

## **AGREED MINUTES**

### **of the Latvian – Norwegian Joint Committee meeting on International Road Transport Issues held in Riga on 25 – 26 September, 2018**

The delegations agreed upon the following agenda:

1. Exchange of information regarding the development of trade and road transport between Latvia and Norway.
2. Transport of goods by road.
3. International passenger transport.
4. Exchange of views regarding the proposals related to the EU Mobility Package.
5. Miscellaneous (control of road transport operations, road user charges, further development of the system of ECMT quota, implementation of digital tachograph system, posting of mobile workers in the road transport sector, taxi service regulation, ERRU system).

The composition of the two delegations is annexed to the Agreed Minutes.

#### **1. Exchange of information regarding the development of trade and road transport between Latvia and Norway**

The delegations exchanged information on the statistical data regarding the development of trade and international goods transport by road between Latvia and Norway.

According to the information presented by the Latvian side during the year 2018 in comparison with the previous year export volume in EUR to Norway increased by 7.8% and import volume from Norway by 22.4%. Total trade turnover in EUR between both countries during the year 2017 increased by 10% and reached 319 mln. EUR.

The Latvian side informed that the main types of goods imported from Norway are live animals and animal products (28.3%), mineral products (19.2%), machinery, mechanical appliances and electrical equipment (13%). The main types of goods exported to Norway are wood and articles of wood (20.4%), base metals and articles of base metals (19%), miscellaneous manufactured articles (13%).

The Norwegian delegation informed about their statistical data and noted that it reflects the same tendencies.



Both delegations expressed their satisfaction on increasing of trade volume between the two countries, especially, during the last year.

Both delegations presented the information related to organization of road transport operations in both countries and to the structure of the fleet at disposal of carriers.

The Norwegian delegation presented statistics on general trade tendencies between the two countries. Norway pointed out that sea transport is the dominant mode of freight transport for export from Norway to Latvia expressed in tons.

The delegations noted with satisfaction that the number of environment-friendly vehicles has considerably increased within the last years.

Both delegations exchanged written information on the statistical data.

## **2. Transport of goods by road**

The delegations agreed that the operations of international goods transport by road between Latvia and Norway run smoothly and in line with the Agreement between the Government of the Republic of Latvia and the Government of the Kingdom of Norway (hereinafter - the Agreement) and the EU/EEA legislation in the field. Both delegations confirmed that in the year 2018 fifty (50) permits valid for third country transport operations have been exchanged and noted that the said quota is sufficient for the needs of transport volumes to be performed by hauliers of both countries by the end of the current year.

In view of the provisions of point 2 of Article 8 of the Agreement relating to international transport by road and having analyzed the current market situation, it was agreed to retain the existing permit system and to establish the final quota of fifty (50) permits valid for third country transport operations for the year 2018 and the same as the preliminary quota for the year 2019. All permits of a current year shall be valid till 31<sup>st</sup> January of the following year. It was also agreed that a request for additional third country permits would be assessed in a positive manner.

## **3. International passenger transport**

The two delegations confirmed that there are no regular lines between Latvia and Norway. At the same time occasional transport of passengers and tourism between both countries is well developed. The delegations reported having no problems in regard to international passenger transport between the countries performed under the requirements of the Agreement.

The Norwegian delegation noted that it is applying all the EU international passenger transport related legislation. The Latvian delegation provided information on the outcome of the discussions on amending INTERBUS agreement. Norway pointed out that it is not a party to the INTERBUS agreement.





The delegations also exchanged views on the matter of passenger rights. The Norwegian side informed that they have implemented Regulation (EU) No 181/2011 on passenger rights into Norwegian legislation and have nominated several bus terminals that comply with the obligations laid down in that Regulation. The Latvian side indicated having nominated one bus terminal that meets the requirements set within the scope of passenger rights as well as that it has opted for the 2<sup>nd</sup> transitional period for extending passenger rights to transport services by coach to non-EU and non-EEA countries.

The parties discussed the matter of cabotage in regard to occasional passenger carriage by coach. The Norwegian delegation underlined the need for a clear definition in the EU legislation of what constitutes temporary cabotage. The delegations also exchanged information on the regulatory framework for occasional services by vehicles with the number of passenger seats under nine.

#### **4. Exchange of views regarding the proposals related to the EU Mobility Package.**

The delegations exchanged views on the proposals related to the EU Mobility Package, including extending the EU legislation to LCVs, cabotage regulations, driving and rest hours, tachographs and posting of mobile workers.

The outcome of discussions on these proposals is of high importance for establishing balanced conditions for operating in the international road market across Europe. The Latvian delegation noted that the harmonization of EU regulations with that of other legal instruments outside the EU, e.g., AETR, should also be taken into consideration.

#### **5. Miscellaneous**

The delegations exchanged information about road user charge and road tolling system in their countries. The Latvian delegation informed that starting from January 1st 2018 Latvia introduced road vignette for goods vehicles with permissible total weight over 3 tons. In addition to that the information on a number of purchased vignettes by Norwegian hauliers was provided. Additional information is available on the website of the road user charge <https://www.lv vignette.eu/>.

The Norwegian delegation informed that the main objective of road tolling in Norway is to fund the construction of road infrastructure. AutoPASS is the Norwegian system for the collection of tolls which is owned by Statens vegvesen [Norwegian Public Roads Administration]. The Norwegian delegation also informed that it is mandatory for all commercial vehicles with a weight of more than 3,5 tonnes to carry on board a toll tag for the payment of road tolls. As part of a plan for a coordinated transport system in the city area, tolls may be used to fund public transport.





The Norwegian delegation informed that minimum wages have been introduced in certain sectors in the form of general application of collective agreements. All employees carrying out freight transport by road (by vehicles with a total weight over 3.5 tonnes) shall have a minimum hourly wage of NOK 167.65. The minimum wage also applies to cabotage services and combined transport services. This does not apply to own account goods transport operations. Employees of enterprises operating passenger transport by coach or bus shall have a minimum hourly wage of NOK 154.57. Additional information is available on the website [www.arbeidstilsynet.no](http://www.arbeidstilsynet.no).

The Latvian delegation informed that there is no collective agreement specifying a minimum wage in the road transport sector therefore the general rules on minimum wage are applied.

The delegations discussed about technical feasibility to exchange information on infringement notifications using ERRU system in the future.

It was agreed that the Norwegian side will provide contact information to the person responsible for issues related to the TACHONET system in Norway.

The Latvian delegation emphasised the progress in applying the provisions of the Quality Charter in nearly all the ECMT member countries. The Latvian side, taking into consideration that the ECMT Multilateral Quota is an important instrument in the road haulage market for road transport companies of all the Member states, stressed that the further functioning of the quota is of high importance, also taking into consideration the latest geopolitical changes.

The delegations exchanged information on national legislation and practices regarding the functioning of taxi services in their countries. The delegations provided the information on national legal requirements for involving in taxi service business.

The meeting was held in a friendly and constructive atmosphere. Both delegations emphasized the usefulness of the meeting.

The Norwegian delegation proposed to organize the next Joint Committee meeting in Norway, the exact time of which will be agreed by correspondence.

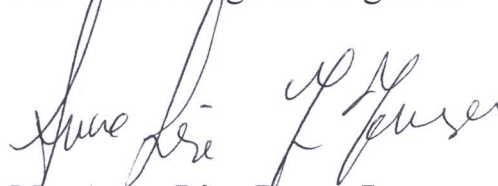
Done in Riga on 26 September, 2018, in two originals in the English language.

For the Latvian delegation:



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For the Norwegian delegation:



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