

Action Plan

For safer and more efficient road
transport in the Arab World



Action Plan

For safer and more efficient road transport in the Arab World

FACILITATING ROAD TRANSPORT
FOR MORE GROWTH AND PROSPERITY
IN THE ARAB WORLD



Road Transport



Facilitation



Road Safety



CPC Manager



ADR Training

Partners

The IDB-AULT-IRU project aims to improve efficiency of road transport services in the pan-Arab region, by facilitating trade, enhancing road safety and increasing professionalism in road transport operations.

Islamic Development Bank:



Arab Union of Land Transport:



International Road Transport Union:



Flash this code to watch the project's movie

Contents

1 Trade and road transport facilitation in the world	
a. Role of road transport in globalisation	4
b. Road transport for more trade	5
c. Road transport facilitation in the world	5
2 Arab economic cooperation at a glance	
a. History of economic cooperation and integration	6
b. Trade and transport statistics	8
c. Comparison with other regions (EU, ECO, BSEC)	9
3 Arab road transport industry at a glance	
a. Main markets	10
b. Industry profile	10
4 IDB-AULT-IRU project for a better Arab road transport industry	
a. Main objectives	12
b. Main components and summary of activities	12
5 Road transport industry: opportunities and challenges in the Arab world	
a. Status of road transport along main itineraries in the Middle East region	15
b. Comparison of corridor performance with the Central Asia region	17
6 Status of key UN trade and road transport facilitation instruments in the Arab world	18
7 TIR Convention	
a. Main features	20
b. Main tools	20
c. Benefits	21
d. How to join and implement?	21
8 Road safety in the Arab world	
a. Status of road safety	22
b. Road safety and commercial road transport	22
c. Main cause of accidents involving a heavy goods vehicle	22
d. Key remedies	23

9 Professional training in the Arab world	
a. International qualitative criteria to access the profession	24
b. Professional training at international standards	25
c. Developing professional training capacity in the Arab world	26

10 Conclusions	27
-----------------------	----

Tables

Table 1: Total Arab foreign trade	8
Table 2: Share of inter-Arab trade in total trade	8
Table 3: The lengths of roadways and number of goods' vehicles	10
Table 4: World Bank logistics performance index (LPI) in Arab countries 2012	11
Table 5: Summary of the NELTI-4 trips	15
Table 6: Summary distance and speed by corridor	16
Table 7: Summary waiting times by corridor	16
Table 8: Summary costs by corridor	17
Table 9: Comparison between NELTI-4 (LAS countries) and NELTI-3 (ECO region)	17
Table 10: Status of key UN trade and road transport facilitation instruments in the Arab world	18

Figures

Figure 1: Arab Trading Partners in 2010	9
Figure 2: Comparison of inter-regional versus global trade	9

1

Trade and road transport facilitation in the world

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

a. Role of road transport in globalisation

Before 1989, the world was divided mainly into two blocks: Western countries with market economies and Eastern countries, including China, with planned economies. There was therefore no global economic policy. Since the end of the Cold War, economic development has been driven by globalisation and we have a global view of the future. If the main effect of globalisation in a liberalised economy is to undertake research, to produce the best products and to trade under the best possible social, economic and fiscal conditions, we should also recognise that the market is global for everyone and that the economic driving force will also seek optimal localisation for its business activities. This globalisation process – together with the enormous differences between all these liberalised national economies with regard to knowledge, the availability of raw materials and social costs – will lead to a dramatic increase not only in trade and transport, but also in specific customer demand and competition.

Road transport, on the other hand, is the backbone of strong economies and dynamic societies. It offers a better quality of life to everyone, everywhere. Road transport is safer, more efficient, cleaner and quieter today than ever before, and provides a unique flexibility in door-to-door services, that no other transport mode can offer. In addition, the road transport industry is indeed instrumental in interconnecting all businesses to all major world 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. Without road transport, in a nutshell, industrialised and developing countries could not achieve economic growth, social stability and prosperity.

