

Strategic Plan 2025

FOR SAFE, SUSTAINABLE, AND FAIR
ROAD TRANSPORT



Euro Contrôle Route
European Grouping of
Territorial Cooperation



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Executive Summary

Vision

We stand for safe, sustainable, and fair 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.

ECR EGTC Contextualisation

From a 1994 Benelux initiative into a European road safety body.

Strategy

Plan of action.

Presidential Priorities

Seven Presidential Priorities with realistic strategies.

Conclusions

ECR EGTC will enhance training, optimise groups, strengthen structure, expand membership, ensure financial stability, boost visibility, and define its edge.

Playing Field and Stakeholders

ECR EGTC operability within the EU's regulatory framework for road transport.

Key Areas

Five focus areas for the organisation.

Review and Adaptation

Highlighting of strengths, development areas, and needed adaptations.

Contextualisation

The formation of the Euro Contrôle Route (ECR) traces its roots to a collaborative initiative by the BENELUX countries—Belgium, the Netherlands, and Luxembourg—in 1994. By establishing a dedicated "Road Transport Inspection" working group, these nations aimed to coordinate and harmonise road inspections on cross-border transport of goods and passengers in order to improve road safety. The effectiveness of this initiative quickly attracted interest from neighbouring countries, setting the stage for broader participation.

The expansion began in 1997 when the Benelux countries initiated discussions with France, leading to the signing of an Administrative Arrangement on October 5, 1999, by the competent transport ministers of the four countries. This marked the official launch of Euro Contrôle Route. Since then, the ECR grew steadily, with 20 countries participating, 14 of which were full members. Following initial success, ECR continued to adapt to meet the changing landscape of European road transport safety. A second Administrative Arrangement was signed on March 22, 2007, expanding ECR membership to include key EU countries such as Germany, the United Kingdom, Ireland, Spain, Poland, Austria, Romania, Bulgaria, and Italy, with Hungary joining later that year. This expansion bolstered ECR's reach and capability, enabling the organisation to address new regulatory and enforcement challenges across a larger geographic scope.

Recognizing the need for a more robust legal and organisational structure, ECR embarked on a transformation process in 2012. After years of development, this culminated in the establishment of the ECR as a European Grouping of Territorial Cooperation (EGTC). Published in the Dutch official journal on February 12, 2024, and formally registered with the Committee of the Regions on March 18, 2024, the ECR EGTC framework solidified ECR's role as a pivotal entity for European road safety.

Headquartered in Rijswijk, The Netherlands, the ECR EGTC serves as the operational hub for facilitating inter-country collaboration. Here, member countries convene to formalise agreements, enhance enforcement training, and share critical data on inspections and regulations. This centralised structure supports ECR's ongoing mission: to advance road safety, sustainable, and fair market across Europe through unified standards and collective action.

The Organisation

ECR EGTC aims to streamline its governance and improve the effectiveness of its mission to enhance road safety across Europe. As of 2024, ECR EGTC comprises seven member countries: Croatia, France, Germany, Ireland, Luxembourg, Poland, and The Netherlands. In 2025, the ECR EGTC's membership is aimed to increase focusing on former ECR member states and also new member states. The ECR EGTC organisational structure includes a General Assembly, a Monitoring Board, a Director, and several specialized working groups. This structure enhances collaboration, clarifies decision-making processes, and supports the organisation's strategic objectives.

General Assembly

The General Assembly is the primary governing body of ECR EGTC. It includes representatives from all member states and is responsible for setting strategic policies, approving major initiatives, and overseeing the organisation's long-term objectives.

Presidency and Vice-Presidency

The President and Vice-President of the General Assembly are high level representatives of the Grouping, with the presidency rotating among members as established by the General Assembly. Each Vice-President automatically succeeds to the presidency for the following term. In 2024, Poland held the presidency, and in 2025, the Netherlands assumed this role, continuing the tradition of collaborative leadership within ECR EGTC.

Monitoring Board

The Monitoring Board plays a supervisory role, ensuring that the ECR EGTC's activities align with its goals and regulatory obligations. It closely collaborates with the Secretariat to monitor progress, address challenges, and support the operational execution of ECR EGTC's mission.

