

This is the IRU



2010

*Working together
for a better future*



s i n c e 1 9 4 8

Table of contents

5 Road transport, the engine of economic recovery

Welcome message from the IRU President

6 This is the IRU in 2010

6 IRU Global Network

7 IRU Mission

7 IRU Activities

8 IRU Membership

9 IRU Structure

10 IRU General Assembly

11 IRU Transport Councils

12 IRU Presidential Executive

13 IRU Liaison Committees

14 IRU International Commissions / Working Parties

15 IRU Partner Organisations

16 IRU Secretariat General

20 Road Transport in 2010

21 Road freight transport

22 Road passenger transport

23 Road transport and the economic crisis

26 Road transport and the environment

30 IRU Priority Issue: Sustainable Development

32 Innovation

35 Infrastructure

36 Incentives

38 IRU Training

42 IRU Priority Issue: Facilitation of Road Transport

44 Euro-Asian road transport links

58 Road transport security

60 International trade and road transport

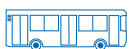
66 Tourism and passenger road transport

68 Driving and rest times

69 Other facilitation issues

72 Yes, we can!

The IRU Secretary General's conclusions





Road transport, the engine of economic recovery

Welcome message from the IRU President

2009 has been one of many challenges for the road transport industry mainly due to the economic crisis. But it has also been one where even greater opportunities have been created.

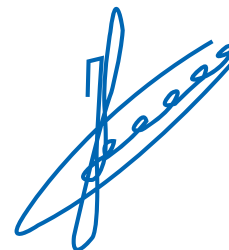
We have weathered the storm. However, the storm is not over. We all need, more than ever, to be ready for faster and greater changes and to effectively tackle, head on, the many more challenges which must be addressed as the world economy reshapes itself.

But there is hope. Road transport will continue to be the engine of economic and social development. Road transport will also continue to drive the economy, no matter what shape the economy takes. Road transport is the backbone of the real economy.

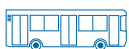
The road transport industry must therefore be promoted and facilitated by decision makers to provide better rather than more transport, and to effectively tackle current and future economic, energy and environmental challenges.

New solid partnerships are being cultivated by the IRU in almost all regions of the world. These very positive developments and the opportunities they bring to the road transport industry, the IRU and its Members, point to an extremely bright future for all by working in a united way under the IRU umbrella.

Tomorrow is in our hands, and can be shaped to meet and even exceed the expectations of the road transport profession by implementing, with all our governmental and commercial partners, the IRU slogan, "Working together for a better future".



Janusz Lacny

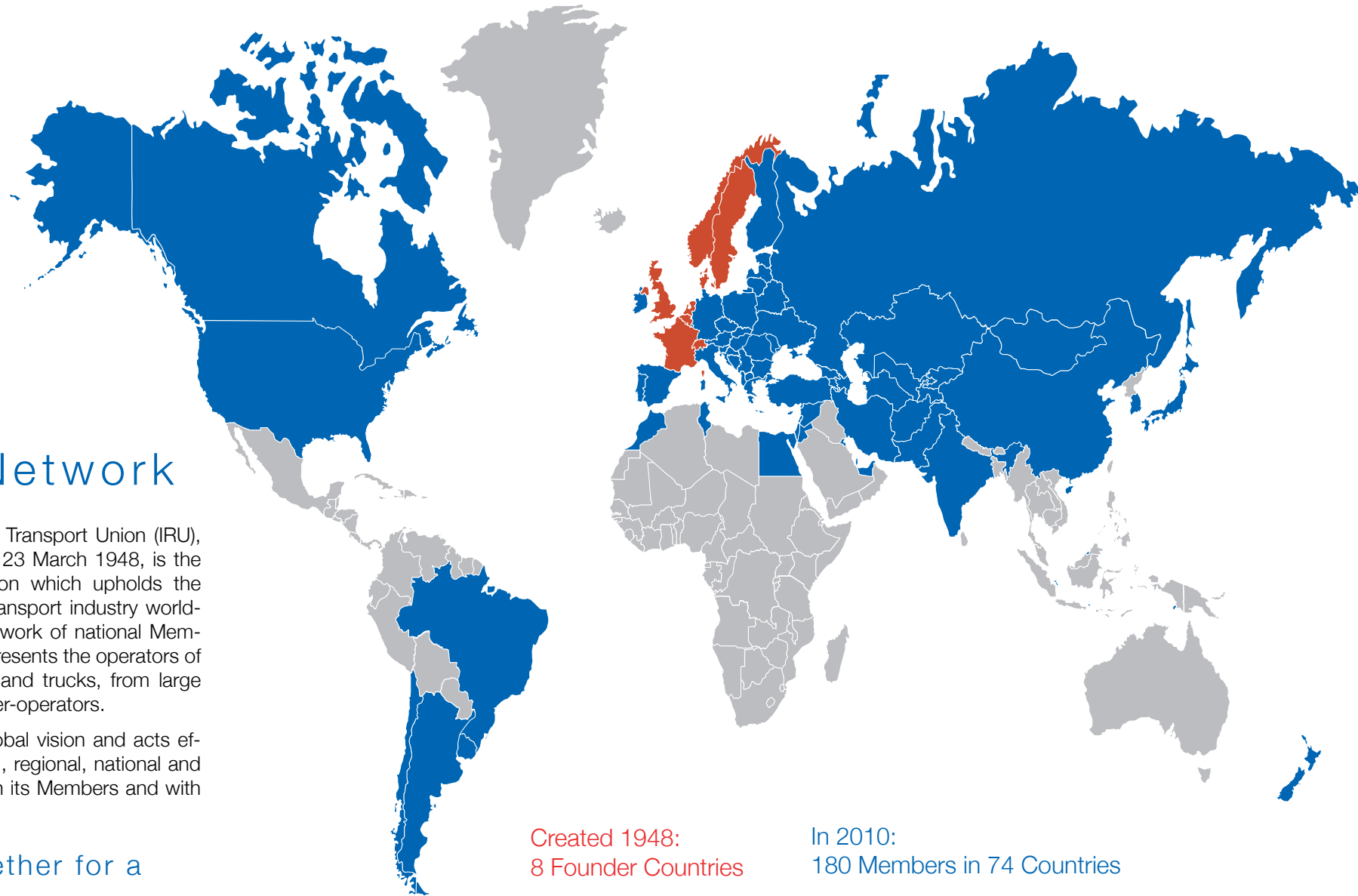


IRU Global Network

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. 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.

The IRU has a truly global vision and acts effectively at international, regional, national and even local level through its Members and with authorities by:

“Working together for a better future”



Created 1948:
8 Founder Countries

In 2010:
180 Members in 74 Countries

IRU Mission

The IRU's mission is to facilitate road transport worldwide and ensure its sustainable development, notably by using vocational training to promote professional competence in the sector and to improve the quality of services it offers.

It defends customers' freedom of choice between transport modes and the equal regulatory treatment of all modes, and also 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 improve its image. It represents the interests of the road transport industry to public authorities, private bodies and the media.

The IRU's Constitution makes the twin goals of **Sustainable Development** and **Facilitation** of road transport the two core priority issues, which form the basic components of all its activities.

IRU Activities

The IRU is engaged 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 relevant authorities to implement legal instruments such as the TIR Convention under UN mandate or concrete transnational projects such as the reopening of the Silk Road;
- **communication** of the role and importance of the road transport industry, of its position on various issues and of reliable data and information;
- **provision of practical services 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.





*Working together
for a better future*



*Travailler ensemble
pour un meilleur avenir*

A global network of 180 dedicated and experienced Members in 74 countries

IRU Membership

The IRU started as a group of national Associations from eight western European countries: Belgium, Denmark, France, the Netherlands, Norway, Sweden, Switzerland and the United Kingdom.

Today, it numbers 180 Members in 74 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. With its democratic structure, the IRU is able to act globally, regionally, nationally and even locally, thanks to the support and commitment of all its Members. The unity of IRU Members gives the sector authority, credibility and strength when addressing governments, intergovernmental bodies, other industrial sectors and civil society.

IRU democratic structure

The IRU is a democratic, member-based organisation, with the following structure:

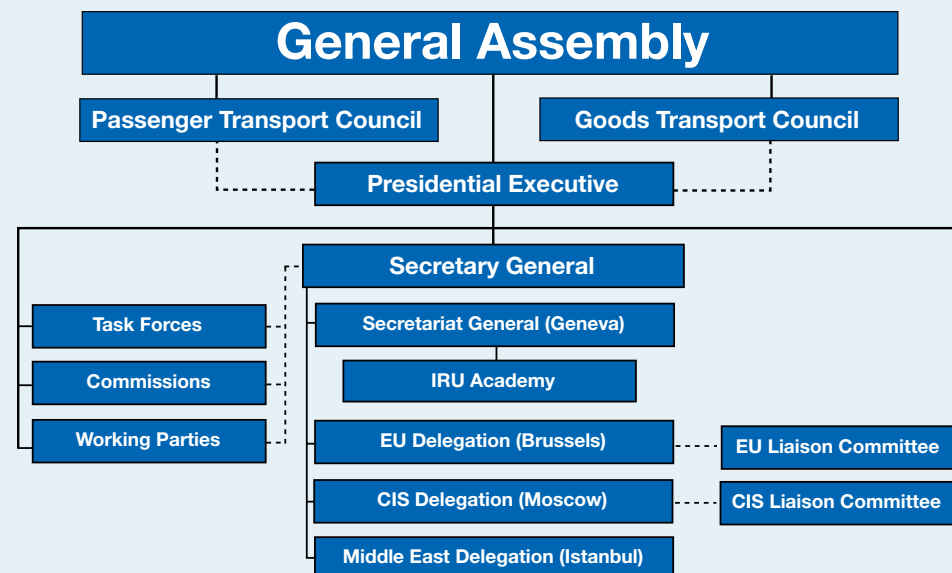
Its statutory bodies:

- **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 Committees to the EU and the CIS.**

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



|¹⁰ IRU General Assembly

The supreme authority

The IRU General Assembly is composed of all Active and Associate Members of the IRU. It is vested with supreme authority. The General Assembly meets twice a year.

The main function of the General Assembly is to define the IRU's objectives and to discuss, adopt and communicate the IRU's position in all matters relating to transport policy. The General Assembly also approves the Annual Report on the state of the organisation, and appoints the Independent Auditing Body and the Accounts Commissioners.



IRU Goods Transport Council



The Goods Transport Council Board:
From left to right: Peter Cullum, CTM Vice President, RHA, United Kingdom, Pere Padrosa, CTM President, ASTIC, Spain and Kakhramon Sydiknazarov, CTM Vice President, AIRCUZ, Uzbekistan

The IRU Goods Transport Council (CTM) 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.

Every two years, the CTM holds statutory elections of its President and Vice Presidents. It also nominates candidates for the IRU Presidential Executive. The main function of the CTM is to define the IRU goods transport policy objectives and to discuss, adopt and make known the IRU's position on all questions relating to goods transport by road.

IRU Passenger Transport Council



The Passenger Transport Council Board:
From left to right: Hubert Andela, CTP Vice President, KNV Taxi, the Netherlands, Graham Smith, CTP President, CPT, United Kingdom and Yves Mannaerts, CTP Vice President, FBAA, Belgium

The IRU Passenger Transport Council (CTP) 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.

Every two years, the CTP holds statutory elections of its President and Vice Presidents. It also nominates candidates for the Presidential Executive. The main function of the CTP is to define the IRU passenger transport policy objectives and to discuss, adopt and make known the IRU's position on all questions relating to passenger transport by road.



IRU 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 IRU according to the IRU Constitution and Rules of Procedure. It carries out all decisions taken by the General Assembly.

The Presidential Executive draws up all IRU Regulations and Directives necessary for the safe and efficient functioning of services and the sound management of the IRU.

The Presidential Executive meets whenever necessary.

The IRU President chairs the General Assembly and the Presidential Executive.

From left to right (standing): Antonio Mousinho, ANTRAM, Portugal, Georgi Petrov, AEBTRI, Bulgaria, Martin Marmy, IRU Secretary General, Dick van den Broek Humphreij, EVO, the Netherlands, Vladimir Florea, AITA, Moldova, Jaroslav Hanak, CESMAD Bohemia, Czech Republic, Toivo Kuldkepp, ERAA, Estonia, Leonid Kostyuchenko, AsMAP UA, Ukraine.

From left to right (seated): Yurii Sukhin, ASMAP, Russian Federation, **Graham Smith, IRU Vice President**, CPT, United Kingdom, **Janusz Lacny, IRU President**, ZMPD, Poland, **Pere Padrosa, IRU Vice President**, ASTIC, Spain, Izzet Salah, UND, Turkey.

EU Goods Transport Liaison Committee (CLTM)



The EU Goods Transport Liaison Committee Board:
From left to right: Christian Labrot, CLTM Vice President, BWVL, Germany, **Bertil Dahlin, CLTM President**, SÅ, Sweden, Florence Berthelot, CLTM Vice President, FNTR, France

The CLTM is the forum for IRU EU Member Associations to address EU transport policy issues. In 2009, the CLTM focused on the impact of the economic crisis on the European road freight transport industry; the future EU transport policy up to 2020; the EU Commission proposals for regulations on access to the profession and to the international road haulage market; weights and dimensions of heavy commercial vehicles; EU driving and rest time rules; the SMART tachograph project; working time in road transport; professional training; transport of live animals; competition in freight transport; the reduction of CO₂ emissions and Euro VI norms; and the EU Commission Greening of Transport Package setting up a framework strategy for the internalisation of external costs in transport, including the revision of the Eurovignette Directive.

CIS Liaison Committee (CLCEI)



The CIS Liaison Committee Board:
From left to right: Leonid Kostyuchenko, CLCEI Vice President, AsMAP UA, Ukraine, **Vladimir Florea, CLCEI President**, AITA, Moldova, Kakhramon Sydiknazarov, CLCEI Vice President, AIRCUZ, Uzbekistan

The CLCEI is the forum for IRU Member Associations based in the Commonwealth of Independent States (CIS) to address CIS transport policy issues. Composed of representatives from 11 CIS IRU Member Associations, as well as Georgia and Mongolia, the CLCEI holds its sessions twice a year. In 2009, the CLCEI focused on the results of the New Eurasian Land Transport Initiative (NELTI) pilot project; the implementation of NELTI's second phase (NELTI-2), which involves the monitoring of the NELTI routes, including two new itineraries to Afghanistan and on Chinese territory; the development of a NELTI Road Map based on the results of the monitoring; the impact of the economic crisis on CIS road transport operators; and the road transport industry's constructive input with regards to the creation of two new regional entities: the Eastern Partnership and the Customs Union of Belarus, Kazakhstan and Russia.