For this reason, any penalty on road transport is an even greater penalty on trade and the economy as a whole.



b. Road transport for more trade

In all developed economies, road transport is the main mode of transport that serves the economy and distributes wealth. For instance, in Europe, trucks carry 70% of the total volume and 90% of the total value of goods. Buses and coaches offer their clients the same benefits and comfort as private cars. Coach tourism represents about 2% of GDP in Europe.

Road transport is the partner of agricultural, industrial and commercial businesses, whose transport and logistical needs are satisfied, thanks to its modern, innovative services (just-in-time, storage, and the provision of well-maintained fleets for regional and local distribution of finished and semi-finished goods).

The industry provides jobs for all: coach drivers, taxi drivers and truck drivers for distribution or long-distance transport, drivers of refrigerated trucks and tankers, but also for maintenance technicians, logistics and computer experts, commercial representatives and managers!

However, to meet mobility needs, every transport mode has an effect on the environment and it is the duty of governments and the private sector to minimise this effect.

The main objective of any transport mode is to ensure the mobility of persons and goods in the most efficient manner and compared to equivalent door-to-door transport services, road transport is regularly the most efficient transport mode.

In the current globalisation of the economy, road transport is not only a transport mode, but is above all a vital production tool to ensure competitiveness in the sustainable economic and trade development of each country.

According to research, stock levels of companies in developing countries are 2-5 times more than those in developed economies. It is estimated that production costs could be reduced by 20% if stock levels are reduced by half.

In conclusion, it is certain that road transport plays a crucial role in reducing the cost of trade anywhere and therefore it is an indispensable catalyst for more trade and hence economic growth and prosperity.

c. Road transport facilitation in the world

The facilitation of road transport is key to economic growth and more trade.

The United Nations, notably its Economic Commission for Europe, took a historic role in the systematic and multilateral facilitation of road transport by creating 58 trade and road transport facilitation instruments since World War II.

Today, it is recognised that the further facilitation of international road transport, hence trade, is key to restoring and expediting economic growth in 2012, as it has been the case in BRIC countries.

Launched in 2008, the IRU's New Eurasian Land Transport Initiative (NELTI) Project has been monitoring the commercial deliveries of goods by truck on various routes along the major trade itineraries between Asia, Europe and the Middle East. The results show a competitive potential for the development of trade on all the NELTI routes, but highlight that over 40% of transport time along the Silk Road is lost at borders due to inappropriate procedures. Even worse, the latest survey results show that border waiting times of trucks can account for as much as 57% of the total journey time of a truck along certain trade itineraries in the Arab world.

As a result, streamlining these Customs procedures is an urgent requirement dictated by the globalisation of trade and

international markets, which can easily be achieved by simply ratifying and effectively implementing the key UN multilateral trade and road transport facilitation instruments, in particular the Harmonization and TIR Conventions.

The facilitation and security provided by these UN global Conventions is further complemented by the IRU Border Waiting Times Observatory (BWTO), an IRU web-based application enabling Customs authorities to report on waiting times at their borders, free of charge, anywhere in the world and, on the other hand, by the IT TIR risk management tools, such as TIR Electronic Pre-Declarations (IRU TIR-EPD) as well as TIR-EPD Green Lanes at the borders and Real Time Safe TIR (RTS) developed by the IRU in fruitful partnership with the national Customs authorities of more than 25 countries.

These tools simplify Customs formalities at borders by improving trade security while reducing waiting times by ensuring that Customs procedures take place at origin and destination as called for in the Harmonization Convention. These effective facilitation tools, based on UN Conventions, can be applied not only on NELTI routes, but everywhere on continents where trade and international road transport operators are confronted with the same barriers affecting global trade and economic growth.

2 Arab economic cooperation at a glance

a. History of economic cooperation and integration

> Arab Agreement to Regulate Passenger Land Transport

This Agreement was ratified by the Board of the League of Arab States in 2006. Bahrain, Tunisia, Syria, Palestine, Libya and Yemen have signed it. This Agreement aims to organise passenger road transport between and across Arab countries and promote the development of economic and social bonds. It also aims to promote tourism and remove barriers facing international road movement of passengers between Arab countries.