Director

The Director serves as a key leadership figure within ECR EGTC, overseeing the Secretariat's operations and the Working Groups, ensuring that the organisation's strategic goals are executed effectively. The Director works closely with the Monitoring Board and General Assembly to implement initiatives, manage resources, and facilitate collaboration across member states.

Working Groups

ECR EGTC has several specialised working groups, each focusing on a critical area of road transport safety and enforcement. These groups drive the core work of the organisation by tackling specific technical and regulatory challenges, supporting harmonisation, and enabling knowledge sharing, cooperation, and innovation among member states. The current working groups include:

ADR (Agreement concerning the International Carriage of Dangerous Goods by Road)

This group is responsible for ensuring the safe and compliant transportation of dangerous goods across member countries. It focuses on establishing and harmonising standards for the handling, packaging, and inspection of hazardous materials in transit.

TWG (Tachowebgroup)

The Tachowebgroup concentrates on inspections of the technical aspects of tachograph data, a key tool for monitoring driving times, speeds, and other important metrics in commercial road transport. This group works alongside the Network of European Traffic Police Forces (ROADPOL).

TECHCA (Technical Inspection & Cargo Securing)

The TECHCA working group focuses on the roadside inspection of commercial vehicles, with a particular emphasis on ensuring the secure loading and securing of cargo, as well as the technical compliance of vehicles. This group is responsible for developing and harmonising inspection protocols across member states, aiming to improve road safety by ensuring that vehicles are well-maintained and that cargo is properly secured to prevent accidents and ensure regulatory compliance.

DRT (Driving and Resting Times, Social Regulations, and Cabotage)

The DRT working group focuses on monitoring and enforcing regulations related to driving and resting times for commercial drivers. By standardising the enforcement of these regulations, this group aims to prevent driver fatigue, reduce accident risks, and ensure safer conditions for both drivers and the public.