14 IRU International Commissions and Working Parties

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

IRU International Commissions and their Presidents

Customs Affairs (CAD)

JAN MEJLAENDER-LARSEN (NLF, NORWAY)

Economic Affairs (CAE)

RUDOLF CHRISTIAN BAUER (AISÖ, AUSTRIA)

Finance (CF)

RON WHITTLE (CPT, UNITED KINGDOM)

Legal Affairs (CAJ)

ISABELLE BON-GARCIN (AFTRI, FRANCE)

Road Safety (CSR)

GYULA KÓFALVI (MKFE, HUNGARY)

Services to Road Transport Operators (CSE)

JOSÉ RIBEIRO DA CRUZ (ANTRAM, PORTUGAL)

Social Affairs (CAS)

GEORGES CAUSSE (FNTR, FRANCE)

Technical Affairs (CIT)

MIKHAIL NIZOV (ASMAP, RUSSIA)

IRU International Working Parties and their Presidents

Combined Transport (GETC)

ANTOANETA IVANOVA (AEBTRI, BULGARIA)

Dangerous Goods (GEMD)

PAUL WAUTERS (FEBETRA, BELGIUM)

Taxis and Hire Cars with Driver (TA)

HUBERT ANDELA (KNV, THE NETHERLANDS)



The Board of the Combined Transport Group of Experts From left to right: Daniel Torres, GETC Vice President, BGL, Germany, Antoanéta Ivanova, GETC President, AEBTRI, Bulgaria



The President of the Dangerous Goods Group of Experts, Paul Wauters, FEBETRA, Belgium



The Board of the Taxi and Hire Cars with Driver Group From left to right: Nina Nizovsky, Taxi Group Vice President, STL, Finland, Hubert Andela, Taxi Group President, KNV Taxi, the Netherlands and Thomas Grätz, Taxi Group Vice President, BZP, Germany



Global Partners

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

- **UN** (United Nations) bodies, including UNCTAD, UNECE, UNESCAP, UNESCWA, UNEP, UNWTO, ILO, IMO and WHO
- **WTO** (World Trade Organization)
- **WB** (World Bank)
- **WCO** (World Customs Organization)
- **ITF** (International Transport Forum)

Regional Partners

- **ADB** (Asian Development Bank)
- **AULT** (Arab Union of Land Transport)
- **BSEC** (Black Sea Economic Cooperation)
- **CIS CTC** (Commonwealth of Independent States' Transport Council)
- **CES** (Common Economic Space)
- **ECO** (Economic Cooperation Organization)
- **EU** (European Union) bodies including European Commission, European Parliament, European Council
- **EurAsEC** (Eurasian Economic Community)
- **GUAM** (Georgia-Ukraine-Azerbaijan-Moldova Association)
- **IDB** (Islamic Development Bank)
- **LAS** (League of Arab States)
- **SCO** (Shanghai Cooperation Organisation)

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





Geneva – The IRU Secretariat General headquarters

The IRU Secretariat General, headed by the Secretary General, assists the Presidential Executive and implements policies proposed and approved by the Transport Councils and, as the case may be, the General Assembly.

The IRU Secretariat General includes the Permanent Delegations to the European Union (EU) in Brussels, the Commonwealth of Independent States (CIS) in Moscow, and the Middle East & Region in Istanbul. It employs nationals from some 30 different countries spanning all five continents.

Main objectives

The IRU Secretariat General, working together with the three Permanent Delegations and the IRU Members, implements the working programme and priorities of the organisation. In this framework, it also ensures the promotion of sustainable development and the implementation of the most effective multilateral facilitation agreements such as the UN instruments. In this framework, the IRU is the implementing partner, under UN mandate, of the TIR Customs Transit System.

Further to the reopening of the ancient Silk Road, the IRU Secretariat General works in close cooperation with the European and Asian governments concerned, including the Chinese government and other competent authorities, related governmental agencies as well as commercial partners, to interconnect, by door-to-door road transport, all the businesses along the Silk Road to turn the IRU's New Eurasian Land Transport Initiative (NELTI) into a "success story".

With headquarters based in Geneva, the IRU Secretariat General benefits from a location that facilitates interaction with numerous United Nations bodies, including the World Trade Organisation (WTO), which impact international road transport.

The IRU Secretariat General in Geneva comprises the following main functions:

Secretary General

MARTIN MARMY

Deputy Secretary General

UMBERTO DE PRETTO

Head – Goods Transport & Facilitation

PETER KRAUSZ

Head – Passenger Transport

OLEG KAMBERSKI

Head – Communications

JULIETTE EBÉLÉ

Head – Finance & Administration

ERIC BENOIST

Head – IRU Training

PATRICK PHILIPP

Head – Legal Affairs

CARINE RATHIER

Head – Sustainable Development

JENS HÜGEL

Head – Technical Affairs

JACQUES MARMY

Head – TIR System

JEAN ACRI



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 monitoring and 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 in concert 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 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

- to further promote the interests of the road transport sector in the EU;
- to proactively contribute to EU policy initiatives and legislation to secure an efficient, sustainable and economically sound operating environment for road transport now and in the future;
- to ensure fair competition in all EU policy-making processes and ensure that road transport is not unjustly burdened, as any penalty on road transport is an even greater penalty on the economy as a whole.

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 Fiscal Affairs

DAMIAN VICCARS

European Liaison Officer

BEN REICHERT

Policy Officer

RÉMI LEBEDA





Moscow – The IRU Permanent Delegation to the CIS Region

The IRU Permanent Delegation to the CIS Region was established in Moscow in 1998 with the aim of promoting the activities of the IRU Academy, developing the sustainable development of road freight transport in the CIS Region with its national Member Associations and their authorities, and expediting the integration of road transport through the harmonisation of legislation in the CIS Member States.

The IRU Permanent Delegation to the CIS Region is guided in its activities by the policy priorities of the CIS Liaison Committee (CLCEI).

Main objectives

- to develop Euro-Asian road transport in cooperation with intergovernmental economic organisations in the region;
- to harmonise the road transport legislation of the CIS Member States, notably through accession to the UN multilateral conventions and agreements relating to the facilitation of trade and international road transport;
- to implement and promote the IRU's New Eurasian Land Transport Initiative (NELTI), in close cooperation with governments, state agencies, intergovernmental organisations and IRU members associations;
- to provide information services in Russian to road transport operators in the CIS Region.

The Permanent Delegation works closely with governmental and public bodies in the CIS Region, the CIS Coordinating Transport Conference, the CIS Road Transport Council, the CIS Executive Committee, EurAsEC Inter-Parliamentary Assembly, EurAsEC Integration Committee, the Georgia-Ukraine-Azerbaijan-Moldova Association (GUAM), the Shanghai Cooperation Organisation (SCO), the Black Sea Economic Cooperation (BSEC), the Economic Cooperation Organisation (ECO), the Central Asia Regional Economic Cooperation (CAREC), the Organisation for Security and Cooperation in Europe (OSCE), the United Nations Economic Commission for Europe (UNECE) and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP).

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

General Delegate

IGOR ROUNOV

Senior Officer, Policy

DMITRY LARIONOV

Senior Officer, Customs

ARKADY SHMELEV

Communications Officer

ELENA ANFIMOVA



Istanbul – The IRU Permanent Delegation to the Middle East & Region

Established in 2005, the mission of the IRU Permanent Delegation to the Middle East and Region, located in Istanbul, is 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. Benefitting from the support of the IRU Academy, as well as the IRU's experience, global vision and regional perspectives, the IRU Permanent Delegation to the Middle East and Region works together with 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.

General Delegate

HAYDAR ÖZKAN

Project Officer

TALAL AL WAHAIBI

Training Project Officer

SERDAR AYDINTUG

Main objectives

- Identify and eliminate physical and non-physical barriers to road transport in the region, develop inter-regional road transport linkages and expand the implementation of the UN transport-related conventions and agreements in the region, in cooperation with the relevant authorities and intergovernmental organisations;
- Build general awareness of the importance of and the need, including at regional level, for harmonised and internationally recognised professional training;
- Contribute to the creation of a multilateral BSEC Permit to facilitate transit movement of goods in the region and to the implementation of the BSEC Agreement on the Simplification of Visa Procedures for Truck and Coach Drivers;
- Cooperate with the Islamic Development Bank Group to design and implement technical assistance projects in the ECO and LAS regions related to professional training, road accident causation studies, or data collection on impediments to road transport along main trade corridors;
- Participate in the work of UN regional Commissions dealing with Euro-Asian Transport Linkages (EATL), Asian highway networks and the Arab-Mashreq international roads projects.



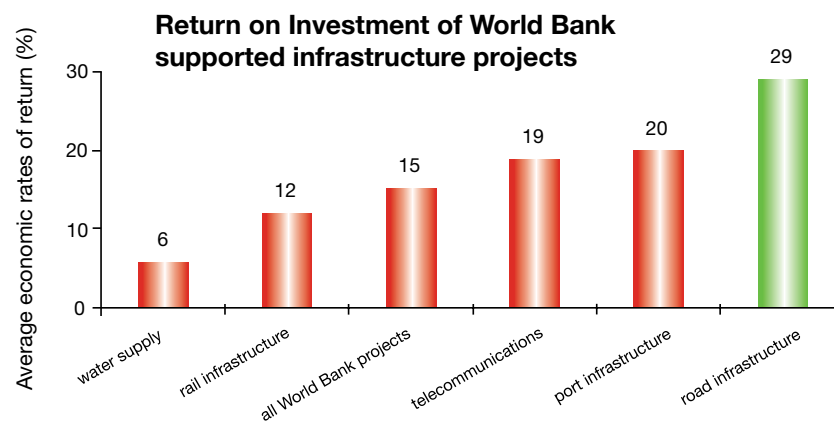
Road Transport in 2010

Road transport: a key component in improving everyone's daily life

The road transport industry is the backbone of strong economies and dynamic societies. It is therefore legitimate and indispensable to safeguard an industry that is vital to economic growth, social development and, ultimately, prosperity and which plays a crucial role in everyone's life by meeting the demand for the sustainable mobility of both people and goods.

The road transport industry is therefore instrumental in inter-connecting all businesses to all markets, driving trade, creating employment, ensuring a better distribution of wealth and uniting mankind. It plays a crucial role in the daily economic and social life of industrialised and developing countries alike. For this reason, any penalty on road transport is an even greater penalty for the economy and society as a whole.

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 an even better quality of life than you enjoy today.



Source: The World Bank, 2003



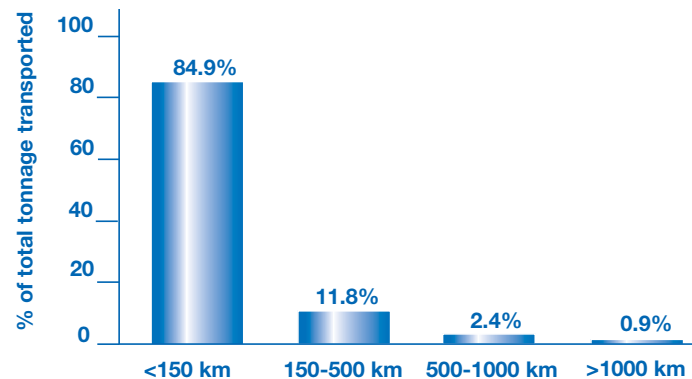
Road freight transport

Trucks are the vital link between producers, businesses and consumers, giving them the freedom to locate wherever they choose thanks to their unparalleled flexibility; that freedom in turn helps to promote a fairer distribution of wealth and jobs between urban and rural areas. Trucks are the only way to reach most factories, stores, restaurants and homes: they carry TVs and computers, swimming suits, medicine, children's toys, food and construction materials – all along the production chain, to local stores and doorsteps.

Key facts and figures:

- Road transport today carries on average more than 90% of goods in value and more than 80% in inland freight volume.
 - It takes the collaborative efforts of 29 companies from 18 countries to have a cup of coffee at a café in Geneva. Every item on every store shelf, in every job or in every home has, at one point of its production or distribution, been on a truck.
 - Road transport carries more than 6,000 billion tonne-kilometres of goods per year in the EU, USA, CIS, China and Japan.
 - Road transport is efficient: highly flexible and reliable, it accounts for 73.7% of tonnage transported in the EU and 69% in the USA.
- In modern economies, 85% of road freight tonnage is carried over distances of 150 km or less, for which there is no economically viable alternative, and less than 1% is carried over 1,000 km.
 - Road transport of goods is a major job creator. It provides jobs to 6.5 million people in the EU alone and to nearly 9 million in the USA.
 - Many others earn their living in trucking-related industries, such as truck manufacturing, repairing, retail, leasing, insuring, public utility, construction, service, mining or agriculture. In fact, every other transport mode and almost every business need road transport services to operate efficiently.

Goods transport average distances by road



Source: EUROSTAT, 2007





Road passenger transport

Buses, coaches and taxis unite mankind. They are key elements in the sustainable mobility chain, including in sparsely populated areas, and an integral part of public transport systems. They provide safe, green, user-friendly, efficient and affordable transport services to everyone, including those with low income or disabilities, at local, regional, national or international level. As such, they ensure social cohesion as they are often lifelines to work, education, leisure and tourism for citizens who do not or cannot drive.

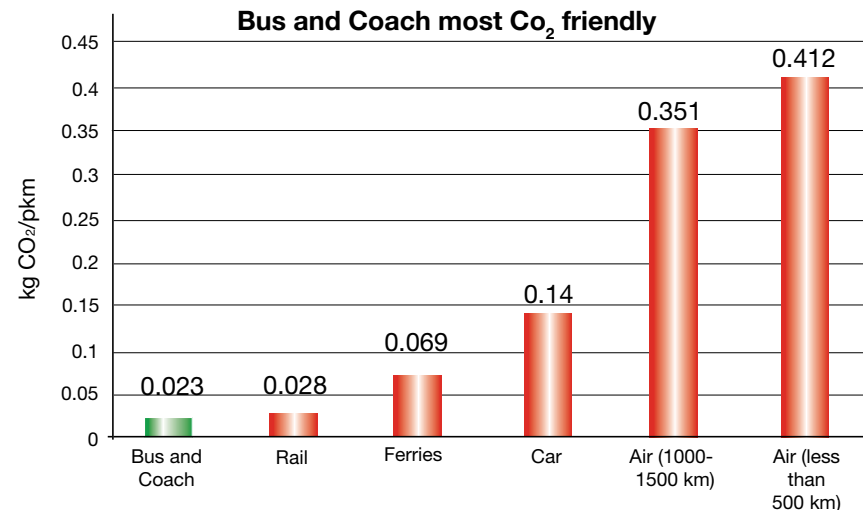
Key facts and figures:

- Road passenger transport is highly efficient: buses and coaches provide 55% of public transport in Europe, account for over 45% of passenger transport in Turkey and ensure 751 million passenger trips annually in the USA.
- Buses and coaches are the second largest passenger movers after private cars.
- According to the American Union of Concerned Scientists, travelling by bus or coach generates the smallest carbon footprint of all transport modes.
- Buses and coaches are safe: from 2007 to 2008, bus and coach passengers represented 0.57% of road fatalities in the

European Union in comparison to cars (49.58%), two-wheelers (26.52%) pedestrians (17.58%) and even agricultural tractors (0.79%). US government data confirm that bus travel is among the safest means of land transport.