The passengers transport Agreement covers the movement of passengers (public, private, tourism) on the roads across member countries. It ensures that vehicles registered in member countries abide to its bylaws by not exceeding permitted axial loads, dimensions, weights, and the number of passengers allowed on road networks in League of Arab States (LAS) countries, without pre-approval from the concerned authorities. Moreover, fees and taxes outstanding at border crossings are collected according to the related bilateral Agreements signed by the Arab states. A technical committee controls the execution of this Agreement, and is composed of representatives LAS countries and the Arab Union of Land Transport (AULT).

> Integrated Transport System for the Arab Mashreq (ITSAM)

As part of the promotion of trade and transport facilitation, the United Nations Economic and Social Commission for Western Asia (UN-ESCWA) developed in 1999 the Integrated Transport System for the Arab Mashreq (ITSAM) as a regional transport



By the time the European Common Market was created by the treaty of Rome in 1957, the Arab League states had signed among themselves a treaty for joint defence and economic cooperation, a Convention for facilitating trade and regulating transit trade, and an Arab Economic Unity Agreement.

In addition, they had created the Arab League in 1945 as an institution for political coordination. Ironically, though the Arab states pioneered regional economic and political integration, the Middle East today has the least trade within itself of any region in the world. This said, the Arab economic cooperation process also provided concrete projects, actions and regional or sub-regional trade and road transport.

network. This aims to modernise the road network in the region and to build a network of railways which connects the Arab Mashreq with Europe and the Arab Gulf region.

In this regard, a map of the major roads, railways, seaports and airports which are of international importance was thus created. As an outcome of ITSAM, ESCWA Member States adopted the Agreement on International Roads in the Arab Mashreq in 2001, and the Agreement on International Railways in the Arab Mashreq in 2002.

> International Agreement on Roads in the Arab Mashreq

International multimodal transport of goods has become a major component in recent years, affecting the efficiency of the flow of trade among the Arab states and with the world.

As part of the efforts to build an integrated transport system between its Member States, ESCWA drafted in 2007, a Convention to organise and regulate the international multimodal transport of goods in the Arab Mashreq. It was agreed with LAS countries that the conclusion of this Convention will represent an outcome of their joint efforts in promoting multimodal transport among all Arab countries. The Convention specifies, among others, the international multimodal transport document, the liability of the international multimodal transport forwarding agent,

