

# This is the IRU 2012



*Working together  
for a better future*



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## Foreword by the IRU President

I am truly delighted and deeply honoured that my peers unanimously decided to extend my mandate as IRU President for the next two years as these are exceptionally interesting as well as challenging times for the road transport industry and the IRU.

Thanks to the IRU's professionalism, new regions of the world are now scrambling as never before to benefit from the IRU's more than 60 years of experience and unique know-how which have been so effective in facilitating and securing trade, tourism and international road transport in many regions of the world!

New and reinforced partnerships — in Africa with the creation of a new regional committee comprising associations from 20 African states; in the Americas with the Organisation of American States; in the Middle East through the League of Arab States; in central Asia through the Economic

Cooperation Organisation, and the Far East with the Shanghai Cooperation Organisation — all point to the IRU's remit becoming truly global as its experience can offer effective and tangible economic remedies to all these regions.

These historic developments paint an extremely bright future for the IRU and the road transport industry...but they will require perseverance and much more dedicated hard team work and genuine public-private partnerships to be able to harvest the fruit they can promise for all stakeholders.

The world will remain politically and financially turbulent. This may very well be the only predictable constant in the short term. As such, we now need, more than ever during these exceptional times, to be ready for even faster changes and to tackle the many still unknown challenges which lie ahead as the world's political and economic landscapes continue to be dramatically reshaped.

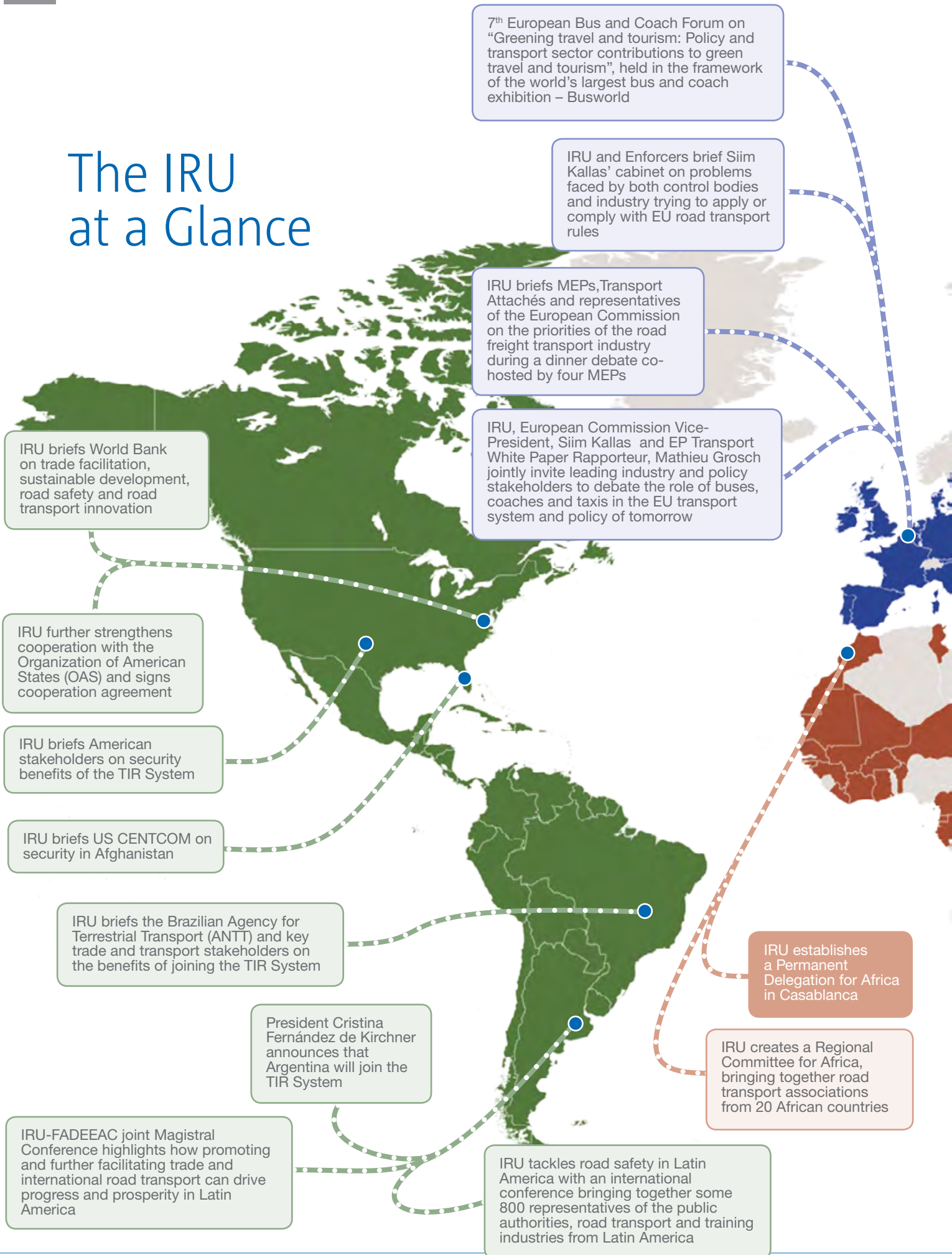
But, no challenge is too great if we persevere in effectively implementing our tried and tested motto,

*“Working together for a better future”.*

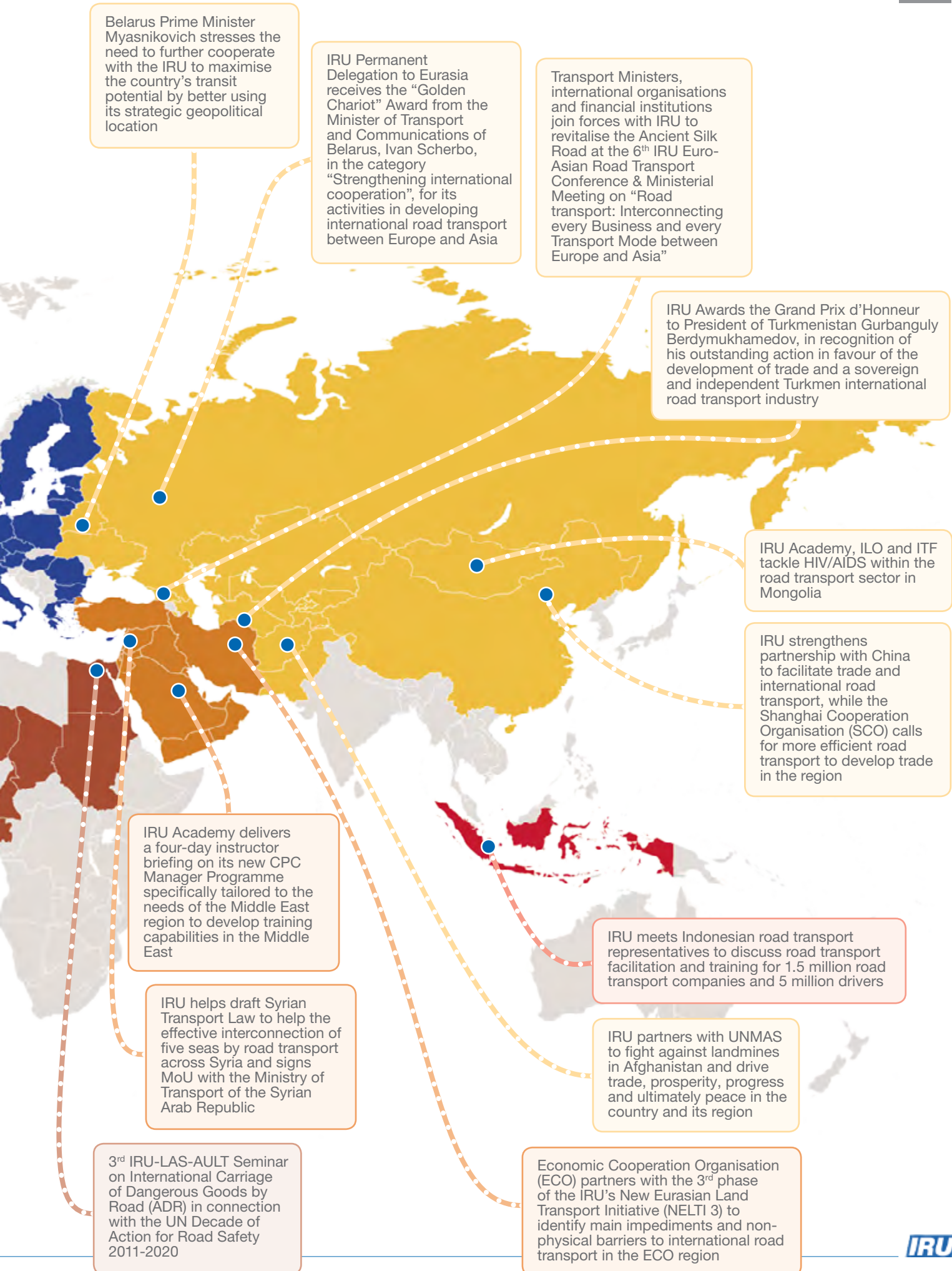


Janusz Lacny

# The IRU at a Glance







# Road Transport in Facts...

Road transport is a particularly critical element for facilitating internal and cross-border trade and for promoting tourism.

*Dr Mercedes Marcó del Pont,  
President of the Central Bank of Argentina*

It's essential that we reinforce to policymakers and to the public the importance of trucking to the economy and our way of life.

*Tom Donohue,  
President of the US Chamber of Commerce, USA*

As individuals, ordinary citizens, we all consume the products of road transport. Road transport accompanies people from the moment a young mother is taken to give birth and back, and stays with them throughout their lives.

*Mikhail S. Gorbachev, President of the USSR (1990-1991)*

By representing the entire road transport industry worldwide, the International Road Transport Union plays a crucial role in helping to improve the safety record and environmental performance of road transport and ensuring the mobility of people and goods.

*Kofi A. Annan, Former UN Secretary General*

Road transport is indispensable to the affluent lives of people and progress of the economy.

*His Imperial Highness Prince Akishino, Japan*

The key to future prosperity, not only in the United Arab Emirates but in all economies, will be to develop public-private partnerships to remove barriers to road transport, hence trade and tourism.

*His Highness Sheik Mohammed Bin Rashid Al Maktoum,  
Vice-President and Prime Minister of the UAE, Ruler of Dubai*

I think that sustainable development, which can bring countries and regions closer together, can unite people and improve the distribution of goods and services, cannot be achieved without a high quality, safe, efficient and environment friendly road transport that can facilitate market expansion, trade, tourism and public transport.

*Ion Iliescu, Former President of Romania*

One must stop considering heavy vehicles, such as buses, coaches but also delivery trucks, as a problem for cities. In the fight against private car dependency, these "heavyweights" are, indeed, absolutely necessary.

*Isabelle Durant,  
Vice President of the European Parliament & Green Party*

Lasting stability and security go hand in hand with economic opportunity... As we look to the future of the region of South and Central Asia...let's set our sights on a new Silk Road – a web of economic and transit connections that will bind together a region too long torn apart by conflict and division...Nations will not only enjoy the benefits of greater trade but they will also enjoy the benefits that come from working together.

*Hillary Clinton, US Secretary of State*

Road transport is a fundamental tool for economic and social development in Latin America... As only one out of three SMEs in the region can export, and only 20% of trade is interregional as compared to 80% in the EU, the growth potential is huge. This is why the OAS has entered into a partnership with the IRU to remove the current barriers to trade and road transport in Latin America.

*Dr José Miguel Insulza,  
Secretary General of the Organization of American States*



## ...and Figures

### Freight

more than 90% of goods in value

over 80% in inland freight volume

85% of road freight tonnage is carried  
150 km or less

trucks represent 1 out of 10  
vehicles on the road

### Buses and Coaches

55% of public transport in Europe

45% of passenger transport in Turkey

751 million passenger trips annually  
in the USA

25,000 people per hour per  
direction in Guangzhou

### Taxis

4 out of 10 households in Europe  
do not have their own car

HALF of all airport transfers

50% of elderly people in the EU do  
not have a car or cannot drive

only 1% of all road accidents

# This is the IRU

The International Road Transport Union (IRU), founded in Geneva on 23 March 1948, is the international organisation which upholds the interests of the road transport industry worldwide to public authorities, private bodies and the media.

Via its global network of national Member Associations, it represents the operators of buses, coaches, taxis and trucks, from large fleets to individual owner-operators. As such, the IRU has a truly global vision and acts effectively at international, regional, national and even local level, through its Members and with public authorities.

*“Working together for a better future”*



## Membership

The IRU started as a group of national associations from eight western European countries.

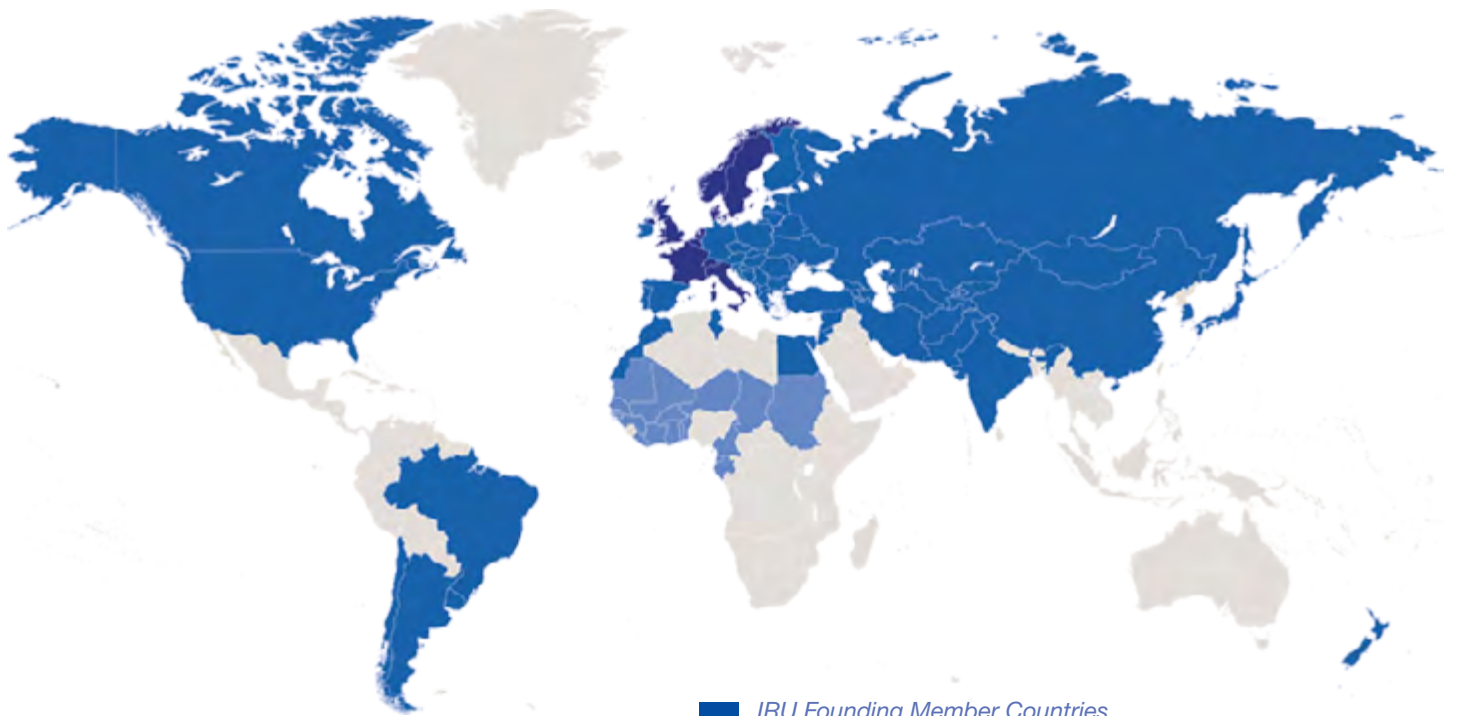
Today, the IRU numbers 170 Members in 73 countries across all five continents.

The IRU's Active Members are the most representative national road transport associations. The IRU's Associate Members are drawn from industries that are closely linked to road transport, including the manufacturers of vehicles, fuels, tyres and information systems.

IRU Members contribute know-how, experience and political weight to the organisation's worldwide network and enable the IRU, through its democratic structure, to act globally, regionally, nationally and even locally. The diversity, yet unity, of IRU Members gives the sector authority, credibility and strength when addressing governments, intergovernmental bodies, other industrial sectors and civil society.

8 Founder Countries

In 2012:  
170 Members in  
73 Countries



■ IRU Founding Member Countries

■ IRU Member Countries

■ IRU Regional Committee for Africa Member Countries







## Mission & Activities

### IRU Mission

The IRU is the global voice of the road transport industry and works towards achieving the goals of **Sustainable Development** and **Facilitation** of road transport worldwide. These goals underpin all its activities, notably by using vocational training to promote professional competence in the sector and to improve the quality of services it offers.

However, the IRU is not merely an industry interest group, but rather defends the interests of the economy and society as a whole, since commercial road transport is the backbone of strong economies and dynamic societies.

The IRU mission is to maintain a constructive dialogue with all institutions and stakeholders that can impact the road transport industry. The IRU also defends customers' freedom of choice between transport modes, the equal treatment of all modes and promotes cooperation and complementarity with other modes of transport.

The IRU works with its Members to ensure the harmonious development of road transport and to raise its profile. It represents the interests of the road transport industry to public authorities, private bodies and the media.



### IRU Activities

The IRU engages in activities which include, but are not limited to:

**partnership** among all its Active and Associate Members and with related organisations and industries to define, develop and promote policies of common interest;

**monitoring** of all activities, legislation, policies and events that impact the road transport industry, responding to and cooperating with all actors involved;

**strategic reflection** on global challenges of energy, competition and social responsibility, drawing on the strengths and expertise of its Members channelled through the IRU Commissions and Working Parties;

**dialogue** with intergovernmental bodies, international organisations and all other stakeholders concerned by the road transport industry, including the public at large;

**cooperation** with policy makers, legislators and opinion-makers, in order to contribute to informed and effective legislation, striking the right balance between the needs and interests of all;

**public-private partnerships** with the relevant authorities to implement legal instruments such as the TIR Convention under UN mandate or concrete transnational projects such as the revitalisation of the Silk Road;

**communication** of the role and importance of the road transport industry and its position on various issues;

**provision** of practical services and reliable data and information to road transport operators, such as latest fuel prices, waiting times at borders, secure parking areas, professional training, legislative developments, legal assistance, etc.

**training** to promote professional competence in the sector, improve the quality of services it offers and ensure compliance of road transport training standards with international legislation, through the IRU Academy.



