netherlands	 Poland

In regard to collaboration, ECR EGTC continued to strengthen cooperation with key European stakeholders active in the field of road transport enforcement and regulation. Cooperation with the European Roads Policing Network (ROADPOL) remained an important operational partnership, including the organisation of joint Control Weeks and the co-organisation of specialised Masterclasses addressing tachograph manipulation. These joint activities contributed to the exchange of operational expertise and supported more consistent enforcement approaches across participating countries.

Engagement with the European Labour Authority (ELA) also progressed during the year, particularly in relation to driving and rest time enforcement and labour mobility aspects of the road transport sector. Discussions during the DRT Expert Group meeting in December 2025 explored opportunities for pilot cooperation in 2026, focusing on coordination in areas related to driving and rest time enforcement and the practical application of relevant social legislation in cross-border transport operations.

In parallel, ECR EGTC contributed to discussions regarding subcontracting chains in road freight transport with the European Commission within the framework of the Members and Observers of the Committee on Road Transport. Through these exchanges, the operational experience of roadside enforcement authorities was shared to support ongoing discussions on transparency and fair competition in the transport sector.

More broadly, cooperation with European stakeholders continued to expand as ECR EGTC further strengthened its role as a platform connecting enforcement authorities, European institutions, and specialised organisations working in road transport supervision and safety. Contacts and exchanges with organisations such as the Confederation of Organisations in Road Transport Enforcement (CORTE) and the European Transport Safety Council (ETSC) reflected the growing interest in combining regulatory expertise, safety policy perspectives, and operational enforcement experience. These collaborations support the exchange of knowledge, contribute to more informed policy discussions, and reinforce ECR EGTC's position within the wider European road transport enforcement community.

Activities Overview



4.7/5



Consistently high satisfaction reported (4.7/5). Satisfaction scores are based on post-event participant surveys using a 1–5 scale. Response counts are reported per event.

Reported impacts: Strong professional relevance, effective joint controls, and high value of peer learning.

Event	Vehicles / Checks	Findings / Issues Identified	Sanctions / Followup
ACE I – PL	29 vehicles checked	19 violations (ADR documentation, load securing, safety equipment)	€4,650 in fines; 6 vehicle immobilisations
ACE II – FR	32 vehicles checked	43% non-compliance; 33 ADR infringements (incl. non-conforming packaging, residues, documentation)	Vehicle immobilisations for severe ADR breaches
TECHCA Workshop IE	29 vehicles checked	Technical and compliance deficiencies; 16 vehicles compliant	No fines reported (court prosecutions against 4 operators initiated)
Trilateral Exchange PL-DE-CZ	32 roadside inspections	Technical defects and social regulation infringements	3 fines (PLN 1,000 each); 2 registration documents seized; administrative proceedings initiated
Multilateral Exchange LU	31 trucks checked	Load securing, DRT, technical condition, dimensions, weights	€9,000 in fines
Multilateral Exchange NL	Data not aggregated for this activity.	Driving and rest time infringements identified	Data not aggregated for this activity.
Cross-border Inspection FR-DE	Data not aggregated for this activity.	Overload detected on a log-carrying road train; technical and DRT checks	Fine issued (amount not specified)
Bilateral Exchange FR-DE	9 vehicles checked	Cabotage, tachograph manipulation, AdBlue fraud, cargo securing, overloads	€7,260 in fines

Coordinated Control Weeks

In 2025, ECR EGTC coordinated several Control Weeks with Member States, including three Control Weeks organised jointly with ROADPOL, focusing on diverse key risk areas in road transport enforcement. These actions provided a common framework for carrying out controls simultaneously across Europe. During 2025, the primary focus of these coordinated actions was on operational cooperation without clear reporting guidelines. As a result, the information generated during Control Weeks was not systematically collected or aggregated for analytical purposes within the reporting year.

In 2026, ECR EGTC will focus on clarifying how data generated during Control Weeks should be collected, structured, and handled. Strengthening these reporting practices will support future analysis, knowledge exchange, and more consistent enforcement approaches across Member States.

Week	Start	End	Operation	Target	Focus
8	Feb 17, 2025	Feb 23, 2025	ECR & ROADPOL	Trucks & Bus	DRT & manipulation
11	Mar 10, 2025	Mar 16, 2025	ECR	Trucks	Weight and dimensions & cargo securing
19	May 5, 2025	May 11, 2025	ECR & ROADPOL	Trucks & Bus	DRT & manipulation
21	May 19, 2025	May 25, 2025	ECR	Trucks & Bus	Roadworthiness control
37	Sep 8, 2025	Sep 14, 2025	ECR	Trucks & Bus	Roadworthiness control
40	Sep 29, 2025	Oct 5, 2025	ECR	Buses	Passenger transport & cabotage
41	Oct 6, 2025	Oct 12, 2025	ECR	Trucks	ADR: Safe handling and stowage
47	Nov 17, 2025	Nov 25, 2025	ECR & ROADPOL	Trucks & Bus	DRT & manipulation & cabotage

Activities in Review

The activities carried out in 2025 covered a broad range of operational, training, and coordination actions reflecting the diverse mandate of Euro Contrôle Route EGTC. They brought together national enforcement authorities at operational, expert, and strategic levels, combining practical fieldwork with structured knowledge exchange and policy-oriented dialogue. The following section provide an overview of the main categories of activities undertaken during the year, illustrating how cooperation was implemented in practice through exchanges, joint inspections, training and capacity-building initiatives, high-level events, and partnerships with European and international organisations.