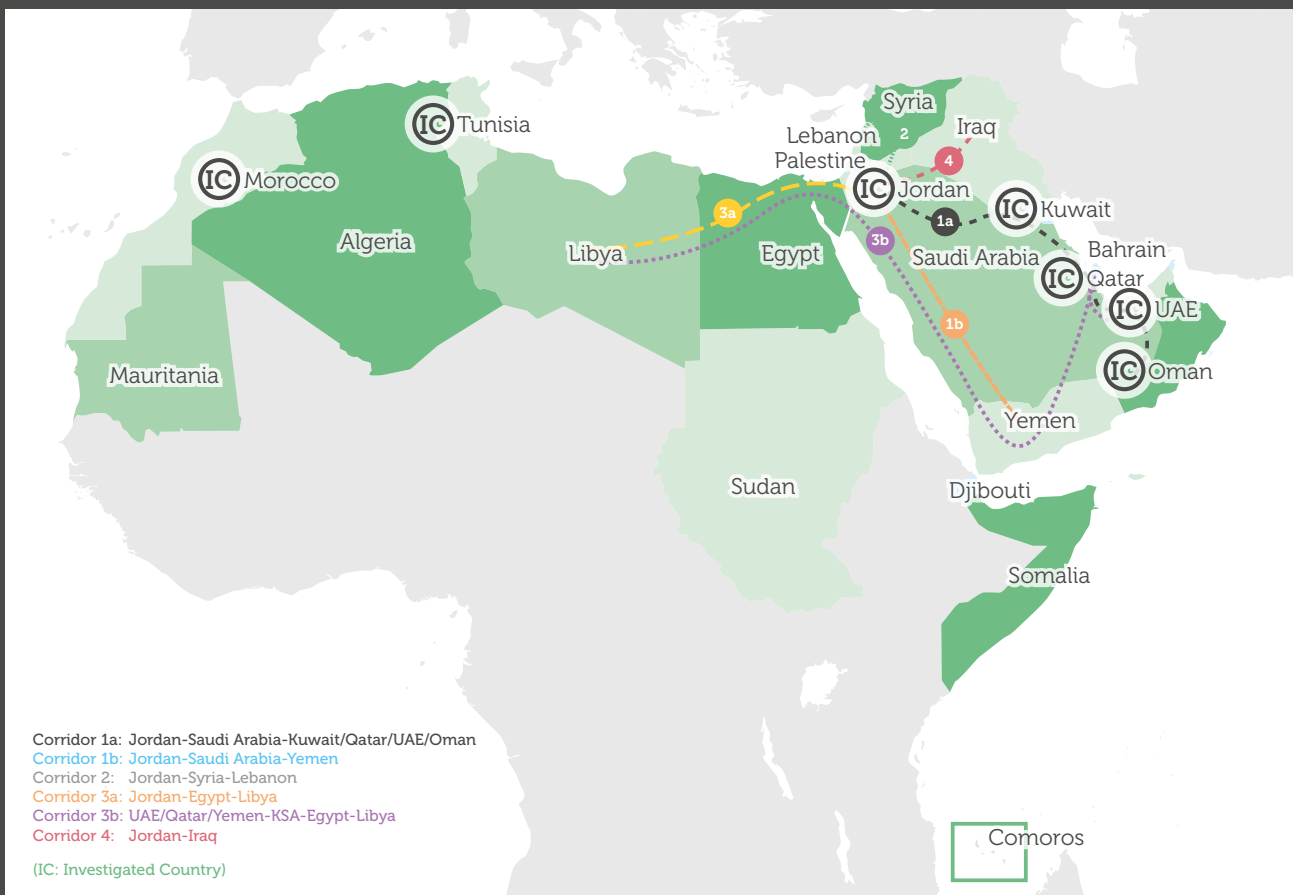
freight charges, the right to control the goods, and litigation procedures and arbitration.

> Arab Transit System

LAS countries established the Agreement Organising Transit Transport in between Arab League Member States in order to coordinate transit transport across its Member States and promote further economic and trade integration in the Arab world. It acts as a unified legal framework for carriers and the authorities in charge and encompasses the transport of goods, personal luggage and vehicles on roads, railways, and inland water routes through the lands of LAS countries. It also includes the transport of goods in transit.

The Arab Transit Agreement allows usage of a single transit document issued at the country of origin instead of various Customs documents en route. Yet, the Arab Transit Agreement has to be reviewed and updated systematically in order to ensure a more efficient system.

Within this framework, the Economic and Social Council of the League of Arab States assigned the LAS Secretariat to further develop this Agreement based on the following: harmonisation of transit formalities and fees and organisation of required financial guarantees, as well as the identification of technical standards for trucks.



b. Trade and transport statistics

Arab exports recorded a growth in 2010 in parallel with the global economy. Total exports reached 904,5 USD compared to 722 USD in 2009. The growth rate of Arab exports was relatively close to the growth rate of global exports.

This has caused the Arab exports as a share of global exports to remain approximately unchanged at 5.9%.¹

Table 1: Total Arab foreign trade 2006-2010

	US (Billions)					Annual Change %					Average Change During the Period 2006-2010
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010	%
Arab Exports	685.4	538.7	1070.6	722.3	904.5	37	16.1	34.5	-32.5	25.2	16
Arab Imports	406.4	400.8	673.2	594.3	655.2	22.0	32.6	25	-11.7	10.2	15.6
Global Exports	12,113.0	14,000.0	16,116.0	12,522.0	15,238.0	16.1	15.6	15.1	-22.3	21.7	9.2
Global Imports	12,437.0	14,300.0	16,520.0	12,718.0	15,376.0	16.5	15.0	15.5	-23.0	20.9	8.9
Ratio of Arab to Global Export (%)	5.7	5.7	6.6	5.8	5.9						
Ratio of Arab to Global Import (%)	3.3	3.8	4.1	4.7	4.3						