# IRU Democratic Structure

The IRU is a democratic, member-based organisation.

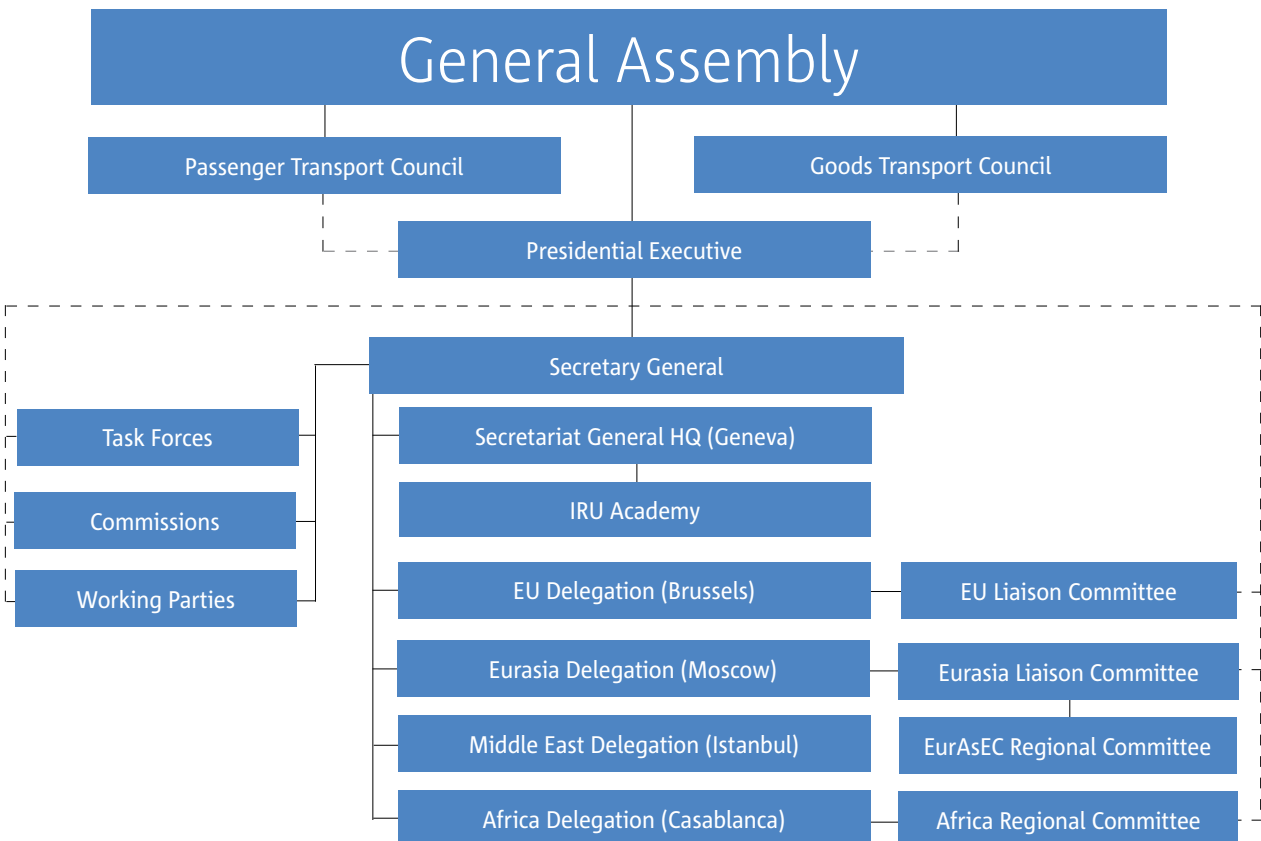
Its statutory bodies:

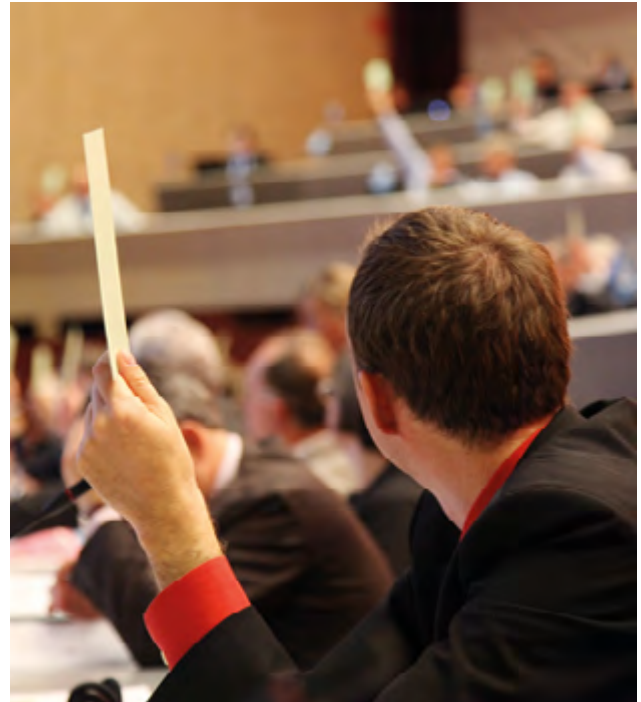
- IRU General Assembly
- IRU Passenger and Goods Transport Councils
- IRU Presidential Executive

are assisted in the definition of IRU transport policy by:

- IRU International Commissions, Working Parties and Task Forces
- IRU Liaison and Regional Committees

The Secretariat General, composed of the IRU headquarters in Geneva and Permanent Delegations located in Brussels, Moscow, Istanbul and Casablanca, is the IRU body responsible for the daily administration of the organisation.





## General Assembly

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### The Supreme Authority

The IRU General Assembly is composed of all Active and Associate Members of the IRU. Vested with supreme authority, the General Assembly meets twice a year. Its main prerogative is to define the IRU's political and practical objectives and to discuss, adopt and communicate the IRU's position in all matters relating to road transport policy.







IRU Presidential Executive

*From left to right (standing): Radu Dinescu, UNTRR, Romania, Georgi Petrov, AEBTRI, Bulgaria, Leonid Kostyuchenko, AsMAP UA, Ukraine, Martin Marmy, IRU Secretary General, Vladimir Florea, AITA, Moldova, Antonio Mousinho, ANTRAM, Portugal, Christian Labrot, BWVL, Germany and Toivo Kuldkepp, ERAA, Estonia*

*From left to right (seated): Yurii Sukhin, ASMAP, Russian Federation, Yves Mannaerts, IRU Vice President, FBAA, Belgium, Janusz Lacny, IRU President, ZMPD, Poland, Pere Padrosa, IRU Vice President, ASTIC, Spain, Izzet Salah, UND, Turkey*

## Presidential Executive

### The Executive Body of the IRU General Assembly

The IRU Presidential Executive is the executive body of the IRU General Assembly and is responsible for directing the affairs of the organisation according to the IRU Constitution and Rules of Procedure. It carries out all decisions taken by the General Assembly, and assists the latter in achieving the IRU’s transport policy objectives.



## Transport Councils

### Goods Transport Council (CTM)

The IRU Goods Transport Council is composed of all Active Members representing the transport of goods by road for hire and reward and for own account. The CTM meets at least twice a year.

The main function of the CTM is to define the IRU goods transport policy objectives and to discuss, adopt and communicate the IRU's position on all questions relating to goods transport by road, such as border crossing issues, freight market developments, transport and trade facilitation, as well as security.

Every two years, the CTM holds statutory elections of its President and Vice Presidents. It also nominates candidates for the IRU Presidential Executive.

### Passenger Transport Council (CTP)

The IRU Passenger Transport Council is composed of all Active Members representing the professional transport of passengers by road including taxis and hire cars with driver. The CTP meets at least twice a year.

The main function of the CTP is to define the IRU passenger transport policy objectives and to discuss, adopt and communicate the IRU's position on all questions relating to passenger transport by road, such as public service obligations, regular bus and coach lines, coach tourism and access to cities and tourist destinations, low emission zones, as well as access to the profession for taxis.

Every two years, the CTP holds statutory elections of its President and Vice Presidents. It also nominates candidates for the IRU Presidential Executive.



IRU Goods Transport Council Board

*From left to right: Kakhramon Sydiknazarov, CTM Vice President, AIRCUZ, Uzbekistan, Pere Padrosa, CTM President, ASTIC, Spain, Peter Cullum, CTM Vice President, RHA, United Kingdom*



IRU Passenger Transport Council Board

*From left to right: Eric Ritter, CTP Vice President, FNTV, France, Yves Mannaerts, CTP President, FBAA, Belgium, Hubert Andela, CTP Vice President, KNV Taxi, the Netherland*



## Liaison Committees

### EU Goods Transport Liaison Committee (CLTM)

The IRU Goods Transport Liaison Committee to the European Union is the forum for IRU EU Member Associations to address EU goods transport policy issues.

In 2011, the CLTM focused on the new European Commission Transport Policy White Paper up to 2050, the reduction of fuel consumption and CO<sub>2</sub> emissions, the use of alternative fuels, the promotion of innovation including the European Modular Concept, the new Eurovignette Directive and energy taxation, the need for more secure truck parking areas, traffic bans for heavy goods vehicles, the transport of live animals and the digital tachograph.

### Eurasia Liaison Committee (CLEA)

The IRU Liaison Committee to Eurasia is the forum for IRU Member Associations on the Eurasian landmass to address transport policy and industry issues of the region, as well as to discuss international road transport policies and practices in order to harmonise and better integrate international road transport operations across the Eurasian continent.

In 2011, the CLEA focused on further developing Eurasian road transport links through the promotion and practical implementation of the IRU Model Highway Initiative (MHI) and road transport operations to and through Afghanistan, European Conference of Ministers of Transport (ECMT) quotas, multilateral permits in the countries of the Black Sea Economic Cooperation region, as well as the results of the monitoring of the second phase of the IRU's New Eurasian Land Transport Initiative (NELTI 2).



IRU EU Goods Transport Liaison Committee Board  
 From left to right: Christian Labrot, CLTM Vice President, BWVL, Germany, Florence Berthelot, CLTM Vice President, FNTR, France, Alexander Sackers, CLTM President, TLN, the Netherlands



IRU Eurasia Liaison Committee Board  
 From left to right: Tofik Nurullaev, CLEA Vice President, ABADA, Azerbaijan, Kakhramon Sydiknazarov, CLEA President, AIRCUZ, Uzbekistan, Leonid Kostyuchenko, CLEA Vice President, AsMAP UA, Ukraine



## Regional Committees

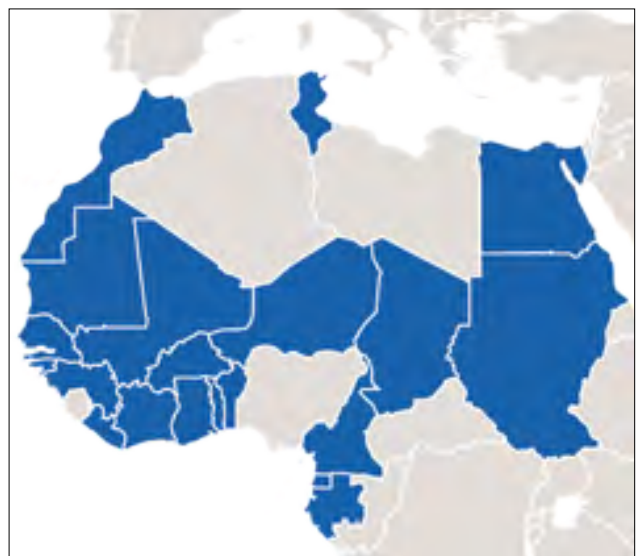
### Regional Committee to the EurAsEC (RCEAE)

The IRU Regional Committee to the Eurasian Economic Community (EurAsEC) brings together IRU Member Associations from EurAsEC (Belarus, Kazakhstan, Kyrgyzstan, Russia, Tajikistan and Uzbekistan) and observer countries (Armenia, Moldova and Ukraine) members of the business community and government officials of EurAsEC Member States, to discuss trade and transport priority issues in the region and work in genuine public-private partnership.

The RCEAE identifies and monitors challenges and opportunities for the road transport industry within EurAsEC in order to best represent the interests of the sector by designing appropriate policies and initiatives. In 2011, it focused on promoting and further facilitating trade and travel by international road transport in the EurAsEC region.

### Regional Committee for Africa (CRIPA)

Newly created in January 2012, the IRU Regional Committee for Africa brings together road transport associations from 20 African countries, namely Benin, Burkina Faso, Cameroon, Chad, Côte d'Ivoire, Egypt, Equatorial Guinea, Gabon, Ghana, Guinea Bissau, Guinea Conakry, Liberia, Mali, Morocco, Mauritania, Niger, Senegal, Sudan, Togo and Tunisia. Their common goal is to promote and facilitate inter-African trade and road transport in order to better interconnect African economies and link them to the global economy to ultimately support economic growth, social stability and prosperity.





## International Commissions

Customs Affairs (CAD)  
*Michaela Havelkova,*  
*CESMAD Bohemia,*  
*Czech Republic*



Economic Affairs (CAE)  
*Ove Holm,*  
*DTL, Denmark*



Finance (CF)  
*Christian Labrot,*  
*BWVL, Germany*



Legal Affairs (CAJ)  
*Isabelle Bon-Garcin,*  
*AFTRI, France*



Road Safety (CSR)  
*Gyula Köfalvi,*  
*MKFE, Hungary*



Services to Road Transport  
 Operators (CSE)  
*Vojtech Hromir, CESMAD*  
*Bohemia, Czech Republic*



Social Affairs (CAS)  
*Georges Causse,*  
*FNTR, France*



Technical Affairs (CIT)  
*Mårten Johansson,*  
*SÅ, Sweden*



## International Commissions and Working Parties

IRU International Commissions and Working Parties bring together IRU Member representatives with specific expertise to design and draft policy positions aimed at the IRU Transport Councils and General Assembly, and serve in an advisory, informatory and research capacity.

### Working Parties



Combined Transport (GETC)  
*Antoaneta Ivanova,*  
*AEBTRI, Bulgaria*



Dangerous Goods (GEMD)  
*Paul Wauters,*  
*FEBETRA, Belgium*



Taxis & Hire Cars with Driver (TA)  
*Hubert Andela,*  
*KNV Taxi, the Netherlands*



## Partner Organisations

### Global Partners

The IRU maintains close working relations with many intergovernmental organisations, namely:

**UN** (United Nations) bodies, including UNCTAD, UNECA, UNECE, UNESCAP, UNESCWA, UNEP, UNMAS, UNWTO, ILO, IMO, WHO and UN Global Compact

**WTO** (World Trade Organization)

**WB** (World Bank)

**WCO** (World Customs Organization)

**ITF** (International Transport Forum)



### Regional Partners

**ADB** (Asian Development Bank)

**AU** (African Union)

**AULT** (Arab Union of Land Transport)

**BSEC** (Black Sea Economic Cooperation)

**CAREC** (Central Asia Regional Economic Cooperation)

**CIS CTC** (Commonwealth of Independent States' Transport Council)

**Customs Union** (Russia, Belarus, Kazakhstan)

**ECO** (Economic Cooperation Organisation)

**EU** (European Union) bodies including European Commission, European Parliament, European Council

**EurAsEC** (Eurasian Economic Community)

**GUAM** (Organisation for Democracy and Economic Development)

**IDB** (Islamic Development Bank)

**LAS** (League of Arab States)

**OAS** (Organisation of American States)

**OSCE** (Organisation for Security and Cooperation in Europe)

**SCO** (Shanghai Cooperation Organisation)

The IRU also collaborates with many international associations representing other sectors directly linked with trade and transport.

## IRU Secretariat General: Geneva

### The IRU Secretariat General Headquarters

The IRU Secretariat General, composed of its headquarters in Geneva and of the Permanent Delegations to the European Union (EU) in Brussels, for Eurasia in Moscow, for the Middle East and Region in Istanbul and for Africa in Casablanca, is headed by the Secretary General and employs nationals from some 35 different countries.

The IRU Secretariat General in Geneva benefits from a privileged location that facilitates interaction with numerous global intergovernmental bodies which impact international road transport.

The IRU Secretariat General assists the Presidential Executive and implements policies proposed and approved by the Transport Councils and the General Assembly. It also coordinates the work of and interaction between the different IRU Councils, Commissions, Working Groups, Liaison and Regional Committees.

### Main Objectives

The IRU Secretariat General in Geneva works with the four Permanent Delegations and the IRU Members to coordinate the implementation of the global working programme and priorities of the organisation. In this framework, the IRU is the implementing partner, under UN mandate, of the TIR Customs Transit System.

The IRU Secretariat General also works in close cooperation with European, Asian, Middle Eastern, as well as African and North and South American governments and other competent authorities, related governmental agencies, as well as commercial partners, to further develop trade, tourism and road transport in all regions of the world.

The IRU Secretariat General Headquarters in Geneva consists of the following main functions:

#### Secretary General

Martin Marmy

#### Deputy Secretary General

Umberto de Pretto

#### Head – Sustainable Development, Facilitation & Goods Transport

Jens Hügel

#### Head – Passenger Transport

Oleg Kamberski

#### Head – Communications

Juliette Ebélé

#### Chief Financial Officer

Eric Benoist

#### Chief Information Officer

Philippe Grosjean

#### Head – IRU Training

Patrick Philipp

#### Head – Technical Affairs

Jacques Marmy

#### Head – TIR Department

Marek Retelski

[www.iru.org](http://www.iru.org)  
in English and French



## IRU Secretariat General: Brussels

### The IRU Permanent Delegation to the EU

In 1973, the IRU established a Permanent Delegation to the EU in Brussels to support IRU EU Member Associations in ensuring informed legislation on all issues dealt with by the EU institutions that affect road transport. Since then, it has been a significant player in the process of building a harmonised European legal framework for road transport.

The IRU Permanent Delegation to the EU works collectively with all IRU EU Members according to a working programme decided by them. It collaborates with all relevant General Directorates of the European Commission, the European Parliament and especially the Transport and Tourism Committee (TRAN), the Council of EU Transport Ministers, its Secretariat, the Member States' Permanent Representatives to the EU and relevant Brussels-based associations and organisations to achieve the IRU's objectives and priorities.