- Buses and coaches are affordable: they offer a lower cost-per-passenger ratio than any other means of transport over distances of between 500 and 1,000 kilometres.
- Tourists travelling by coach spend at least 40% more money at their destinations than tourists travelling by other transport modes, thus significantly contributing to local economies.

- Altogether in Europe, there are approximately 7.5 million jobs that depend directly or indirectly on buses and coaches; 1.5 million taxis are currently operated in Europe by as many drivers, not to mention call centres' staff, fleet managers, etc.
- In the USA, the coach travel and tour industry together generate employment for more than 792,000 people. On average, a US coach company provides 3.5 jobs per coach, and one job created in the bus and coach sector generates 3 to 3.5 additional jobs in related industries such as tourism and travel.



Source: The European Commission EU Energy & Transport in Figures, 2005

In today's globalised economy, professional road transport has become a vital production, distribution and mobility tool. Through its unique, door-to-door transport services, road transport drives economic and social progress throughout the world.

The financial crisis, which turned into an economic crisis, dramatically slowed down the demand for tourism and road freight transport services in 2009. Government and industry sources have pointed to a decrease in road freight transport activity of up to 50% this year, and a dramatic increase in unemployment.

An IRU survey conducted amongst its Members in 74 countries confirmed that international road transport was particularly severely affected by the global economic downturn. The survey also clearly indicated that financing transport operations was becoming increasingly difficult, which resulted in a dramatic increase in the number of bankruptcies.

Bearing in mind transport market differences from one country to another, the survey highlighted that between the first

half of 2008 and the first half of 2009, on average:

- Domestic road freight transport output (t/km) decreased by 10-20%;
- International road freight transport output (t/km) was down by 20 to 30%;
- Revenue development (domestic transport) decreased by 10 to 20%;
- Revenue development (international transport) decreased by 20 to 30%;
- Freight transport rates were down by more than 10%;
- Driver employment decreased by more than 10%;
- New truck registrations were down by at least 30%;
- Access to bank credit became more difficult; and
- Bankruptcies increased by at least 20%.

Although forecasts remain elusive in the current situation, the IRU does not expect a recovery in the sector, with normal growth rates of 1.5%, before 2011.

In times of global economic crisis, and so as not to repeat the historical errors of the Great Depression of the 1930s when the economic crisis was exacerbated by the halt in transport and trade, governments must give top priority to facilitating road transport and reducing the restrictions and heavy fiscal burden it bears.

Surprisingly, however, the current dichotomy in governmental policies is astonishing: while they grant huge financial assistance to banks on the grounds that they are vital for the economy, they keep imposing restrictions on road transport and plan to increase new tax burdens. Yet if banks were to cease to exist, trade would continue, whereas if road transport stopped, trade would come to a grinding halt!



IRU takes action



IRU Secretary General Martin Marmy, addressing the ITF International Leaders' Round Table.

The IRU General Assembly unanimously adopted the IRU Resolution to reduce the impact of the economic crisis in road transport to draw governments' attention to crucial industry recommendations:

- ensure open markets and strive for the completion of the WTO Doha round;
- intensify efforts to eliminate neo-protectionist barriers to international road transport;
- reassess and reduce current taxes, and stop creating new taxes and charges notably through the revision of the Eurovignette Directive;
- make insolvency legislation more flexible to allow road transport companies to reduce their transport

capacity and pursue profitable business operations rather than liquidating the entire company;

- induce financial institutions to provide adequate credit lines for transport operators to finance their operations and investments in innovative and clean vehicles;
- induce financial institutions to introduce a moratorium on interest on debts and leasing contracts through national central banks;
- invest in road infrastructure to remove bottlenecks and related costs;
- avoid waiting times at borders through procedural streamlining that can provide important economic returns in these difficult times;

- create a legal and administrative framework allowing road transport companies to temporarily place skilled personnel on inactive status, without having to lay them off.

At the same time the IRU also urged transport operators to:

- transport only if a profit can be made, if costs can be passed on and empty trips can be avoided;
- stabilise market prices by reducing transport capacities and place skilled personnel temporarily on inactive status without losing them as they will be needed when the crisis is over.

IRU is supported by the World Economic Forum (WEF), which fully endorsed the conclusions of the IRU's Resolution on reducing the impact of the economic crisis on road transport, through WEF Senior Economist Jennifer Blanke, who addressed the IRU General Assembly in April, agreeing that governments should promote and further facilitate road transport.

IRU presents to the high level EU Meeting on the Economic Crisis organised by the EU Commission, a six-point recovery plan to help the road transport sector drive the economy out of the crisis:

- Reduce costs;
- Restore credit;
- Revise insolvency rules;
- Reject neo-protectionism;
- Retain workers;
- Reinvest in roads;

IRU partners the International Transport Forum (ITF) to organise a joint workshop on "Road Transport: promoting global trade, travel and development" at the International Transport Forum 2009 "Transport for a Global Economy – Challenges & Opportunities in the Downturn" in Leipzig. It brought together over 100 ministerial, business and academic representatives from Europe, the Americas, Asia, the Middle-East and Oceania, as well as high-level speakers from the WTO, WCO and UNECE, who all agreed that any penalty on road transport was an even greater penalty on the economy as a whole, and identified solutions requiring urgent governmental action to promote and further facilitate road transport to drive quicker economic recovery.

IRU teams up with the European Transport Workers Federation (ETF), to call on the European Commission to lead the way to economic recovery by urgently initiating a road transport recovery plan, based on the main recom-

mendations of the IRU Resolution, and in particular encouraging financial institutions to reopen credit lines to road transport companies, so that they can adopt employment schemes enabling skilled labour to stay in road transport rather than lose their jobs.

IRU warns UNECE government representatives at the UNECE meeting on Transport Trends and Economics that the impact of the economic crisis on the road freight transport industry is worsening with no speedy recovery in sight and therefore renews its call on governments to:

- Urgently remove all neo-protectionist barriers
- Reassess and reduce current taxes;
- Reappraise superfluous and inefficient environmental legislation;
- Induce financial institutions to provide adequate credit lines so that transport operators can continue operating their business.

The IRU will keep pushing for authorities to hear the industry's call in 2010 and take the measures necessary to generate tangible signs of recovery.



IRU-ITF joint workshop on "Road Transport, promoting global trade, travel and development"



UNECE Executive Secretary, Jan Kubis and IRU Secretary General, Martin Marmy



IRU meets EU Commission Vice President and Transport Commissioner, Antonio Tajani (centre)



IRU President, Janusz Lachny, addressing high level EU representatives' meeting



IRU-ETF joint statement on the economic crisis



World Economic Forum Senior Economist, Jennifer Blanke, addresses the IRU General Assembly



IRU meets UNECE Director of Transport Division, Eva Molnar



The road transport industry sets bold “30 by 30” CO₂ reduction targets



Anticipating the United Nations COP15 Climate Change Conference in Copenhagen, the IRU General Assembly adopted the IRU “30 by 30 Resolution”, a proactive industry approach that sets ambitious targets to reduce road transport’s CO₂ emissions by 30 % by 2030.

This IRU Resolution is an unprecedented commitment from the road transport industry to reduce its CO₂ emissions within the next 20 years. After achieving a commendable reduction in toxic emissions of up to 98% over the last 20 years, the road transport industry has now taken up a new challenge to effectively contribute to ambitious CO₂ reduction targets. With this Resolution, the road transport industry publicly commits to provide better and cleaner rather than more road transport, and to concretely decouple road transport from its environmental impact.

This drastic 30% reduction in CO₂ emissions by 2030, calculated in terms of transport performance (tonne and passenger-kilometre), will use 2007 as a base year and be achieved by implementing innovative technologies and best practices, such as:

- investments in innovative engine and latest vehicle technology, which can contribute to a reduction in fuel consumption and consequently CO₂ emissions of more than 10%;
- driver training, as provided by the IRU Academy and others, which can reduce fuel consumption and consequently CO₂ emissions by up to 10%;
- innovative logistics concepts, such as ITS and optimised weights and dimensions of heavy commercial vehicles, which can equally reduce fuel consumption and CO₂ emissions by more than 10%.





However, the IRU “30 by 30” Resolution also calls upon other key stakeholders, namely authorities, infrastructure planners, vehicle and tyre manufacturers and ITS providers, to support road transport in achieving its ambitious targets, as only combined and coordinated action can maximise the outcome of this voluntary industry initiative.

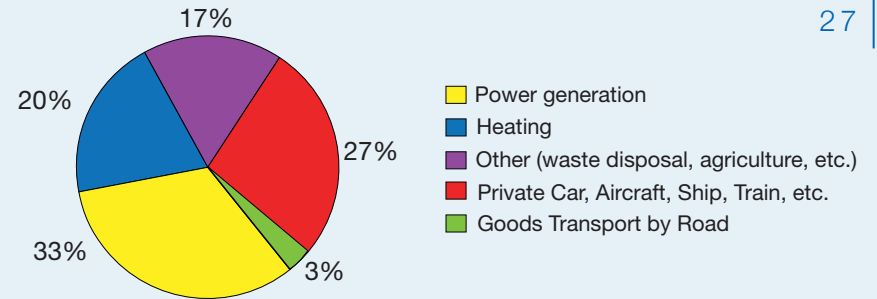
As such, the IRU “30 by 30” Resolution urges vehicle and tyre manufacturers, telematics and energy providers to:

- achieve a minimum 10% reduction in fuel consumption and CO₂ emissions of their products through, for example, interoperable systems, lighter building materials or aero-dynamic designs;
- replace fossil fuel with alternative energy sources or CO₂ neutral fuels from renewable sources and reduce road transport’s CO₂ emissions in absolute terms.

The IRU “30 by 30 Resolution” also calls upon competent authorities to:

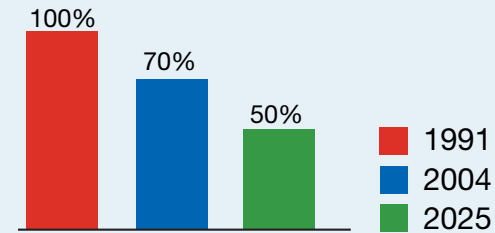
- provide real business incentives to facilitate the penetration of innovative transport technologies, best practices and training;
- develop policies that incite increased use of collective passenger transport by bus and coach, as advocated by the Smart Move initiative;
- promote a shift from fossil fuels to alternative energy sources where possible;
- fully use existing infrastructure and invest in new infrastructure to remove bottlenecks and missing links.

Total fossil fuel consumption per sector



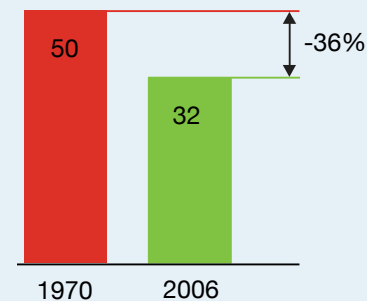
Source: United Nations Framework Convention on Climate Change (UNFCCC), 2008

CO₂ emission reduction for trucks (per tonne-km)



Source: German Federal Environment Agency / Institute for Energy & Environmental Research

Fuel consumption reduction for heavy commercial vehicles (litres / 100 km)



Source: VDA, Auto Annual Report, 2008



| 28 Road transport and the environment

Buses and coaches: a Smart Move for sustainable mobility

New mobility patterns, combined with increasing environmental concerns, have significantly raised political and public awareness of the urgent need to rethink our transport systems. Tomorrow's transport policies will have to focus on efficient public transport systems that encourage a greater use of safe, green, energy-efficient yet user-friendly and affordable transport modes.

Buses and coaches encompass all these qualities and are amongst the best travel solutions, on short and long distances alike. Used effectively, buses and coaches are ideal for meeting a range of current mobility related challenges including climate change, congestion, road safety, connectivity with other transport modes, and social inclusion.

Regrettably, policy-makers, mass media and citizens often wrongly associate buses and coaches with pollution or congestion. This misconception has led

to a situation where buses and coaches not only underperform in terms of use and contribution to society, but also suffer from political negligence and often ill-informed, inadequate and even restrictive legislation, which prevents them from realising their full potential in the delivery of high-quality, flexible, efficient, green and safe transport services.

To remedy this detrimental situation, the IRU together with Busworld launched the Smart Move campaign to achieve sustainable mobility for all, by promoting and significantly increasing the use of collective transport by bus and coach worldwide.





safe



user - friendly



green



comfortable



affordable

The Smart Move campaign aims to:

- provide up-to-date facts and figures on bus and coach transport worldwide;
- raise political awareness of the safe, green, efficient, affordable and user-friendly qualities of bus and coach services;
- ensure an informed debate in transport and travel policy-making to increase the share of buses and coaches in transport and travel systems ;
- guarantee an optimal operating environment for buses and coaches at local, national, regional and international level;
- contribute to the creation of regulatory frameworks that motivate and facilitate a greater use of bus and coach transport by citizens;
- double the use of buses and coaches within the next 10 to 15 years.

Achieving this objective in Europe alone would reduce CO₂ emissions by at least 50 million tonnes per year, road fatalities by over 3000 per year, congestion in cities at zero cost for taxpayers subsequent to an expected 10-15% reduction in car traffic, and create 4 million new jobs.

Find out more about the Smart Move campaign on:
www.busandcoach.travel





IRU Priority Issue:
Sustainable Development

Sustainable Development



Since the 1st Earth Summit in Rio de Janeiro in 1992 where 182 countries adopted Agenda 21, 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”.

Subsequently, it has been recognised that in economics as in ecology, the rules of interdependence apply and that isolated actions are impossible. A policy which is not carefully thought through will have various perverse and adverse effects not only on the economy but equally for the environment.