ROADPOL & ECR EGTC Masterclass I 2025

Date of Event:
24–28 March 2025

Location:
Hasselt, Belgium

Organisers:
ROADPOL & ECR EGTC TWG Expert Group



Purpose and Objectives

The Masterclass advanced the technical expertise of enforcement officers in identifying and preventing tachograph manipulation. It fostered collaboration and harmonisation of enforcement practices across Member States.



Participants and Structure

Attended by participants from 14 countries (Austria, Belgium, Bulgaria, Cyprus, France, Germany, Ireland, Latvia, Netherlands, Poland, Portugal, Romania, Spain, United Kingdom) coming from both ROADPOL and ECR EGTC. The week-long programme combined hands-on training, case analysis, and comparative discussions on legislation, methods, and sanction systems.



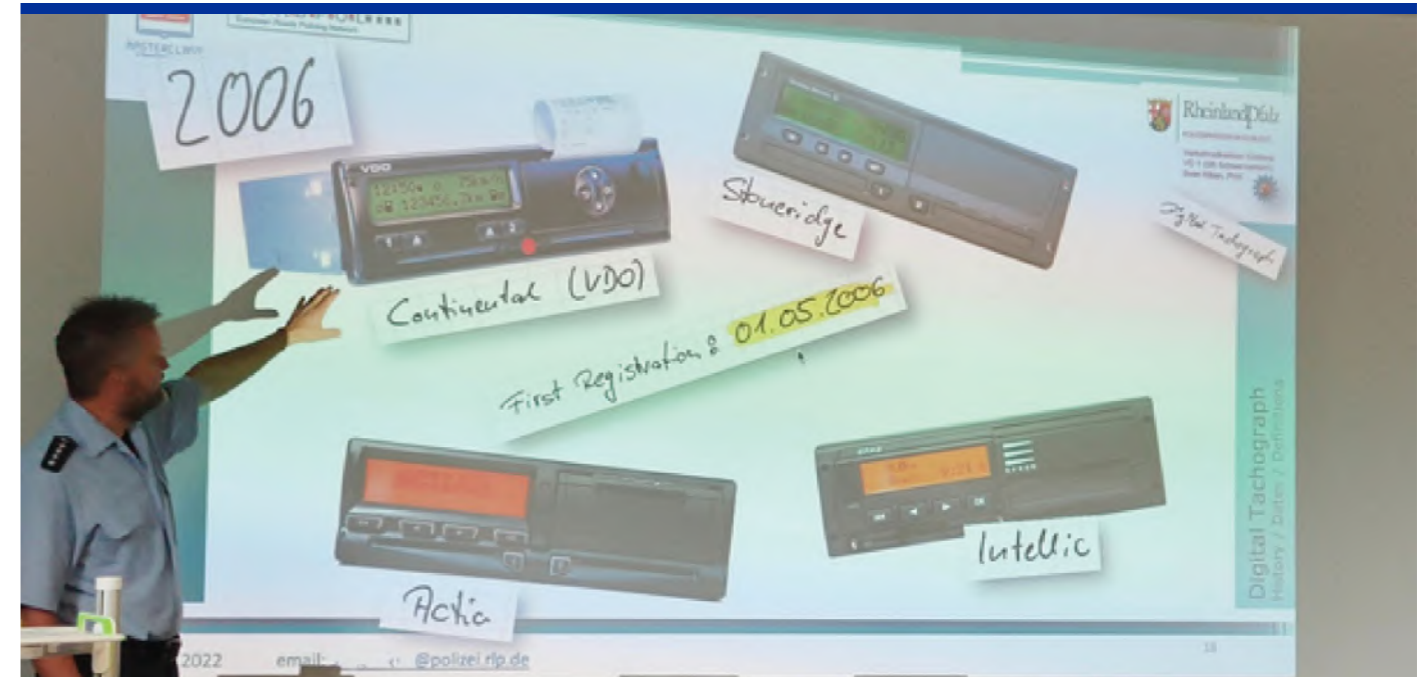
Technical Focus

A key feature was a presentation by VDO (German automotive technology brand known for producing i. a. digital tachographs), introducing the DTCO 4.1a smart tachograph, its updates, retrofitting procedures, and implications for manipulation detection. Participants gained practical skills in adapting to evolving enforcement needs.



Outcomes and Impact

Participants were designated as knowledge multipliers. The initiative improved tachograph tampering detection, promoted consistent enforcement, and strengthened cross-border cooperation.



International ACE I Inspections ▶

Date of Event: 8–9 April 2025 | **Location:** Katowice, Poland | **Organisers:** ITD Katowice & ECR EGTC ADR Expert Group

Purpose and Objectives The operation focused on ADR compliance to enhance safety in dangerous goods transport through coordinated international enforcement.