### Main Objectives

**promote** the interests of the road transport sector in the EU;

**contribute** proactively to EU policy initiatives and legislation to secure an efficient, sustainable and economically sound operating environment for road transport now and in the future;

**ensure** fair competition in all EU policy-making processes and ensure that road transport is not unjustly burdened.

The IRU Permanent Delegation to the EU in Brussels comprises the following main functions:

#### General Delegate

Michael Nielsen

#### Head – EU Goods Transport & EU Environmental Affairs

Marc Billiet

#### Head – EU Passenger Transport

Oleg Kamberski

#### Head – Social Affairs & EU Road Safety

Damian Viccars

#### Head – EU Legal & Fiscal Affairs

Rémi Lebeda

#### Communications & Events Officer

Stuart Colley

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in English and French



## IRU Secretariat General: Moscow



The IRU Permanent Delegation to Eurasia in Moscow comprises the following main functions:

**Under-Secretary General  
& General Delegate to Eurasia**  
Igor Rounov

**Senior Officer, Policy**  
Dmitry Larionov

**Communications Officer**  
Elena Anfimova

**Officer, Customs**  
Alexander Ratnikov

**Regional Officer**  
Olga Frolova

### The IRU Permanent Delegation to Eurasia

Established in Moscow in 1998, the IRU Permanent Delegation to Eurasia monitors road transport issues and policies across the Eurasian continent, promotes the activities of the IRU and the IRU Academy, supports the sustainable development of road freight transport in Eurasia with its national Member Associations and their authorities, and expedites the integration of road transport through the harmonisation of legislation in the Eurasian countries.

### Main Objectives

**promote** the interests of the road transport sector in Eurasia;

**harmonise** the road transport legislation of the countries in the Eurasian region, notably through accession to the key UN multilateral conventions and agreements relating to the facilitation of trade and international road transport;

**develop, implement and promote**, in public-private partnerships, Euro-Asian road transport links in close cooperation with governments, state agencies, intergovernmental organisations and IRU Member Associations;

**facilitate** international road transport across the Eurasian landmass through the expansion of the TIR System to new contracting parties;

**provide** information services in Russian to road transport operators in the Eurasian region.

[www.iru-eapd.org](http://www.iru-eapd.org)  
in Russian



## IRU Secretariat General: Istanbul

### The IRU Permanent Delegation to the Middle East and Region

Established in Istanbul in 2005, the IRU Permanent Delegation to the Middle East and Region aims to develop and facilitate, with its national Member Associations and authorities, road transport at the crossroads of continents and regions stretching from Turkey in Europe and Egypt in Africa to the entire Middle East region.

The IRU Permanent Delegation to the Middle East and Region works together with its national Member Associations as well as the relevant regional and international organisations to promote sustainable development and further facilitate trade and road transport in the fastest growing economies of the world.

The IRU Permanent Delegation to the Middle East and Region in Istanbul comprises the following main functions:

#### General Delegate

Haydar Özkan

#### Communications & Events Officer

Samira Sadi



### Main Objectives

**promote** the interests of the road transport sector in the Middle East and Region;

**harmonise** the road transport legislation of the countries in the Middle East and Region, notably through accession to the key UN multilateral conventions and agreements relating to the facilitation of trade and international road transport;

**raise** general awareness of the need for and importance of internationally recognised professional training with harmonised international standards, and promote the IRU Academy training programmes and activities;

**provide** technical assistance and support to interested governments in the region in order to improve or reform national transport legislation to facilitate trade and tourism by developing domestic and international road transport;

**identify and eliminate** physical and non-physical barriers to road transport, develop inter-regional road transport links as well as expand the implementation of the UN transport related conventions and agreements in the region;

**participate** in the work of the UN bodies involved in inter-regional transport links, including in projects such as the Euro-Asian Transport Linkages (EATL), the Asian Highways, the Black Sea Ring Highway and the Arab-Mashreq International Roads.

[www.iru.org](http://www.iru.org)  
in English and French



## IRU Secretariat General: Casablanca

### The IRU Permanent Delegation for Africa

Established in Casablanca in 2012, the IRU Permanent Delegation for Africa aims to develop, facilitate and secure road transport at national and international level, in coordination with the members of the newly created IRU Regional Committee for Africa, their national authorities and relevant intergovernmental organisations to interconnect businesses and integrate economies on the African continent.



The IRU Permanent Delegation for Africa in Casablanca comprises the following main function:

**General Delegate**  
Adil Gaoui

### Main Objectives

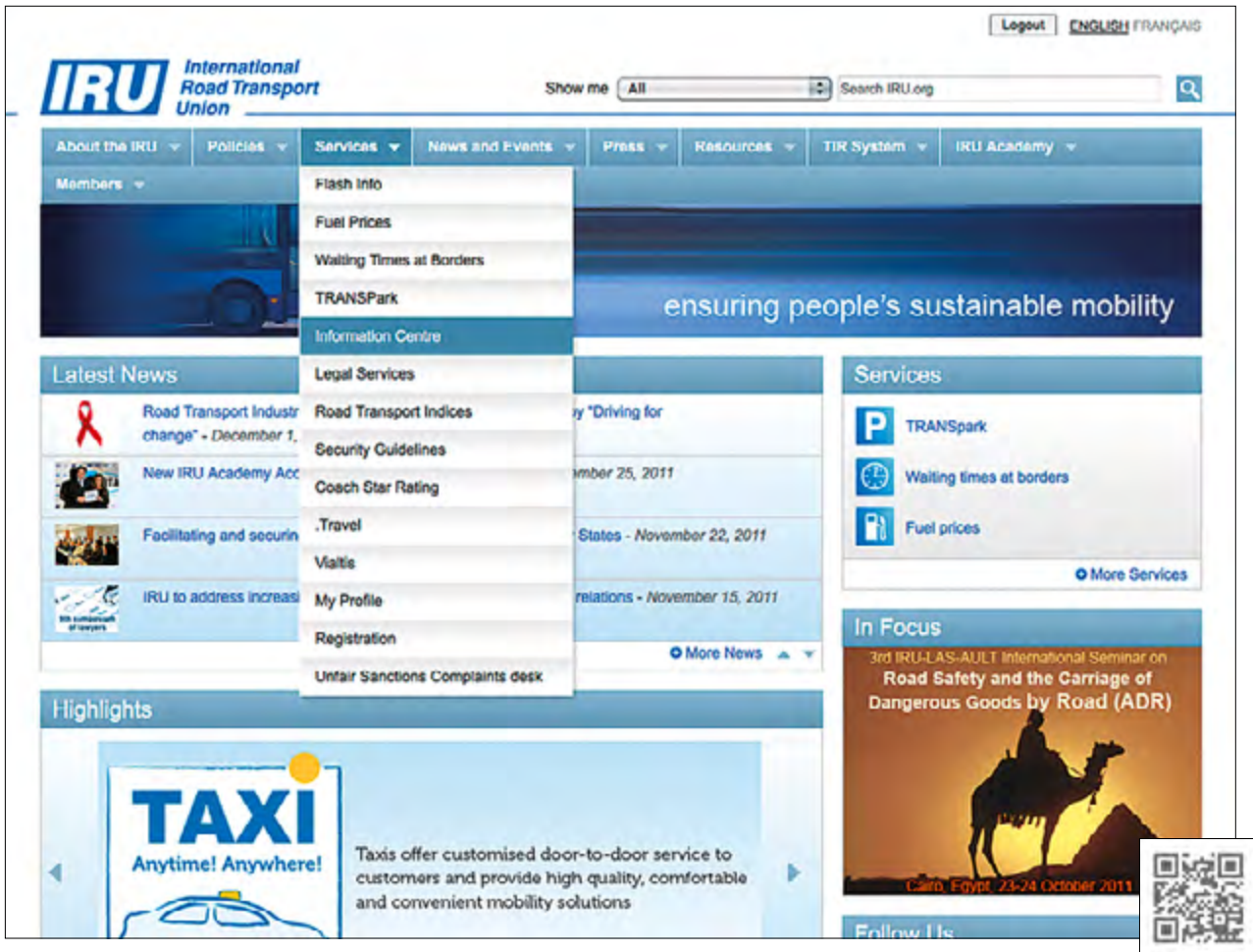
**promote** the interests of the road transport sector in Africa in light of challenges raised by the growth in transport needs between Europe, Asia and Africa;

**facilitate** the development of trade and international road transport to enable African economies to better participate in the globalised economy, notably by implementing the key UN and World Customs Organization trade and transport facilitation and security conventions;

**raise** general awareness of the need for and importance of internationally recognised professional training with harmonised international standards, and promote the IRU Academy training programmes and activities.

[www.iru.org](http://www.iru.org)  
in English and French

## IRU Online



### New IRU Website

The new, highly improved IRU website was designed according to best website practices and developed to provide easier access to all IRU information, messages and resources.

The new IRU website features better design, architecture, ergonomics and response time, which considerably eases the navigation process, hence the browsing and retrieval of valuable information.

Upgraded functionalities include a global filter enabling website visitors to sort all content by type of transport (Goods, Passenger or both), as well as an enhanced search engine.

New user-friendly features have also been implemented, such as a revamped homepage with all the latest information not to be missed, latest updates on the Information Centre, RSS feeds on various news pages, as well as 'Related content' and 'Useful links', and easy video screening.

### Social Media

The IRU has also entered the sphere of social communities with the creation of Twitter, Flickr and YouTube accounts that will allow all interested parties to remain constantly up-to-date with the IRU's latest activities and projects. **Join us!**

See & Download IRU Pictures on Flickr



Watch & Share IRU Videos on YouTube



Latest IRU Updates on Twitter



IRU News delivered to your feed reader



# Evolution of Road Transport

The road transport industry is the backbone of strong economies and dynamic societies. Without it, industrialised and developing countries would find it difficult to achieve economic growth, social development, prosperity and ultimately peace.

An important part of the road transport industry's story is sustainable progress. Trucks, buses, coaches and taxis are safer, more efficient, cleaner and quieter today than ever before. They represent high technology at its best and are here to ensure a better quality of life today and for future generations.

The road transport industry plays a crucial role in connecting businesses to major world markets, driving trade and ensuring a better distribution of wealth. It is instrumental in creating jobs at a time when increasing unemployment and struggling economies affect more and more families. It is thus important to protect the road transport industry.

*Any penalty on road transport is an even greater penalty on the economy as a whole.*

## Road Freight Transport

Trucks are the vital link between producers, businesses and consumers. It gives them all the freedom to locate wherever they choose thanks to the flexibility that trucks provide. This freedom promotes fairer distribution of wealth and jobs between urban and rural areas. Trucks are the only way to reach most factories, stores, restaurants and homes. If you take a moment to identify the number of items in your home that have been transported by truck, you would be surprised. They carry everything, from TVs and computers to cloth, medicine, children's toys, food and construction materials – all along the production chain, to local stores and to your front door.

*Trucks are the only way to reach most factories, stores, restaurants and homes.*



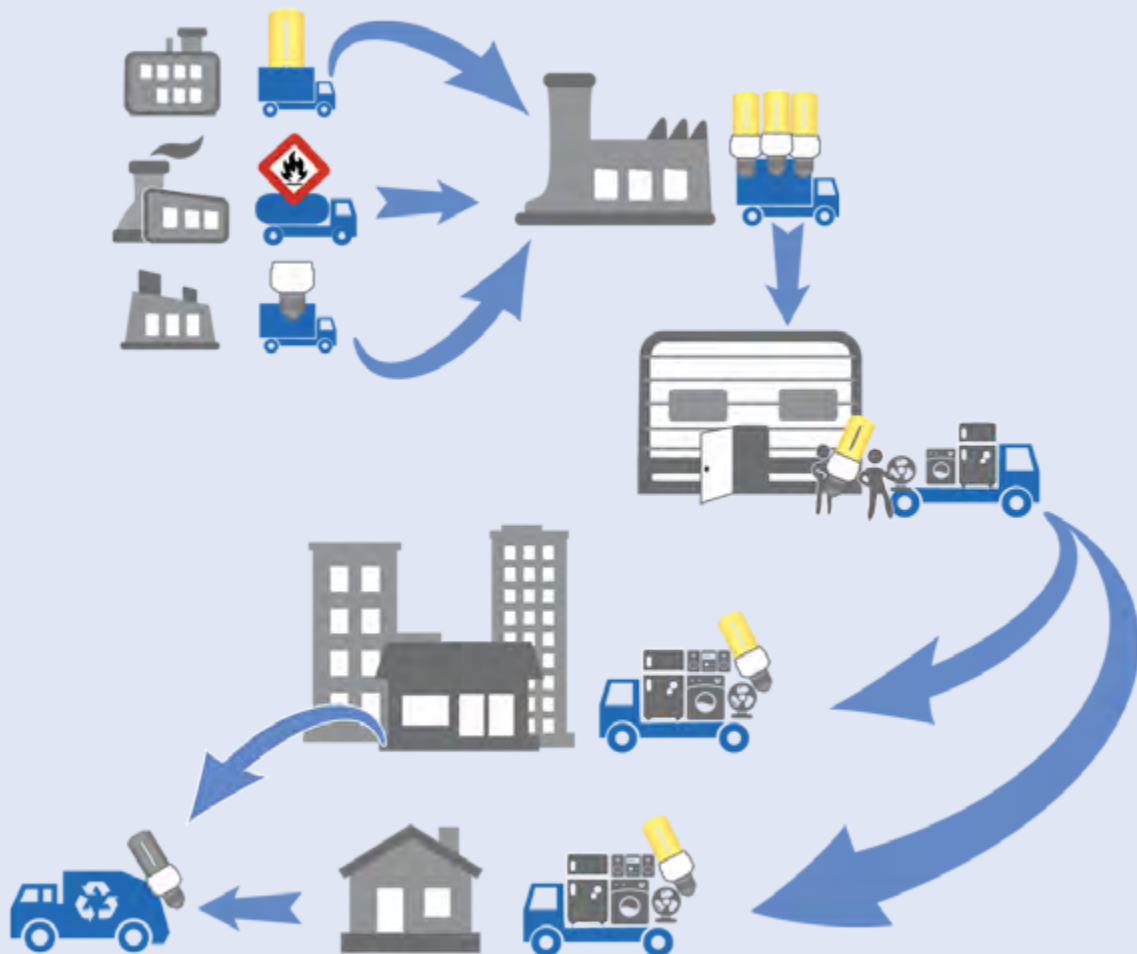
Every  
**job**

and

**business**

depends on road transport services.

**Every single item**  
that is produced or consumed  
**everywhere**  
is transported by  
**truck.**



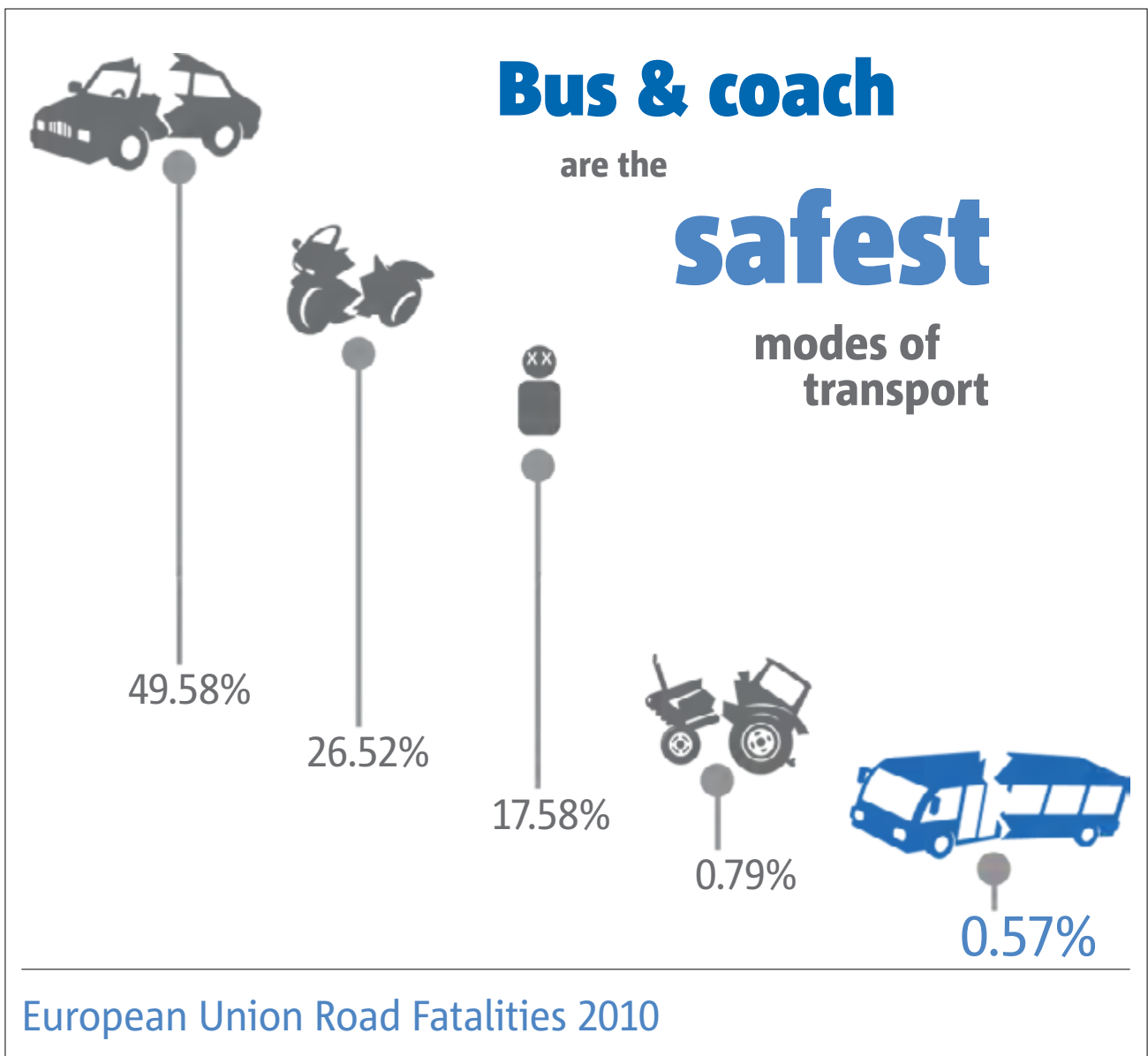
The Truck Journey of a Light Bulb

## Road Passenger Transport

Buses and coaches are key elements in sustainable mobility and an integral part of public transport systems. They provide safe, green, efficient and affordable services and are user-friendly to everyone, including people with low income, disabilities or those living in sparsely populated areas.