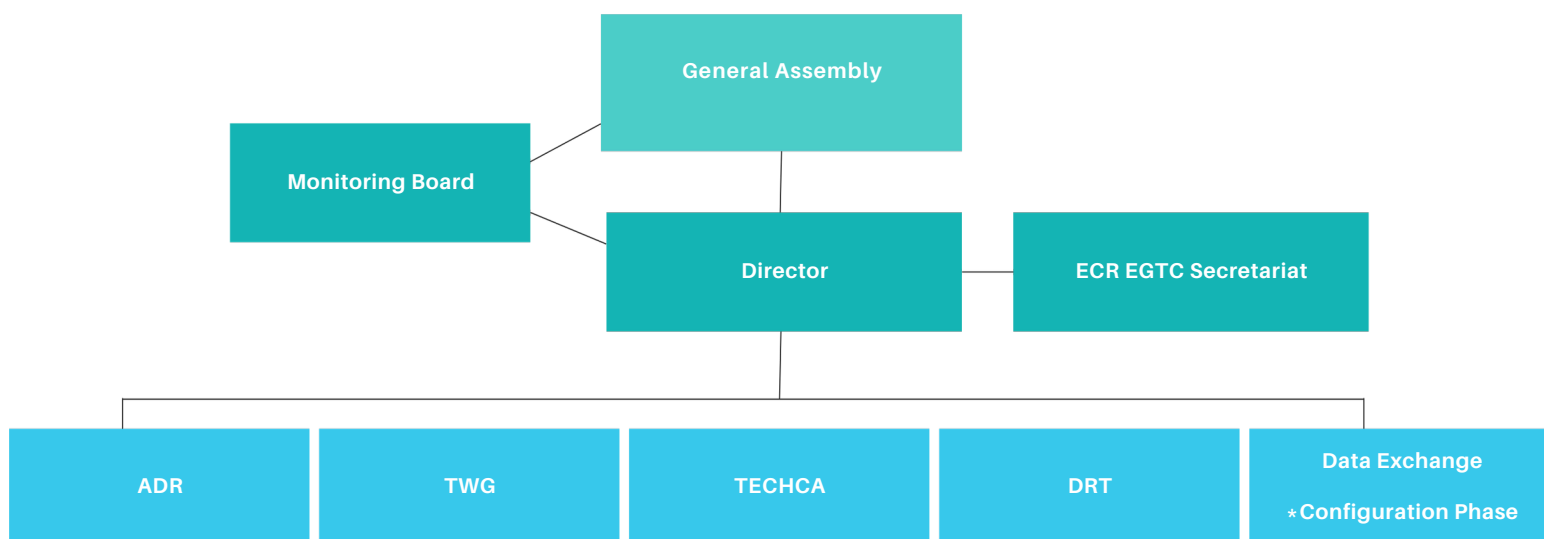
Data Exchange

The Data Exchange working group is currently a dormant group, which focuses on the development of secure, standardised systems for cross-border data sharing. Although currently inactive, the group is in a configuration phase to assess and define key objectives, protocols, and resources needed to support efficient information exchange between member countries. Once reactivated, this working group aims to enhance cooperation and data accuracy in road transport enforcement across Europe.

The ECR EGTC's organisational framework, including its specialised working groups, marks a strategic shift toward meeting modern cross-border transport challenges more effectively. This structure enables ECR EGTC to address complex transport issues with agility and adapt to evolving European regulations. By focusing on specialised working groups, ECR EGTC leverages targeted expertise across critical areas, fostering both collaboration and regulatory harmonisation among member countries. Lean management principles within this framework further enhance efficiency by reducing redundancies, streamlining processes, and directing resources to areas with the most significant impact on road transport.

ECR EGTC conducted a comprehensive survey and targeted discussions with working group chairs and members, alongside continuous feedback from member states, to align the organisational structure with operational needs. This structure unifies member states in their commitment to consistent, high standards for road transport safety and sustainability while staying responsive to technological and regulatory developments in the sector.

Map of the Organisation



Playing Field and Stakeholders

The playing field for ECR EGTC consists of the broader European regulatory environment for road transport, which is defined by EU-level regulations and directives, multilateral agreements, national legislation, and evolving standards and practices on safety, sustainability, and efficiency in the movement of goods and people. Unified road transport inspections remain a critical priority within the European Union, focusing on reducing accidents and fatalities, while supporting broader public health, environmental objectives, and promoting fair market practices. As a result, the ECR EGTC operates in close coordination with EU bodies which shape overarching regulations and expectations for member states.

Key Stakeholders

Key stakeholders in ECR EGTC's operating landscape encompass a diverse array of organisations and entities essential to advancing safe, sustainable, and fair road transport across Europe. National transport ministries and regulatory bodies in each member country play a fundamental role in implementing and enforcing safety regulations. By aligning national standards with ECR EGTC's harmonised European frameworks, these bodies ensure consistent inspections and enforcement across borders.

The European Union institutions, especially the European Commission, play a key role in shaping and overseeing road transport policy across member states. Their strategic goals for road safety, sustainability, and fairness guide ECR EGTC's initiatives, focusing on reducing fatalities and minimising environmental impact. Law enforcement agencies, including police and inspection bodies, are vital partners, in conducting inspections and enforcing regulations on driving hours, cargo securing, and vehicle safety. By working with ECR EGTC, these agencies can improve their practices and ensure consistent cross-border inspections.

In the commercial sector, transport and logistics companies are required to comply with regulations in the road transport sector. While ECR EGTC's engagement with these companies is indirect, its guidelines for inspections promote a safer and more predictable environment for transport operations. Driver unions and road safety advocacy groups also play an indirect role, offering insights into compliance challenges and working conditions, which help ECR EGTC in its role of harmonising inspections.

Playing Field and Stakeholders

ECR EGTC acts as a crucial link between European regulatory bodies and national enforcement agencies, ensuring that road transport standards are aligned across different levels of governance. This strategic role not only supports the EU's overarching objectives for road safety but also enables member countries to adopt consistent practices. Through collaborative efforts, ECR EGTC is well-positioned to adapt to the evolving needs of a safe transport sector, such as incorporating new technologies and digitalisation and addressing sustainability goals in road transport. As road transport continues to develop, ECR EGTC's relationships with its diverse stakeholders will remain essential to advancing harmonised safety standards and addressing the future challenges of European road transport safety.



