



UNION OF ROAD TRANSPORT ASSOCIATIONS IN THE BLACK SEA ECONOMIC COOPERATION REGION  
(BSEC-URTA)

DOC/GA07/ECMT/05

Istanbul, 30 May 2005

**SEVENTH MEETING OF THE BSEC-URTA URTA GENERAL ASSEMBLY**

Royal Olympic Hotel, Athens-GREECE  
Tuesday, 7 June 2005 at 10:00 hrs

**RESULTS OF THE  
89<sup>th</sup> SESSION OF THE ECMT COUNCIL OF MINISTERS  
HELD IN MOSCOW ON 24-25 MAY 2005**

*(Information Paper Prepared by the BSEC-URTA International Secretariat)*

89<sup>th</sup> Session of the ECMT Council of Ministers was held in Moscow on 24-25 May 2005. At the meeting, the Transport Ministers of the ECMT Member Countries took very important decisions affecting the future of the ECMT multilateral quota system.

Bearing in mind the demands of various member states asking to reduce the quota, the BSEC-URTA Member Associations had adopted a resolution at the 6<sup>th</sup> BSEC-URTA General Assembly meeting held in Tbilisi on 26 October 2004 (RES/GA06/ECMT/04), which requested the IRU to take an active role in safeguarding the interests of the industry and appealed to the ECMT Council of Ministers to make their final decision for further development of the quota system as a key tool today for a free road goods market in the world in the future.

Pursuant to this decision, a close cooperation and exchange of information was maintained between the IRU General Secretariat and BSEC-URTA International Secretariat, which also involved active cooperation and support of the BSEC-URTA Member Associations on national level.

Furthermore, according to decision of the BSEC-URTA General Assembly, a dedicated BSEC-URTA Working Party (WP.2/06) convened in Istanbul on 26 November 2004 and elaborated a common position of the BSEC-URTA Member Associations on the reform of ECMT Multilateral Quota System (MQS), which was endorsed by all the Member Associations subsequently.

The 89<sup>th</sup> Session of the ECMT Council of Ministers was convened in Moscow on 24-25 May 2005 in the end of such a comprehensive preparatory period for the industry.

The outcome of the 89<sup>th</sup> Session led to satisfactory results for some cases while not for some other cases. However, generally speaking, the reformed quota system increased the weight of the BSEC region in total distribution of the total basic quota under the MQS.

Detailed analysis of the new situation is given in Table 1 in the annex from the perspective of the BSEC region.

In addition, a general comparison table is given therewith, which indicate the results of the meeting in comparison with preset BSEC-URTA position.

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**DISTRIBUTION OF THE NEW ECMT BASIC QUOTA  
BETWEEN BSEC MEMBER STATES**

(as of 1 January 2006)

		RANK		BASIC QUOTA			CHANGE
		Old	New	Old	New	Actual	(%)
1	ALBANIA	9	9	128	56	128	0.00%
2	ARMENIA	10	9	120	56	120	0.00%
3	AZERBAIJAN	10	7	120	109	120	0.00%
4	BULGARIA	7	5	141	161	161	14.18%
5	GEORGIA	10	8	120	82	120	0.00%
6	GREECE	6	4	149	149	149	0.00%
7	MOLDOVA	9	7	128	109	128	0.00%
8	SERBIA & MONTENEGRO	10	6	120	135	135	12.50%
9	ROMANIA	7	3	141	213	213	51.06%
10	RUSSIAN FEDERATION	3	1	234	266	266	13.68%
11	TURKEY	7	2	141	239	239	69.50%
12	UKRAINE	9	3	141	213	213	51.06%
<b>TOTAL BSEC</b>				<b>1,683</b>	<b>1,788</b>	<b>1,992</b>	<b>18.36%</b>
<b>EU 15</b>				<b>2,310</b>	<b>2,346</b>	<b>2,152</b>	<b>-6.84%</b>
<b>EU 25</b>				<b>3,505</b>	<b>3,586</b>	<b>3,257</b>	<b>-7.08%</b>
<b>TOTAL ECMT BASIC QUOTA</b>				<b>6,060</b>	<b>6,064</b>	<b>5,970</b>	<b>-1.49%</b>
<b>WEIGHT of BSEC IN TOTAL BASIC QUOTA</b>				<b>27.77%</b>	<b>29.49%</b>	<b>33.37%</b>	<b>20.14%</b>

Table 1.) Impact of 89<sup>th</sup> Session of the ECMT Council of Ministers on distribution of ECMT basic quota between the BSEC Member states.