Pursuant to the adoption of Agenda 21, the road transport industry proactively committed to drive towards achieving sustainable development by developing and 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 signing of the IRU Charter is one of the most important and encouraging

events of the post-Rio period,” Maurice Strong, UN Earth Summit Secretary General, Chairman of the Earth Council and Special Advisor to the UN Secretary General, Budapest, 1996.

Sustainable development is about striking the right balance between economic development, social equity and environmental protection. For the road transport industry, achieving sustainable development translates into the challenge of satisfying market demands with the lowest environmental, social and economic costs possible, notably by achieving better and cleaner rather than more road transport.

In fact, over the last 20 years the road transport industry has invested massively in the latest technologies and training. As a result, road transport today has a much lower ecological footprint in equivalent door-to-door service than other modes.

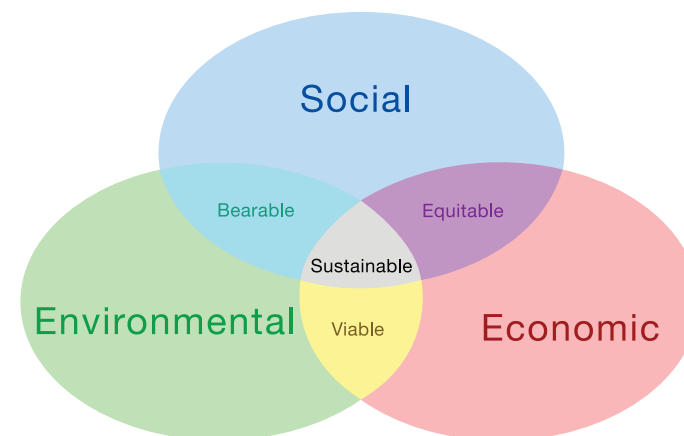
In this regard, as well as establishing an Academy, the IRU has developed the **3 “i” Strategy**, based on Innovation, Incentives and Infrastructure, as the most cost-effective way to achieve sustainable development. By using top-down and bottom-up approaches, the IRU simultaneously signals the importance of sustainable development for the sector's future while helping road transport operators to learn from each other's experiences at all levels.

innovation: to develop and implement ever more effective “at-source” technical measures and operating practices to reduce road transport's environmental impact

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. Fullest use of existing infrastructure, combined with adequate investment in new infrastructure to remove bottlenecks and missing links, are essential.

The 3 “i” strategy for achieving sustainable development was endorsed and recommended by the United Nations Environment Programme (UNEP) in 2002 for emulation by other industry groups.



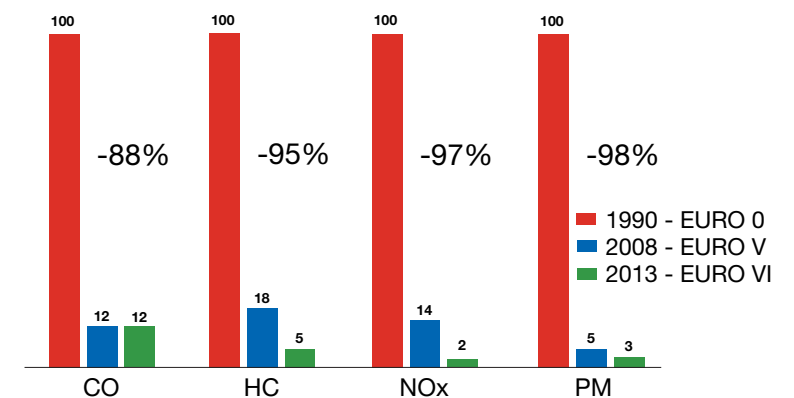


Euro VI norms to enter into force in the European Union in 2013

The regulation laying down the new Euro VI standards that should contribute to further reduce toxic emissions from heavy commercial vehicles, will enter into force for all new vehicles on 31 December 2013. The IRU continues to advocate strict emission standards, such as the Euro norms, as they ensure a considerable reduction of emissions at source and limit the environmental footprint of road transport.

The IRU, however, has called for an alignment of the new Euro VI standard with the American and Japanese norms, in order to achieve further harmonisation of emission standards at global level. Furthermore, it stresses the imperative need for EU institutions to consider the inclusion of CO₂ reduction in all future revisions of the Euro norms, as the current Euro VI increases CO₂ emissions and only marginally cuts toxic emissions that have already decreased by up to 98%.

Toxic emissions reduction for heavy commercial vehicles



Source: EU Commission, 2008

3“i” strategy: Innovation

3rd International IRU Taxi Forum: Taxis for green mobility

Over 100 taxi business leaders from Europe, Asia and Africa gathered at the 3rd International IRU Taxi Forum on **“Taxis for clean air: Latest car technologies and innovative industry practices for greener taxi services”** to feed the COP15 Climate Change Conference debate, and called upon governments and policy decision makers at local, national and regional levels alike to achieve CO₂ reduction targets through incentives supporting the introduction of innovative technologies providing even greener taxi services.

Indeed, a 2009 IRU survey showed that the taxi industry is increasingly investing in greener fleets and operations. In some countries, hybrid cars already represent at least 3% of the market share, and a large number of taxis in Brazil (86%), Bulgaria (70%), Germany (22%) and Sweden (18%) run on alternative fuels.





3“i” strategy: Innovation

The European Modular System: Increasing transport and energy efficiency as well as combined transport

Increasing the efficiency of transport systems can contribute greatly to meeting environmental challenges, including health effects, emissions and global warming, as well as congestion and traffic safety.

The European Modular System (EMS), which consists of linking existing trailer combinations to achieve greater volume capacity per vehicle or to adapt vehicle combinations to different local infrastructure, modal combinations and business situations, would increase fuel efficiency and the environmental performance of road transport, while promoting co-modality as a whole.

In January 2009, the European Commission officially published the results of the study on weights and dimensions of heavy duty vehicles, which pointed towards significant positive effects on both environmental impacts and traffic density. It concluded that the introduction of Longer

and Heavier Vehicles (LHVs) would reduce annual CO₂ emissions by at least 5 million tonnes.

In parallel, the European Commission initiated further desktop research on the impact of EMS combinations on modal shift, road safety and infrastructure, which confirmed that EMS combinations would bring about important efficiency improvements.

Meanwhile, other Member States, such as Denmark and the Netherlands, are undertaking practical field trials with EMS vehicles with positive results. The IRU EU Goods Transport Liaison Committee adopted a Resolution further stressing the need for the EU Commission and Member States to facilitate national and cross-border testing of EMS vehicle combinations, as well as define harmonised and standardised rules for weights and dimensions to promote co-modality in the EU.

The IRU and combined transport

Addressing the UNECE Working Party on Intermodal Transport in Geneva, the IRU presented the recommendations of its Expert Group on Combined Transport highlighting that innovative horizontal transshipment, coupled with streamlined terminal operations and business rather than politically-driven terminal development, will contribute to making intermodal operations more economically viable to satisfy future capacity needs.



Internalisation of External Costs: Polluter pays, problem stays!

Political discussions on the European Commission's "Greening Transport" package and the new European Commission proposal to amend the Eurovignette Directive introduced in 2008 continued at EU Parliament and Council level, despite clear evidence of commercial road freight transport being severely hit by the economic crisis.

The IRU, together with CLECAT, the European Shippers Council (ESC), the European Express Carriers' Association (EEA) and the European Automobile Manufacturers' Association (ACEA), successfully presented the case to EU decision makers, pointing out that since the economic crisis has severely impacted the sector, any initiative to increase taxes and charges should be stopped or indefinitely postponed, especially since externalities are already fully or almost fully internalised by road freight transport. Furthermore, they argued that all revenues collected through charges from road freight transport should be earmarked for reinvestment in road freight transport in order to mitigate its environmental footprint.

As a result, the European Parliament called for priority earmarking of charging revenues for road transport, thus sending a clear message to the European Commission and Council that it did not back the Commission's proposal.

Milestone: European Commission on the interoperability of charging systems in the EU

The European Commission's Decision to finally establish the European Electronic Toll Service (EETS), as advocated by the IRU for many years, was a crucial step towards achieving the interoperability of charging systems between all EU Member States. This Decision, laying down the rights and obligations of toll chargers, service providers and users, will enable all road transport operators to pay user charges throughout the EU by means of a single on-board unit, and to subscribe to only one electronic tolling service without paying additional fees for interoperability.



3 “i” strategy: Incentives



From left to right: Lars-Göran Jansson, Concessions Executive, City of Stockholm, Graham Smith, IRU Vice President, Marcus Hammarström, Area Manager, Stockholm Visitors Board, and Martin Marmy, IRU Secretary General



Eva Tiséus, Marketing Manager of Flygbussarna (centre), receiving the IRU Special Company Award 2009 from the IRU Secretary General, Martin Marmy (left) and IRU Vice President and President of the IRU Passenger Transport Council, Graham Smith (right)

The city of Stockholm wins the IRU City Trophy 2009

The first European Green Capital, Stockholm, was awarded the global IRU City Trophy Award 2009, for its exemplary coach-friendly policy, implemented in a very complex natural, architectural and traffic environment.

In particular, the IRU City Trophy international jury rewarded Stockholm city authorities' understanding of the economic potential of coach tourism and travel (2 million coach tourists annually), as well as the green policy of giving priority to coach tourism, notably by promoting and facilitating city access to visiting coaches.

Flygbussarna Airport Coaches of Sweden wins the IRU Special Company Award 2009

The Special IRU Company Award 2009 was attributed to Flygbussarna Airport Coaches in Sweden for its innovative business policy and successful public campaign to raise customers' awareness of the excellent environmental record of buses and coaches and promote a wider use of their services.

Flygbussarna provides bus and coach transport services at seven Swedish airports, interconnecting them with 12 cities and carrying some 4 million passengers every year. The company has a fleet of 66 buses, 16 of which run 100% on biofuels. The rest of the fleet is renewed every 6 years to ensure optimal engine fuel-efficiency and use of the cleanest technologies.

IRU Diplomas of Honour

The IRU Diploma of Honour was awarded to **1,346 bus/coach and truck drivers** from **27 countries** and to **30 taxi drivers**, for having driven a minimum of one million kilometres during a career of at least 20 years, without causing an accident. Such a performance deserves recognition and serves as an example to younger drivers whilst enhancing the image of the profession.



Winners of the IRU Award "Best CIS Transport Operator 2009"



IRU Award “Best CIS Transport Operator” 2009

Every year, the IRU presents awards for the “Best Commonwealth of Independent States (CIS) Road Transport Operator”, in recognition of the considerable environmental and economic progress as well as professionalism achieved by road transport companies in the CIS countries.

The 2009 winners are:

[Investkhimprom, Russia](#) (1-10 vehicles)

for its contribution to sustainable economic development

[Belsotra, Belarus](#) (11-50 vehicles)

for its contribution to environmental protection and its social programmes for employees

[Auto+, Ukraine](#) (+ 50 vehicles)

for its corporate social policy and the importance given to environmental protection

Certificates of Honour were awarded to:

[Intertransavto, Belarus](#)

for the effective set of measures implemented to offset the economic crisis

[Premium Logistic, Kazakhstan](#)

for sound investments which allowed the company to expand its scope of activities in 2009 despite the economic crisis





IRU Training – focus on “learn to learn”

The aim of IRU training is to develop a “learn 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. In 2009, the IRU training team implemented a web-based platform to enhance its training methods and enlarge its scope. This joint achievement allows all IRU Training participants, be they road transport managers, drivers, Member Associations or customs authorities, to benefit from an easier access to interactive training materials and efficiency in training management.



Worldwide Excellence and
International Recognition in
Road Transport Professional
Training

The IRU Academy works globally with its partners and panels of experts to provide a professional road transport training framework, to the benefit of the road transport industry and society as a whole.

All IRU Academy activities benefit 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 (ITF), the European Commission (EC), the European Transport Workers Federation (ETF) and the European Training Foundation (ETF). The IRU Academy is also supported by the International Labour Organisation (ILO) and the European Parliament (EP).

In 2009, the network of IRU Academy Accredited Training Institutes (ATIs) reached over 40 ATIs in 33 countries spanning 3 continents.

IRU Training Programmes

IRU Academy Programmes

The IRU Academy offers its global network of ATIs four key training programmes which focus on developing the skills of road transport professionals and enhancing their knowledge of and ability to deal with key aspects of road transport operations. Designed by internationally renowned experts, IRU Academy training programmes are continually updated to integrate best practices and guarantee compliance with applicable international, EU and national regulations. The IRU Academy continues to provide instructor briefings to enhance the skills required to effectively deliver training and meet IRU Academy high quality, harmonised training standards.

CPC Manager Programme

The IRU Academy's Certificate of Professional Competence (CPC) for Managers Programme continues to offer a set of comprehensive international training standards to meet every manager's needs.

New CPC Driver Programme

The IRU Academy now offers its ATIs the CPC Driver Programme, jointly developed and implemented to meet each ATI's specific national needs to IRU Academy standards, to ensure professional capacity-building for drivers in the road haulage and road passenger transport industry.

ADR Programme

In early 2009, the IRU Academy launched the programme for Drivers Transporting Dangerous Goods in Tanks, following the 2008 launch of the Dangerous Goods Programme (ADR) for Drivers Transporting Dangerous Goods in Packaging and Bulk, excluding explosives (Class 1) and radioactive materials (Class 7).

New AETR Tachograph Programme

The IRU Academy has updated its AETR (European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport) Tachograph programme in order to reflect and prepare for the changes to the agreement that will become effective in 2010.

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 Organisation (ILO) and the International Transport Workers Federation (ITF) for the road transport sector, aims to raise awareness and provide targeted training on HIV/AIDS. It is available to all IRU Academy Accredited Training Institutes (ATIs), IRU Member Associations and interested partners in English and now also Russian.



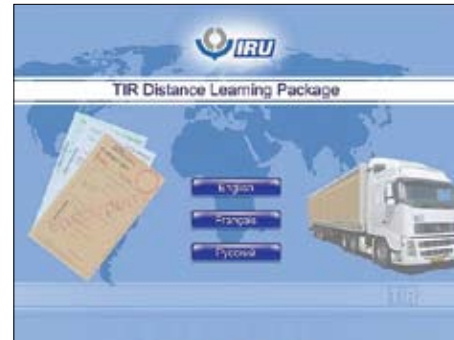
The HIV/AIDS toolkit pilot programme in Uganda



40 IRU Training

IRU partners with WCO on TIR Training

Working together with the World Customs Organisation (WCO), the IRU developed a new set of comprehensive TIR Distance Training modules tailored to the role of the various actors involved in the TIR System. These modules are available through the IRU Academy website in English, French and Russian. In 2010, this e-learning will be completed by another module specifically targeted to the needs of TIR Associations.