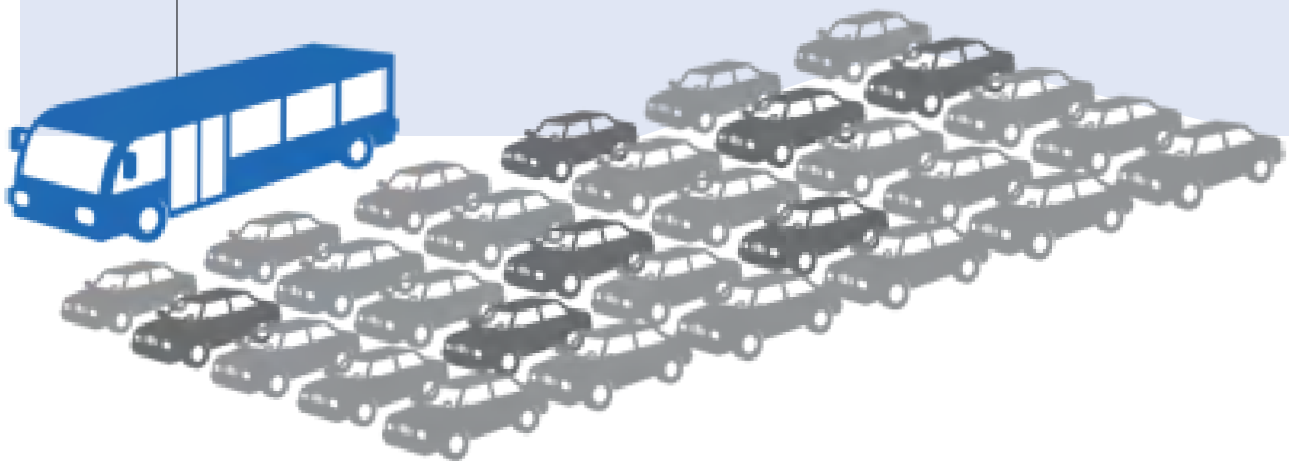
Whether your final destination is local, regional, national or international, buses and coaches are the perfect complement to other transport modes for commuters and travellers going to the railway station or the airport.

*Bus and coach transport provides an optimal response to a range of current and future mobility challenges.*





**1 bus**  
can replace up to  
**30 cars**



**Bus & coach**  
are the  
**greenest**  
modes of transport

## Road Transport Economic Trends

IRU Road Transport Indices, which allow the comparison of GDP growth, road freight transport volumes and new vehicle registrations in 58 countries, show that BRIC countries (Brazil, Russia, India and China) will keep driving the world's economic growth, whereas growth rates remain very low in OECD countries, including in the EU Member States.

While GDP increased by 14.6% in the BRIC countries from 2008 to 2011, it decreased by 0.9% in the OECD and by 2.7% in the EU over the same period. Similarly, new vehicle registrations increased by 13.8% in the BRIC countries between 2008 and 2011, whereas the OECD and the EU experienced a decrease of 36% and 40% respectively.

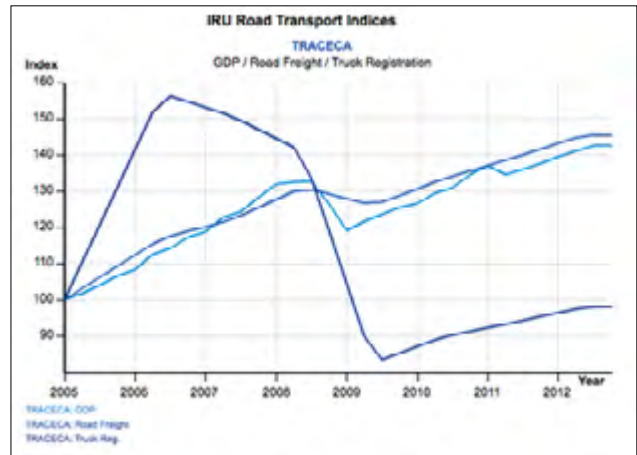
For 2011, the forecast for the BRIC countries indicates a continuous growth in new vehicle registrations by 7.8%, whereas that of OECD countries, including the EU, will remain 40% lower than the 2008 level, with a feeble growth of 1.6% and 2.1% respectively.

### BRIC, TRACECA, OECD and EU Forecasts



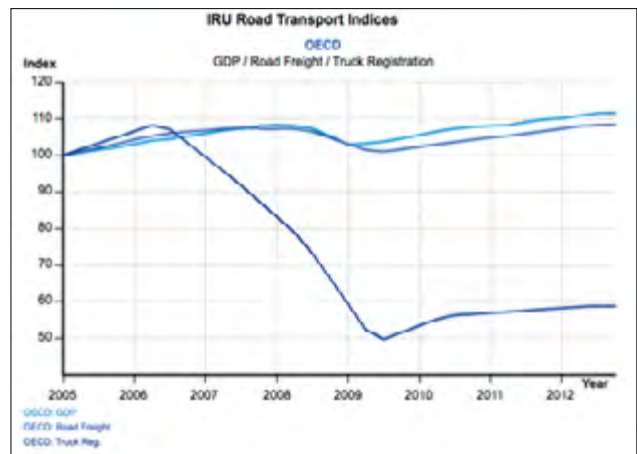
#### BRIC Countries

The BRIC countries showed a continuous growth of 8.2% in transport volume (tonnes transported) and a 13.7% increase in registered vehicles.



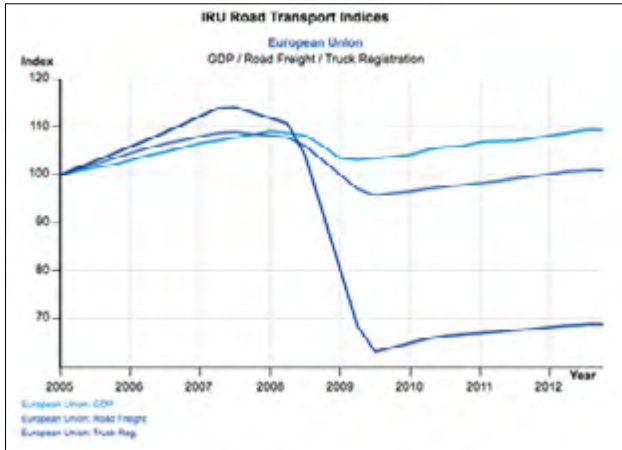
#### TRACECA Countries

TRACECA countries recorded a continuous growth of 4.8% in tonnes transported. After a considerable decline in 2008-2009, new vehicle registrations are on the rise again (4.9%).



#### OECD Countries

In the OECD, transport volume returned to pre-crisis level. However, the dramatic drop in the capital available to transport operators, coupled with market volatility, has led to a tremendous fall in new vehicle registrations in 2009. This reluctance to invest persisted in 2011 and, despite some signs of recovery, growth rates remained very low.



## EU Countries

The EU also showed some signs of recovery, although absolute figures and growth rates remained significantly below pre-crisis levels. As in the OECD, EU transport operators have invested less in new vehicles. In contrast to the OECD however, EU road transport operators also transported lower volumes overall. Indeed a pre/post crisis comparison (2008–2011) revealed a 10.4% drop in tonnes transported and a 42.4% decrease in new vehicle registrations.

The significant economic growth of BRIC countries in 2011, which will continue in 2012, results from their understanding that both systemic innovation and major investment in production tools, including in small and medium enterprises (SMEs) that provide 85% of jobs, such as road transport companies, are instrumental in expediting real economic growth. This is in clear contrast to the OECD and EU policies, where SMEs and the road transport industry are increasingly penalised with new regulatory burdens and taxation schemes resulting in feeble growth in 2012.

To restore sustainable economic growth in 2012, governments of all industrialised countries should recognise, as is the case in BRIC countries, that the non-subsidised production tool – road transport – which interconnects every business to every market with high quality door-to-door service, should be promoted and further facilitated.

## The Future of the European Union's Transport System and Policy

Further to the publication of the European Commission's White Paper on the future of EU transport policy until 2050, entitled "Roadmap to a Single European Transport Area – Towards a comprehensive and resource efficient transport system", the IRU published a comprehensive response as a follow up to its own "White Paper on the future of commercial road transport in the EU" released in 2009.

The IRU's response sets out the industry's vision and recommendations on how European transport, logistics and travel should develop in the coming decades.



## IRU Briefs the European Parliament on Transport Policy Priorities

The IRU Goods Transport Liaison Committee briefed Members of the European Parliament, Transport Attachés and representatives of the European Commission on the priorities of the road freight transport industry during a dinner debate co-hosted by MEPs Corien Wortmann-Kool (EPP-NL), Olga Sehnalova (S&D, CZ) and Ramon Tremosa i Balcells (ALDE, ES), notably addressed by Zoltan Kazatsay, DG MOVE's Deputy Director General.



# Road Safety

Road safety is a top priority for the road transport industry, which has always been and will continue to be committed to reducing the number and severity of accidents involving heavy commercial road vehicles, by promoting a culture of road safety within the sector.

*For true road transport professionals, every road accident is one too many.*







## UN Decade of Action for Road Safety

Following the UN General Assembly Resolution declaring 2011-2020 the “**Decade of Action for Road Safety**”, the IRU General Assembly adopted a groundbreaking Road Safety Resolution to help achieve the UN objective of stabilising and then reducing traffic fatalities around the world by intensifying activities at national, regional and global levels.

In this perspective, the IRU also allocated significant financial support to implement, together with credible partners willing to match the allocation of funds, projects that effectively improve commercial road transport’s safety records.

Expert studies have shown that effectively improving road safety requires implementing a three-step approach:

**identify and address** the main cause of accidents involving heavy commercial vehicles to make informed policy and business decisions;

**focus on the human element** by promoting and implementing effective, harmonised standards for the training of road transport professionals as provided by the IRU Academy, as well as training other road users; and

**cooperate with the business community** by fostering efficient public-private partnerships to achieve tangible results in improving road safety.

*In support of the “UN Decade of Action for Road Safety” launched in May 2011, the IRU and its Members have undertaken many concrete actions and are committed to continue doing so.*

## Demining Afghanistan – An Innovative Public-Private Partnership (PPP)

The IRU has partnered with the United Nations Mine Action Service (UNMAS) to support demining activities in Afghanistan by clearing 15 square kilometres of landmines and explosive remnants of war adjacent to the 700-kilometre ring road that connects Kabul to Afghanistan’s Northern Provinces and Central Asian neighbours.

By reducing the threat of injury and death posed to those who travel along and work around these routes, this innovative PPP contributes to road safety and the development of the Afghan and Central Asian economies by securing trade links.

The direct beneficiaries are the 21 communities of over 3,000 Afghan families living in the vicinity of the 33 hazards covered by this project, which will also provide employment opportunities for over 200 people from these affected communities. This is in addition to the thousands of people per week who use these routes to travel within Afghanistan and to its neighbouring countries.

The indirect beneficiaries include the estimated 7 million people living in the six provinces through which the ring road runs. As this project will further strengthen trade among the provinces and with Afghanistan’s neighbouring countries to the north (Tajikistan, Uzbekistan and Turkmenistan), there will be an overall national benefit.

Safe trade by road transport between Afghanistan — a landlocked country — and neighbouring countries will help reduce the cost of food and non-food items and will certainly benefit the population as a whole.

Demining  
Afghanistan:  
The blog





Addressing the IRU General Assembly in November 2011, the US Central Command expressed its great appreciation for the IRU's intensive efforts, which are complementary to those of US CENTCOM in moving Afghanistan from aid to trade by allowing road transport to drive progress, prosperity and ultimately peace in this war torn country and throughout the Central Asian region.

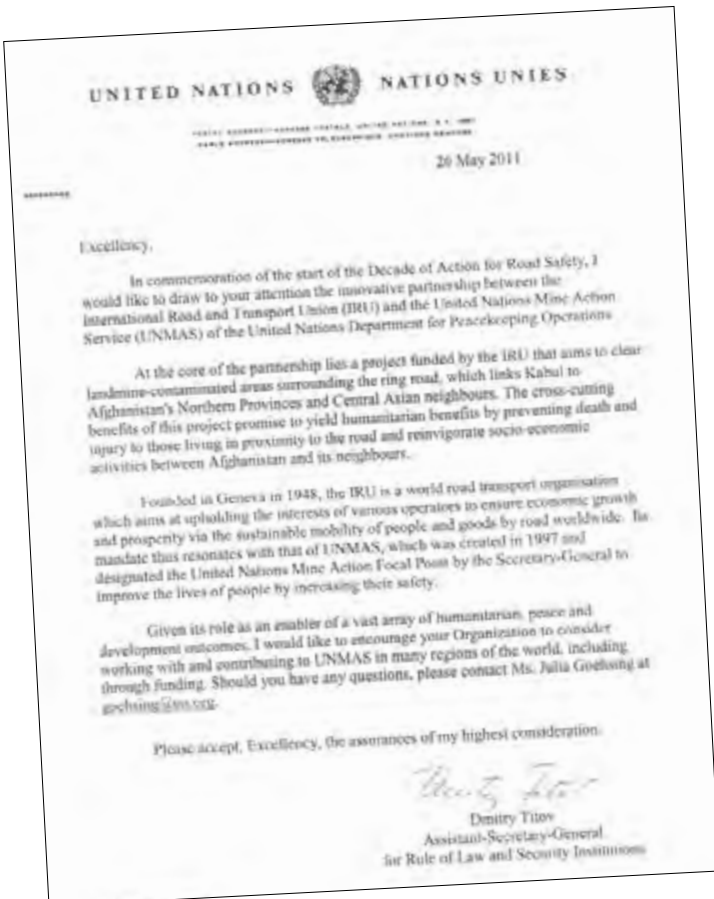
## IRU Actions to Improve Road Safety

### New Road Safety Checklists for Drivers and Managers: Addressing the Human Factor

In an effort to tackle road safety at the source by addressing the human factor, the IRU Academy has developed and released several checklists intended to help professional drivers and managers safely prepare vehicles and cargo loading before undertaking their trips. Adopting these best practices while on duty, effectively improves the safety of all road users.

These new checklists, available in several languages via the IRU website, notably include the 'Vehicle' and 'First Aid' checklists, developed in partnership with the International Federation of Red Cross and Red Crescent Societies (IFRC) and the International Union of Professional Drivers (UICR), to best equip drivers with sufficient knowledge to avoid accidents on the road and be prepared to save lives in emergency situations.

These and other IRU safety checklists are an integral part of the IRU Academy CPC Driver and CPC Manager Programmes.





## Road Safety Events and Training – Raising Awareness

The IRU held several road safety conferences and training seminars throughout 2011 to raise awareness, stress the importance of driver training and spread best professional practices in order to effectively enhance road safety throughout the world.

### Latin America

The IRU and its Argentinean Member Association, the *Federación Argentina de Entidades Empresarias de Autotransportes de Cargas* (FADEEAC), held an international conference on “Road Safety and Road Transport Professional Training”, which brought together some 800 representatives of public authorities, the road transport sector and training industries from Latin America.

Delegates, who included the Under Secretary of Road Transport, Ministry of Federal Planning, Jorge González, the Executive Director of the National Road Safety Agency, Felipe Rodríguez Laguens, as well as road safety research experts, reviewed road safety performance in Argentina, Ibero-America and Mercosur and explored ways of concretely improving road safety in Latin America, notably through identifying and addressing the main causes of accidents involving trucks.

Conference delegates noted that the involvement of commercial vehicles in accidents does not automatically mean that they are the cause of such accidents, as demonstrated by scientific investigations, such as the European Truck Accident Causation (ETAC) study, where data has shown that 85% of all accidents were caused by human error. Of these, 75% were caused by other road users against 25% by the truck driver. Experts thus recommended focusing on the human element, notably by promoting effective and harmonised standards for vocational training of road transport professionals, as developed by the IRU Academy.



### League of Arab States

The IRU will expand the geographic coverage of the European Truck Accident Causation (ETAC) study's methodology to the League of Arab States region, in order to help identify the main cause of accidents involving trucks in these 22 countries.

### Middle East

The IRU Academy held a Seminar on “Changing the behaviour of road users in order to effectively improve Road Safety”, in Istanbul, Turkey, where some 150 delegates representing public authorities, road transport, road safety research experts as well as training industries from 30 countries focused on research and key initiatives effectively addressing road safety. The seminar concluded that to effectively address road safety it is essential to focus on the main cause of accidents: the human element. It also highlighted the need for high quality road transport training programmes, as defined and provided by the IRU Academy.

*Targeting human behaviour through improved professional training of all road users is the key to effectively and significantly improving road safety worldwide.*

## Transporting Dangerous Goods... Safely...Globally

At the round table discussion on “Transport of dangerous goods: Global and regional dimensions” held in the framework of the UNECE Inland Transport Committee, the IRU Group of Experts on the Transport of Dangerous Goods presented its long-term objectives of implementing the UN Agreement on the International Carriage of Dangerous Goods by Road (ADR) in other parts of the world, especially in the Middle East, Asia and Africa.

### 3<sup>rd</sup> IRU-LAS-AULT Seminar on the International Carriage of Dangerous Goods by Road (ADR)

As a follow-up, the IRU organised its IRU-LAS-AULT Seminar on the International Carriage of Dangerous Goods by Road (ADR) in Cairo, Egypt, bringing together some 150 participants from Ministries in charge of transport, enforcement, customs and trade as well as representatives from international organisations and the road transport industry.

The seminar served as a platform to evaluate regional needs to improve the carriage of dangerous goods by road and review the United Nations’ ADR Agreement in order to promote its implementation in the Arab League countries as a key tool for improving regional road safety.

In 2012, the IRU will keep monitoring closely the implementation of Intelligent Transport Systems (ITS) in order to enhance the provisions for the carriage of dangerous goods. The IRU advocates the voluntary use of ITS applications in order to maintain the consignor’s, carrier’s and consignee’s freedom to choose the means of transport they use and avoid turning ITS applications into instruments that favour one transport mode over another.

## Ensuring Brake Safety

The IRU International Commission on Technical Affairs (CIT), which focuses on vehicle technologies, documents, loading units and techniques as well as their integration into the transport chain, particularly in combined or dangerous goods transport, monitors and strives towards harmonised roadworthiness tests and commercial vehicle inspections for brakes, load securing and weights and dimensions.

In order to improve the assessment of the technical conditions of brakes in a fair and harmonised way, the CIT has collaborated with the Danish authorities to submit a proposal to the United Nations’ Working Party on Brakes and Running Gear (UN GRRF), which should be adopted in 2012.

Operators in the road transport sector, haulage contractors, suppliers, garages, testing bodies and authorities must cooperate and adopt measures to improve the technical condition of heavy vehicles’ brakes. Legal rules and requirements should also prioritise checks on the operation of components and systems that are important for road safety and where an associated cost benefit can be clearly demonstrated.

*The IRU and its Members support all road safety measures that effectively target the main cause of accidents involving commercial vehicles.*





# Training

Professional training in road transport is crucial today more than ever. Road transport professionals must adapt swiftly and remain at the cutting edge of the latest industry developments at all levels. Only then will they be able to reach the ambitious target to achieve sustainable development, improve road safety and comply with increasingly complex regulations and constant technological progress. By doing so, they can ensure the efficient, safe, green and cost-effective delivery of road transport services to meet economic demand and remain competitive locally, regionally and internationally.