Participants and Structure 12 inspectors from 8 countries (Belgium, Bulgaria, Croatia, Czech Republic, Luxembourg, Poland, Portugal, Romania) participated. 3 were members of the ADR Expert Group. Inspections were carried out on the A1 and A4 motorways, supported by on-site training and joint evaluations along roadside checks and a visit to a tank production facility.

Technical Focus A total of 29 vehicles were checked, identifying 19 violations. Issues included improper securing of goods, missing safety equipment, and incomplete ADR documentation.

Outcomes and Impact Fines totalling €4,650 were issued, with six vehicles immobilised. The operation strengthened coordination and knowledge sharing among ADR enforcement authorities.

Indicator	Day 1	Day 2
Total number of checks	14	15
Local vehicle checks	14	11
Foreign vehicle checks	0	4
Checks with infringements	7	7
Total infringements detected	10	9
Personal penalties imposed	4	0
Vehicles immobilised	4	2



↑ 100%

Post-event feedback for ACE I 2025 in Katowice, Poland, based on 10 responses, showed near-unanimous satisfaction, with 100% of participants rating the event and its control activities as very effective and 90% confirming a positive impact on their professional role.

TECHCA Workshop 2025

Date of Event: 19–21 May 2025 | **Location:** Loughrea, Ireland | **Organisers:** RSA Ireland & ECR EGTC TECHCA Expert Group

Purpose and Objectives The workshop aimed to strengthen harmonised technical enforcement of commercial vehicles and promote collaboration between enforcement agencies and industry.

Participants and Structure Delegates from 7 countries (France, Germany, Ireland, Luxembourg, Netherlands, Poland, Romania) attended. The event included expert presentations on EU regulations, roadside inspections with An Garda Síochána, and exchanges on best practices.

Technical Focus Key topics included Directive 2014/47/EU on roadside inspections, Regulation (EU) 2018/858 on vehicle type approval, and the General Safety Regulation (EU) 2019/2144. Volvo shared insights on aligning vehicle safety innovation with enforcement needs. During the workshop, twenty-three inspections (comprising 29 vehicles) were carried out, two of which were foreign-registered. Of these, 16 vehicles passed inspection, while the remainder exhibited technical or compliance issues.

Outcomes and Impact The workshop improved consistency in inspection methods, strengthened EU cooperation, and promoted shared understanding between authorities and manufacturers.



↑ 80%

Based on 10 survey responses, the TECHCA Workshop in Ireland was rated very positively, with an overall satisfaction score of 4.9 out of 5 and 80% of participants assessing the control activities as effective or very effective, confirming the strong practical and professional value of the event.

In addition, 100% of respondents reported a positive impact on their professional role, while qualitative feedback indicated a clear demand for longer and more extensive hands-on roadside activities in future workshops.

Cross-Border Inspection – France and Germany ↘

Date of Event:
3 June 2025

Location:
Ottmarsheim, France
(A36 Motorway)

Organisers:
DREAL Grand-Est & BALM Germany
under ECR EGTC framework



Purpose and Objectives

The joint inspection aimed to strengthen cross-border cooperation in enforcing EU transport regulations and to ensure equal treatment of operators across Member States.



Participants and Structure

The operation brought together inspectors from France's DREAL GrandEst, Germany's Federal Office for Logistics and Mobility (BALM), and French Customs (Mulhouse). Officers from both countries worked side by side to share methods and compare inspection approaches, focusing on building consistent practices for joint enforcement.



Technical Focus

Inspections targeted the technical condition of heavy vehicles, load securing, compliance with social regulations, and environmental protection measures such as waste transport control. A log-carrying road train was weighed using mobile load scales and found to be overloaded, revealing several regulatory infractions. Officials also checked tachograph data and vehicle documentation to assess full compliance with EU rules.



Outcomes and Impact

The operation demonstrated cooperation between the two administrations, improving knowledge exchange and mutual understanding. It reinforced the shared commitment of France and Germany to coordinated cross-border enforcement, enhancing road safety and ensuring fair competition in the transport sector.



The operation notably involved inspecting a log-carrying road train and weighing it using mobile load scales from the French inspection vehicles. These devices allow for the weighing of vehicles ranging from passenger cars to multi-axle heavy goods vehicles (HGVs), although the latter require more effort for the inspectors performing the weighing. The inspected vehicle was overloaded and was fined.

ADR Expert Class

Date of Event:
30 June – 4 July 2025

Location:
Schlüchtern, Germany

Organisers:
ECR EGTC ADR Expert Group



Purpose and Objectives

This advanced training deepened inspectors' knowledge of ADR legislation and its practical application in dangerous goods transport.