New ECO-Driving checklists

The IRU Academy, in conjunction with the IRU's International Technical Commission, developed Eco Driving checklists for bus, coach, truck and taxi drivers. This initiative addresses the road transport industry's priority of improving fuel-efficiency and reducing CO₂ emissions. These checklists, along with others, have been included in the CPC Driver and CPC Manager Programmes' reference materials.

IRU Academy's Content Management Platform (ACM)

IRU Academy programmes and reference materials are available online through the IRU Academy's Content Management Platform (ACM). This web application gives ATIs immediate access to the latest IRU Academy programme-related materials for download and use.

Internal Training

The IRU equips its staff with the means to meet new demands and IT standards and to succeed in changing work environments, by providing them with the information and knowledge needed to learn the skills and behaviour required to effectively and efficiently fulfil their professional functions.

Professional Training in the Middle East and North Africa

Within the framework of cooperation with the Arab Union of Land Transport (AULT) aimed at developing the professional training of Arab fleet operators and professional drivers across the Middle East and North Africa Region (MENA), the IRU Academy guided the transfer of knowledge and know-how to the training centre of the Royal Automobile Club of Jordan (RACJ) in Amman, which acts as AULT's implementing partner to create an Arab Centre of Excellence in professional road transport training.

The IRU Academy developed a master CPC Manager course book in Arabic and organised a special "train the trainer" session for five selected Arab instructors in Istanbul.



"Train the trainer" session high level participants





Social Dialogue Training Workshops in Bulgaria and Romania

The IRU Academy, together with the International Labour Organisation (ILO) and European Transport Workers Federation (ETF), organised two five-day training workshops in Bucharest and Sofia, on best practices in conducting focused, constructive and productive tripartite social dialogue between governments, employer organisations and trade unions. The workshops were well attended by representatives of the Bulgarian and Romanian Governments, IRU member Associations AEBTRI and UNTRR and trade unions based in both countries. Participants were also trained to train others in the best methods of effective social dialogue to benefit the road transport sector and the economy as a whole.



Joint IRU / ILO Social Dialogue Training Workshop under the leadership Marios Meletiou, Transport Expert, ILO

ETAC methodology promoted in the CIS and the Middle East

During a UNECE seminar on “Improving Global Road Safety – Setting Regional and National Road Traffic Casualty Reduction Targets” in Minsk, the IRU briefed experts from Armenia, Azerbaijan, Belarus, Moldova, Russian Federation, Tajikistan, Turkmenistan, Ukraine and Uzbekistan on the internationally recognised methodology available through the IRU to conduct a Truck Accident Causation Study in the CIS region.

The IRU also informed representatives from the Islamic Development Bank (IDB), Arab Union of Land Transport (AULT) and Economic Cooperation Organisation (ECO) on the possible geographic extension of the ETAC study to the Middle East region.



A low-angle, upward-looking photograph of a traffic light. The green light is illuminated, showing a bright green glow through a textured lens. The other lights are dark. The background is a clear blue sky with scattered white clouds. The text "IRU Priority Issue: Facilitation of Road Transport" is overlaid on the right side of the image.

IRU Priority Issue:
Facilitation of Road Transport

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

Road transport, thanks to its unique door-to-door services available to everyone, everywhere at all times, is the backbone of strong economies and dynamic societies.

While the industry pursues the objective of offering better rather than more road transport, it is nonetheless crucial in the interest of society as a whole that this land transport mode, which is instrumental in driving economic prosperity and social development everywhere in the world, is promoted and further facilitated.

Road transport today is governed by a wide range of legislation applicable at national, bilateral, regional or global level. At the European Union level, regulations and directives cover driving and rest time rules, access to the profession, environmental standard norms for vehicles, taxation, professional training, etc. Other regions of the world do not have such integrated legislative systems or have not yet ratified international trade and transport agreements; therefore, they usually resort to a plethora of bilateral agreements that overlap or sometimes contradict existing global ones.

As a result, road transport is the most regulated of all transport modes.

Facilitation of road transport must therefore aim to harmonise, as much as possible, all legislation governing road transport, in order to ensure its interoperability, avoid duplication and overlapping, or unnecessary confusion leading to law infringements and fines.

Restrictions and bans on the free movement of trucks and coaches should also be harmonised, reduced and, wherever possible, eliminated. Moreover, the proper implementation of existing legislation is also crucial before creating a new one.

Facilitation of road transport must also aim to increase national and international trade and tourism by removing administrative, fiscal and physical barriers impeding road transport and, consequently, economic development. It requires striking the right balance between effective security, fraud prevention and road safety on the one hand, and streamlining legislation and administrative formalities on the other.

International road transport procedures and red tape, particularly at borders, constitute major barriers to trade, tourism and transport and require targeted measures to maximise the use of the scarce political, financial and administrative resources available.

Long waiting times at borders caused by complex customs procedures and other impediments such as corruption, undoubtedly cause huge disruption of logistics and mobility chains, cost billions to the economy annually, not to mention the social and sanitary implications of endless border queues. While road transport vehicles and employees waste time at borders, consumers and society ultimately pay the bill for such barriers that reduce the efficiency of the global economy and delay much-needed economic development in less-favoured regions of the world.

It is therefore in the interest of society that road transport is not penalised as it is the engine of economic and social development. It is therefore imperative that road transport's vital role be better known and supported by all national and international political bodies. All actors, authorities and businesses thus have a common interest to work in public-private partnership to promote and further facilitate road transport.





Road transport, interconnecting every business to every major world market all along the ancient Silk Road

Today, as a result of globalisation and the advent of containerisation, 80% of world trade today is carried out through some 30 increasingly saturated ports, entailing bottlenecks, delays and ultimately higher costs all along the supply chain to the end consumer. These dynamics have led to the desertification of trade not only in ports' hinterlands but also in all landlocked countries, impeding their economic development, thus often creating political and social tensions. However, no country is landlocked to road transport!

Two-thirds of the world's population lives in Asia, working, producing and

trading with the rest of the world – mostly through maritime transport. Only road transport, however, thanks to the high quality of its unique, flexible door-to-door services, is capable of interconnecting all the businesses located across the Eurasian landmass to the main world markets.

Therefore, reopening the ancient Silk Road to trade by road transport not only offers an alternative for the transport of goods from Asia to Europe and vice versa, but, above all, drives economic and social development, political stability and, ultimately, progress and prosperity in all countries along the

12,000-50,000 kilometres of the various itineraries of the Silk Road.

In line with the UN Millennium development goals as well as the Almaty Programme of Action and true to its commitment to achieve sustainable development, the IRU has been focusing its efforts and resources on reopening the ancient Silk Road, in order to help all the businesses located along these routes to produce and to trade between one another and with the rest of the world, hence creating jobs, boosting GDP growth and increasing prosperity.

Reopening the Silk Road does not imply 15,000 km journeys for a single

truck. The purpose is, above all, to interconnect all businesses involved in a production chain through door-to-door road transport services, on short to medium distances.

But the possibility of an end-to-end journey, like an electrical wire, is essential to permit the development of trade and the interconnection of all businesses involved in a production chain. While these common goals are within reach, they can only be achieved if political priority is given to removing the numerous barriers to road transport.



Picture credit: Globetrucker / www.globetrucker.com



Gradual liberalisation of road transport in the Black Sea region

In 2009, the Black Sea Economic Cooperation (BSEC) organised a public-private round table on “The Implementation of the MoU on Facilitation of Road Transport of Goods”, which resulted in important decisions for the facilitation of road transport around the Black Sea basin. Albania, Armenia, Georgia, Moldova, Romania, Serbia and Turkey agreed to create a regional ‘BSEC Permit’, which would be recognised by the respective national authorities on a multilateral basis. Furthermore, the BSEC Member States requested the IRU to draft the format and rules of this BSEC Permit, which would allow a truck to transit the BSEC region *inter alia* with a single document, further facilitating road transport along ancient trade routes.

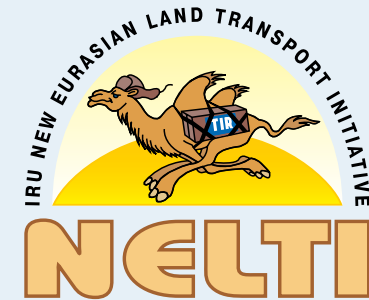




IRU's New Eurasian Land Transport Initiative (NELTI): Creating new business opportunities for all

The IRU NELTI international conference "The revitalisation of the Silk Road – A new window of opportunity for road transport in times of global economic crisis" organised in Warsaw in February under the patronage of the Minister of Infrastructure of the Republic of Poland, Cezary Grabarczyk, and the Marshall of the Polish Parliament, Bronislaw Komorovsky, highlighted that EU road transport operations towards the East presented new opportunities during times of economic crisis.

The 150 transport business and political stakeholders gathered in Warsaw concluded that faced with the dire global economic crisis affecting all road transport operators alike, expanding the range of business partners and scope of activities throughout the Eurasian landmass was the best available solution.



Since September 2008, several transport operators have been performing commercial deliveries of industrial and consumer goods from Central Asia to Europe and Turkey, along NELTI's northern (6,500km), central (5,100km) and southern (4,000km) routes. Transport companies operating on IRU NELTI routes are expanding the volume and scope of their activities in these times of economic crisis, sustaining jobs and growth while allowing previously landlocked economies to prosper.

The IRU NELTI operations are monitored, using internationally recognised UNESCAP methodology to register road conditions, waiting times at border crossing points, quality of road infrastructure, administrative barriers, etc. Monitored data show that 40% of total time is lost at border crossings and that 30% of additional costs are due to corruption and bribery.

5th IRU Euro-Asian Road Transport Conference & Ministerial Meeting “The re-opening of the Silk Road: from Vision to Reality”



The IRU Conference and Ministerial meeting attracted 600 participants from 40 countries, including the Vice Prime Minister of the Republic of Kazakhstan, H.E. Serik Negmetovich Akhmetov, as well as some 25 Transport Ministers and their representatives who addressed the need to enhance road transport along the Silk Road in their joint declaration adopted during the parallel Ministerial conference.

The IRU and Transport Ministers 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.



JANUSZ LACNY,
IRU President

“The Silk Road – Open for Business!”



Vice Prime Minister of the Republic of Kazakhstan, H.E. Serik Negmetovich Akhmetov opening the 5th IRU Euro-Asian Road Transport Conference in Almaty, Kazakhstan



ABELGAZY KALIAKPAROVICH KUSSAINOV
Minister of Transport and
Communications, Kazakhstan

“Kazakhstan – A Land-Locked Country
with Great Road Transit Potential!”

5th IRU Euro-Asian Road Transport Conference & Ministerial Meeting



HONG WANG,
Director, Transport and
Communications Division, Asian
Development Bank (ADB)

“It is necessary to develop Integrated Transport Corridors under the Central Asia Regional Economic Cooperation (CAREC).”



MADAN REGMI
Head of Asian Highway,
UN Economic and Social
Commission for Asia and the
Pacific (UNESCAP)

“Join and Implement UN Multilateral Conventions along the Silk Road!”



NORA NEUFELD
Counsellor, World Trade
Organisation

“Trade and Road Transport Facilitation – the Key to Economic Cooperation along the Silk Road!”



IRU Almaty Declaration

“The re-opening of the Silk Road: from Vision to Reality”

Unanimously adopted by the 600 participants from 40 countries in Almaty, Kazakhstan, on 12 June 2009

(Extract)

Delegates, in order to enhance the beneficial contribution of the road transport sector to socio-economic progress, call for Governments to:

• **Acknowledge the favourable features of road freight transport** as a production tool;

• **Facilitate** therefore the development of road freight transport in Asia to

- allow access of local products to world markets;
- link businesses at regional and local levels;
- integrate national economies into a chain of sub-continental, continental and transcontinental cooperation.

In particular, create favourable conditions for road freight transport to be able to provide streamlined hinterland connections, transport high-value and

time sensitive cargo, including over long distances, and thus ease access for landlocked countries in Central Asia to export and import markets.

To achieve the above strategic goals

• United Nations **conventions** governing road transport activities, in particular those across frontiers, should be acceded to and properly implemented;

• In the present global economic crisis, the road transport industry urges and calls upon governments to ensure open markets and strive for the completion of the WTO Doha Round; intensify efforts to eliminate neo-protectionist barriers; reassess and reduce current taxes; stop creating new taxes and charges and induce financial institutions to provide adequate new credit lines and leasing facilities to road transport operators;

• The right balance should be found for **regulating / deregulating** road freight transport activities;

• **Transit operations** should be **free** for the cargo, the vehicle and the driver under free trade conditions, the mutual recognition of vehicle technical documentation and the facilitated issuance procedure of visas to professional drivers.

• Security considerations should not hamper the freedom of trade and transport operations;

• **Border waiting times** should be significantly reduced;

• Any sort of **discrimination** between modes of transport, country of registration of vehicles, nationality of drivers or the origin of the transported cargo should be eradicated;

• Transit countries should build appropriate **logistics consolidation centres** to channel road freight transport smoothly from China in intra-regional, inter-regional and transcontinental traffic;

• Road **traffic safety** should be improved;

• **Multimodal operations** should be enhanced;

• Road **infrastructure** should further be improved either by upgrading existing networks or completing them with appropriate roadside facilities such as a sufficient number of secure truck parking places.