Source: Joint Arab Economic Report 2011

Total imports of Arab states recorded an increase of 10.2% in 2010 and reached 655 billion USD while it was 594 billion USD in 2009. Accordingly, the ratio of Arab imports to global imports declined to 4.3% in 2010 compared to 4.7% in 2009.²

Table 2: Share of inter-Arab trade in total Arab trade (%)

	2006	2007	2008	2009	2010
Ratio of Inter-Arab Export to Total Arab Exports	8.5	8.9	8.9	10.6	8.6
Ratio of Arab to Global Import (%)	13.2	11.9	12.9	12.2	11.8

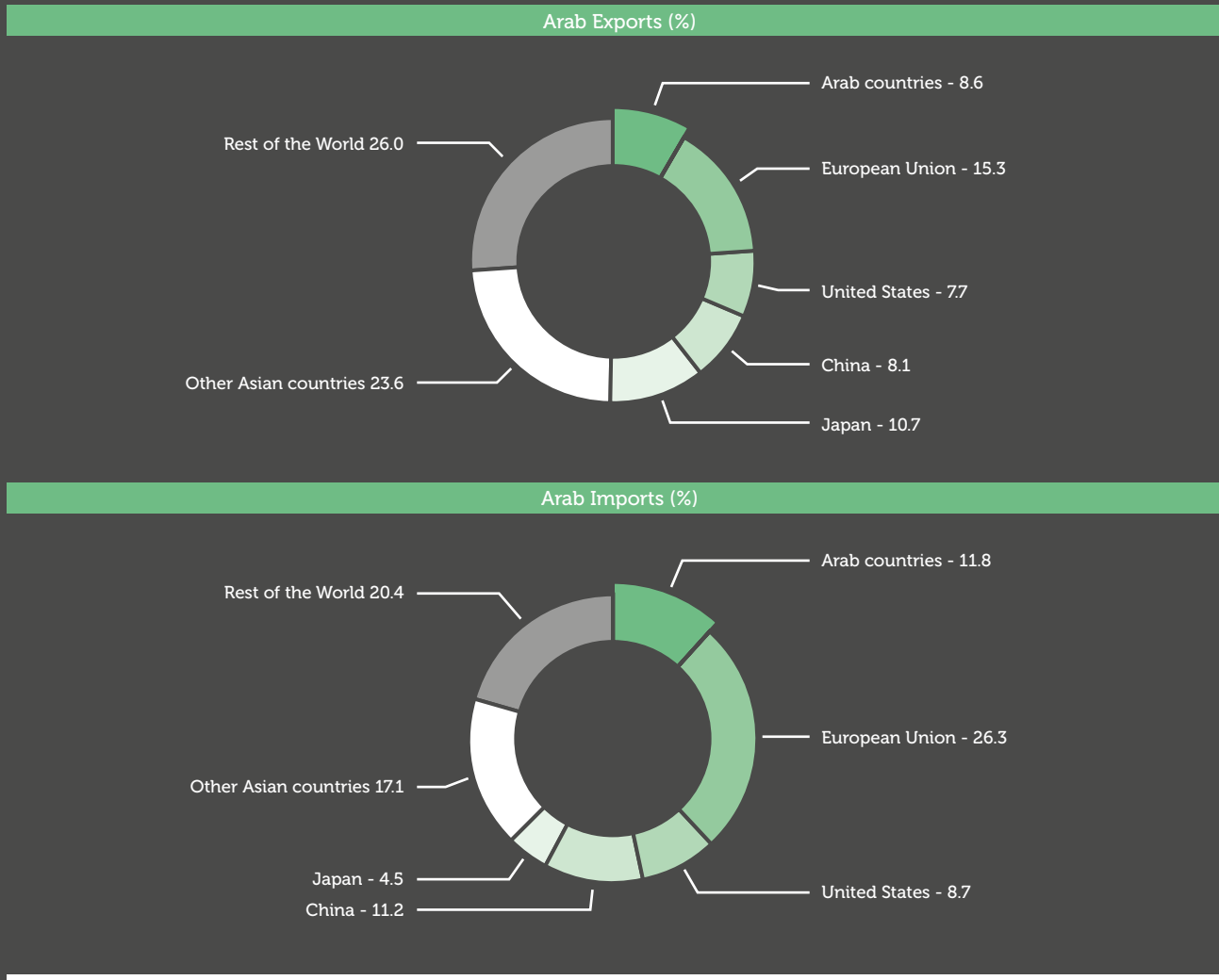
Source: Joint Arab Economic Report 2011

As for the share of inter-Arab trade in total Arab trade, this was affected by the rate of growth of inter-Arab exports in 2010 falling short of the rate of growth of total Arab exports due to the increase of exports and prices of oil. This caused inter-Arab exports as a share of the total Arab exports to decrease from 10.6% in 2009 to 8.6% in 2010. Similarly, as the rate of growth of inter-Arab imports in 2010 fell short of the rate of growth of total Arab imports, inter-Arab imports as a share of the total Arab imports decreased from 12.2% in 2009 to 11.8% in 2010.³

While Arab exports to all trading partners have increased in 2010, trade statistics reflect a slight change in the main trading partners' share.⁴

1-4. Source: Arab Trade Financing Program Annual Report 2011

Figure 1: Arab trading partners in 2010



Source: Joint Arab Economic Report 2011

c. Comparison with other regions (EU, ECO, BSEC)

The share of inter-Arab trade is 11.8%, compared with NAFTA and the EU at 65%, ASEAN at 26%, and MERCOSUR at 16%.

Figure 2: Comparison of inter-regional versus global trade



Source: The World Bank

3 Arab road transport industry at a glance

a. Main markets

Trade in Arab countries is predominantly external towards non-Arab countries. Saudi Arabia – by far the major trading country in the League of Arab States - is only exporting 13.5% to other Arab countries and is importing from Arab countries only 9.2% of its total import.