Our Strategy

The direction and purpose of ECR EGTC are primarily driven by the interests and aspirations of its Members. The General Assembly plays a key role in setting the policies that guide the grouping, including defining the expectations and desired outcomes. ECR EGTC's role is to serve its members, and it is through their commitment and engagement that the organisation fulfils its purpose. The strength of the organisation lies in its members' participation and dedication. When its members are invested, ECR EGTC can thrive and provide significant value.

Over the years, ECR then, and now ECR EGTC has gradually strengthened its position within the European road transport sector. It has become a recognized partner, with stakeholders increasingly seeking its consultation and expertise. However, to build on this progress, it is now crucial for ECR EGTC to increase its visibility and influence within the sector. This must be achieved through a combination of expanding the membership base, consulting with new partners, developing networks, a comprehensive media performance, and forming new strategic alliances. Strengthening harmonisation, knowledge, skills, cooperation and innovation are key initial steps in this process. This forms the foundation for further membership expansion which will enhance ECR EGTC's scope.

In the context of European road transport, other organisations also play significant roles, but their focuses differ from ECR EGTC, which concentrates on bringing inspectors and experts together. Our unique proposition is the mandate to work directly with inspectors while sharing knowledge, best practices, and unified enforcement procedures. ECR EGTC recognises the value of cooperation with other entities and understands that maintaining communication with them is important to sustaining long-term partnerships. As the road transport sector continues to evolve, ECR EGTC will seek to build strategic partnerships that support its mission and enhance its contribution to the European and international transport landscape.

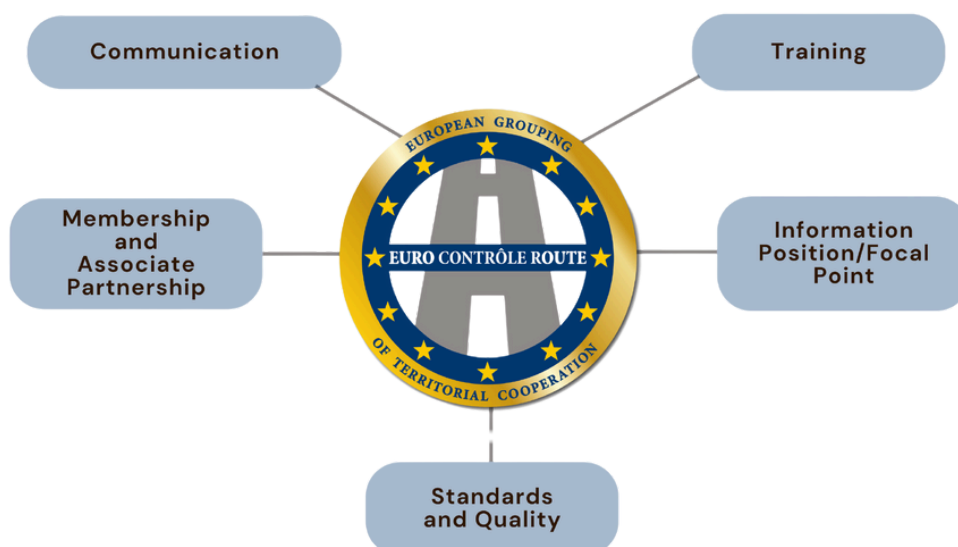
A defining feature of ECR EGTC's strategic plan is its leadership position within the EU enforcement community. ECR EGTC should be increasingly unsolicitedly consulted by organisations such as the European Commission on matters of enforceability and compliance with transport legislation. The organisation's expertise and unique position in the sector make it an indispensable partner for cooperation on enforcement matters across Europe.

ECR EGTC will develop processes and procedures that allow it to reflect and incorporate the views of individual Member States, as well as the collective ideas of various working groups. The goal is to provide a platform for shared decision-making that respects the diverse perspectives of the membership while ensuring consistent and collaborative progress toward common objectives.