Ministerial Conference
“Trade and Road Transport
along the Silk Road”



Joint Statement of Ministers adopted at the 5th IRU Euro-Asian Road Transport Conference

*Adopted in Almaty, Republic of Kazakhstan, 12 June 2009
(Extract)*

MINISTERS:

- Appreciating tight cooperation between governmental agencies, private industry as represented by professional associations and international organisations targeting the facilitation of international road transport operations along the Silk Road;
- Considering challenges and opportunities of globalisation with beneficial consequences on trade and transport;
- Convinced that interconnected trade routes and transcontinental transport links are of great importance for interaction among regions, in particular for landlocked economies;
- Stressing the need to improve Euro-Asian Transport routes, such as the Silk Road, through the construction of transnational axes as well as missing links of intercontinental significance, furthermore feeder routes of relevance

for local populations, industry, agriculture and trade;

- Acknowledging that road transport represents a highly efficient and flexible mode to link neighbouring countries and regions as well as carry out transcontinental transport operations, whenever needed, particularly to transport valuable and time-sensitive goods;
- Recognising the importance of facilitating free physical and commercial access to markets using international road transport on the basis of legal instruments and principles included therein of the UN, the World Trade Organization, the World Customs Organisation, the European Union;
- Recalling the results of and experiences with truck caravans and road haulage operations along the Silk Road;

Have decided to implement joint action in order to:

- Accede to, implement and enhance UN Conventions on international road transport as well as WTO rules in respect of the freedom and facilitation of transit, simplification of documents and rationalisation of charges and taxes;
- Sign governmental agreements on facilitated access to international road transport markets to reinforce the functioning of already existing international Conventions;
- Coordinate national and regional transport policies including motorway and highway network development, share best practices in this respect and establish / implement joint projects of common interest also with respect to the needs of landlocked economies;

- Introduce transport technology improvements allowing an integrated multi-modal approach and develop combined transport wherever applicable, including the construction of transshipment terminals;
- Cooperate to remove barriers to smooth international road haulage, such as long waiting times at borders or difficulties of issuing visas to professional drivers or unfavourable social, fiscal, legal and technical conditions hampering efficient daily road transport operations on a commercial basis on routes of the Silk Road, thus leading to a better utilisation of existing or planned infrastructure capacities and reducing pressure on oversaturated ports in Asia and elsewhere in the world.



IRU NELTI final results demonstrate the strong business potential of road transport operations along the reopened Silk Road

Unveiled during the 5th IRU Euro-Asian Road Transport Conference, the results of the IRU NELTI project showed that reopening the Silk Road to trade by road transport constitutes a viable, cost-effective alternative to traditional, increasingly saturated trading routes and that remaining impediments to significantly increasing such trade flows were of a procedural, rather than infrastructural nature.

The overall distance covered by IRU NELTI hauliers exceeded 1,560,000 km. The average distance covered by each vehicle on a round trip was approximately 10,740 km. The overall volume of goods carried exceeded 4,200 tonnes, which corresponds to an average load of 28.8 tonnes per round trip.

The analysis of the data highlighted that almost 40 % of road transport time along the Silk Road was lost at borders due to inappropriate border crossing procedures, which impede trade growth across the entire Eurasian landmass,



IRU Secretary General, Martin Marmy, signing a Memorandum of Understanding with the Asian Development Bank (ADB) represented by Hong Wang, ADB's Senior Coordinator of the Central Asia Regional Economic Cooperation (CAREC)

and not to a lack of infrastructure as is commonly, yet wrongly, believed. In addition, approximately 30 % of the transport costs were due to payments and levies, both official and unofficial, borne by the hauliers en route and at border crossing points.

The IRU NELTI data further confirmed that streamlining border crossing proce-



IRU General Delegate to the CIS, Igor Rounov, presenting NELTI results to the 2nd China World Logistics Conference, which acknowledged NELTI as an alternative logistical option for transporting freight from the Far East to other major world markets

dures through the ratification and strict implementation of the UN multilateral trade and road transport facilitation instruments, would significantly reduce transport times and costs, thereby further increasing the competitiveness of road shipments along IRU NELTI routes without spending a single penny on additional infrastructure.



NELTI moves up a gear

Further to the compelling results presented during the 5th IRU Euro-Asian Road Transport Conference, the IRU NELTI entered its second phase, focusing now on the implementation of a road map that identifies the issues to be solved and the measures required to reduce the time and cost of road transport haulage between China and Europe.

IRU NELTI-2 has doubled the number of transport companies involved, and expanded geographical scope, as monitored routes now include journeys on Chinese territory. The three main IRU NELTI routes -- Northern, Central and Southern -- have been complemented by a route to Afghanistan and eventually to the Middle East.

IRU NELTI-2 also benefits from stronger political and practical support from the transport authorities of Uzbekistan, Kyrgyzstan, Kazakhstan and Tajikistan, through the signature of Memoranda of Understanding with the IRU for enhanced cooperation and a commitment to successfully achieve the objectives of IRU NELTI-2.

IRU NELTI-2 will be a catalyst for change, focusing political attention on addressing the procedural obstacles preventing road transport from driving progress on the Eurasian landmass.



The President of Tajikistan, Emomali Rakhmon (left), with the Minister of Transport and Communications, Abdurahim Ashurov (right), meeting the IRU to identify the practical steps needed at national level to expand the transit potential of Tajikistan



IRU NELTI leads to Afghanistan: developing road transport from Europe and China to Afghanistan through the Caucasus

The IRU and the US Chamber of Commerce, in cooperation with the Georgian Ministry of Economic Development and the IRU's Georgian Member association, GIRCA, staged an international seminar to identify existing barriers and necessary measures to develop road traffic from Europe to Afghanistan through the Caucasus.

A dedicated Working Group was subsequently set up to examine the conditions for shipping goods from Europe and China to Afghanistan along IRU NELTI routes and to develop recommendations to facilitate trade and road transport in these directions. The group met in Dushanbe in October, in cooperation with the IRU's Tajik Member, the International Road Transport Carriers' Association of Tajikistan (ABBAT) and the Transport Ministry of the Republic of Tajikistan.

Attended by representatives from the road transport industry of Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan and Ukraine, officials from American embassies to Tajikistan and Uzbekistan, as well as international or-

ganisations such as the OSCE, UNECE, USAID and TRACECA, the meeting focused on an IRU analytical report on road transport to Afghanistan and discussed its recommendations to further facilitate such road transport operations.

The keen interest displayed by the Working Group demonstrated that there exists strong political and business will to develop the transit potential of the Central Asian region. Consequently, freight haulage to Afghanistan holds solid pros-

pects of opening a new destination for international road transport operators, and for paving a post-conflict path to progress and prosperity for the Afghan people.

IRU NELTI routes



Euro-Asian road transport links

Connecting China and Europe via Central Asia and Russia

IRU NELTI reaches Central Asia

On the occasion of the Central Asia Regional Economic Cooperation (CAREC) workshop organised by the Asian Development Bank (ADB) to monitor six CAREC transport corridors in Central Asia, government and business representatives demonstrated a strong interest in the IRU's NELTI and expressed their determination to enhance cooperation between the IRU and CAREC in developing Eurasian road transport linkages. Participants notably included officials from Afghanistan, Azerbaijan, China, Mongolia, Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan, as well as IRU Member Associations, ABADA, ABBAT and AIRCUZ.

China opens to Central Asian road hauliers

IRU spearheaded an historic initiative with representatives from China, Kyrgyzstan and Uzbekistan, who decided to activate the trilateral agreement signed in 1998 to facilitate international road transport along the Tashkent – Andizhan – Sarytash – Irkeshtam – Kashgar highway. This agreement will facilitate trade and transit among major Central Asian States by opening the Chinese market to Uzbek hauliers and creating a new throughway for Kyrgyz operators to European, South Asian and CIS markets. It was also decided, in the framework of this agreement, to exchange the first trilateral permits and organise a pilot truck caravan in Spring 2010.



From left to right: WCO Secretary General, Kunio Mikuriya, IRU President, Janusz Lacny, Chinese Vice Minister of Transport, Zhengjin Feng and IRU Secretary General, Martin Marmy



IRU Delegation presenting IRU's NELTI at the CAREC workshop in the presence of Ying Qian, Principal Economist, Finance and Trade Division, ADB



From left to right: Shoalim Shovakhabov, Deputy Head, Uzbek Agency for Road and River Transport, Uzbekistan, Abdyrakhman Mamataliev, Deputy Minister, Ministry of Transport and Communications, Kyrgyzstan and Van Shuipin, Deputy Head, Department of Road Transport, Ministry of Transport, China, activating their trilateral agreement to open China to Central Asian road hauliers



Connecting China and Europe via Central Asia and Russia



First Deputy Minister of Transport of Kyrgyzstan, K. Mamaev (left), and IRU Secretary General, Martin Marmy, signing the MoU

IRU and Kyrgyz government sign MoU to revive the ancient Silk Road

The IRU signed a Memorandum of Understanding (MoU) with the government of Kyrgyzstan to promote Euro-Asian transport linkages along the ancient Silk Road. This agreement foresees multiphase cooperation between the IRU and the Kyrgyz government to implement phase 2 of the IRU NELTI, including the removal of obstacles to road transport at borders as well as the better implementation of multilateral trade and road transport facilitation instruments on Kyrgyz territory.

The Kyrgyz Prime Minister, Igor Chudinov, confirmed his support for the agreements concluded during two days of fruitful discussions on the revitalisation of the Silk Road by road transport, and gave the full backing of his government for the IRU's NELTI and the implementation of the key UN facilitation Conventions and Agreements in Kyrgyzstan.

IRU meets Kazakh President Nazarbayev and signs MoU

On the occasion of the ceremony to mark the opening of construction work

on the new highway connecting Western China with Western Europe via Kazakhstan and Russia, the IRU Secretary General met with the President of the Republic of Kazakhstan, Nursultan Nazabayev, and discussed transport issues related to facilitating Eurasian road transport links.

IRU signs MoU with Tajik Government

The IRU and the Minister of Transport and Communications of Tajikistan, Abdurahim Ashur, signed a Memorandum of Understanding to better integrate the Tajik transport system into the global transport network. This MoU notably foresees the effective implementation of the UN multilateral facilitation instruments, increasing the fight against drug trafficking, as well as promoting the IRU Academy's activities in the country.

IRU and Uzbek government strengthen cooperation

An IRU Delegation met with high-level officials from the Republic of Uzbekistan, including the First Deputy Minister of Foreign Economic Relations, Invest-

ments and Trade, Nasriddin Najimov, the Deputy Chairman of the State Customs Committee, Rustam Mansurov and the General Director of the Uzbek State Agency for Automobile and River Transport, Abdurakhman Abduvaliev, to discuss how to improve cooperation in promoting and further facilitating road transport and trade in Uzbekistan and the region, including the implementation of the Trilateral Agreement signed in 1998 between Kyrgyzstan, Uzbekistan and China notably aimed at facilitating regular road traffic along the Kashgar (China) - Osh (Kyrgyzstan) - Andizhan (Uzbekistan) highway.

IRU and ECO strengthen co-operation

Following up on the MoU signed between the organisations, the Secretary General of the Economic Cooperation Organisation (ECO), H.E. Ambassador Mohammad Maroofi, met with the IRU to assess how trade and road transport between ECO countries and along the Silk Road can be facilitated and enhanced by implementing the key UN trade and road transport facilitation instruments.

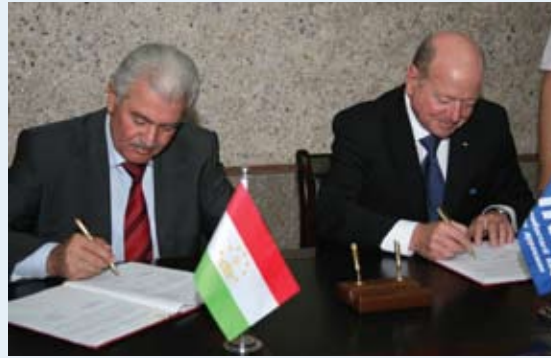
Euro-Asian road transport links

The IRU and ECO also worked together in order to develop a regional project for consideration by the Islamic Development Bank (IDB) Group, to be implemented in 2010 with a view to reinforcing land linkages across Central and Southern branches of the NELTI routes and interconnect the ECO region with Southeast Europe.

The Silk Road reaches the United States

Washington D.C. focuses on the Silk Road

The IRU told high level American government officials as well as Central Asian Ministers of Foreign Relations, Trade, Industry, Commerce and Economy attending the US Chamber of Commerce's Private-Public Sector Conference on Central Asia that top political priority needed to be given to promoting and further facilitating road transport across the Eurasian landmass to drive economic development and prosperity. The IRU highlighted that contrary to common belief, procedural impediments rather than infrastructure were the greatest obstacle to trade development along the ancient Silk Road, as was clearly demonstrated by NELTI monitoring results.



Minister of Transport and Communications of Tajikistan, Abdurahim Ashur (right) and IRU Secretary General, Martin Marmy, signing MoU



The Secretary General of the Economic Cooperation Organisation (ECO), H.E. Ambassador Mohammad Maroofi (right) and IRU Secretary General, Martin Marmy



IRU Secretary General, Martin Marmy, met with the Kyrgyz Prime Minister Igor Chudinov



Minister of Transport of the Republic of Kazakhstan, Abelgazi Kusainov (right) and IRU Secretary General, Martin Marmy, signing MoU



IRU Deputy Secretary General Umberto de Pretto, addressing the US Chamber of Commerce's Private-Public Sector Conference on Central Asia



Russian Federation Transport Minister, Igor Levitin (right), was awarded the IRU Order of Merit in recognition of his personal and outstanding contribution to the development of road transport in Russia and the CIS Region





IRU targets pirate and organised crime attacks and demands more secure parking areas

The IRU General Assembly unanimously adopted a Resolution aimed at protecting drivers, passengers, loads and vehicles from the dramatic increase in pirate and international organised crime attacks mainly in insecure parking areas.

The lack of adequately secure parking facilities, as well as rigid driving and rest time rules, makes it easier for pirates and international organised crime to attack drivers, their vehicles and loads. The IRU Resolution thus called upon national authorities to take all the measures necessary to secure parking areas and provide the IRU with up to date information on existing facilities for publication on its free of charge TRANSPark, in order to meet their primary responsibility of ensuring the security of people and goods on their territories!

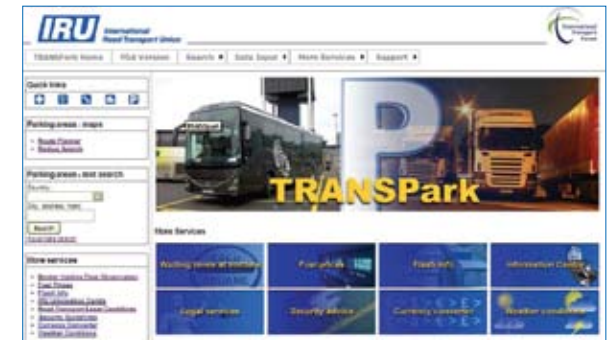
Road transport security

TRANSPark: the trucking industry's online one-stop-shop

The IRU, together with the International Transport Forum (ITF), has launched TRANSPark, an inclusive free of charge web-based platform providing a full range of services to truck drivers, transport managers and logistics planners, in order to help them secure and optimise their operations.

TRANSPark enables truck drivers, logistics planners, transport managers and all others involved in road transport operations to search, locate, select and contact over 3000 truck parking areas spanning more than 40 countries, from Portugal to Kazakhstan.

