

## **Cutting Red Tape**

# **Comparing Administrative Burdens across Countries**

## **ANNEX B2**



**ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT**

## ANNEX B2. BREAKDOWN OF DEMARCATIONAL DIFFERENCES

### 1. Keeping a truck on the road: Applying for a national permit for road freight transport

Netherlands	Sweden	Turkey	Norway	Germany	Denmark <sup>1</sup>	New Zealand	Belgium <sup>2</sup>	France	Canada	Italy
		Logo (C)	number of copies requested (B)	number of copies requested, number of existing copies of the Community authorization (B)	Additional requirements for businesses that are organized in company form (A)	Personal details on every person deemed responsible Only SA11 (C)	Payment*			Obtaining and storing documents
			owner of national permit, international permit (B)		Number of permissions applied for and number of copies* <sup>3</sup>	Obtain a certificate of law and practice Only SA11 + SA14 (C)				
					Information about which collective agreement the driver is employed under.*					

1. The country has not measured the data requirements as detailed in Phase two as they have done in previous breakdowns.
2. The country has not measured the data requirements as detailed in Phase two as they have done in previous breakdowns.
3. The country has reported the data requirement in the breakdown but not in the final reporting sheet for phase 2.

2. Keeping a truck on the road: Applying for a renewal

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
				person responsible for the management of the company, (B)	Number of permissions applied for*			Identification of the person responsible for the transport activity (B)		Obtaining and storing documents
				number and type of vehicles of the company, (B)	Information about which collective agreement the driver is employed under.*					
				number of copies requested, number of existing copies of the Community authorization (B)						

### 3. Keeping a truck on the road: Registration of vehicle

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium <sup>4</sup>	France	Canada	Italy
	Proof of appropriate financial standing (B)		Permit to conduct transport (B)	Extract from the commercial register / business registration certificate, (this is only necessary in the small share of cases when a company and not a person is the holder of the vehicle). (B)			Details on the builder/dealer of the vehicle (name, address, date, vat nr, signature) (B)	Payment for new/second-hand vehicle (B)		Receipt of tax payment (B)
			Proof of customs and taxes (B)							

4. The country has not measured the data requirements as detailed in Phase two as they have done in previous breakdowns.

**4. Keeping a truck on the road: International – EU permit**

Netherlands	Sweden	Turkey	Norway	Germany <sup>5</sup>	Denmark <sup>6</sup>	New Zealand	Belgium <sup>7</sup>	France	Canada	Italy
Application form (B)			Attestation for the use of directorate of Public roads (A)	person responsible for the management of the company, (B)			Payment*			

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5. The country has not measured the data requirements as detailed in Phase two as they have done in previous breakdowns.

6. The country has not measured the data requirements as detailed in Phase two as they have done in previous breakdowns.

7. The country has not measured the data requirements as detailed in Phase two as they have done in previous breakdowns.

**5. Keeping a truck on the road: International – CEMT permit**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
Fill in and sending in the logbook (A)			From and through which countries the permit is to be used (A)		Reporting book, the ECMT permissions and documents confirming that environmental and safety requirements are complied with should be kept in the vehicle during transports (A)					Obtaining and storing the permit
					Statement from the customer containing a thorough description of the current transport need – stating the character of the goods and the destinations. The statement has to be attached to the application and listed in the application. (A)					

**6. Keeping a truck on the road: International – bilateral or multilateral permit**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
					State the transport that the permissions are going to be used for (customers and destination) (A)		Information on the goods transported (A)	Duration of the freight transport (B)		
							Payment*	Green vehicles certificates if required by the agreement (B)		

**7. Keeping a truck on the road: Adherence to the CMR treaty**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium <sup>8</sup>	France	Canada	Italy
Check goods (B)				details on dangerous goods (A)			Signature and stamp of sender (a)*	Reserves (A)		
Make 3 copies (B)							Signature and stamp of receiver (a)*			
Keep consignment note during transport (B)							Documents transmitted by the sender (a)*			
							Submitting to expeditor (A)			

8. The country has not measured the data requirements as detailed in Phase two as they have done in previous breakdowns.

**8. Keeping a truck on the road: Providing and/ or storing information on hours of service**

Netherlands	Sweden	Turkey	Norway <sup>9</sup> (OLD)	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
Road checks (conventional control devices) (B)		Employer or employer representative responsible for the execution and order of the work done in the movable vehicles in each working period (B)		Security seal and installation plaque of the recording equipment (A)		Drivers must have a logbook while driving – Only SA12		Identification of the employee (B)		Providing information on request (road inspection)
Checks at premises of undertakings (conventional control devices) (B)		Week holidays (B)		Driver: proper record sheets for the current day, the working days of the current week and the last working day of the previous week (A) Only SA5		Logbook records must be collected from drivers and held for up to 12 months. Only SA12		Identification of the company (B)		

9. Norway has also reported information for the digital tachograph however these are not included in the analyses in agreement with Norway.



Netherlands	Sweden	Turkey	Norway <sup>10</sup> (OLD)	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
Road checks (digital control devices) (B)		Interval and daily rest times (B)		Hauler: proper record sheets, ordered, for all drivers and a period of at least one year, (digital recording equipment: proper electronic records / print-outs for a period of at least two years) (A) Only SA5				Comments (B)		
Checks at premises of undertakings (digital control devices) (B)										

10. Norway has also reported information for the digital tachograph however these are not included in the analyses in agreement with Norway.

**9. Keeping a truck: applying for a permit for a special transport**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium <sup>11</sup>	France	Canada	Italy
				Inspection of the route together with the competent authority, if appropriate (C)			Language*			
							For own account or for hire*			

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11. The country has not measured the data requirements as detailed in Phase two as they have done in previous breakdowns.