## Competency

**IRU**  
**Academy**

Worldwide Excellence  
in Professional  
Road Transport Training

Safety

Safety

Safety

Safety

Safety

Safety

Safety

International Recognition

International Recognition

International Recognition

Competency

Competency

Harmonisation

Harmonisation

Competency

Harmonisation

Competency

Harmonisation

Competency

Competency

International Recognition

Harmonisation

Harmonisation

Harmonisation

## IRU Training: “Learning to Learn”

The aim of IRU Training is to instil a “learning to learn” culture within the road transport sector, creating a synergy between all IRU training activities – the IRU Academy, TIR Training and IRU Internal Training. All IRU Training participants, be they road transport managers, drivers, Member Associations or Customs authorities, benefit from a unique access to interactive training materials and effective training management tools.

### IRU Academy - Worldwide Excellence and International Recognition in Road Transport Professional Training

The IRU Academy works globally with its partners and panel of experts to provide a framework for professional road transport training and benefits from the international recognition and support given by its high level IRU Academy Advisory Committee (ADC). The IRU ADC is composed of representatives from the World Bank, the United Nations Economic Commission for Europe (UNECE), the International Transport Forum, the European Commission (EC) and the European Transport Workers Federation (ETF).

### IRU Academy Global ATI Network and Programmes

The IRU Academy offers its global network of 50 Accredited Training Institutes (ATIs) in 35 countries several training programmes that focus on developing the skills and knowledge of road transport professionals to enhance their ability to deal with all key aspects of road transport operations. Designed by internationally renowned experts under the supervision of the ADC, IRU Academy programmes are continually updated to integrate best practices and guarantee compliance with applicable international, regional and national transport regulations.

### CPC Manager Programme

The IRU Academy’s Certificate of Professional Competence (CPC) for Managers Programme offers a set of international training standards to meet every manager’s needs. The programme has been upgraded in order to take regional requirements into account, notably the new provisions of the EU Regulation EC 1071/2009 implemented in December 2011. In 2012, collaborative work on programme adaptations for other regions will continue.



*IRU Academy briefs CPC Manager instructors from the Middle East and Region*

### CPC Driver Programme

The IRU Academy’s Certificate of Professional Competence (CPC) for Drivers Programme covers a comprehensive range of topics from safe loading and cargo securing to eco-driving. In order to meet each ATI’s specific national driver training needs, the programme is implemented on a case by case basis to ensure maximum professional capacity building for drivers in the road haulage and passenger transport industry.

A new CPC Training Programme aimed at road transport professionals engaged in international transport in the CIS region has also been launched. Developed in close cooperation with IRU Academy Accredited Training Institutes in six CIS countries, this programme fully complies with the “CIS Agreement on the harmonisation of requirements for additional training and professional competence of international road transport operators in CIS Member States”.





*Six ATIs received accreditation to deliver new CIS CPC Driver International Training Programme*

## ADR Programme

The IRU Academy launched a new ADR programme specifically designed for the needs of non-mobile workers involved in loading or unloading dangerous goods on trucks, in full compliance with the requirements of the ADR Agreement. This programme is focused on the needs of professional loaders and applies for ADR transport of packaging and tanks, excluding explosives (Class 1) and radioactive materials (Class 7).

## Tachograph Programme

The IRU Academy's Tachograph Programme has been updated in order to include the latest legislative changes and redesigned for higher accessibility and increased user experience.



*IRU Academy briefs tachograph and ADR instructors in South East Europe*

## Safe Loading and Cargo Securing Programme

The IRU Academy has launched a multilingual, interactive Safe Loading and Cargo Securing Programme. This responds to the need expressed by several ATIs and directly addresses the IRU and its Members' objective to further work towards improving road safety. Targeting mobile and non-mobile road transport professionals, this new IRU Academy programme fully integrates the requirements of the most recent European CEN standard 12195-1:2010 on load restraining on road vehicles that entered into force in May 2011.



*The IRU Academy training programme features a unique, interactive simulator for safe loading and cargo securing*

## HIV/AIDS "Driving for Change" Toolkit

The IRU Academy's multimedia "Driving for change" training toolkit on HIV/AIDS, developed in partnership with the International Labour Organization (ILO) and the International Transport Workers Federation (ITF) for the road transport sector, aims to raise awareness and provide targeted training on HIV/AIDS to enable road transport workers and employers to effectively respond to HIV/AIDS in their workplace. It is available in multiple languages to all IRU Academy Accredited Training Institutes (ATIs), IRU Member Associations and interested partners.



IRU Academy delivers instructor training on Safe Loading and Cargo Securing

## Train the Trainers

The IRU Academy provides 'Train the Trainers' courses to enhance the knowledge and skills required to effectively deliver training and ensure that instructors meet the IRU Academy's high quality, harmonised training standards.

Several successful ADR, Safe Loading and Cargo Securing (SLCS), CPC Manager and CPC Driver as well as HIV/AIDS Train the Trainers workshops have been held. New workshops that focus on the development of instructors' technical, pedagogical and methodological skills, will be conducted in 2012.

## e-learning

### Content Management Platform

The IRU Academy Content Management Platform (ACM) has been enriched with more content and improved navigation in order to facilitate access to IRU Academy Programmes and professional reference material. This multilingual and intuitive online system allows ATIs to access content and tools to assist trainees in the learning process at any time. All resources are available to IRU Academy ATIs for download and use, as well as to assist them in their programme development and update process.

## IRU Academy Online

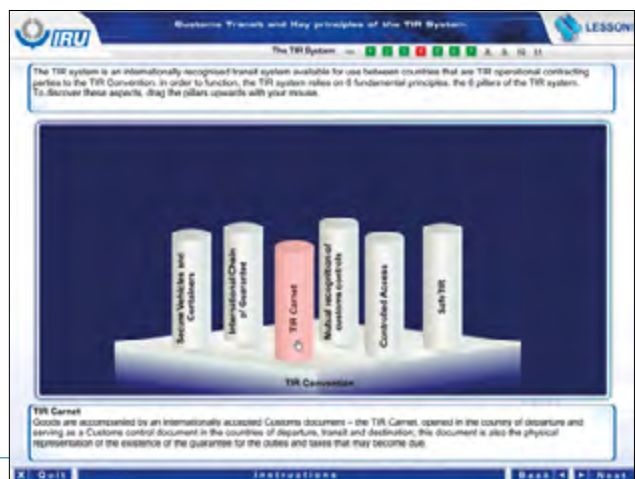
The new version of the IRU Academy Online (AOL) application enables ATIs to perform their accreditation online and manage their institute profile in a very simple way. Several new features, such as the import and export of student data and additional capabilities for graduates, also contribute to an improved user experience.



## IRU Reinforces Partnership with the World Customs Organization (WCO)

The IRU-WCO TIR Distance Learning is now available in Arabic, English, French, Russian, as well as Spanish in early 2012. This interactive training programme, available to all IRU Associations and Customs officials, significantly contributes to improving the global understanding and smooth running of the TIR System.

In parallel, the IRU has continued to develop its TIR learning capabilities by completing a suite of fully animated modules specifically targeting the needs of Associations issuing TIR Carnets.





## Joint International Training Projects

The IRU Academy is successfully conducting joint international projects aimed at developing high performance standards in the road transport industry, thus supporting the industry's commitment to increasing road safety, reducing its carbon footprint and improving professionalism.

### EU Leonardo Project: DRIVEN



The IRU Academy, together with partners in Spain, Poland and France, completed a project aimed at developing and transferring training knowledge and skills to instructors, who provide periodic training to Category C Drivers. This came as a response to the urgent need to establish high quality training capacity to ensure sufficient offer and avoid a shortfall of qualified drivers. As a follow up project, DRIVEN now aims to promote and offer to any interested party a standardised training programme to strengthen instructors' technical knowledge, methodological approach and teaching skills to ensure maximum success in CPC Driver training.

### Training in the Arab World

The IRU Academy, in partnership with the Arab Union of Land Transport (AULT), is involved in an ambitious road transport project in the League of Arab States region, which benefits from the technical assistance of the Islamic Development Bank (IDB). The objective of the project is to improve the efficiency of road transport services provided by Arab road transport operators, notably by transferring the IRU Academy CPC Manager and ADR programme to countries in the pan-Arab region.

### ECO-EFFECT



The ECO-EFFECT project (ECO trainEr For Fleet commErCial truCKs and light vehicles), co-funded by the Intelligent Energy Europe Agency, has been launched in collaboration with nine partners from eight countries with the objective to design and implement eco-driving schemes to spread environmentally-friendly driving behaviour among professional drivers, thus achieving further CO<sub>2</sub> reduction.



## EU Social Dialogue - Project on Skills and Training in the Road Transport Sector (STARTS)

The IRU and the European Transport Workers' Federation (ETF) have brought together a consortium of partners to examine the training and skills of mobile and non-mobile workers in road transport. The project partnership recognises the mutual interest of both employers and workers to identify what is needed to optimise the positive impact of training in the road transport sector and to ensure that it can be delivered in the most effective and cost efficient way.



The project's preliminary research results have highlighted challenges relating to the EU Driver Training Directive (2003/59/EC). These include:

- barriers** to the mutual recognition of CPC driver qualifications between EU Member States;
- concerns** about the quality of training in some countries;
- the need** for accredited training institutes, such as IRU Academy ATIs, to be given more support and recognition at national level;
- a lack** of information exchange between EU Member States that may result in roadside enforcement problems; and,
- concerns** about insufficient training capacity impeding existing drivers from meeting periodic training deadlines.



The STARTS project will be pursued in 2012 and the IRU will continue to push, in line with its resolution on driver and skills shortages, for governments to recognise the strategic asset represented by commercial road transport workers, and to ensure that they can continue to serve society and the economy with the professional competences they require.

More on  
[starts.iru.org](http://starts.iru.org)

# Mobility

In today's globalised and highly competitive economy, new mobility patterns combined with increasing economic development, social equity and environmental concerns at the global level have raised the urgent need to rethink our transport systems and change people's travel behaviour.

Transport policies must encourage a greater use of safe, green, energy-efficient, flexible yet affordable transport as provided by buses and coaches, to guarantee the sustainable mobility of everyone, everywhere in the world.



## Make the Smart Move for Our Future: Support the Campaign !



Collective transport by bus and coach provides an optimal response to a range of current and future mobility challenges such as social inclusion, connectivity with other transport modes, CO<sub>2</sub> emissions and congestion.

The bus and coach industry has initiated Smart Move, a long term awareness and advocacy campaign aimed at placing buses and coaches at the centre of the transport policy-making debate in order to double their use and achieve sustainable mobility for all.

For over two years now, the Smart Move campaign has been providing policy and opinion makers with accurate and reliable facts and figures in order to ensure informed legislation and induce policies that support, promote and facilitate a greater use of bus and coach transport by citizens at local, national, regional and global level whenever possible.

### Road Safety First

True to the IRU's commitment, the bus and coach industry made road safety its top priority objective for 2011 within the global Smart Move campaign, notably by further developing, disseminating and implementing the industry's road safety best practices and training activities, such as those provided by the IRU Academy, and by investing in the latest safety vehicle technologies and devices. Such actions will be pursued throughout the UN Decade of Action for Road Safety 2011-2020.



[twitter.com/#!/Smart\\_move](https://twitter.com/#!/Smart_move)



[www.facebook.com/SmartMoveCampaign](https://www.facebook.com/SmartMoveCampaign)



[www.youtube.com/user/Smartmovecampaign](https://www.youtube.com/user/Smartmovecampaign)



[www.flickr.com/photos/smart\\_move/collections/](https://www.flickr.com/photos/smart_move/collections/)



Join the campaign...  
[www.busandcoach.travel](http://www.busandcoach.travel)



*Transport policies must encourage a greater use of safe, green, energy-efficient, flexible, yet affordable, transport as provided by buses and coaches.*

## Sustainable Mobility through Harmonised Rules for Low Emission Zones

Of the more than 200 low emission zones (LEZs) in European cities, and the 40-50 new ones created per year, many imply traffic restrictions and limitations for collective passenger transport by bus and coach, including those equipped with Euro 3 engines, which was the best environmental option only 5 years ago.

Such legislation affects some 80,000 Euro 3 coaches in Europe and represents a loss of EUR 2 billion for the industry, which could instead be invested in newer, cleaner vehicles. Moreover, a company owning twenty Euro 3 vehicles could lose up to EUR 250,000 per year, the equivalent of a new, latest generation coach, due to premature depreciation of its vehicles. Similarly, tourism-related trade, such as restaurants and hotels in a medium-sized European city, can lose up to 50,000 potential visitors per year, representing a total loss of more than EUR 11 million.

Despite the growing trend in implementing LEZs throughout Europe, no harmonised framework has yet been created to regulate the introduction of such zones in the European Union.

Every city introduces its own rules, procedures and certificates, resulting in an increasingly fragmented market, which entails inefficiencies and soaring costs for bus/coach/travel businesses and their customers, while adversely affecting sustainable mobility at local level as well as the entire tourism chain.

Uncoordinated city policies that restrict the use of buses and coaches in cities actually contribute to increasing CO<sub>2</sub> emissions and traffic congestion rather than diminishing them, while negatively impacting the fair and efficient functioning of the European travel and transport market!

To remedy this situation, the IRU organised the first European debate on “Traffic Restrictions and Low Emission Zones in Europe”, which brought together MEPs, European Commission services and Member States’ transport attachés as well as some 100 representatives from the European travel industry and city authorities. The IRU called upon European decision-makers to provide a harmonised framework that all EU cities would have to apply when introducing LEZs or other similar access or traffic restrictions.



## 7<sup>th</sup> European Bus and Coach Forum: Policy and Transport Sector Contributions to Green Travel and Tourism



The 7<sup>th</sup> European Bus and Coach Forum, jointly organised by the IRU, its Member Association the Belgian Federation of Bus and Coach Operators (FBAA), the European Travel Agents' and Tour Operators' Associations (ECTAA) and the European Tour Operators Association (ETOA), was staged at Busworld Kortrijk in the presence of some 200 business leaders and EU Institution officials.

Debates at the Forum focused on how policies can help achieve a legal and administrative framework that promotes and rewards tourists' and travellers' green choices, and highlighted the travel industry's own contribution and best practices to complement and support such policies.

Isabelle Durant, Vice President of the European Parliament, insisted on the very positive contributions made by the bus and coach industry towards greener and more fuel-efficient travel, but also towards job creation in this and other sectors, as well as towards affordable travel.

Forum participants concluded that government action should follow, or in many cases precede, the necessary change in the mindset and perception of buses and coaches in society. This includes rules and regulations such as sector specific driving and rest time rules, fair VAT regime, appropriate weights and dimensions of vehicles, industry-friendly low emission zones, incentives and sufficient public funding for collective passenger transport services by bus and coach, to name but a few.

Forum participants also enjoyed a guided "green tour" of Busworld exhibitors, as a special green path in the exhibition halls guided visitors to products and concepts with special relevance to sustainability, reductions in emissions and noise, fuel economy, recyclability, weight reduction, thus showcasing the latest technologies developed by vehicle manufacturers and suppliers to further green mobility, travel and tourism.



*"Member States should put an end to the discriminatory fiscal practices that unfairly disadvantage buses and coaches against other, more polluting transport modes on the travel market."*

Isabelle Durant,  
Vice President of the European Parliament



## Taxis: Anytime! Anywhere!

Taxis and hire cars with driver services are an integral element of public transport in both urban and rural areas. Thanks to their unmatched flexibility, taxis complement other public transport modes, with 24/7 availability and customised, door-to-door service for each passenger.

Highly flexible taxi services are crucial in the sustainable mobility of people, including those with disabilities. They guarantee social cohesion and integration by providing local citizens and visitors with safe, green, flexible and affordable mobility.

The taxi industry is willing and committed to constantly improve the quality and attractiveness of its services, as well as its safety and environmental records, by further increasing the professionalism of its drivers and managers.

*Due to their unmatched flexibility, taxis are vital complements to other public transport modes.*

**Taxis,**  
**anytime,**  
**anywhere**  
 to ensure the **mobility** of  
**everyone\***





## Promoting Taxis

With the new motto “Taxi – Anytime! Anywhere!”, the taxi industry has initiated a collective effort to improve taxi services and their legislative environment to substantially increase the use of taxis as an integral part of the public transport chain.

With this long-term effort, the European taxi industry aims to place taxis high on the political agenda at local, national and regional level, as the best alternative to the private car and complement to other public transport modes.

The objective is also to promote the core values of quality, attractiveness, safety, environmental friendliness and accessibility of taxi services within the industry, by further increasing the professionalism of taxi managers and drivers through vocational training as offered by the IRU Academy and by intensifying the exchange of best practices among taxi professionals, for the benefit of current and future customers.

Taxis have the untapped potential to offer accessible public transport to citizens in urban and rural areas alike, provided European policy decision makers fully recognise taxis as part of the public transport chain.

The taxi industry will keep strengthening and promoting its common set of values, demonstrating its willingness to work together to make taxis an ever safer, greener, more flexible, comfortable and accessible mobility alternative for all.



## Taxi Industry partners with the European Disability Forum

The IRU and the European Disability Forum (EDF) have joined forces to develop and disseminate an Accessibility Checklist with recommendations to help taxi drivers improve the quality of the services they provide to customers with disabilities and reduced mobility.

Based on the existing detailed voluntary IRU Guidelines, the checklist contains recommendations for taxi drivers offering services to people who are visually impaired, including those with guide dogs, are hard of hearing, have speech or mobility impairments, including customers using wheelchairs.



The Board of the IRU “Taxis and Hire Cars with Drivers” Group met with Members of the European Parliament and representatives from the DG MOVE’s Clean Urban Transport Unit in Brussels, to discuss how to better integrate taxis in the public transport chain and increase the quality of taxi services through the introduction of appropriate access to the taxi profession rules at EU level.



# Sustainable Development

The most often quoted definition of sustainable development is a development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”. For the road transport industry, achieving sustainable development means satisfying market demands with the lowest economic, social and environmental costs possible, notably by achieving better, safer and cleaner, rather than more road transport.

*Striking the right balance between economic development, social equity and environmental protection.*



## The IRU 3 “i” Strategy to Achieve Sustainable Development

The IRU has developed the 3 “i” Strategy for achieving sustainable development, based on Innovation, Incentives and Infrastructure, as the most cost effective way to achieve our common economic, social and environmental objectives:

**Innovation:** to develop and implement effective “at-source” technical measures and operating practices to reduce the environmental impact of road transport;

**Incentives:** to encourage faster introduction by transport operators of best available technology and practices;

**Infrastructure:** to ensure free flowing traffic and efficiency of the above measures.

The 3 “i” strategy for achieving sustainable development was endorsed and recommended by the United Nations Environment Programme (UNEP) as an example for other industry groups to follow.