TRANSPark users can search for truck parking areas by country, within a 100 km radius around a location, or along their planned routes. All facilities available at the selected parking area (security features, truck repair, vehicle wash, hotel, restaurant, medical service, etc.) are listed and can be used as advanced search criteria. Full contact details and location maps are also provided.



The IRU has also entered into partnership with DocStop, a network of doctors who provide their services to drivers in need of non-critical medical assistance, in a 4 km radius around main parking areas in Germany, Austria, the Czech Republic, the Netherlands and Poland. The IRU has committed, together with its Member Associations and the International Transport Forum (ITF), to extend the current DocStop network to the Eurasian continent.

In the current economic crisis, fierce competition and highly regulated operating environment, TRANSPark offers significant competitive advantages to all its users.

Transport of Dangerous Goods by Road (ADR)

The IRU has monitored security developments, including risk analysis, standardisation activities and the modification of existing ADR definitions, in order to ensure that all parties involved in the transport of dangerous goods can better assume their respective responsibilities.

In agreement with the UNECE Secretariat, the IRU has developed a dedicated web page providing access to the official instructions in writing. These instructions, as mentioned in the newly amended ADR 2009, are meant to assist the driver and his crew in the event of an accident or in emergency situations that may arise during the carriage of dangerous goods.

In 2010, the IRU will follow very closely the implementation of Intelligent Transport Systems (ITS), in order to enhance the provisions for the carriage of dangerous goods. It will advocate the voluntary use of ITS applications in order to maintain the consignor, carrier and consignee's freedom to choose the means of transport they use, and avoid turning ITS applications into instruments to penalise one type of transport mode rather than another.





TIR expands its use, computerisation and geographical scope

TIR System continues to facilitate secure international trade and transport

Ratified by 68 Contracting Parties and effectively implemented in 56 countries, the TIR Convention allows 40,000 authorised road transport companies to carry out facilitated international transport operations thanks to harmonised and secure TIR procedures.

Further to the publication of the US Chamber of Commerce study in May 2008, which clearly concluded that the TIR Convention was the best tool for implementing the WCO SAFE Framework of Standards, the UNECE Secretariat has been mandated to work out the implications of the WCO SAFE Framework of Standards for TIR and for the UN International Convention on the Harmonisation of Frontier Controls of Goods.

TIR facilitates bilateral transport operations

The TIR System is developing fast to facilitate bilateral transport operations and expand its geographical scope. Indeed, in addition to the traditional TIR Carnets comprising 6, 14 and 20 volets, the 4 volet TIR Carnet was created to meet the increasing demand to facilitate bilateral transport operations involving the crossing of only one border. By using the 4 volet TIR Carnet, which meets all the new requirements of Annexe 8 of the UN Convention on the Harmonisation of Frontier Controls of Goods, transport operators avoid not only waiting times, but also cumbersome and costly border procedures.

International trade and road transport

TIR System increasingly attractive in the ECO region

Based on the MoU signed with the Economic Cooperation Organisation, the IRU and its national Member Associations in the ECO region have further promoted the use of TIR procedures for transport between ECO Member States, as well as with neighbouring countries.

The IRU attended the first UNECE Regional Euro-Asian Land Transport Linkages (EATL) Workshop for the ECO Region in Tehran, which was followed by a special TIR Seminar for ECO Member States. The IRU and ECO also organised national workshops to encourage Pakistan to join the TIR Convention and facilitate the re-introduction of the TIR System in Afghanistan.



Middle East and North African Transport Ministers call upon their governments to implement the TIR Convention



IRU addressing the Council of Arab Ministers of Transport of the League of Arab States

The IRU fostered new cooperation with the League of Arab States (LAS) in Cairo, with a view to facilitating trade and road transport in the 22 Arab States. As a first concrete step, the IRU, the LAS and the Arab Union of Land Transport (AULT), jointly organised a seminar on “Arab and International Road Transport Agreements and their role in Developing Foreign Trade” in Cairo, Egypt in October 2009, which called upon the LAS, the IRU and other relevant organisations to facilitate trade and road transport in the region by having Member states join and effectively implement the key UN facilitation instruments, most notably the TIR Convention.

Upon invitation of the LAS Secretariat, the IRU was privileged to present the conclusions of the Cairo seminar to the meeting of the LAS Council of Arab Ministers of Transport in October 2009. The Arab Ministers of Transport, while unanimously endorsing the conclusions of the Seminar, further called upon the 22 Arab States to “join the UN facilitation Conventions, in particular the TIR Convention, and to continue to cooperate with the IRU to facilitate trade and road transport in the region.”





International trade and road transport

The free of charge IRU TIR electronic pre-declaration (IRU TIR-EPD) is expanding its geographical coverage

The IRU, in partnership with Customs Authorities of several TIR Contracting Parties and its national Associations, is enlarging the coverage of the IRU TIR electronic pre-declaration (IRU TIR-EPD) in order to allow TIR Carnet Holders not only to comply free of charge with the EU NCTS / TIR Regulation and the EORI Regulation, which entered into force on 1 January 2009 and 1 July 2009 respectively, but also to anticipate the need to provide advance cargo information as per the WCO SAFE and EU Security Regulations.

The free of charge IRU TIR-EPD, available in 13 languages, allows TIR Holders not only to maintain full confidentiality of their commercial data by avoiding recourse to third parties, but also to considerably reduce the time needed for Customs procedures at borders.

IRU contributes to Customs Code for Customs Union of Belarus, Kazakhstan and Russia

The IRU participated in the brain-storming session of the Russian Union of Industrialists & Entrepreneurs, dedicated to the creation of a Customs Union between Russia, Belarus and Kazakhstan, where it was decided to set up an Expert Group to assess the impact of the introduction of the corresponding Customs Code on international road transport.

The IRU subsequently drafted a text for the Code of the Customs Union, in consultation with all competent authorities and IRU Member Associations from the three countries involved. An IRU presentation on "Customs code of the Customs Union: The key terms for securing the development of international trade and road haulage" was also delivered at the conference in the Russian Customs Academy dedicated to the Administration of the Customs Union.

Standardised and harmonised “B2C” IT communication and data protocols are imperative to ensure sustained international trade

The IRU General Assembly unanimously adopted a “B2C” Resolution to ensure the appropriate standardisation and harmonisation of “Business-to-Customs” IT Communication and data protocols in data exchange, especially regarding the implementation of the TIR System.

The IRU “B2C” Resolution called upon competent authorities to apply to “B2C” IT data exchange the same standardised and harmonised communication and data protocols as those currently applied to Customs-to-Customs IT data exchange, notably on EU territory.

The IRU “B2C” Resolution also called for the implementation of appropriate IT standards in all TIR Contracting Parties regarding data requirements, messages to be exchanged, and communication protocols in order to guarantee the smooth entry into force of any new Customs-related Regulation to remove these impediments to trade and economic development.



IRU addresses freedom of transit of goods, road vehicles and their drivers

The IRU promoted the need to ensure that the right of freedom of transit for road transport extends not only to goods, but also to the vehicles and drivers that carry them. This can be achieved through the appropriate interpretation of GATT Article V in a new trade facilitation agreement, as well as the reinforcement of the non-discrimination principle. The IRU held a special meeting on the freedom of transit with a number of national delegations participating in the World Trade Organisation's (WTO) trade facilitation talks in the framework of the WTO Doha Round of negotiations.



ABBAT President, Mahmadaly Shokirov (left) discussing border difficulties with a Russian truck driver at the Tajik-Uzbek border



International trade and road transport

Border waiting times need to be reduced

Border waiting times, which do not result from increasing traffic or lack of infrastructure but almost exclusively from inappropriate border procedures, still represent a major concern for all international fleet operators.

Waiting at borders causes major human suffering for those in the queues without access to even basic facilities, which is against human rights. Furthermore, the resulting negative environmental impact, criminality and the danger of spreading diseases are unbearable for the border control staff, as well as for those living in the vicinity of the roads leading to congested border crossing points.

Waiting at borders also costs billions annually to the economy because of expensive equipment such as trucks idling in queues, transport staff spending long hours and even days without any productive activity, cargo not moving, thus increasing the cost of the goods, not to mention lost business opportunities.

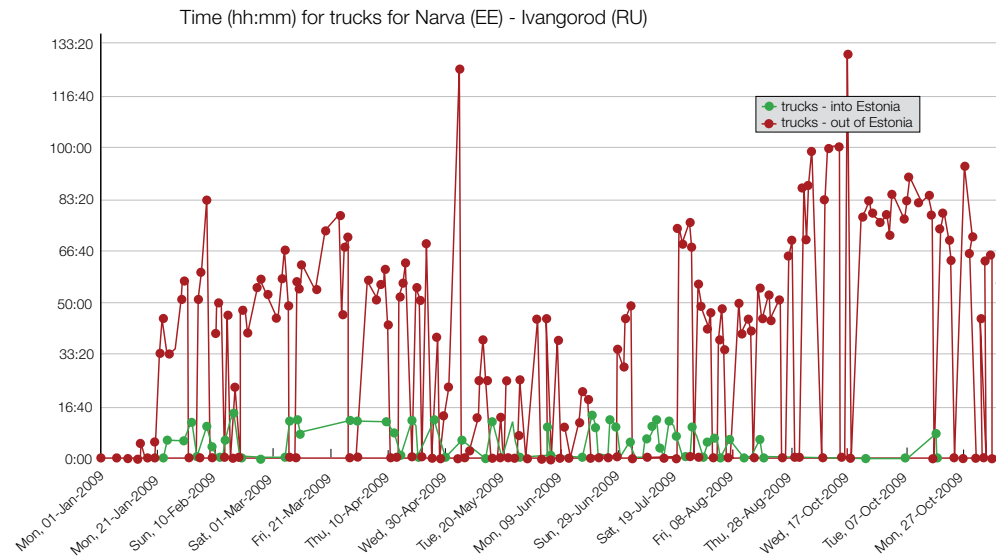
To be efficient in reducing waiting times, information about real waiting times at borders is a sine qua non condition for immediate, short or long-term decisions. Competent authorities should therefore provide the appropriate information on waiting times at borders. This obligation for authorities is set out in the new An-

nexe 8 of the UN International Convention on the Harmonisation of Frontier Controls of Goods.

To help governments meet this legal obligation of informing all parties concerned, including the fleet operators, the IRU has developed the IRU Border Waiting Times Observatory (BWTO), a state-of-the-art IRU web-based application which enables authorities to report on border waiting times, free of charge, anywhere in the world.



IRU's Border Waiting Times Observatory





IRU calls for annual multi-entry visas for drivers

Difficulties in obtaining visas for professional drivers significantly penalise road transport and the economy as a whole. The IRU therefore strives for annual multiple-entry visas for drivers, with quick, cheap and simple application procedures. The IRU thus welcomed the adoption of the EU Visa Code, encouraged that the standardisation of application procedures should facilitate the case of professional drivers. The IRU also urged the effective implementation of bilateral agreements between the EU and non-EU countries on visa facilitation for professional drivers and called upon other governments, like those of the BSEC region, to sign multilateral visa facilitation instruments.

Development of cooperation with the Islamic Development Bank (IDB) Group

The IRU visited the IDB Group to discuss the potential for developing new cooperation to promote and further facilitate trade and road transport in the LAS and ECO regions, as road transport is instrumental in driving sustainable development, economic growth, prosperity and peace.

A concrete framework for bilateral cooperation was established and the IRU subsequently hosted an IRU-IDB Group Cooperation Meeting in Istanbul with the participation of the ECO and the AULT. The meeting included a field visit to the Kapıkule Border Crossing Point between Turkey and Bulgaria, where the Turkish land border gates have been modernised under special Build-Operate-Transfer (BOT) agreements with the Turkish Customs Administration.



|⁶⁶ Tourism and Passenger Road Transport



Regulation of passenger rights in bus and coach transport in the EU

The European transport and travel industries jointly presented to the EU Parliament rapporteur, Gabriele Albertini, officials from the EU Commission and EU Member States' transport attachés, their proposals for balanced EU rules on passenger rights in long distance bus and coach services, meeting the needs of both operators and customers.

Coach industry gets back the 12-day driving derogation

After a joint two-year long industry effort, the European coach industry succeeded in getting back the 12 day driving derogation for international coach services within the EU and AETR countries. Operators, their drivers and customers can benefit from the derogation as from the first quarter of 2010.

While the wording of the derogation deviates from the EU social partners' agreement, it is nonetheless a huge victory for the road transport and tourism industries and their public and private partners.

6th European Bus and Coach Forum



IRU welcomes Mattia Pellegrini, Representative of EC Vice President Antonio Tajani's Cabinet.



bus & coach



The IRU's 6th European Bus and Coach Forum, organised in partnership with ECTAA, ETOA and FBAA, in the framework of Busworld Europe Kortrijk, the largest global bus and coach show, drew some 150 participants from four continents. The debate focused on three burning issues for the coach travel industry:

- the chaotic introduction of restrictions for coaches in many cities, ignoring the fact that coaches are among the safest and most environmentally friendly means of transport and travel, and that such restrictions are detrimental to the local economy and citizens as well as to the travel and tourism industry;
- rights of passengers in long distance bus and coach transport in Europe, where the industry insists on the recognition of its specificity in any future EU legislation;
- launch of the joint IRU-Busworld image campaign *Smart Move*

The European travel industry sent a united and clear signal to policy makers at local, national and European levels that buses and coaches must be seen as part of the solution of current and future mobility or travel challenges.

IRU proposes OmniBUS agreement to UNECE

The IRU, in cooperation with its Member Associations and governmental authorities from UNECE Member States, has drawn up a proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS). The proposal was formally presented to the UNECE SC.1. Working Party at its meeting in October 2009.

A future multilateral agreement on international regular bus and coach lines is expected to significantly facilitate these services by establishing a fair and harmonised legal framework, control documents and, ultimately, enforcement procedures, whilst reducing the administrative burden and costs for both authorities and operators.





Picture credit: bdo

New AETR Rules – Drawing lessons from the EU experience

The European Agreement Concerning the Work of Crews of Vehicles engaged in International road transport (AETR) plays a vital role in facilitating road transport from the Atlantic to the Pacific. By ensuring a common framework for driving and rest time rules and standardised on-board recording equipment, it has become instrumental in ensuring fair competition and working conditions, as well as road safety, throughout the Eurasian land mass.