Participants and Structure

The training brought together 13 inspectors from 9 countries (Germany, Poland, Romania, the Netherlands, France, Luxembourg, Croatia, Portugal, and the Czech Republic) alongside 6 members of the ADR Expert Group. The programme combined:

- Theoretical sessions and expert lectures
- Presentations on specific and new ADR topics delivered by Expert Group members and external specialists
- Practical case studies discussed and solved in working groups
- A knowledge test to assess understanding and learning outcomes



Technical Focus

Technical sessions addressed a range of current and upcoming ADR related topics, including:

- Transport of lithium batteries, with a dedicated session on damaged lithium batteries delivered by an external expert from the Bundesamt für Materialforschung und -Prüfung (BAM)
- Vacuum-insulated tanks, focusing on holding time and operational considerations
- Digital documentation under the eFTI initiative
- New ADR 2027 provisions, particularly in relation to waste transport
- Updates and information from International Dangerous Goods Committees, meetings, and events

Participants also worked through various practical ADR cases, applying regulatory provisions to real-life enforcement scenarios.



Outcomes and Impact

Participants improved uniform interpretation of ADR rules and readiness to address modern transport challenges.



High operational relevance:

All 13 participants (100%) confirmed that the Expert Class strengthened their ability to apply ADR rules in daily enforcement. Practical case-solving sessions were rated as useful by **100%** of respondents, with **92%** rating them as "very good".

Strong value of expert input and peer exchange:

Technical presentations and small-group discussions were consistently rated good to very good. Participants highlighted cross-border exchange and shared practical experience as a major **added value** for harmonised enforcement.

DRT Workshop

Date of Event:
22 July 2025

Location:
Rijswijk, Netherlands

Organisers:
ECR EGTC DRT Expert Group



Purpose and Objectives

The DRT Workshop provided a platform for peer learning, open discussion, and practical exchange among enforcement authorities on DRT regulations. It aimed to enhance collaboration, identify shared challenges, and improve operational coordination between Member States. In addition, the workshop sought to support a more consistent interpretation of EU rules by linking regulatory developments to day-to-day enforcement practice.



Participants and Structure

Delegates from 8 countries (France, Germany, Ireland, Luxembourg, Netherlands, Poland, Portugal, Romania) participated. The workshop featured presentations, interactive group discussions, and case-based exercises to compare enforcement approaches and share national experiences.



Technical Focus

Key discussions focused on posting rules, TRACE Project outcomes, and the use of digital and remote enforcement tools, with concrete national examples.

- Posting rules were addressed through presentations by GITD Poland and the Dutch Labour Inspectorate, providing practical guidance on enforcement tools, the scanning of posting declarations, and follow-up under national administrative law. Participants gained insight into differing enforcement impacts across Member States with varying wage levels.
- The TRACE Project outcomes, presented by ILT Netherlands, highlighted recent changes to driving and rest time rules under the Mobility Package and illustrated both progress and remaining challenges in achieving a common EU-wide interpretation.
- The application of DSRC technology was presented through the Dutch experience, including lessons learned from a pilot launched in 2021 that led to significant improvements in equipment and daily enforcement use.
- The Dutch National Police shared examples of cooperation between police and inspection authorities, illustrating how powers and competences differ between countries, particularly regarding vehicle stopping, sanctioning, and enforcement follow-up.
- Digital inspections were also discussed, showcasing the Dutch risk-based approach to categorising operators prior to inspections in order to target enforcement resources more effectively.



Outcomes and Impact

The workshop increased awareness of differences in national enforcement frameworks, improved understanding of digital and data-driven inspection methods, and created a clear interest in further structured training and cooperation, including future ECR Academy initiatives.



Post-event feedback for the DRT Workshop and Expert Group Meeting, The Netherlands, based on 7 participant responses, showed high overall satisfaction (average score 4.71/5), with 100% of respondents reporting a positive impact on their professional role; participants also suggested that future editions could include more practical cases and inspection-based exercises to further enhance the learning experience.

Trilateral Road Transport Inspector Exchange – Poland, Germany, Czech Republic ↘

Date of Event: 9–11 September 2025 | **Location:** Brwinów & Warsaw, Poland | **Organisers:** GITD Poland under ECR EGTC framework



Purpose and Objectives

The trilateral exchange promoted alignment of inspection practices, mutual learning, and shared operational experience between neighbouring enforcement authorities. The initiative aimed to enhance cooperation and ensure the consistent application of EU transport rules.



Participants and Structure

Highly experienced inspectors from the Polish Road Transport Inspectorate (ITD) regions of Bydgoszcz, Radom, and Opole participated alongside colleagues from Germany's Federal Office for Logistics and Mobility (BALM) and the Czech Republic's newly formed 'Inspekce silniční dopravy' (INSID). In total, 14 inspectors took part in joint roadside inspections and follow-up discussions.



Technical Focus

The scope of inspections included technical vehicle condition, cargo securing, and compliance with social regulations. Over two days, 32 inspections were performed near Warsaw. Results included the seizure of two vehicle registration documents, three fines of 1000 PLN each for overtaking violations, and the initiation of administrative proceedings for non-compliance with technical inspection requirements.



Outcomes and Impact

The exchange fostered practical cooperation and allowed authorities to compare enforcement systems, exchange best practices, and enhance control procedures. It strengthened procedural consistency, operational trust, and the development of uniform road control standards across borders.



Post-event feedback for the Trilateral Exchange in Warsaw, Poland, based on 7 participant responses, showed exceptionally high satisfaction. 100% of respondents rated both the event and its organisation at the highest level (5/5), and 100% assessed the workshop and meeting activities as very effective.