As part of its strategic plan, ECR EGTC has identified five key areas of focus:

- **Training**
- **Information Position/Focal Point**
- **Standards and Quality**
- **Membership and Associate Partnership**
- **Communication**

These areas will serve as the pillars of ECR EGTC's development over the next few years. Each area encompasses a range of specific initiatives, and the organisation will use a detailed process of evaluation to assess progress and adjust as necessary over the next one, three, and five years.



Key Areas



Training

ECR EGTC will serve as a central knowledge hub for enforcement training, offering a variety of tailored programs that address the specific needs of its members. It will expand its training offerings to include best practice sharing, tool development, and guidelines, using diverse formats like digital, online, and in-person sessions. The organisation will also collaborate with other bodies to exchange training materials and ensure content remains current with evolving legislation and technology, enhancing enforcement effectiveness across Europe.



Information Position/ Focal Point

The organisation aims to be the central hub for gathering, analyzing, and disseminating data across Europe. By improving data exchange and collaboration, it helps members refine national enforcement strategies. It seeks to become the European Commission's designated body for cross-border data exchange and enforcement cooperation, requiring expertise in data management and reporting.



Standards and Quality

ECR EGTC will work towards harmonising enforcement practices across EU Member States by establishing minimum standards for thematic controls and introducing peer review processes. The organisation will foster collaboration, knowledge exchange, and innovation, supporting the development and adoption of new enforcement technologies and tools.



Membership and Associate Partnership

To strengthen its position, ECR EGTC aims to expand its membership base by attracting new members from EU Member States, Switzerland, and third countries. It will highlight the benefits of membership, such as access to training, data, and enforcement resources, and continue to seek strategic partnerships with other organisations to increase influence.



Communication

The organisation will develop a comprehensive communication strategy to increase visibility and ensure its members and external stakeholders are informed about its activities. The plan will focus on cross-border enforcement cooperation, legislative contributions, and knowledge sharing, while enhancing internal communication to provide members with easy access to relevant resources.

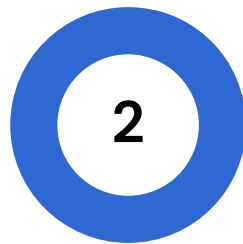
Presidential Priorities

In order for the organisation to fulfil its mission and underlying objectives, it must function at its maximum potential. During the founding meeting, Poland and the Netherlands, consecutively holding the presidency of ECR EGTC in 2024 and 2025, proposed the following initial priorities to structure and strengthen the organisation. The Director of ECR EGTC plays a key role in initiating and implementing these priorities, with the support of the founding members, each of whom will contribute to the development of one of the priorities, under the supervision of the Monitoring Board.

These presidential priorities are accompanied by realistic strategies, and every Founding Member State has committed through the General Assembly to supporting the achievement of these overarching priorities and objectives.



Initiate the revitalisation of training programs and knowledge exchange.



Begin the re-engagement and optimisation of working groups.



Lay the groundwork for improved organisational structures.



Prepare a plan for membership expansion.



Establish a sustainable financial strategy.



Develop a visibility enhancement plan.



Define ECR EGTC's competitive edge.

Review and Adaptation

This strategic plan is designed to guide the organisation in fulfilling its mission of creating a safer, fairer, and more sustainable road transport sector through coordinated action, clear objectives, and structured timelines. To ensure continuous improvement and alignment with its mission, this section outlines the strengths, areas of development and adaptations.

Strengths



Clear Strategic Vision

The strategic plan identifies well-defined priorities that align with the mission and address critical areas of growth and improvement. This clarity provides a unified direction for the organisation and sets a strong foundation for action.



Implementation Timeline

With a comprehensive timeline, the plan outlines specific steps, deadlines, and evaluation periods. This timeline enables regular tracking of progress, timely course corrections, and accountability at each stage.



Commitment to Evaluation

The inclusion of quarterly evaluations emphasizes a proactive approach to tracking and refining efforts. Regular assessments will allow for adaptation to changes and optimisation of strategies based on real-time feedback.