Also UAE is exporting 20.4% to other Arab countries and only 9% of its import comes from Arab countries.

Bahrain, Syria and Jordan are relatively trading more with other LAS countries with 62.5%, 53.5% and 50.4% of their export going to other Arab countries.

b. Industry profile

The demand for road transport in the Arab world remains high mainly due to high-standard road infrastructure in the region, the low cost of fuel in some Arab countries, the absence of significant fees for road transport and the insufficiency of the existing railway network to cope with the demand for land transport.

The density of national roads, paved roads in particular, is low in the Arab world as compared to more advanced economies, due to the overwhelming desert areas in the Arab world. It is also important to note that road infrastructure in the region varies between low and high income countries.

Table 3: The lengths of roadways and number of goods vehicles

Country	Total Length of Roads (km)	Number of Goods Vehicles
Algeria	110,125 (2006)	1,171,075 (2007)
Bahrain	4,122 (2010)	60,865 (2010)
Comoros	740 (2009)	n/a
Djibouti	n/a	n/a
Egypt	102,257 (2010)	937,234 (2010)
Iraq	42,334 (2009)	56,703 (2009)
Jordan	7,100 (2010)	264,818 (2010)
Kuwait	6,608 (2010)	9,941 (2010)
Lebanon	6,680 (2009)	135,393 (2009)
Libya	30,000 (2008)	393,177 (2007)
Mauritania	11,066 (2007)	10,200 (2006)
Morocco	40,938 (2009)	46,682 (2009)
Oman	25,926 (2009)	109,118 (2003)
Palestine	5,131 (2009)	20,266 (2009)
Qatar	9,966 (2009)	22,896 (2009)
Saudi Arabia	187,558 (2009)	1,794 (2008)
Somalia	22,100 (2011)	n/a
Sudan	7,564 (2009)	n/a
Syria	68,157 (2009)	629,254 (2009)
Tunisia	19,371 (2010)	405,855 (2010)
United Arab Emirates	n/a	129,619 (2009)
Yemen	16,347 (2010)	9,902 (2010)

Source: Arab Trade Financing Program Annual Report 2011

> Logistics performance of countries in the Arab world

In 2012, the World Bank published a report on **Connecting to Compete 2012 - Trade Logistics in the Global Economy**, which aimed to understand how different countries are performing in the area of trade logistics, and what they should do to improve their performance.