All participants reported a positive impact on their professional role, with 71% agreeing and 29% strongly agreeing. Qualitative feedback also confirmed the strong value of cooperation and knowledge exchange.

ACE II ADR Crossborder Enforcement Operation ↘

Date of Event:
7–10 October 2025

Location:
Valenciennes Region, France

Organisers:
ECR EGTC ADR Expert Group



Purpose and Objectives

The ACE specifically contributed to ongoing efforts to harmonise the interpretation and application of ADR provisions during roadside checks, addressing remaining differences between Member States.



Participants and Structure

A total of 31 inspectors were involved, including 19 participants from Poland, the Czech Republic, the Netherlands, Luxembourg, Portugal, Romania, and Germany, with roadside checks carried out by 12 French inspectors. The programme combined joint roadside inspections and technical workshops.



Technical Focus

Roadside inspections took place on the A2 motorway in the direction of Belgium, a strategic corridor for international dangerous goods transport. During two inspection days, 32 vehicles transporting dangerous goods were checked, mainly tank vehicles and distribution vehicles carrying packaged goods. Focus areas included ADR vehicle compliance, load securing, condition of tanks and packaging, presence of product residues, and accuracy of transport documentation. A specific case involved non-permitted packaging containing a lithium battery.



Outcomes and Impact

Forty-three percent (43%) of the inspected vehicles were found to be non-compliant with ADR legislation. Due to severe infringements, including load securing deficiencies, product residues, leaking tanks, and damaged packaging, several vehicles were immobilised until defects were remedied. The joint inspections demonstrated strong coordination between authorities, improved inspection efficiency, and reinforced knowledge sharing on ADR enforcement challenges and solutions. The operation confirmed that above-average violation rates are detected when dangerous goods inspections are carried out by well-trained experts.

	Checked ADR vehicles	Vehicles with ADR infringements	Number of ADR infringements
French	6	2	2
EU	26	12	23
Outside UE	0	0	Other regulations: 9
Total	32	14	33

Details of infringements

- ✓ Transport of Dangerous Goods (DG) without transport document on board × 2
- ✓ Transport of DG with non-conforming transport document × 2
- ✓ Transport of DG without the instructions in writing × 2
- ✓ Transport of DG without the certificate of approval on board × 1
- ✓ Transport of DG with an external person on board × 1
- ✓ Transport of DG with a transport unit including more than one trailer × 1
- ✓ Transport of DG without all prescribed equipments × 3
- ✓ Transport of DG with a transport unit with non-conforming marking / placarding × 1
- ✓ Transport of DG with non-conforming orange plate × 2
- ✓ Transport of DG with residues outside the transport unit × 1
- ✓ Transport of DG with non-conforming package × 8
- ✓ Transport of DG with non-conforming stowage × 1



Post-event feedback for ACE II 2025 in Valenciennes, France, based on 7 participant responses, showed very high satisfaction, with an average overall rating of 4.86/5 for both the event and its organisation, 86% of respondents assessing the control activities as very effective, and 100% reporting a positive impact on their professional role.

In addition, feedback highlighted that joint roadside inspections, combined with structured follow-up discussions on differing national interpretations of ADR provisions, are essential for progressing towards more harmonised dangerous goods enforcement across Member States.

ROADPOL & ECR EGTC Masterclass II 2025

Date of Event: 20–24 October 2025	Location: Hasselt, Belgium	Organisers: ROADPOL & ECR EGTC TWG Expert Group
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Purpose and Objectives

The specialised Masterclass II on tachograph manipulation was designed to strengthen cross-border cooperation and build enforcement capacity for detecting and preventing tachograph fraud. Tachograph manipulation undermines road safety, driver welfare, and fair competition in the transport sector; this training sought to equip enforcement officers with the latest technical knowledge, investigative tools, and practical skills to address these challenges effectively across Europe.

Participants and Structure

17 enforcement officers from 11 European countries, representing both ROADPOL and ECR EGTC, participated in the event, representing Austria, Croatia, Germany, Hungary, Ireland, Latvia, Luxembourg, the Netherlands, Portugal, Romania, and Spain. The week-long programme blended technical presentations, practical demonstrations, interactive workshops, and case-based discussions, providing a balanced combination of theoretical foundations and hands-on experience.

Technical Focus

The first day introduced participants to the different types of digital tachographs, including first- and second-generation smart tachographs. Trainers provided an overview of the historical development, technical specifications, and key characteristics of each device, establishing a solid technical foundation for the practical sessions that followed.

On the second day, technical instruction continued with a focus on the main forms of tachograph manipulation. Participants were then divided into working groups and took part in practical workshops designed to apply this knowledge in simulated enforcement scenarios, reflecting real roadside and premises inspection situations.

The final day reviewed the outcomes of the workshops and examined real cases of tachograph manipulation encountered in enforcement practice. Trainers also addressed upcoming regulatory requirements, including the mandatory use of Smart Tachographs Version 2 for international goods transport and the installation of tachographs in light commercial vehicles using M1/N1 adapters, which are becoming increasingly relevant for cross-border controls.