*In the road transport industry, achieving sustainable development means satisfying market demands with the lowest economic, social and environmental costs possible by providing better, rather than more road transport.*



Since the 1<sup>st</sup> Earth Summit in Rio de Janeiro in 1992, where 182 countries adopted Agenda 21, it has been recognised that, in economics as in ecology, interdependency applies and isolated actions are impossible. A policy which is not carefully thought through will have harmful effects, not only on the economy, but equally for the environment.

Following the adoption of Agenda 21, the road transport industry proactively committed to drive towards achieving sustainable development by unanimously adopting the IRU Charter for Sustainable Development at the IRU World Congress in Budapest in 1996. Striving for sustainable development has become a constitutional obligation for the road transport industry, as per Article 2 of the IRU’s statutory objectives.

The IRU is a stakeholder of the UN’s Global Compact, the world’s largest corporate responsibility initiative with over 9,500 business and non-business participants in over 140 countries. The IRU’s priorities and related activities – notably trade and international road transport facilitation as well as sustainable development – are fully in line with the Global Compact’s “Ten Principles” regarding human rights, labour, environment and anti-corruption measures.



## Innovation

### Standardised Modular Concept: the Innovative and Sustainable Transport Solution to Move More with Less

The urgent need to achieve a sustainable and energy-efficient transport system calls for innovative solutions such as those offered by the Modular Concept, which help create better, rather than more road transport, and promote multimodal transport.

The Modular Concept allows a truck to change its combination of containers, or modules, to find the optimal transport solution. Longer vehicle combinations are used wherever possible and shorter combinations whenever necessary. This has proven to contribute significantly to road transport and energy efficiency, as well as environmental performance, by moving a greater amount of goods using fewer vehicles, while facilitating multimodal transport operations, as empirically demonstrated by several governmental and industry studies and field tests.

However, stronger political leadership is now needed to show more determination in pursuing the harmonisation and standardisation of loading units and vehicle combinations in order to ensure effective compatibility between the different transport modes. More field trials, both at national and cross border level, are also needed to identify the best Modular Concept vehicle combinations and allow their optimal use on a larger scale.

The IRU continues to cooperate closely with a range of key stakeholders to promote and facilitate the use of the Modular Concept and welcomes positive developments in different EU Member States.



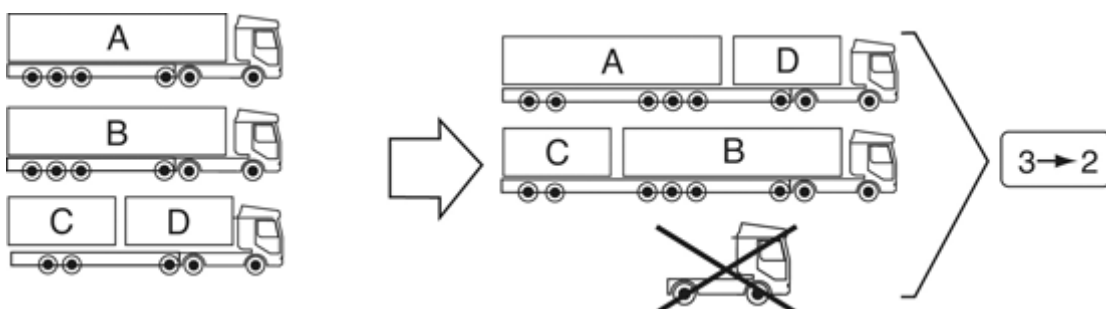
### IRU Addresses OSCE on Sustainable Transport

IRU Deputy Secretary General, Umberto de Pretto, told member governments attending the 19<sup>th</sup> Organization for Security and Co-operation in Europe (OSCE) Economic and Environmental Forum that sustainable transport policies must be based on economic, transport and energy realities, including heavy commercial road transport's dependence on oil, hence the need for energy policies that promote energy diversification, to save oil for the mobility needs of our children's children.

He also stressed that the economic, social and environmental goals of sustainable development can most effectively be achieved by implementing the IRU's 3 "i" Strategy based on innovation, incentives and infrastructure.

He concluded that tried and tested UN instruments exist to increase road safety and reduce road transport's environmental footprint, and thus called on OSCE governments to effectively implement these multilateral instruments as a priority.

In the Netherlands, authorities have decided to move beyond the trial phase by fully integrating Modular Concept vehicle combinations in national road freight transport operations. Trials in Denmark have also received positive feedback and





the area of road network open to trials was extended in July. Developments in Germany and Flanders are also promising, as trials are expected in the course of 2012.

The IRU urges the European institutions to encourage more Member States to undertake such trials and take the necessary measures to allow cross border trials between mutually consenting Member States.

### Reducing CO<sub>2</sub> Emissions in Road Transport

The European Commission has asked the IRU to participate in a review of measures that could effectively reduce CO<sub>2</sub> emissions from heavy duty vehicles, in an effort to create a CO<sub>2</sub> emissions reduction strategy by the end of 2012. Such measures include the establishment of performance standards, the creation of an EU system for measuring and reporting CO<sub>2</sub> emissions from different vehicle combinations, as well as the creation of an incentive scheme for companies engaging in CO<sub>2</sub> emission reduction programmes.

The European Commission has recognised that performance standards cannot be introduced before new procedures are designed for the declaration of fuel consumption and CO<sub>2</sub> emissions of entire transport units. It has therefore proposed to develop an EU procedure to report CO<sub>2</sub> emissions and fuel consumption of heavy duty vehicles.

While fully supporting this initiative, the IRU recalled the difficulties faced by road transport operators, especially SMEs, when attempting to obtain the necessary credit lines to green their fleets and operations. The IRU stressed that this economic reality should be recognised in parallel to the need to find effective CO<sub>2</sub> reduction solutions.

The IRU will keep working with the European Commission to explore possible incentive schemes for CO<sub>2</sub> reduction initiatives undertaken by road freight transport companies, as is being done for other transport modes through existing EU programmes such as Marco Polo.



## Incentives

IRU Awards serve as incentives to reward best drivers, company managers as well as best policy and industry practices that increase the safety, security, efficiency and environmental, social and business performance of road transport. Such achievements and outcomes are promoted worldwide, as a way to disseminate best practices to be emulated by the entire industry.

### Best Eurasian Transport Operator of the Year

Every year, this IRU award recognises the considerable environmental, safety, economic and social progress as well as professionalism achieved by road transport companies in the Eurasian region. This contest enjoys great popularity among international road transport associations and companies in Eurasia and aims at promulgating best practices in Eurasian road transport companies. In 2011, the international jury paid particular attention to Euro norm compliance, financial stability, as well as professional training of staff.

Winners in 2011 were:

**SvetAvtoTrans**, Russia (1-10 vehicles), for its outstanding road safety performance and certification as a service centre for the installation and maintenance of tachographs in accordance with the AETR Agreement;

**Hegelmann Transporte**, Kazakhstan (11-50 vehicles), for the high quality of its services

thanks to the continuous professional training of staff, including in eco-driving and dangerous goods transport;

**Intertransavto**, Belarus (50+ vehicles), for the high environmental standards of its fleet, composed of 57 Euro 5 vehicles, 11 Euro 4 vehicles and 9 Euro 3 vehicles, as well as ISO certification for quality management of transport, labour and environmental protection.

Certificates of Honour were awarded to:

**Altircom**, Moldova, for the high environmental standards of its fleet;

**Barva-Avto**, Ukraine, for the efficiency of its transport operations;

**K-Transit**, Russia, for high quality services;

**Sergorus-UZ**, Uzbekistan, for its strong focus on vocational training.

### Top Road Transport Manager

Created in 2011, the IRU Award for Top Road Transport Managers is presented to the top managers of road transport companies, who have done honour to their profession through their wide professional experience and specific managerial achievements.



For this first edition, 60 top managers from 13 countries received this new IRU Award, which raised significant interest worldwide. Judging by the enthusiasm expressed, future editions are likely to be even more successful.



## IRU Diplomas of Honour

The IRU Diploma of Honour was awarded to 1,403 bus/coach and truck drivers and to 17 taxi drivers from 27 countries. Each award winner has driven a minimum of one million kilometres during a career of at least 20 years in national or international goods or passenger road transport, without causing an accident or committing any serious violation of traffic, customs or administrative regulations during the last five years. This represents a 32% increase in the number of outstanding drivers since last year. Such performance deserves recognition and serves as an example to younger drivers while raising the profile of the profession.

## IRU City Trophy

England's classic resort of [Southport](#) was awarded the IRU City Trophy 2011, as the world's most friendly city for group tourism by coach, for its long term business-friendly and customer oriented policies, which have led to almost doubling the number of visiting tourist coaches, from 2,883 in 2000 to 5,252 in 2010. The excellence of Southport's services offered to coach drivers weighed in the international jury's decision, as it provides quality parking facilities, assistance and accommodation, meet-and-greet services and information for drivers and tourists.

## IRU Bus Excellence Award

The bus company "[Stadtverkehrsgesellschaft mbH Hogenmüller & Kull Co. KG \(RSV\)](#)" based in Reutlingen, Germany, won the IRU Bus Excellence Award 2011 for its strong commitment to service quality and customer satisfaction achieved through innovative offers. The international jury praised RSV's customer care programmes, including for disabled and mobility impaired people, the implementation of quality and security schemes, information and marketing campaigns, and the creation of innovative new lines and on-board services.

## IRU Coach Tourism Innovation

The German company [Videobustour](#) was declared winner of the IRU Coach Tourism Innovation 2011 competition for its unique touring system, which brings together traditional sightseeing tours with the latest multimedia technology. The international jury commended Videobustour's modern approach to reach new target audiences, by using historic film footage, photographs and audio material presented on video screens throughout the bus during the tour, which has attracted, among others, a younger, local and well-off public. Coach tourism increased in regions where Videobustours have been used.





## Infrastructure

### Eurovignette Directive: More Taxes with no Environmental Effect

With the new Eurovignette Directive adopted by the Council in September 2011, road freight transport has become the first and, until now, only road user and mode of transport to be subjected to a comprehensive set of formal EU rules on the internalisation of its external costs relating to local pollution and noise.

The new Directive will fall short of accomplishing one of its primary objectives of greening road transport, as the EU Member States have no obligation to earmark charging revenues to projects aimed at greening road transport at source.

This Directive is therefore to be considered as yet another taxation instrument to increase the fiscal burden on road freight transport, increasing its costs and thus hampering the EU's competitiveness.

*With the new Eurovignette Directive, the internalisation of external costs in road freight transport becomes a fact, but will not lead to more greening.*

### TRANSPark: Locating Secure Parking Areas to Fight Organised Crime

After years of the IRU voicing the concerns of the commercial road transport sector about the lack of parking areas in general and of secure parking areas in particular, the EU Justice and Home Affairs Council adopted a Resolution on combating road freight crime, which specifically mentions the IRU's contributing role.

Since then, the IRU and the International Transport Forum have intensified their joint efforts to make parking information available to all drivers through TRANSPark, the IRU web-based application which helps identify the location of safe, secure and convenient parking areas. Users can search, free of charge, for truck parking areas by country, within a 100-km radius, or along their planned routes, with all facilities available at the selected parking area listed.

Upgrades include new features allowing private and/or public parking area owners to enter and assess their parking areas in the system.

### Truck Parking Assessment: the LABEL Project

Moreover, further to receiving the mandate from the European Commission DG MOVE to implement the LABEL project, the IRU has also established an International Truck Parking Assessment Committee which will work to ensure that the responsible authorities in all EU Member States feed TRANSPark with the required location data and other relevant information on the secure parking areas in their country and,





ENGLISH FRANÇAIS

**IRU** International Road Transport Union




International Transport Forum

TRANSPark Home Search Manage My Parking Areas Support PDA Version

**User Actions**

**Control Panel**

**Search - Parking areas**

Country:

City, address, road:

- Advanced search
- Route Planner
- Radius Search

**More services**


- Border Waiting Time Observatory
- Fuel Prices
- Flash Info
- IRU Information Centre
- Road Transport Legal Conditions
- Security Guidelines
- Currency Converter
- Weather Conditions

**External services**

- Low Emission Zones

**Parking Areas Search**

61 parking areas found  
61 parking areas displayed on the map













Map Satellite Hybrid

Powered by Google 500 mi 1000 km

Map data ©2011 Geocentre Consulting, Tolo Atlas

Displaying 1 to 10 of 61

Country	Name	Assessment										
Italy	Autoparco Brescia Est	★★★★★	✓	✓	✓	✓	✓	✓	✓	✓	✓	<a href="#">More details</a>
Bulgaria	Motel Ihtiman	★★★★★								✓	✓	<a href="#">More details</a>
France	All4Trucks	★★★★★	✓	✓	✓	✓	✓	✓	✓	✓	✓	<a href="#">More details</a>
France	Truck Etape Bezler	★★★★★	✓	✓	✓	✓	✓	✓	✓	✓	✓	<a href="#">More details</a>
Germany	Shell Rasthof Uhrsleben	★★★★★								✓	✓	<a href="#">More details</a>
France	Securit Park "La Creche"	★★★★★	✓	✓	✓	✓	✓	✓	✓	✓	✓	<a href="#">More details</a>
France	Truck Etape Valenciennes "La sentinelle"	★★★★★								✓	✓	<a href="#">More details</a>
United Kingdom	Dover Truck Stop	★★★★★	✓	✓	✓	✓	✓	✓	✓	✓	✓	<a href="#">More details</a>

where needed, encourage them to build more secure parking areas for the benefit of the industry and the economy as a whole. Indeed, the direct cost of attacks on drivers, their vehicles and cargo in Europe between 2000 and 2005 amounted to over EUR 7 billion, not including human suffering, indirect expenses or the value of lost business opportunities!

In addition to the work done by the IRU and the International Transport Forum on upgrading TRANSPark, a proposal has been made to the UN Economic and Social Council on adopting a standardised road sign that would indicate a secure truck parking area.

The IRU and the International Transport Forum encourage all competent authorities and private parking owners to send the IRU information on parking areas in their region or under their responsibility. This information can be entered directly into TRANSPark, where a self-assessment form regarding location, comfort and security levels can be completed by the authority or private parking owner, for verification by the IRU of information accuracy before publication.

## IRU Model Highway Initiative (MHI)

The IRU Model Highway Initiative (MHI) aims to create an exemplary road section designed and constructed in Public-Private Partnership. This innovative approach aims to promote and further facilitate trade and international road transport across the Eurasian continent, by supporting the coherent development of the complementary infrastructure necessary for more secure and efficient transit along the Silk Road routes, as well as the introduction of the required institutional reforms in transit countries.

Further to the 6<sup>th</sup> IRU Euro-Asian Road Transport Conference in June 2011, an Expert Group for the development of complementary infrastructure under the MHI was established with the mandate to comprehensively study all the aspects and implications of the project to ensure a coordinated process and optimal allocation of the various resources involved.

The first meeting of the Expert Group, jointly organised by the IRU and the Ministry of Infrastructure of Ukraine, brought together officials from competent ministries of Ukraine, Russia, Moldova and Romania, as well as representatives of major international organisations, financial institutions and road transport associations in Eurasia, who focused on the creation of a model highway on the northern section of the Black Sea Ring Highway, equipping it with modern roadside service and parking facilities.



Route of the IRU Model Highway in the Black Sea region



Following this meeting, the Black Sea Ring Highway Steering Committee decided to integrate in its blueprint the creation of such a Model Highway on sections of the Black Sea Ring Highway, stretching from the Balkans to the Caucasus region, and agreed to cooperate with the IRU in preparing a feasibility study on the MHI project.

The second meeting of the Expert Group, jointly organised by the IRU, the Ministry of Economy and Sustainable Development of Georgia and the Organization for Democracy and Economic Development (GUAM) focused on the creation of another Model Highway section on the Baku-Tbilisi-Batumi/Trabzon road and was followed by a site visit to the Georgia/Turkey border crossing point in Sarphi. Financial aspects of the MHI implementation and public-private partnership format were also discussed.

# Revitalising the Silk Road

Today, 80% of world trade is carried out through some 30 increasingly saturated ports. Such dynamics have blocked the economic development of landlocked countries, often creating political and social tensions.

As no country is landlocked to road transport, reopening the ancient Silk Road to international road transport offers a viable alternative for trade from Asia to Europe, driving progress, prosperity and ultimately peace in all countries along the Silk Road.

*No country is landlocked to road transport.*





## 6<sup>th</sup> IRU Euro-Asian Road Transport Conference and Ministerial Meeting

### Road Transport, Interconnecting every Business and every Transport Mode between Europe and Asia

The 6<sup>th</sup> Euro-Asian Road Transport Conference and Ministerial meeting was organised in cooperation with the IRU's Georgian Member Association, GIRCA, in Tbilisi, under the patronage of the Prime Minister of the Republic of Georgia, Nika Gilauri. It attracted 400 business and political delegates from over 40 countries, as well as Transport Ministers and their representatives from Europe, the Middle East, Central and South East Asia, and high level representatives from international organisations and financial institutions involved in revitalising the Silk Road. They focused on identifying political and operational measures to promote and further facilitate international road transport, to allow it to interconnect every business and every transport mode between Europe and Asia.

For the first time in the framework of this IRU Conference series, a coordination meeting between international organisations and financial institutions was held in order to foster the joint action of these key actors in the effective revival of the Silk Road.



The IRU, Transport Ministers, as well as international and financial institutions joined forces with all conference delegates to call upon governments to promote and further facilitate road transport in order to increase its contribution to driving progress and expediting economic recovery.



Vera Kobalia, Minister of Economy and Sustainable Development, Georgia





## IRU Tbilisi Declaration

Unanimously adopted by the 400 participants from over 40 countries in Tbilisi, Georgia, on 17 June 2011 (Extract)

Conference delegates call upon governments to:

Implement, as a priority, the key UN facilitation instruments, such as the Harmonization and TIR Conventions to reduce border waiting times;

Develop and apply anti-corruption action plans;

Maintain and develop roads and roadside installations, as well as border crossing points, secure truck parking facilities, as per the IRU's Model Highway Initiative;

Apply reasonable fees and charges to international road freight transport that correspond to economically justified costs;

Take action to end all discriminatory measures against commercial road transport vehicles, and respect the principle of Freedom of Transit as enshrined in Article V of the GATT;

Support the further development of efficient and cost effective intermodal transport solutions such as Ro-Ro shipping;

Facilitate unimpeded visa issuance to professional drivers with long-term validity and for an unlimited number of entries;

Actively promote and support vocational training as provided by the IRU Academy.