The Logistics Performance Index is based on a worldwide survey of operators on the ground (global freight forwarders and express carriers), providing feedback on the logistics “friendliness” of the countries in which they operate and those

with which they trade. They combine in-depth knowledge of the countries in which they operate with informed qualitative assessments of other countries with which they trade, and experience of global logistics environment.

Feedback from operators is supplemented with quantitative data on the performance of key components of the logistics chain in the country of work, data collected for 155 countries.

The ranking of certain Arab countries in this report is given in Table 4 below.

Table 4: World Bank logistics performance index (LPI) in Arab countries 2012

Economy	Rank	Score	% of highest performer
United Arab Emirates	17	3.78	88.9
Qatar	33	3.32	74.3
Saudi Arabia	37	3.18	69.7
Tunisia	41	3.17	69.4
Bahrain	48	3.05	65.7
Morocco	50	3.03	65
Egypt	57	2.98	63.3
Oman	62	2.89	60.4
Yemen	63	2.89	60.3
Kuwait	70	2.83	58.5
Syria	92	2.6	51.3
Lebanon	96	2.58	50.6
Jordan	102	2.56	49.8
Algeria	125	2.41	45.3
Mauritania	127	2.4	44.7
Libya	137	2.28	41
Iraq	145	2.16	37.1
Comoros	146	2.14	36.5
Sudan	148	2.1	35.3
Djibouti	154	1.8	25.5

Source: Connecting to Compete, Trade Logistics in the Global Economy, World Bank 2012

4

IDB-AULT-IRU project for a better Arab road transport industry

The Islamic Development Bank (IDB) provided the Arab Union of Land Transport (AULT) with a Technical Assistance Grant in 2011, which was co-financed by the IRU. The Grant targeted the sustainable development of road transport in the Arab world, as the main contributor to economic growth in the region.

The IDB-AULT-IRU project aimed to improve efficiency of road transport services in the Arab world, by facilitating trade, enhancing road safety and increasing professionalism in road transport operations.

Road transport is a key factor contributing to economic development and poverty reduction. By reducing time and costs, and improving accessibility, road transport enables economic activities, health care, education, and social development to be undertaken more effectively and efficiently.

a. Main objectives

The main objectives of the IDB-AULT-IRU joint project were to contribute to:

- > Increased professional competence;
- > Improved road safety; and
- > Optimised road transport facilitation strategies.

The main benefits of the project focused in highlighting key elements to deliver:

- > Efficient professional services, hence more trade and profitability;
- > Government action on the main cause of accidents, hence safer roads; and
- > Harmonised and fast procedures at borders, hence less border waiting times.

b. Main components and summary of activities

> Professional training

Selected training entities in LAS countries have been identified to benefit from IRU Academy Programmes, and have therefore undertaken a transfer process, which includes the preparatory work and the delivery of "Train the Trainer" and other IRU Academy pilot programmes.

IRU experts have transferred knowledge and skills in order to implement and deliver professional training on the International Carriage of Dangerous Goods by Road (ADR) and on the Certificate of Professional Competence for Managers (CPC Manager).

Upon successful completion of the pilot programmes and related instructor examination, ATI instructors received their IRU Academy Instructor Diplomas. Highlights for 'Train the Trainers' and pilot programmes can be accessed via IRU Academy News.

Finally, National Workshops aimed at private and public stakeholders have taken place in Egypt, Jordan and Qatar with the objective to raise awareness on the availability of road transport professional qualification frameworks.

> Road Safety

The issue of road safety has become an increasing concern to civil societies and Governments in the Arab world due to the high level of fatal and serious accidents occurring every day, and to the associated high physical and human costs. This said, only limited in-depth road safety statistics are available with even less known about the causes of accidents and information on accident causes for accidents involving trucks almost non-existent.