At the conclusion of the Masterclass, participants received certificates recognising their participation and the enhancement of their professional skills.

Outcomes and Impact

The Masterclass contributed directly to enhanced detection capabilities for tachograph manipulation, improved technical understanding of digital tachograph systems, and strengthened international cooperation in enforcement practices. By bringing together enforcement officers from across Europe, the training fostered a shared commitment to promoting safe, fair, and transparent road transport.

Over the years, similar Masterclasses have trained hundreds of professionals, supporting more consistent and effective enforcement throughout Europe.



Bilateral Road Transport Inspector Exchange – France & Germany ↘

Date of Event: 4–6 November 2025	Location: Orléans and Tours, France	Organisers: DREAL Centre-Val-de-Loire (regional authority of the French Ministry of Transport), under ECR EGTC framework
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Purpose and Objectives

The bilateral exchange aimed to strengthen long-standing cooperation between French and German road transport enforcement authorities, enhance mutual understanding of inspection frameworks, and align control practices. Building on exchanges ongoing since 1998 (and within ECR since 2001), the initiative focused on practical collaboration, comparative enforcement approaches, and shared learning in complex regulatory areas.



Participants and Structure

Experienced French inspectors (contrôleurs des transports terrestres – CTT) from DREAL Centre-Val-de-Loire worked alongside German inspectors from the Federal Office for Logistics and Mobility (BALM). Joint activities were organised in mixed FR/DE tandems and included working sessions and roadside checks, including the use of remote roadside inspection tools (DSRC).



Technical Focus

Joint inspections and follow-up discussions addressed a broad range of enforcement topics, including cabotage operations, tachograph manipulation and suspected AdBlue fraud, sanctions and follow-up procedures, and miscellaneous compliance checks such as cargo securing, documentation, driving and rest times, and overloads.



Cabotage Checks (3 vehicles)

- Compliance with the 4-day waiting period (Article 8.2a of Regulation (EC) No 1072/2009) was confirmed in one case.
- In one case of suspected irregular cabotage, the available evidence did not allow the infringement to be proven; consequently, no sanction was applied under the principle of doubt.
- One case of illegal cabotage by a non-EU vehicle, disguised as international transport, resulted in a €2,250 deposit under French law. A comparison highlighted that the same infringement would lead to a €3,000 fine in Germany, where it is treated as a criminal offence.



Tachograph and AdBlue Fraud

Targeted inspections of “tuned” vehicles identified irregular use of tachographs, insufficient daily rest periods, and repeated instances of driving without a card. Sanctions included immobilisation for 24 hours under French rules. Differences in national approaches to vehicle modifications were discussed, with stricter immobilisation criteria noted under German law, where certain non-compliant technical modifications alone could prevent a vehicle from continuing its journey.



Miscellaneous Checks

Additional findings included deficiencies in cargo securing, incomplete CMR documentation, infringements of driving and rest time rules, suspected AdBlue manipulation, illegal cabotage involving live animals (where immobilisation raised practical constraints linked to animal welfare), and multiple overload violations on a car carrier.

Across all checks, fines and deposits issued during the exchange amounted to a total of €7,260.



Outcomes and Impact

The exchange showed strong overlap in inspection practices while highlighting key differences in enforcement frameworks, notably criminal penalties in France and administrative penalties in Germany, as well as differing vehicle interception powers. Overall, it strengthened mutual understanding, professional trust, and comparative insight into sanctioning systems and operational constraints.



Multilateral Road Transport Inspector Exchange – Luxembourg

Date of Event: 9–14 November 2025	Location: Luxembourg (Customs Agency Headquarters)	Organisers: Luxembourg authorities, hosted by the Luxembourg Customs Administration, under the ECR EGTC framework
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Purpose and Objectives

The multilateral exchange aimed to strengthen cross-border cooperation, mutual understanding, and the harmonisation of enforcement practices among European road transport control authorities. Organised within the ECR EGTC framework, the initiative supported the consistent application of EU transport legislation and the continuous improvement of road safety.



Participants and Structure

Enforcement officers from the Czech Republic, Ireland, Germany, France, and Poland participated in the exchange, which was hosted by the Luxembourg authorities. The programme brought together inspectors with diverse operational backgrounds, creating a broad platform for professional exchange, comparative learning, and mutual understanding of national enforcement practices.

The exchange programme combined theoretical presentations, practical roadside checks, and case-based discussions, complemented by informal networking opportunities that supported open dialogue and the strengthening of professional relationships.

The programme opened with institutional presentations delivered by the Ministry of Mobility and Public Works and the Luxembourg Customs Administration, which outlined national organisational structures, competencies, and enforcement responsibilities. A dedicated technical session on load securing then provided a common technical foundation for the operational activities and joint roadside checks that followed.

A total of 29 participants attended the exchange, including 16 control agents from Luxembourg, 10 representatives from ECR EGTC, and 3 officials from the Ministry.