## Ministerial Meeting — “Trade and Road Transport Facilitation along the Silk Road”

Joint Statement of Ministers adopted at the 6<sup>th</sup> IRU Euro-Asian Road Transport Conference in Tbilisi, Republic of Georgia, 16 June 2011 (Extract)

### Ministers

**Considering** that the global economic crisis’ negative impact on trade and road freight transport can in the post crisis period be successfully diminished through the promotion and further facilitation of trade and road transport;

**Convinced** that trade routes and transport links, as provided by road transport, are inseparable and mutually reinforce each other, priority should be given to removing procedural barriers and building missing intercontinental links as well as feeder routes for local populations, industry, agriculture and trade;

**Acknowledging** that road transport interconnects every business and every transport mode between Europe and Asia and is able to provide freight deliveries, anytime, anywhere, to all communities without discrimination;

**Recognising** the importance of facilitating free access to markets using international road transport by implementing the key international multilateral legal instruments, and principles included therein, of the UN and the World Trade Organization;

**Recalling** the empirical results of the IRU truck caravans and commercial road haulage operations along the Silk Road, of the IRU New Eurasian Land Transport

Initiative (NELTI 1 and 2), which revealed that 40% of transport time is lost at borders;

**Considering** IRU’s great efforts to accelerate and secure border crossing operations by means of IRU TIR Electronic Pre-Declaration (TIR-EPD); RealTime SafeTIR (RTS); 4-volet TIR Carnets for bilateral traffic; Border Waiting Times Observatory (IRU BWTO); and the interactive and web-based truck parking area registration and search tool (IRU TRANSPark);

**Have decided to undertake joint action to:**

**Remove non-physical barriers to trade and road transport**, such as long waiting times at borders, red tape, corruption, difficulties of issuing visas to professional drivers and other unfavourable social, fiscal, legal and technical conditions hampering efficient road transport operations;

**Accede to and implement the key UN Conventions** on trade and road transport facilitation as well as international rules in respect of freedom of transit; simplify transport documentation and rationalise charges and taxes; and align bilateral or regional governmental agreements concerning international road transport to existing multilateral Conventions;

**Coordinate national and regional transport policies** governing motorway and highway network development with a special accent on roadside auxiliary services, including safe / secure and comfortable truck parking areas as well as a developed network of refuelling stations and workshops, as per the IRU’s Model Highway Initiative.



## Coordination Meeting “The Future Development of Euro-Asian Transport Links”

Joint Statement adopted on 16 June 2011, Tbilisi, Georgia (Extract)

**Heads of International Governmental and Non-Governmental Organisations, International Financial and Credit Institutions, and their appointed representatives**

**Recognising** the considerable importance of reviving the Great Silk Road, and the role played by road transport in driving economic development, social stability, trade relations and regional economic cooperation between the states in the vast Euro-Asian region, in particular land-locked countries;

**Taking note** of the practical results of the IRU’s New Eurasian Land Transport Initiative (NELTI), which demonstrated that 40% of commercial road transport time is lost at borders;

**Observing** that an immense contribution to the development of the transport infrastructure on Euro-Asian routes has already been made by International Financial Institutions,

**Emphasising** the imperative need to be even more effective and bring greater tangible results for citizens,

in particular in land-locked countries, by better coordinating efforts of International Organisations and Financial Institutions in developing Euro-Asian transport links, carrying out infrastructural projects, promoting institutional reforms and facilitating frontier crossing;

**Resolved to:**

**Approve the joint initiative** by the TRACECA Intergovernmental Commission and the IRU to arrange coordination meetings of Heads of International Organisations and International Financial Institutions, which are to be convened once every two years in parallel with the IRU Euro-Asian Road Transport Conferences and Meeting of European and Asian Transport Ministers;

**Increase the level of cooperation** and coordination with the aim to work towards a higher level of efficiency and coherence in all aspects of development of Euro-Asian transport links and revival of the Great Silk Road;

**Focus political attention and investments** on implementing key UN multilateral trade and transport facilitation instruments, as well as on developing auxiliary roadside infrastructure;

**Employ more extensively** the leverage of the pool of International Financial and Credit Institutions to implement the projects aimed to develop Euro-Asian transport links.

6<sup>th</sup> Euro-Asian Road Transport Conference & Ministerial Meeting



Tbilisi, 16-17 June 2011

**International Organisations’ and Financial Institutions’  
Coordination Meeting  
Revitalisation of the Silk Road**





## IRU's New Eurasian Land Transport Initiative Phase 2 delivers!

Unveiled at the 6<sup>th</sup> IRU Euro-Asian Road Transport Conference and Ministerial Meeting, the final results of the IRU's New Eurasian Land Transport Initiative Phase 2 (NELTI 2) confirmed road trade links between Europe and Asia as an economically attractive and viable alternative to traditional, saturated maritime trading routes. It also concluded that removing the remaining procedural impediments at borders and developing the necessary auxiliary infrastructure is now essential to realise the significant growth potential of such international road trade flows.

Launched in June 2009 in close cooperation with the Asian Development Bank (ADB) and its Central Asian Regional Economic Cooperation programme (CAREC), the IRU's NELTI 2 monitored regular commercial deliveries over two years, performed by 37 road transport companies from 13 European and Asian countries, including China, and covering 18 States spanning the Eurasian landmass along five routes (Northern, Central, Southern, Afghan and Chinese).

The average cargo movement speed along NELTI 2 routes was 18.4 km/h, which is equivalent to approximately 450 km per day.

The numerous stops on the way, for both justified (fuel refills, meals, rest and road traffic regulations) and unwarranted reasons (border waiting times, extensive vehicle and cargo controls, customs clearance, etc.), explain this relatively low speed.

However, the analysis of drivers' logbook data highlighted that downtime at borders results in a daily loss of 280 km not being driven, which concretely means that almost 40% of road transport time along the Silk Road is lost at borders due to inappropriate border crossing procedures, which impede trade growth throughout the entire Eurasian landmass. In addition, approximately 32% of the transport costs are due to unofficial payments and levies borne by the hauliers en route and at border crossing points.

Specific measures need to be taken in order to significantly reduce international road transport times and costs and further increase the competitiveness of international road shipments along IRU NELTI routes. These would include the ratification and strict implementation of the key UN multilateral trade and international road transport facilitation instruments, namely the UN Harmonization and TIR Conventions, as well as using the web-based IT applications developed by the IRU, such as the IRU TIR-Electronic Pre-Declaration (TIR-EPD) application, Real-Time SafeTIR (RTS) and Border Waiting Time Observatory (BWTO).



## IRU Partners with ECO on Regular Truck Monitoring

The success of the Silk Road Truck Caravan, jointly organised in 2010 by the IRU and the Economic Cooperation Organisation (ECO), corroborated the findings of the IRU's New Eurasian Land Transport Initiative (NELTI 1 and 2) which demonstrated that 40% of road transport time is lost at borders.

The IRU and ECO launched the ECO Regular Monitoring of Trucks in partnership with IRU NELTI 3 (ECO RMT/NELTI 3) in June 2011, in order to collect and analyse data on the current conditions of international road transport during commercial cargo deliveries in the ECO region. Professional truck drivers of over 30 road transport companies from 10 ECO Member States, (Afghanistan, Azerbaijan, Kazakhstan, Kyrgyzstan, Iran, Pakistan, Tajikistan, Turkey, Turkmenistan and Uzbekistan) will fill in special questionnaires and logbooks applying the UNESCAP Time-Distance-Cost methodology.

The project's monitoring results will be presented to Governments on the occasion of an ECO - China Conference to take place in Pakistan in 2012.

The ECO RMT/NELTI 3 project should further confirm road trade links between Europe and Asia as an economically-attractive and viable alternative to traditional, saturated maritime trading routes, while gradually removing physical and non-physical barriers that impede road transport transit operations in the ECO region, and promoting regional exchanges and economic integration within the region as well as with the rest of the world.





## New IRU Afghan Transit Project

Afghan Transit is one of the recent projects undertaken by the IRU in the framework of its New Eurasian Road Transport Initiative (NELTI 1 and 2), with the objective to develop road freight transport from Europe and China to Afghanistan, and over the long term, contribute to the reconstruction, development and stabilisation of Afghanistan. This landlocked country is strategically located along the Silk Road and, once secured, could play an essential role in Euro-Asian trade and international road transport links to bring prosperity to the entire landmass.

In the framework of the new Afghan Transit project, the IRU initiated active cooperation with the US Government. IRU representatives notably participated in the activities of the Working Group on the future of Afghanistan (AFIWG) comprising various US federal and business agencies, where the IRU presented its major initiatives and projects for the development of Eurasian road transport links.

The IRU also participated in the launch of a special programme in Bishkek, Kirghizstan, initiated by the United States Central Command (US CENTCOM) supporting the development of commercial road transport in and between Afghanistan and Central Asian countries.



*Video address by Major General Robert R. Ruark, US Central Command, to the IRU General Assembly*

The IRU Afghan Transit project, fully in line with the New Silk Road Initiative promoted by the US Government, aims at the gradual integration of Afghanistan's economy into the regional and global trade and transport systems as well as intensifying trade within the Central Asian region. Addressing the IRU General Assembly in November, the US CENTCOM expressed its great appreciation for the IRU's intensive and complementary efforts in moving Afghanistan from aid to trade by allowing road transport to drive progress, prosperity and ultimately peace in this war-torn country and throughout the Central Asian region.



# Facilitation of Trade, Tourism and International Road Transport

The facilitation of road transport aims to increase national and international trade and tourism by removing administrative, fiscal and physical barriers impeding road transport from driving economic development.



## The TIR System: Facilitating and Securing Trade and International Road Transport



Implemented in 57 countries worldwide, the TIR System has been facilitating and securing trade and international road transport for over 60 years, by allowing customs-sealed vehicles and freight containers to transit countries without border checks, through the use of one internationally recognised and harmonised Customs control document – the TIR Carnet.

2011 stands out as a very exciting year for the TIR System, notably due to the keen interest expressed by numerous major countries in the Americas, Asia, the Middle East and North Africa in joining the TIR System.

### TIR to Expand to South America!

On the occasion of the IRU's statutory meetings held in Buenos Aires in April, Argentinean President, Cristina Fernández de Kirchner announced that Argentina will join TIR in the near future. This decision was immediately followed by Brazil expressing a keen interest in taking a similar step. With Chile and Uruguay already Contracting Parties to the TIR Convention, implementing the TIR System in these two major South American economies will undoubtedly have a considerable impact on regional and global trade patterns.

### Interest for TIR growing in the Middle East and North East Africa

The League of Arab States (LAS), the Arab Union of Land Transport (AULT) and the IRU signed a joint action plan focusing primarily on facilitating and securing trade and international road transport by implementing the TIR System in the 22 countries of the region. The same objective is also being pursued by the governments and road transport associations of the 20 African countries of the newly created IRU Regional Committee for Africa. Such a development will have a highly positive impact on the economies of all these countries, and notably in the Arab world considering the current difficult situation encountered by some countries in the aftermath of the “Arab Spring”.

### Major Milestones Achieved in the Computerisation of TIR Procedures

The TIR System is highly computerised with various, state-of-the-art IT applications developed and made available, free of charge, by the IRU to customs officials and road transport operators. These IT applications allow for electronic pre-declarations to Customs, real-time traceability of the TIR Carnet and efficient risk management, while making TIR operations faster, more secure and user-friendly.

**Real Time SafeTIR (RTS)** provides Customs officers with real time information on the status and validity of each TIR Carnet, as well as automatic transmission of TIR termination data from customs to the IRU to allow the prompt detection of potential irregularities for increased security and faster border crossing. RTS is now available in nine TIR operational countries, and over 80% of all TIR termination data worldwide is transmitted through the RTS application.







The IRU TIR-Electronic Pre-Declaration (IRU TIR-EPD) allows transport operators to submit, free of charge, TIR electronic pre-declarations in a simple and standardised way, in compliance with the World Customs Organization's (WCO) SAFE Framework of Standards for advanced cargo information as well as other relevant national legislation.

In 2011, the IRU TIR-EPD was successfully implemented in several strategic countries, both inside and outside the European Union, namely Belarus, Belgium, Bosnia and Herzegovina, France, Georgia, Germany and Moldova. With these new developments, the IRU TIR-EPD is now used in 18 TIR countries with many more countries in the process of joining the system, notably Russia, Turkey and Ukraine.

Further to the Memorandum of Understanding signed by UNCTAD and the IRU on the integration of new electronic TIR risk management features into UNCTAD's Automated System for Customs Data (ASYCUDA), the IRU was pleased to witness the success of the first phase of this collaboration with the integration of TIR-EPD and RTS into ASYCUDA World and its implementation in two pilot countries: Georgia and Moldova. This paves the way for all ASYCUDA participating countries to benefit from these risk management tools in the future, thus further enhancing the attractiveness of the TIR System, notably in developing countries.



*OAS Executive Secretary for Integral Development, Ambassador Mauricio E. Cortes Costa, (left) and IRU Secretary General, Martin Marmy, signing the joint OAS-IRU Working Programme*

## IRU Strengthens Cooperation with Latin American Countries

In the framework of the TIR geographical expansion in Latin America, the IRU strengthened its cooperation with the Organisation of American States (OAS) by signing a cooperation agreement formalised in a joint OAS-IRU Working Programme, aiming to facilitate and secure trade and international road transport throughout the OAS region by promoting and implementing key UN multilateral trade and transport facilitation instruments, such as the TIR Convention. The joint IRU-OAS Working Programme also foresees cooperation in preparing an analytical report, or "Blue Paper", on road transport in Mexico, to be followed by other Blue Papers on road transport in Latin American countries.

### Pilot Truck Caravan

A joint pilot truck caravan is being developed for travel across the territories of Latin American countries. This truck caravan project pursues the same objective as the numerous successful truck caravans implemented by the IRU with regional partners, such as the Black Sea Economic Cooperation Organisation (BSEC) and the Economic Cooperation Organisation (ECO). This project should further demonstrate the benefits of effectively implementing the key UN multilateral trade and transport facilitation and security instruments, such as the Harmonization Convention and TIR Conventions in these countries.



## IRU Briefs World Bank's Transport Specialists

IRU Deputy Secretary General, Umberto de Pretto, briefed all the World Bank's transport specialists, including the Director of Transport, Water, Information and Communications Technology, Jose Luis Irigoyen, on how the World Bank can achieve its global mission of "Working for a world free of poverty".

The IRU highlighted that the road transport industry can drive growth, progress, prosperity and ultimately peace, but requires the World Bank to focus on adapting border crossing procedures by having its client governments implement the key UN trade and transport facilitation instruments and appropriate vocational training as provided by the IRU Academy.

## IRU Strengthens Ties in the Middle East

### IRU Signs MoU with the Ministry of Transport of Syria

The IRU signed a Memorandum of Understanding with the Minister of Transport of Syria, Dr Eng. Yaroub S. Badr, with a view to enhancing bilateral cooperation to promote and further facilitate trade and road transport in and across Syria.



*The Minister of Transport of Syria, Dr Eng. Yaroub S. Badr (right), and the IRU General Delegate to the Middle East and Region, Haydar Özkan, signing MoU*

## IRU and AULT Extend their Cooperation to Facilitate and Secure Trade and International Road Transport in the LAS Region

The IRU and the Arab Union of Land Transport (AULT) signed two agreements and a joint action plan, where the two organisations agreed to reinforce their regional cooperation with a view to facilitating and securing trade and international road transport in the League of Arab States region. The action plan includes measures such as implementing the key UN multilateral trade and road transport facilitation and security instruments, as well as improving road safety, efficiency and professionalism in the Arab world through IRU Academy Training Programmes.



*AULT Secretary General, Dr Mahmoud H. Abdallatt (right) and IRU Secretary General, Martin Marmy, signing the action plan*

### AULT Signs Technical Assistance Grant Agreement with IDB

As a result of IRU initiatives, the Arab Union of Land Transport (AULT) and the Islamic Development Bank (IDB) signed a special Technical Assistance Grant Agreement to be implemented in partnership with the IRU, to undertake specific projects across the League of Arab States (LAS) region. Projects ultimately aim to improve road safety, identify impediments to international road transport, develop vocational training programmes in line with the IRU Academy's international standards and encourage LAS Member States to ratify and implement the key UN multilateral trade and road transport facilitation conventions, notably the International Convention on the Harmonization of Frontier Controls of Goods and the TIR Convention.

## IRU Strengthens Cooperation with Governments and Regional Organisations in Eurasia

### Developing International Road Transport with China

The IRU met with the Deputy Minister of Transport of China, Feng Zhenglin, as well as high ranking officials from the Chinese Customs Administration and transport associations, with the goal of strengthening cooperation in light of the key role of road transport and logistics in the 12<sup>th</sup> Five-Year Plan of the People's Republic of China. Discussions focused on the need to further facilitate and develop safe and secure international road transport by implementing new technologies and improved procedures, such as the key UN multilateral Conventions and Agreements facilitating trade and international road transport.

The IRU also enhanced its partnership with the Chinese branch of the American Society of Logistics and Transportation (ASTL), by participating in the 4<sup>th</sup> Sino-American Logistics Conference, which serves as the platform for discussions between governments, shippers and carriers striving to achieve safe, efficient and sustainable transport and supply chains.



*From left to right: Deputy Director General, Dept. of Comprehensive Planning of the Ministry of Transport of the PRC, Wang Yongxiang, Deputy Minister of Transport of the PRC, Feng Zhenglin, IRU Secretary General, Martin Marmy, Deputy Counsellor, Dept. of International Cooperation of the Ministry of Transport of the PRC, Tang Guomei, IRU Under Secretary General, Igor Rounov, Director General, Dept. of International Cooperation of the Ministry of Transport of the PRC, Wang Hongwei, and IRU Head of TIR Relations, Muratbek Azymbakiev*



## High Level Cooperation with Belarus

The country's strategic location at the crossroads of Europe makes Belarus a key transit country for international road transport between Europe and Asia and has led the IRU to sign a MoU with the Republic of Belarus to further develop, promote and facilitate international road transport between Asia and Europe via Belarus' territory. This could notably be achieved through the implementation of the key UN multilateral trade and road transport facilitation instruments, support for and implementation of the IRU Model Highway (MHI) and New Eurasian Land Transport Initiatives (NELTI 1 and 2), as well as the effective establishment of the Customs Union between Belarus, Kazakhstan and Russia.

*“Cooperation and further interaction with the IRU is of great interest and opens up new prospects for Belarus.”*

Prime Minister of Belarus, Mikhail Myasnikovich



*Prime Minister of Belarus, Mikhail Myasnikovich (left), and IRU Secretary General, Martin Marmy. In the back (from left to right) IRU Head of TIR Department, Marek Retelski, and IRU Head of TIR relations, Muratbek Azymbakiev*

Belarusian Prime Minister, Mikhail Myasnikovich, stressed: “We must make full use of this geopolitical reality. In this regard, cooperation and further interaction with the IRU is of great interest and opens up new prospects for Belarus. We understand perfectly well that if we don't take care of the road network and infrastructure, carriers will seek other routes.”