**BSEC-URTA POSITION COMPARISON TABLE BY RESULTS OF THE  
89<sup>th</sup> SESSION OF THE ECMT COUNCIL OF MINISTERS**

<b>SUBJECT</b>	<b>ECMT RESULT</b>	<b>BSEC-URTA POSITION</b>
<b>Overall Quota</b>	Fixed	Not fixed
<b>Basic Quota Calculation Criteria</b>	<ol style="list-style-type: none"> <li>1. Freight Transport by road,</li> <li>2. Total Contribution to the ECMT Budget,</li> <li>3. Gross Domestic Product,</li> <li>4. Growth in Gross Domestic Product,</li> <li>5. Population and country area 2002,</li> <li>6. Percentage use of the ECMT licenses in 2004,</li> <li>7. Use of TIR carnets in relative shares (%),</li> <li>8. Trade in Total Goods Trade Data (Exports + Imports) by country (ECMT Member countries).</li> </ol>	<ol style="list-style-type: none"> <li>1. International Freight Transport by Road,</li> <li>2. Contribution to the ECMT Budget,</li> <li>3. Percentage use of ECMT licenses in 2004,</li> <li>4. First registration of newly manufactured road goods transport vehicles.</li> </ol>
<b>Data</b>	Updated & Reliable	Updated & Reliable
<b>Calculation</b>	Ranking of Countries under each Criteria and Weight Average of Criteria.	Ranking of Countries under each Criteria and Weight Average of Criteria.
<b>Revision of Quota</b>	For each country.	For each country, which requests and wishes to increase its quota only.
<b>Eligibility for Revision Request</b>	After 3 years	After 5 years
<b>Grandfather Rights</b>	For each Country (Keeps the Old Quota)	For Non-EU Countries (Keeps the Old Quota)
<b>Quota of 15 EU/ EEA Counties</b>	Smaller of the old basic quota and the new determined basic quota.	Obligatory decrease of their quotas.
<b>Multiplier Factors</b>	<p>«Green» lorries: coefficient x 2, no bonus,            «Greener and safe»lorries: coefficient x 4, bonus 20%,            «EURO3 » lorries : coefficient x 6, bonus 40%,            «EURO4 safe” lorries: coefficient x 6, bonus 50%</p>	<p>«Green» lorries: coefficient x 2, 10% bonus,            «Greener and safe»lorries: coefficient x 4, bonus minimum 20%,            «EURO3 » lorries: coefficient x 6, bonus minimum 40%,            «EURO4 safe” lorries: coefficient x 6, bonus minimum 40%.</p>
<b>Limitation of Journeys</b>	3 or 4 transport journeys (to be decided by the Committee of Deputies in June 2005)	Wait and obtain correct statistics in 2004 first, and then make a decision for 2006.

*Redistribution of the Quota - Situation at 1st January 2006  
with a minimum Quota - 30*

		<i>Ave. Rank for 9 criteria</i>	<i>Ranking</i>		<i>Quota</i>		<i>Adjust. <sup>a</sup></i>
			<i>New</i>	<i>Old</i>	<i>Old</i>	<i>New</i>	
1	Russian Federation	5.4	1	3	234	266	266
2	Germany	8.0	1	1	342	266	266
3	Turkey	9.6	2	7	141	239	239
4	Italy	9.6	2	11	67	67	67
5	France	11.7	2	2	288	239	239
6	Spain	12.8	3	6	149	213	149
7	United Kingdom	13.0	3	6	149	213	149
8	Poland	13.1	3	5	153	213	153
9	Ukraine	13.3	3	9	141	213	213
10	Romania**	15.2	3	7	141	213	213
11	Netherlands	16.3	4	3	234	187	187
12	Austria	17.1	4	12	16	16	16
13	Sweden	17.8	4	5	153	187	153
14	Belarus	18.2	4	7	141	187	187
15	Hungary	18.4	4	7	141	187	141
16	Czech Republic	18.7	4	7	141	187	141
17	Greece	18.7	4	6	149	149	149
18	Belgium	19.7	5	4	171	161	161
19	Bulgaria**	20.2	5	7	141	161	161
20	Finland	20.3	5	6	149	161	149
21	Switzerland	20.8	5	8	135	161	135
22	Denmark	21.6	5	7	141	161	141
23	Slovak Republic	21.7	5	9	128	161	128
24	Lithuania	22.4	6	9	128	135	128
25	Ireland	23.2	6	7	141	135	135
26	Serbia & Montenegro	24.1	6	10	120	135	135
27	Norway	24.2	6	6	149	135	135
28	Croatia	24.5	6	9	128	135	135
29	Portugal	25.3	6	7	141	135	135
30	Latvia	25.9	7	9	128	109	128
31	Azerbaijan	26.3	7	10	120	109	120
32	Slovenia	26.5	7	9	128	109	128
33	Estonia	26.8	7	9	128	109	128
34	Moldova	28.1	7	9	128	109	128
35	Bosnia Herzegovina	28.6	7	10	120	109	120
36	FYR Macedonia	31.5	8	9	128	82	128
37	Georgia	31.7	8	10	120	82	120
38	Luxemburg	32.3	9	10	120	56	56
39	Albania	32.7	9	9	128	56	128
40	Armenia	34.2	9	10	120	56	120
41	Malta	35.6	10	10	120	30	30
42	Liechtenstein	39.0	10	10	120	30	30
					6060	6060	5970

\* - Adjustment according to the five steps described in the Document

\*\* - Subject to be adjusted back to 141 as soon as EU members