Technical Focus

Joint roadside checks were carried out throughout the exchange, with particular emphasis on load securing, driving and rest times, the technical condition of vehicles, and the use of modern control technologies, including DSRC. These joint controls enabled inspectors to work side by side in real enforcement conditions, facilitating the exchange of best practices, inspection techniques, and operational approaches.

On 11 November 2025, 8 trucks were checked, resulting in approximately €3,000 in fines. The detected infringements concerned load securing, Eurovignette, exceptional transport, vehicle dimensions, weight, and fire extinguishers.

On 12 November 2025, 12 trucks were checked, with approximately €4,000 in fines collected. The infractions identified related to driving and rest times, load securing, dimensions, weight, exceptional transport, technical inspection, and vehicle registration.

On 13 November 2025, 11 trucks were checked, resulting in approximately €2,000 in fines. The infringements concerned technical inspection, tyres, load securing, and driver's licence.

In addition to the roadside activities, participants analysed practical infringement cases prepared by the Ministry of Mobility and Public Works. These case studies fostered in-depth discussions on enforcement decisions, interpretation of legislation, and sanctioning approaches across different national systems, further strengthening mutual understanding and the harmonisation of enforcement practices.



Outcomes and Impact

The exchange reinforced professional cooperation and trust among participating authorities and highlighted the value of combining theoretical input with hands-on operational work. By comparing national practices and discussing real cases, inspectors gained a clearer understanding of similarities and differences in enforcement approaches.

Post-event feedback for the Multilateral Exchange in Luxembourg, based on 5 participant responses, showed very high satisfaction, with an average overall rating of 4.8/5 for both the event and its organisation.

100% of respondents reported a positive impact on their professional role (60% strongly agreeing and 40% agreeing).



Multilateral Road Transport Inspector Exchange – The Netherlands ↘

Date of Event:
24–27 November 2025

Location:
Houten, The Netherlands

Organisers:
Inspectie Leefomgeving en Transport (ILT),
under the ECR EGTC framework



Purpose and Objectives

The multilateral exchange aimed to promote knowledge sharing, compare enforcement approaches, and strengthen mutual understanding of national legal frameworks in road transport enforcement. Organised within the ECR EGTC framework, the initiative emphasised coordinated and cross-border controls as a key element in ensuring effective and consistent enforcement across Member States.



Participants and Structure

11 inspectors from Poland, Portugal, Ireland, Germany, Croatia, and the Netherlands took part in the exchange. The programme included two dedicated joint inspection days, complemented by informal and social activities designed to encourage professional interaction and the exchange of operational experiences. Inspections were jointly conducted by ILT and the Federal Office for Logistics and Mobility (BALM), allowing inspectors to work side by side and directly compare national inspection practices.



Technical Focus

During the first inspection day in Wolfheze, controls focused on driving and rest times, load securing, and the technical condition of vehicles, allowing inspectors to address a broad range of enforcement areas in a joint operational setting. The second inspection day in Baarn focused specifically on driving and rest times, providing an opportunity for more targeted controls and in-depth discussion of enforcement practices in this area. These joint inspections provided practical insights into differing enforcement approaches and highlighted recurring infringement patterns, underlining the importance of coordinated controls.



Outcomes and Impact

The inspection activities led to the detection of several violations, demonstrating the added value of joint, cross-border enforcement actions. Through direct cooperation in real inspection environments, participants enhanced their understanding of each other's legal frameworks, control methods, and sanctioning approaches. Beyond the operational results, the exchange fostered mutual learning, strengthened professional relationships, and reinforced trust among participating authorities.



Post-event feedback, based on 5 participant responses, showed that all respondents rated the event and its organisation at 5/5. All participants assessed the control activities as very effective and reported a positive impact on their professional role.



Stronger Together: Connecting Road Enforcement Across Europe

Lessons from Operational Activities ↘

Overall, the activities carried out in 2025 demonstrated the practical value of structured cross-border cooperation between road transport enforcement authorities. Through joint inspections, training events, expert workshops, and inspector exchanges, enforcement professionals from multiple Member States worked together in operational environments, shared practical experiences, and compared national enforcement approaches. These activities strengthened professional networks and improved mutual understanding between authorities.

A recurring observation across many activities was the importance of combining operational roadside controls with structured discussions and training components. Participants consistently reported that jointly inspecting vehicles, analysing concrete cases, and discussing differences in legal interpretation provided significantly greater value than purely theoretical exchanges. These practical exercises helped inspectors better understand how similar rules are applied in different national contexts, particularly in areas such as ADR compliance, cargo securing, tachograph manipulation

detection, and driving and rest time enforcement.

At the same time, the activities highlighted several challenges relevant for future cooperation. Differences in national legal frameworks, sanctioning systems, and enforcement powers remain a structural reality across Europe and continue to influence how roadside controls are carried out and how infringements are addressed. While exchanges improved mutual understanding of these differences, they also demonstrated that achieving more harmonised enforcement practices remains complex and requires sustained dialogue and cooperation.

The exchanges further confirmed that many operational challenges are shared across Member States, including increasingly sophisticated forms of tachograph manipulation, complex ADR transport scenarios, and evolving regulatory requirements linked to the Mobility Package. At the same time, several activities highlighted the growing importance of technological tools such as DSRC remote tachograph communication, digital documentation systems, and data-based risk assessment

approaches. The varying levels of implementation of these tools across Member States underline the need for continued technical training and knowledge exchange.