Holistic Approach to Growth

By addressing various aspects essential to the organisation's success—such as financial sustainability, membership growth, working group efficiency, and training program revitalisation—the plan reflects a comprehensive understanding of key organisational needs.

Review and Adaptation

Areas for Development

To better align the strategic plan with stakeholder needs and improve its overall impact, the following areas of development will be progressively integrated throughout 2025 in this living document.



Defining Measurable KPIs

Specific and measurable outcomes will be established for each objective. Key Performance Indicators (KPIs) will be progressively introduced, enabling precise tracking of progress. This will allow for better evaluation of success and the flexibility to adjust strategies as necessary.



Enhanced Stakeholder Engagement

To foster ownership and alignment, we will progressively define and clarify the roles and responsibilities of each stakeholder group, specifying expectations and contributions for every strategic priority to ensure stronger engagement and shared accountability.



Detailed Financial Strategy

The financial strategy will be progressively enhanced with clearer projections of costs, anticipated revenue, and funding sources for each initiative. The strategic plan will introduce financial summaries that ensure transparency and support informed decision.



Inclusion of Risk Assessment

Identifying and addressing potential risks for each priority, such as budget constraints or regulatory changes, will become a key feature of the plan. Over time, risk mitigation strategies will be introduced to ensure the plan remains resilient and adaptable in the face of challenges.

Conclusions

The strategic plan provides a comprehensive framework to guide our organisation towards achieving its mission of promoting a safe, sustainable, and fair road transport sector. Through a structured approach that includes specific priorities, regular evaluations, and clear timelines, this plan is designed to ensure accountability and measurable progress. The following conclusions summarise the expected outcomes and recommended next steps for each core area:

Training and Knowledge Exchange

By revitalising training and exchange programs and exploring innovative methods (such as digital platforms and rotational training initiatives), we will enhance the competencies of our enforcement teams across member states. This focus on up-to-date training and knowledge sharing will create a standardised approach to enforcement in the road transport sector, developing ECR EGTC into a leading authority in professional development in the field of harmonised enforcement practices.

Working Group Optimisation

The re-engagement and optimisation of working groups are essential to enhance effectiveness, improve and foster collaboration and ensure efficient execution of goals. After concluding a survey, targeted discussions with the chairs of the existing (Sub) Working Groups and decisions by the General Assembly a new structuring of working within the groups and communication between the groups is established. With clear mandates, each working group will be empowered to address its unique challenges and share best practices. This will lead to increased productivity and ensure that our initiatives remain closely aligned with the organisation's strategic objectives.

Organisational Structure and Efficiency

Improved organisational structures especially of the Working Groups, including the establishment of specialized task forces and adoption of advanced collaboration tools will streamline internal processes. By enhancing communication channels and exploring professional development opportunities, the organisation will build a resilient, adaptable team structure capable of addressing evolving challenges in the road transport sector.

Conclusions

Membership Expansion

By focusing on both former and new members, the organisation aims to expand its influence and foster a larger, more engaged community of road safety advocates. This will not only strengthen our network but also amplify the organisation's voice in regulatory and policy discussions. Membership to ECR EGTC provides valuable knowledge sharing and stronger connections among enforcers of different member states.

Financial Sustainability

Establishing a sustainable financial strategy, including identifying new funding sources, and signalling our readiness to be a partner of consortiums for EU-funded projects, will provide a stable foundation for our long-term goals. By aligning financial resources with priority initiatives, we will enhance the organisation's capacity to achieve its objectives while maintaining fiscal responsibility.

Visibility Enhancement

A proactive approach to visibility enhancement will increase awareness of our organisation's impact. This will help position us as a trusted, go-to resource for road transport enforcement in Europe, strengthening our relationships with both public and private stakeholders.

Competitive Edge Definition

By enhancing our value propositions, being the only organisation that brings together inspectorates in the European Union, we can effectively communicate our organisation's strengths and role within the road transport sector.

In conclusion, each strategic priority, supported by objectives and evaluation mechanisms will enable ECR EGTC to meet immediate and long-term goals.

Euro Contrôle Route European Grouping of Territorial Cooperation



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