Non-EU Contracting Parties have recently shown their serious commitment to the Agreement by adopting jointly with EU member states a new set of driving and rest time rules, which entered into force in December 2009. However, a lack of legal clarity concerning the right of non-EU operators to follow the AETR when on journeys exclusively within the EU, overshadows the entry into force of these new rules. To prevent unjustified infringements, the IRU has pushed for immediate clarification on this issue.

Non-EU governments also demonstrated their good faith and commitment to the AETR when they agreed to the introduction, as of 16 June 2010, of digital tachographs on all new vehicles used under the Agreement. However, this decision was taken before the full challenge and enormous complexity of introducing an efficient and secure digital tachograph system was known, as shown by the full 10 years it took the EU to implement the digital tachograph, from its integration into EU law until the last EU Member State was ready.

It is now obvious that the 16 June 2010 deadline will not be met by the majority of non-EU Contracting Parties. The IRU will continue to demand that AETR Contracting Parties, the UN and the European Commission take practical realities into account and refrain from enforcing the current June 2010 deadline, and do not repeat EU mistakes.

Harmonised Enforcement of Driving and Rest Time Rules

The IRU pursued its efforts to achieve a harmonised enforcement of EU driving and rest time rules. Having secured the publication of the six EU guidance notes on contentious articles of Regulation 561/2006/EC, the IRU will seek in 2010 the adoption of further guidance notes on additional aspects, as well as information from Members as to whether these guidance notes are being used in practice.

Furthermore, the IRU obtained an amendment of the EU driver activity attestation form, which should improve the way drivers use these documents to record relevant activities not registered on the tachograph.

In 2010, the IRU will focus on the diverging sanctioning systems between EU Member States to harmonise enforcement rules.

SMART Project: A more Secure, Efficient and User Friendly Digital Tachograph

The IRU has been an active participant in the SMART tachograph project, and was able to secure solutions for technical problems with the device, which IRU members have long called for.

These include solutions for a more accurate calculation of driving time; faster downloading times for the vehicle unit; the suppression of irrelevant warnings; simplifications to the manual entry process and a more user friendly interface for the device; an expanded number of language character sets, including Cyrillic; more data security and a better prevention of fraudulent manipulation of the device.

The IRU is now preparing for phase 2 of efforts to resolve problems with the digital tachograph through a legislative review of the Tachograph Regulation. Expected during 2010, this will look primarily at legal and administrative obligations connected to the device.



Harmonisation of Braking Test Procedures

Today, a large proportion of heavy vehicles' brakes fail to pass the yearly vehicle inspections due to major discrepancies between the testing methods, calculation formulas and interpretation of the results from one garage to another. This entails considerable costs for truck owners. In addition, transport companies are often unjustly fined during roadside checks outside their country because different national regulations apply to braking test requirements.

In order to improve assessment of the technical conditions of brakes in a fair and harmonised way within a country, as well as between all countries, the IRU established in 2009 an ad-hoc Group of technical experts drawn from its International Technical Commission (CIT) to thoroughly examine this issue and strive for the harmonisation of braking test rules, which should become a sine qua non condition in all countries.



Rotterdam Rules threaten road transport industry

The IRU has provided the UNCITRAL Secretariat with a legal opinion on the Rotterdam Rules, which were signed in September 2009. As detailed examination of the Rules and the consequences of their implementation on road transport were still needed, several countries postponed their ratification of the Rotterdam Rules on IRU's call.

The IRU will keep striving to develop the use of electronic consignment notes in line with the Additional Protocol to the CMR Convention and expand its application to multimodal transport.



IRU to discuss EU transport policy priorities with the EU Presidency in 2010

The IRU met with the Belgian Secretary of State for Mobility, Etienne Schouppe, who will chair the EU Council of Transport Ministers during the second half of 2010. The exchange focused on the impact of the economic crisis and on the main concerns of the road transport industry to be effectively addressed by the EU. Pursuant to this fruitful meeting, it was agreed to organise the first ever IRU-EU Presidency Road Transport Conference that will take place in late December 2010.

IRU / FTA Conference on Harmonisation of EU Road Transport Controls

The IRU, in partnership with the FTA, organised the 2nd Conference on the Future of harmonised road transport enforcement in Europe, which brought together representatives from the European Commission, EU Member State officials, road transport enforcement officers, commercial vehicle operators and IRU Members. Participants concluded that the EU remained a mosaic of differing national and even sub-national enforcement practices, from the interpretation of driving and rest time rules to technical inspections. In order to further facilitate road transport and integrate the single market, the Conference highlighted the need for a harmonised enforcement environment characterised by greater efficiency and cooperation.



From left to right: Vice President of the IRU Passenger Transport Council, Yves Mannaerts, Member of the EU Goods Transport Liaison Committee of the IRU, Philippe Degraef, IRU General Delegate to the EU, Michael Nielsen, IRU Secretary General, Martin Marmy, Vice President of the IRU Goods Transport Liaison Committee, Florence Berthelot, Belgian Secretary of State for Mobility, Etienne Schouppe and Adviser to the Belgian Secretary of State for Mobility, Marc Roman



IRU / FTA Conference on Harmonisation of EU Road Transport Controls

IRU's Annual Spring Cocktail

The annual IRU Spring Cocktail brought together over 200 leading road transport and travel representatives from the EU political, business and industry spheres, including MEPs, EU Commission officials, trade associations, manufacturers, transport operators, as well as IRU Member Associations.

New European Parliament and Commission taking office

The IRU welcomed new and returning MEPs with an informal networking cocktail attended by over 100 guests from the EU Council, Commission and Parliament, as well as officials from national representations to the EU and IRU Member Associations.

IRU EU Manifesto

The IRU released the road transport industry's EU Manifesto, "Europe needs road transport", to raise MEPs' awareness of forthcoming transport policy challenges at EU level. It addresses the role of road transport in key areas, such as the economy, employment or sustainable mobility, highlights the sector's achievements and provides policy recommendations to EU authorities.

IRU White Paper on the Future of Transport

The IRU published the "White Paper on the Future of Commercial Road Transport in the European Union," presenting the vision of the commercial road transport sector for the future. The IRU White Paper calls for the establishment of a strong public-private partnership to create a market-driven transport system that includes all modes without discrimination.

Did you know?

Facts and figures on road transport in Europe

Two "Did you know..?" brochures providing simple facts and figures on goods and passenger road transport in Europe were also released along with an online quiz to challenge general knowledge of European road transport



IRU meets EU Vice President and Transport Commissioner Tajani. From left to right: IRU General Delegate to the EU, Michael Nielsen, IRU President, Janusz Laczny, EU Commission Vice President and Transport Commissioner, Antonio Tajani, and IRU Secretary General, Martin Marmy





Yes, we can!

The IRU Secretary General's conclusions

Will, as expressed by “Yes, we can!” is nothing other than the faculty to freely determine one’s acts and carry them out vigorously and resolutely in full respect of the law, including in the highly regulated world of road transport. As such, the freedom to circulate, to carry out this will, must be secured with the help of governments.

Since the very beginnings of philosophy, according to Protagoras, “Man is the measure of all things – of things which are, that they are, and of things which are not, that they are not.” The imaginary contemplates nothing, but seeks rather to enchant that which is, in order to give birth to what is not. This concept allows one to affirm that our attitude towards the unreal can only be conceived by a radical and global shift in our attitude towards the real.

This has applied to man’s development throughout the centuries, demonstrating that the history of mankind is nothing more than progress in the quest for freedom. However, given the immediacy of information and the compulsive addiction to Internet resulting from instant electronic communications, the futurism of the instant has replaced the futurism of History.

The perspective of real time and, even more so, its acceleration, have now supplanted the previous perspective of real space, based on reflection and reasoning, which had so well conditioned economic and political life and the progress of modern nations.

This acceleration of reality through the immediacy of information and images, which has replaced wisdom, time for reflection and objectivity, is disrupting the classic acceleration of classical history and our certainties under our very eyes, and is also about to dominate the history of progress.

In the face of this amnesia, or even historical senility, which is essentially the result of immediacy, simultaneousness and instantaneousness of information, we can but observe that, given the weak political and economic power of governments, we are no longer governed nor are decisions taken for us by democratic forces but rather by “accident”.

Daily life for mankind has become a waiting room for the unexpected or the “accident”, where media scoops always take precedence over the here and now and what still was yesterday, in modern

days. The “accident”, together with the global instantaneousness of information, is now expressed in a synchronisation of emotions and feelings in real time, which in turn – thanks to a community of emotions and individuals – allows the installation of a standardisation of public opinion to take hold almost everywhere.

In this way, thanks to the development of the immediacy of anxiety-generating information, environmentalism has effortlessly succeeded in acquiring the power to move everyone instantly. The same reasoning, with the same dramatic consequences for sustainable economic development, also applies to the recent financial crisis, the exhaustion of food and energy supplies, the hole in the ozone layer or the H1N1 virus.

This is why we should not just be seriously worried, but we must – and yes, we *can* – react to this type of information. In actual fact, the anxiety thus created by immediacy and media scoops is just an empty shell, just a “business” which has a detrimental effect on individuals and society alike, paralysing intelligence in general and civic discernment in particular.

The analysis of the mega-logistics of the global, just-in-time, zero-stock distribution system demonstrates not only that the local, national or regional interconnections of labour, production and distribution are eliminated, but also that these logistics result in gigantic intercontinental shipments by air or sea, to the detriment of the interconnection of both local economic and social activities and infrastructures inherited from our forefathers which were so well served by road transport, 85% of which is still carried out over distances of less than 150km.

Thus globalisation – and the related massive flow of transcontinental air and sea freight – not only put an end to the post-industrial interactivity and interconnection of trade, but also radically alter the complex nature of human activities in many national or regional economies, whose foreign trade, having been discredited, unfortunately too often finds refuge in neo-protectionism.

The recent financial crisis has at least two merits. The first is to demonstrate how much the prosperity of everyone depends on our capacity to trade goods and services. Those who, here or there, promote theories of reduction in growth

or protectionism are today obliged to note that the first consequences of this reduction in growth are unemployment, poverty and insecurity. History teaches us, alas, that the consequences can be even more serious and lead countries which were previously partners to have recourse to armed conflict.

A world in which road transport is penalised by more and more taxes and more and more regulations is a world in which the economy grinds to a halt, a body in which the blood no longer circulates. Every decision maker must know that any penalty on road transport is an even greater penalty on the economy as a whole. Road transport operators are indeed the lifeblood of the global economy. The health of the economy as well as prosperity and peace ultimately depend on the free circulation of goods and services.

As facts have demonstrated throughout history, mobility is not only a human right but also a *sine qua non* condition to achieve and improve economic and social development. The importance of road transport, which not only allows all businesses on all continents to be interconnected to all major world markets



The IRU Secretary General's conclusions

but also ensures more than 80% of the mobility of people and goods, should be recognised by everyone. That is why governments not only can but must further facilitate road transport to improve the effectiveness and the quality of all services provided by bus, coach, taxi and truck operators.

Furthermore, the analysis of the situation in the current financial and economic crisis demonstrates clearly the following, shocking dichotomy. On the one hand, governments have given huge financial assistance to banks, because – as they say – they are vital for the economy. On the other hand, the same governments are not only implementing new restrictions or bans day after day but are also putting new tax burdens on road transport which is already the most regulated transport mode and the one which is the most taxed.

Yet road transport plays a far more vital role in ensuring economic development than the banks. To put it simply, if banks ceased to exist, trade would continue. However, if road transport ceased to exist, trade and prosperity would come to a grinding halt.

Therefore, instead of repeating the historical errors of the Great Depression of the 1930s, when the economic crisis was exacerbated by the deliberate standstill in transport and trade, governments should effectively facilitate and promote road transport. *Yes, they can*, by introducing appropriate incentives to renew their national fleets with greener and safer vehicles or by inducing their central banks to provide adequate credit lines and grant a moratorium on debt interest and leasing contracts to allow road transport operators to continue their operations.

Governments should remember that any penalty on road transport is an even greater penalty on the economy as a whole! Indeed, road transport, which is always and everywhere at the disposal of everyone, has become not only a vital production tool, not only the most used mode of transport to ensure the required mobility of people and goods, not only the engine of economic development, but also has the lowest environmental footprint of all transport modes.

These facts are confirmed by the results of numerous scientific studies. In equivalent door-to-door services, goods transported by truck always have better environmental results when they use road infrastructure than when they use air, rail or combined transport services. Furthermore, the environmental footprint of coach transport is also far lower than that of other modes of passenger transport, representing one-third of that for rail transport and 5% of that for air transport.

Let us not be fooled. *Yes we can*, jointly with governments, transform the many challenges resulting from the increased need for mobility associated with the major consequences of the current economic crisis into major new opportunities.

To do so, governments must change their mindset to improve social and economic development by effectively applying, in a true public-private partnership with the road transport industry, the required measures to further facilitate road transport and therefore trade.

Otherwise, the current anti-road transport policy and the major consequence of increasing freight saturation of ports and airports leading to further desertification of trade in hinterlands, delocalisation of production and destroying employment will continue. This situation totally contradicts the road transport industry's commitment to ensure sustainable development everywhere, yesterday, today and for future generations!

To conclude, *yes we can* successfully re-establish sustainable prosperity everywhere because under the IRU umbrella, all Member Associations and all professional fleet operators are committed to working together for a better future with governmental decision-makers and hope that their commitments will not only be heard and listened to, but most importantly, implemented.



Martin Marmy

*Working together
for a better future*

IRU

s i n c e 1 9 4 8



IRU



**International Road Transport
Union, Secretariat General**

3, rue de Varembé
B.P. 44
CH-1211 Geneva 20
Switzerland

Tel: +41-22-918 27 00
Fax: +41-22-918 27 41
E-mail: iru@iru.org
Web: www.iru.org

**IRU Permanent Delegation
to the European Union**

32-34, avenue de Tervueren
Bte 37
B-1040 Brussels
Belgium

Tel: +32-2-743 25 80
Fax: +32-2-743 25 99
E-mail: brussels@iru.org
Web: www.iru.org

**IRU Permanent Delegation
to the CIS Region**

Office 417, entr. 6
12, Krasnopresnenskaya nab.
Moscow 123610
Russia

Tel: +7-495-258 17 59
Fax: +7-495-258 17 60
E-mail: moscow@iru.org
Web: www.iru-cis.ru

**IRU Permanent Delegation
to the Middle East and Region**

Selenium Plaza
Hakkı Yeten Cad. No.: 304, Kat: 11
Beşiktaş 34349 Istanbul
Turkey

Tel: +90-212-215 60 00
Fax: +90-212-215 60 10
E-mail: istanbul@iru.org
Web: www.iru.org

*Working together
for a better future*