In addition, the year confirmed the importance of structured expert cooperation within ECR EGTC. The active engagement of the ADR, TWG, TECHCA, and DRT Expert Groups played a key role in shaping the operational programme and ensuring that activities addressed concrete enforcement needs identified by Member States. However, the experience of 2025 also highlighted the need to further strengthen coordination, documentation of outcomes, and the systematic use of knowledge generated through activities.

Taken together, the experience of 2025 confirmed that structured cooperation through joint operations, exchanges, and specialised training provides tangible benefits for participating authorities, while also highlighting areas where further development is needed to support more consistent and effective enforcement across Member States.

The ECR EGTC community gathered at the Louwman Museum in The Hague, the Netherlands, on 26 November 2025 for the official dinner marking the opening of the Annual Conference. Hosted in a venue dedicated to the history of road transport, the evening provided a reflective and informal setting in which participants could take stock of shared achievements, ongoing cooperation, and the future direction of European road transport enforcement.

The official dinner was opened by Bo Kemp, Conference Chair from the Inspectie Leefomgeving en Transport (ILT), and featured reflections and addresses from Wouter Arts, speaking in his capacity as President of Euro Contrôle Route EGTC and representing the Netherlands Presidency; Thomas Walliser, representing France as Incoming President for 2026; Heinz Albert Stumpfen, Director of ECR EGTC; and Linda van Houwelingen, Director of Supervision and Enforcement at the ILT.



The Annual Conference Stronger Together: Connecting Road Enforcement Across Europe took place on 27 November 2025 and brought together representatives of Member States, European institutions, and enforcement stakeholders from across Europe. The conference provided a strategic forum to discuss current and future challenges in road transport enforcement, with a strong focus on cooperation, innovation, and sustainability as key drivers for effective and harmonised controls.

The conference opened with a welcome address from Mattheus Wassenaar, Inspector-General of the Inspectie Leefomgeving en Transport. Strategic and institutional perspectives were then provided by Commodore Han van Bussel of the Dutch Ministry of Defence and Jean-Louis Colson, representing the Directorate-General for Mobility and Transport of the European Commission.

Throughout the day, discussions centred on digital and data-driven inspections, cross-border information exchange, and risk-based enforcement approaches. A dedicated panel examined the development of smarter inspections for goods and passenger transport in 2026, bringing together perspectives from national authorities, European institutions, and transport sector organisations.

In the afternoon, attention turned to sustainability in road transport enforcement. A keynote address by Walter Faaij of Green Culture Lab was followed by a panel discussion on collaborative approaches to integrating sustainability considerations into enforcement practices, with contributions from representatives of several Member States and European bodies.

In the Presidential Address delivered on behalf of the Netherlands, Wouter Arts reflected on the past year, underlining how cooperation between Member States strengthens enforcement outcomes and supports a level playing field within the European transport sector. The conference concluded with reflections from the Director of ECR EGTC and the ceremonial handover of the ECR EGTC Presidency to France, represented by Thomas Walliser, effective from 1 January 2026.





The conference convened a broad spectrum of stakeholders, including representatives from Euro Contrôle Route EGTC leadership, national enforcement authorities, the European Commission's DG MOVE, the International Road Transport Union, the International Transport Forum, the European Labour Authority,

and sector partners such as Transport & Logistics Netherlands and Green Culture Lab.

This reflected wide engagement across institutional, operational, and professional levels in European road transport enforcement, which will continue in 2026.

Future Roadmap

Looking ahead to 2026, ECR EGTC will build on the operational foundations re-established in 2025 through the implementation of the 2026 Annual Work Plan and the Presidential Priorities for 2026–2027. The focus will be on strengthening operational cooperation, improving knowledge exchange, and consolidating the organisational framework supporting inspectors and enforcement authorities across Member States.



A central development will be the establishment of a digital collaboration and knowledge platform, planned for implementation during 2026. The platform will provide structured access to training materials, methodological tools, expert outputs, and communication channels between inspectors, Expert Groups, and the Secretariat, enabling more systematic knowledge sharing across the network.

Operational activities will continue to be delivered through the four Expert Groups—ADR, TWG, TECHCA, and DRT—which will organise cross-border enforcement operations, exchanges, workshops, expert classes, and specialised training events.

In parallel, ECR EGTC will strengthen its governance and strategic management framework through structured

monitoring based on Objectives and Key Results (OKRs) and Key Performance Indicators (KPIs), supporting more systematic planning, performance tracking, and reporting. Efforts will also focus on expanding membership, strengthening cooperation with European partners, and defining clearer co-financing principles to ensure a stable and sustainable operational framework.



**Stronger together. Safer roads.
Fairer transport.**

ECR EGTC connects European enforcement authorities to enhance cooperation, share expertise, and deliver more consistent and effective roadside enforcement.

Building on a year of renewed operational activity, the organisation continues to drive harmonisation, innovation, and collaboration across Member States.

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