**10. Keeping a truck on the road: Approval of vehicle for transport of dangerous goods/ADR certificate of approval**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
First test for a tractor (A)		Informational forms in the national language shall include 1) physical and chemical characteristics of the disposal that will be carried 2) preventive measures that will minimize negative effects on people and environment at times of accident (C)	Store certificate for control. (B)	Certificate stating that an annual technical inspection has been carried out (tanks: certificate stating that such inspections have been carried out at shorter intervals, if appropriate) (A) Only SA5	Specify the reason for applying for an ADR certificate (A)		identification report or technical fiche (b)	Filling certificate (B)		Firm data, (A),
		symbol and labels of loads disposal indication level of danger (C)	Provide vehicle for approval (B)		Specify the name and address of the owner (A)			Type of dangerous goods (B)		
		copy of consignment note (the transport documents which shall cover all the dangerous goods transported) (C)			Name and address of the person submitting the approval. (A)			Identification of business (B)		

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
		International education diploma (in practice this is ADR certificate) (C)			Specify whether a retarder system is required (A)					
		transport permit (C)			Desired inspection place (A)					

**11. Keeping a truck: Information required to be kept in the vehicle during the transport of dangerous goods**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
		Symbol and labels of loads disposal indication level of danger. (M)			The transport described in art. 5.4.1. in the ADR-rules regarding dangerous goods (A)	appropriate dangerous goods placating for trucks and trailers that relate to type of dangerous goods being carried (C)	Insurance certificate (A)	Description of goods (B)		
							Multimodal dangerous goods form (A)	Name and Address of stakeholders (B)		

For Germany, the information required is the following:

- Route description for the carriage of certain substances, if appropriate (B)
- Transport document (ADR 5.4.1: UN no. of the substance, proper shipping name of the substance, numbers of the danger label models, packing group of the substance, number and description of packages, total amount of the dangerous goods, name and address of the consignor, name and address of the consignee, declarations in accordance with the provisions of a special agreement (if appropriate), special provisions for dangerous wastes, special provisions for uncleaned empty means of containment, special provisions for combined transport, provisions for IBCs, special provisions for transport in tank vehicles having several compartments, special provisions for controlled temperature substances, special provisions for solid substances carried in bulk containers, special provisions for substances of certain hazard classes) (A)
- Only SA5
- Container packing certificate in accordance with the IMDG Code (ADR 5.4.2: to be provided with the transport document if dangerous goods are carried in a container by sea) (A)
- Only SA5
- Special agreements on derogations from the provisions of ADR, e.g. as a result of technical progress (A)
- Only SA5
- Certificate of approval for the vehicle used, if appropriate (A)
- Only SA5

**12. Keeping a truck: Appointment of safety advisor**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
Draw up emergency procedures and actualization every year (A)	Copy of license if a safety advisor from another EU member state is appointed. (B)		Type of Transport (B)	Information on the handling of dangerous goods (B)	If more than one safety advisor is appointed a safety advisor has to be appointed as co-ordination safety advisor (A)			Type of dangerous goods (B)		
Investigation and reporting on accidents (A)			Signature (B)	Annual report (activities of the company with regard to the transport of dangerous goods) (B)	The safety advisors tasks have to be laid down in writing according to annex 1 (A)					
Draw up annual report (A)										
Registration of training (A)										

**13. Keeping a truck: MOT – Vehicle undergoing periodic roadworthiness test**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium <sup>12</sup>	France	Canada	Italy
Additional information (B)	Proof of cleaning of a vehicle that has been carrying dangerous goods that may increase the risk of an accident, fire or explosion. (C)		Book time for control (B)				Previous inspection certificate (B)	Get an appointment (B)		Receipt of tax (B),
							Certificate of conformity (B)			Obtaining and storing the Certificate
							Technical sheet (B)			

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12. The country has not measured the data requirements as detailed in Phase two as they have done in previous breakdowns.

**14. Keeping a truck: Statistical reporting to the authorities**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark <sup>13</sup>	New Zealand	Belgium	France	Canada	Italy
Registration of transport performance data (B)			Dates (B)	Details on the journeys of the vehicle in the survey period empty run or loaded trip, date. (A)			Subjected to or not to VAT (a)			
			Kilometres (B)	hazard class (if appropriate), weight of the dangerous goods and indication if the goods are particularly dangerous in accordance with section 7 of the Carriage of Dangerous Goods by Road Regulations (GGVS) (A)						
			Payload (B)	Use of multimodal transport and type of multimodal transport (if appropriate) (A)			Packing of goods transported (a)			

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13. The country has not measured the data requirements as detailed in Phase two as they have done in previous breakdowns.



**15. Hiring a worker: Informing employee on employment contract**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
			Any trial-period regulations (B)	Details about the employment relationship (dates for the beginning and end of employment, place of work, job description, remuneration, working hours, holiday rules, periods of notice of termination) (-SA5) (B)				Name and addresses of the Social Security bodies (B)		
				Details about the contracting parties (name and address) (-SA5) (B)						
				Information with regard to applicable labour contracts, works or employment agreements (-SA5) (B)						

**16. Hiring a worker: Reporting tax information to tax authorities - Withholding tax**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy

**17. Hiring a worker: Reporting tax information to tax authorities - Issuing a pay check**

Netherlands	Sweden	Turkey	Norway	Germany	Denmark	New Zealand	Belgium	France	Canada	Italy
			Type of payment and tax deduction (B)							