## Turkmenistan – A Land Bridge between Asia and Europe

As the Turkmen territory and Turkmenbashi port on the Caspian Sea represent the shortest route between China and Europe, trade and international road transport operations have been soaring in the country. As a crossroad between the North, South East and West of the Eurasian landmass, Turkmenistan is investing massively in road infrastructure and logistics centres, with a view to becoming an international logistics hub for the region.

In this regard, Rashid Meredov, Vice Prime Minister and Minister of Foreign Affairs of Turkmenistan, along with high level officials of the Ministries of Foreign Affairs, Economy and Road Transport, met the IRU to discuss how to promote and further facilitate trade and international road transport in Turkmenistan and across the region.

Consequently, the IRU and its Turkmen Member Association, THADA, jointly organised a seminar on “Secure Trade and Transport Facilitation” to explore the benefits of implementing the key UN multilateral trade and international road transport facilitation instruments, as well as the advantages of developing an independent, sovereign Turkmen international road transport industry, through facilitated and secure Customs procedures and vocational training, as provided by the IRU Academy.



*(From left to right): Deputy Head of the International Economic Cooperation Dept. of the Ministry of Economy and Development of Turkmenistan, Maxad Gutlymuradov, IRU Secretary General, Martin Marmy, Deputy Minister of Economy and Development of Turkmenistan, Mergen Shalyew, IRU Under-Secretary General, Igor Rounov, Head of Transport and Communication Dept., Ministry of Economy and Development of Turkmenistan, Djumaguly Taganov*





*President of Turkmenistan, Gurbanguly Berdimukhamedov (left) receiving the IRU Grand Prix d'Honneur from IRU Secretary General, Martin Marmy*

### IRU Awards the Grand Prix d'Honneur to President of Turkmenistan

The IRU presented its highest award — the IRU Grand Prix d'Honneur — to the President of Turkmenistan, Gurbanguly Berdimukhamedov, in recognition of his outstanding action in favour of the development of trade and a sovereign and independent Turkmen international road transport industry, beneficial not only to the Turkmen economy but above all for every Turkmen citizen.

### IRU Signs MoU with Armenia

The IRU signed a Memorandum of Understanding (MoU) with the Minister of Transport and Communications of Armenia, Manuk Vardanyan, recognising road transport's great potential in driving trade and tourism between Asia, Europe and major world markets via the Southern Caucasus region, and confirming both parties' willingness to further cooperate in developing national and international road transport.



*Minister of Transport and Communications of Armenia, Manuk Vardanyan (right) and IRU Secretary General, Martin Marmy, signing MoU*

### IRU Partners with GUAM on Trans-Caucasian Transport Corridor

Further to the MoU signed between the IRU and the Organisation for Democracy and Economic Development of Georgia, Ukraine, Azerbaijan and Moldova (GUAM) to undertake joint actions to develop Eurasian road transport links, the IRU participated in the 7<sup>th</sup> meeting of the GUAM Working Group on Transport to present its Model Highway Initiative (MHI) that will now be included in GUAM's Road Map on the implementation of the Trans-Caucasian transport corridor for Eurasian road transport links.

### Shanghai Cooperation Organisation Calls for More Road Transport in the Region

The IRU met with the Secretary General of the Shanghai Cooperation Organisation (SCO), Muratbek Imanaliev, who stressed the need for SCO Member States to develop international road transport in the region, as reflected in their Intergovernmental Agreement on the facilitation of international road transport to be adopted in 2012. On this occasion, Mr Imanaliev was presented with a special IRU Award for his personal contribution in the development of Eurasian transport links.



*SCO Secretary General, Muratbek Imanaliev (right) and IRU Secretary General, Martin Marmy*





## Customs Union of Belarus, Kazakhstan and Russia

Belarus, Kazakhstan and Russia have established a Customs Union, soon to be extended to Armenia and Kirghizstan. This triggered a discussion among Member States on the specificities of the TIR Convention's application within the Customs Union. The IRU partnered with the Advisory Expert Council of the Customs Union (CEC) to remove administrative barriers that hinder international road transport within the customs territory and along the external borders of the Customs Union.

Considering the special role of TIR and the wide scope of international road transport across the common customs territory of Belarus, Kazakhstan and Russia, as well as the Customs Code's foreseen electronic transmission to customs of preliminary information on transported goods, the IRU has been working in close cooperation with the customs authorities of Kazakhstan and Russia to launch the IRU TIR-EPD in their respective countries, while Belarusian customs have already implemented the IRU TIR-EPD application.



## UNECE OmniBUS Agreement on International Regular Bus and Coach Lines

The IRU contributed to the work of the United Nations Economic Commission for Europe (UNECE) on formulating a global agreement on regular passenger transport by bus and coach (OmniBUS).

OmniBUS integrates the best of the current bilateral agreements and multilateral frameworks: it introduces the World Trade Organisation (WTO) principles and requirements for transparency, and takes over the bulk of the most recent EU bus and coach acquis, including the key provisions regarding market access and procedures and conditions for issuing authorisations.

Once finalised and ratified, the OmniBUS Agreement is expected to considerably facilitate international bus and coach transport operations and improve the quality of services offered to passengers.

# Social Legislation and Contractual Relations

The facilitation of road transport aims to harmonise, as much as possible, all legislation currently governing road transport, including social regulations, in order to ensure interoperability and avoid duplication or unnecessary confusion leading to costly delays and infringements. Facilitation therefore requires striking the right balance between security, fraud prevention and road safety on the one hand, and streamlining legislation and administrative formalities on the other.

*Road transport is the most regulated of all modes.*



## A Sustainable Future for the AETR Agreement

The United Nations European Agreement Concerning the Work of Crews of Vehicles (AETR) plays a crucial role in facilitating Eurasian road transport, via a common legal framework for driving and rest time rules, and fair enforcement through standardised control equipment. Road transport operators from AETR Contracting Parties have already experienced substantial changes over the past two years, with the introduction of the digital tachograph and new driving and rest time rules.

Although a majority of non-EU Contracting Parties successfully prepared to implement the digital tachograph, seven Contracting Parties were still unable, by the end of 2011, to provide their transport operators with the means to comply with these international legal obligations, thus exposing them to an unacceptable risk of fines or other sanctions when travelling abroad. The IRU and its Members have insisted that these governments complete their preparations without delay.

Over the last year, the IRU has also helped convince governmental and intergovernmental partners at the UN Economic Commission for Europe (UNECE) of the need to remove ambiguities, anomalies and contradictions from the AETR Agreement which threaten its stability. These concern such fundamental questions as to whom and where the Agreement applies, how it should be amended and who may become a Contracting Party.



## EU Digital Tachograph Revision: Embracing Technology for the Right Reasons Only

Further to the European Commission's proposal to revise the EU Tachograph Regulation with a strong focus on making the device more secure, the IRU has been closely involved throughout the EC consultation process but still has substantial concerns about this legislative revision.

*Changes to the device should reduce the administrative burden on operators as well as facilitating the voluntary adoption of new technology.*

During 2012, the IRU together with its Member Associations will continue to lobby to convince the European Parliament and Council that the revision of the tachograph regulation must deliver a device that is not only a secure policing tool, but also a support tool to facilitate the tasks of drivers and road transport undertakings across the EU and beyond.

## Survey on Sanctions

An IRU comparative survey on sanctions applied for non-compliance with regulations on driving and rest time periods showed that such sanctions vary greatly from one country to another in case of missing or non-complying documents, with penalties ranging from a simple warning to the confiscation of the vehicle and cargo. In order to inform international road carriers of the consequences of failure to produce a document, the IRU published a “Road Goods Carriers’ Handbook”, with up-to-date information on sanctions applicable in 21 countries, available on the IRU website: [http://www.iru.org/en\\_legal\\_databases](http://www.iru.org/en_legal_databases)

## Cooperation with Controllers on Enforcement

Cooperation between business and the enforcement community is one of the most important partnerships for improving regulatory compliance and the efficient application of social legislation. The IRU therefore formalised its partnership with Euro Control Route (ECR) and the European Traffic Police Network (TISPOL) in a wide ranging Declaration of Intent, supported by a dedicated work programme, notably to identify the location of secure truck parking areas and feed the TRANSPark online application more systematically.

The IRU will co-host on its website the ECR ‘enforcement complaints desk’ to which operators can provide information on control practices and sanctions which they consider to be unfair. In this way, the IRU and ECR will collect the necessary information to eliminate practices and sanctions that do

not reflect commonly held expectations of professionalism, proportionality and fairness. Alongside many other initiatives, the IRU and ECR intend to identify, reduce and ultimately digitise roadside control documentation. Another important area of cooperation is the TRACE project, which aims to establish a common training curriculum for enforcing EU driving and rest time rules, including the establishment of uniform interpretations of contentious articles. In 2012, the IRU and its partners will explore how IT-enabled ‘Train the Trainer’ Programmes may also contribute to improving the professional competence of control officers for the benefit of all.



*(From left to right): IRU President, Janusz Lachny, IRU Secretary General, Martin Marmy, TISPOL Director, Ad Hellemons, Member of the Executive Committee of ECR, Danny Drooghenbroodt, and IRU General Delegate to the EU, Michael Nielsen*

## IRU General Conditions for the International Carriage of Goods by Road and Logistics Services

In order to assist road transport operators in protecting their liabilities vis-à-vis their clients and to complement the provisions of the CMR Convention, the IRU revised its General Conditions for the international carriage of goods, as well as the General Conditions for the carriage of goods and logistics services and Outline Agreements covering global and regular traffic and logistics services.



This revision process properly reflects the new elements impacting contractual relations between road transport operators and their clients, and in particular:

**security related provisions** arising from new customs regulations to implement the WCO SAFE Framework of Standards;

**legal consequences** of Authorised Economic Operator (AEO) status;

**use of electronic consignment notes** and electronic communications to submit customs declarations and the resulting declaration obligations for shippers, carriers and consignees;

**fuel cost variation clauses** meant to pass fuel costs, road taxes and tolls on to clients;

**increased transparency** in business relations, by listing the services included or not initially foreseen.

The revised “IRU General Conditions for the International Carriage of Goods by Road” and the revised Outline Agreements are available free of charge on the IRU website: [http://www.iru.org/en\\_legal\\_contracts](http://www.iru.org/en_legal_contracts)

## Insurance Recommendations for Transport Operators

The IRU finalised a revised set of insurance recommendations for transport operators, reflecting best practices and guidelines for the various types of insurance coverage required for the transport of goods by road, such as:

**third-party insurance** (civil liability) for any material or immaterial damage, which the company may cause to third parties or even to its own staff;

**traffic insurance** covering damage which may be caused to property or individuals by the vehicles owned or in use by the company;



**contractual liability insurance** covering the company’s liability vis-à-vis the persons entitled to dispose of the goods which it carries (for damage, delay, non-delivery, shortage);

**cargo insurance**, based on the goods’ actual value;

**various insurance for ancillary activities** (warehousing, logistics services, handling, etc.);

**business risk insurance** for non payment of invoices and/or losses in turnover due to specific incidents.

[http://www.iru.org/en\\_services\\_legal\\_transport-insurance](http://www.iru.org/en_services_legal_transport-insurance)

## e-CMR now in Force

The Additional Protocol to the CMR Convention regarding the electronic consignment note entered into force in June 2011, establishing a legal framework for using electronic CMR Consignment Notes. Since then, any demand, declaration, instruction, request, reservation or other communication relating to the performance of a contract of carriage to which the CMR Convention applies, may be carried out by electronic communication.

The IRU has developed a model clause, to be included in Contracts of Carriage or General Terms, for transport operators wishing to use the electronic consignment note.

# IRU Secretary General's Conclusion

Who are we? What are we doing? Where are we going?

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“Most arts have produced wonders, while the art of government has produced nothing but monsters.”

Antoine de Saint-Just, 1767-1794

Since the end of World War II, each individual in the so-called ‘developed’ world has participated, often unknowingly, in the society of the world. Whereas the process of globalisation began at the end of the 15<sup>th</sup> century with the conquest of the Americas, the world only became globalised after 1989, with the universal expansion of the liberalised economy.

Although the planet has created its own economy and most of the large banks and multinational companies have become global, individual States have remained sovereign and worldwide organisations such as the ILO, IMF, WTO, WHO and UN have kept but little authority and legitimacy in the governance of this world.

If one looks at the origins and consequences of the financial crisis, and more specifically at the relationships between States, the economy and finance, or notably between the virtual economy and banks, one soon realises that the globalisation of the financial system, rather than strengthening and spreading the providential western myth of progress, is driving a growing number of governments, companies and taxpayers to hell.



Indeed, careful examination shows that the flagrant lack of governance and regulation of financial markets has contributed to a de-industrialisation of the western world and to the development of a multi-faceted world crisis which, far from generating the progress expected, has given birth to the multi-tentacled octopus of world finance which is one of the gravest threats weighing on our future.

Has this lack of regulation and control, which encourages all highly profitable activities and notably highly earning companies to practice tax evasion, and which makes it possible for two-thirds of all traders' daily financial transactions to last only a few seconds, given birth, like Frankenstein, to a creature or system which no-one is able to handle?

How is it possible for all these facilities to have been used so massively without any effective controls by auditors or specialised institutions, to the point where several sovereign debts cannot be repaid today and no further loans can be obtained? Should we fear the possibility of a domino effect that may push the real economy and its SMEs into a succession of bankruptcies?

If one of the roles of the State under the rule of law is to levy fair taxes, and if the primary objective of finance and banks is to reward the surplus generated by the economy and to provide loans for the productive investments required for the smooth operation of trade, industry, the modernisation of production tools and the improvement of the quality of the goods and services produced, what, in the final analysis, are the advantages of "financial instruments" such as hedge funds, options or swaps for the real economy?

What is their purpose and who benefits? Were all these derivatives only developed by bankers to secure their own bonuses or personal profit, or rather to actually provide loans at a low rate of interest to improve the functioning of the real economy?

Whereas real economic growth results first and foremost from good governance as well as investments in innovation, industry, production and improved productivity and quality, it must be recognised that,

throughout this time of financial crisis, financial institutions such as the IMF, the Fed, the ECB, banks, their experts as well as governments, have never been able to cooperate so as to implement the urgent, and certainly painful, measures which are imperative to maintain growth.

Even worse, these heralds of globalised finance are totally incapable of explaining to the actors in the real economy, and in particular to SMEs, which account for 85% of employment, and to their representatives, the so-called benefits or basic principles of their favourite virtual instruments, or even to justify their use.

The development of world finance has certainly boosted tourism, trade and communications, but it has also favoured the creation of huge banking and technobureaucratic machines which, on the one hand dominate all that is real and all that is individual, singular or concrete like industry or SMEs, to finally produce, on the other hand, at all levels, not only something virtual, but mostly irresponsibility.

Even the former Chairman of the American Federal Reserve, Alan Greenspan, admits in his book "The Age of Turbulence" that world finance has become a rudderless ship, disconnected from productive reality.

Indeed, every day we can note this de-industrialisation and this growing inability, or even scorn, on the part of bankers and decision-makers, to address responsibly and in a constructive manner the industry's justified demands, and more especially those of SMEs and the professional organisations representing them.

Nonetheless, at the same time, numerous States have built up abyssal sovereign debt, particularly in the most industrialised countries. In the transport sector, they have allowed a massive and often contested use of public funds by heavily indebted and non-profitable railway companies to create mega-companies which distort competition on the transport market and put private road transport undertakings in jeopardy.

As early as 2005, the OECD observed that charges for the use of rail infrastructure

fully covered infrastructure costs in only three Member States, and covered less than 50% of these costs in half of the EU Member States. Once again, it is clear that the railways are not only privileged financially, but that the massive use of public funding leads States into greater debt, which jeopardises not only sound and profitable transport firms, but also the entire financial system.

The major role played by road transport in the fruitful growth and development of the real economy is unfortunately still not acknowledged by all decision-makers. In sharp contrast, this major and vital role played by the road transport industry is perfectly known by public railway companies. As an example, 55% of the turnover of the SNCF's (French national railways) freight division is already generated by its road transport activities.

Even more paradoxically, in Europe, the recent acquisitions made by SNCF and Deutsche Bahn (DB), namely through their respective subsidiaries Géodis and Schenker, to create a pan-European multipole of public logistics companies, are still largely subsidised by the growing sovereign debt of their respective countries. Even worse, although at the political level and vis-à-vis their customers the SNCF and DB pose as rail transport companies, their subsidiaries, which have turned into mega-companies, are the direct beneficiaries of these public funds via their parent companies, yet compete directly on the market against private road transport undertakings, whose every service is heavily taxed and strictly regulated — although they enjoy absolutely no public subsidies, whether direct or indirect.

It was due to the lack of governance linked to the unique political thinking so favourable to the railways — which, through lack of control, as in the financial sector, let them get away with all sorts of abuses — that in June 2011, the Italian regulation authorities sentenced a cartel of some 20 forwarders, including Schenker, DHL, etc. for having totally distorted competition on the Italian market from 2002 to 2007 by fixing prices and coordinating their commercial strategies.

Since industrialisation about 250 years ago until today, as is currently happening in BRIC countries, experience has clearly demonstrated that all investments in the real economy, the “made in...” brands and companies producing goods and services — which, like road transport companies, are not subsidised — have always systematically led to socio-economic growth and progress which has ultimately spread to the whole world.

However, for over 20 years now, widespread deregulation together with the blindness of western decision-makers in favour of tax havens and massive, totally unjustified public subsidies to sectors which have been losing money for many years, have unleashed a financial system which has spun out of control, causing not only abyssal sovereign debt, but also great suffering and harrowing uncertainty about the future activity of each of us.

For all these reasons it is high time that governments implement the measures necessary to govern and regulate the financial markets, including controlling the fair levying of taxes as well as the effective use by public transport of the massive subsidies it receives, so that each activity, each transport mode has equal market chances. Decisions such as these would not only boost the growth of the real economy, but also serve to meet the eight United Nations' Millennium Development Goals.

To conclude, since private road transport is a major source of revenue for governments, and as it is always available to everyone everywhere, it is imperative that decision-makers — at long last — favour and facilitate its essential role in driving progress, so as to promote the “made in...” brands as well as the growth, prosperity and stability of tomorrow's modern society by “working together for a better future”.



Martin Marmy



*Working together  
for a better future*



*s i n c e 1 9 4 8*

*Working together  
for a better future*



*s i n c e 1 9 4 8*

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