Echoing the Resolution adopted in 2011 by the Council of Arab Transport Ministers calling on authorities to contribute to the UN Decade of Action for Road Safety by analysing the road safety situation in their respective countries, and to study the main cause of accidents, a pre-feasibility study of a future League of Arab States Truck Accident Causation (LASTAC) feasibility study was therefore conducted.

LAS Member States should become contracting parties and implement the most relevant UN trade and road transport facilitation instruments and the WCO Conventions

> Road Transport Facilitation

A) Adherence to and implementation of the main UN trade and road transport facilitation Agreements and Conventions in the Arab World

Intra-regional trade among LAS countries is only 11.8% of the total trade. One of the factors contributing to this low figure is the fact that international road transport in the Arab world is still facing barriers. These barriers are mainly related with cross border operations.

As part of the road transport facilitation study, the IRU in collaboration with the AULT, launched Phase 4 of the IRU's New Eurasian Land Transport Initiative (NELTI) in 2012, which collected actual data on road transport along main trade itineraries in LAS countries. The aim of this initiative was to identify the main impediments and non-physical barriers to international road transport within the Arab world and provide recommendations to boost regional economic growth through the facilitation of trade and international road transport. Data on actual road transport conditions was collected from road transport operators in over 10 countries through special driver questionnaires, which were analysed in compliance with the UNESCAP "Time/Cost-Distance" Methodology.

The survey results showed that the waiting time at borders in queue and for control and inspection is taken most of the time en route along the surveyed international road transport

corridors in LAS countries – more than 57% of the time of the entire trip. The economic loss due to border waiting times per surveyed trip was estimated at EUR 2,720.

Therefore, it was stressed that LAS Member States should become contracting parties and implement the most relevant UN trade and road transport facilitation instruments and the WCO Conventions such as:

- > International Convention on Road Traffic, 1968;
- > International Convention on Road Signs and Signals, 1968;
- > Agreement on the Adoption of Uniform Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, 1958;
- > TIR Convention, 1975;
- > Convention on the Contract for the International Carriage of Goods by Road (CMR), 1956;
- > Customs Convention on Containers, 1972;
- > International Convention on Harmonization of Frontier Controls of Goods, 1982 and its Annex 8 on Road Transport;
- > Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage, 1970;
- > International Convention on Simplification and Harmonization of Customs Procedures (Revised Kyoto Convention), 1999.



Last, but not least, it is also important to focus the strategy for transport and trade facilitation on making border procedures more efficient and creating adequate infrastructure at border crossings.

Also, ancillary infrastructure facilities along international road transport corridors in LAS countries for truck and bus drivers should be created, in particular nearby border crossings. This can be in the form of safe and secure parking areas for trucks and buses with all necessary facilities for drivers, vehicles and cargo.

B) Adherence to and implementation of the UN TIR Convention in the Arab world

In view of recommendations and resolutions of the LAS Council of Arab Ministers of Transport in October 2010 and 2011, which called on Arab States to join the key UN trade and transport facilitation Conventions and, in particular, the UN Customs Convention on the International Transport of Goods under cover of TIR Carnets (TIR Convention), a road transport facilitation strategy was elaborated, which focused on road transport facilitation, in general, and accession to and implementation of the TIR Convention as the only global Customs transit system.

As far as the TIR and Customs transit study is concerned, the objective was to examine the status of key UN Conventions, notably relating to the facilitation of border crossings, collect data on the actual conditions of Customs transit and problems experienced by international hauliers operating in LAS countries.

The purpose was also to identify the benefits of implementing the TIR Convention for trade facilitation in Arab countries and propose an Action Plan for facilitating the accession by LAS countries to the TIR Convention and to the UN International Convention on the Harmonization of Frontier Controls of Goods (1982) and provide some technical assistance to further facilitate their implementation.

Furthermore, a TIR National Workshop was organised in Beirut in May 2013 whereas two more Workshops will be organised in Egypt and Saudi Arabia in 2013, to demonstrate to key decision-makers the benefits of the TIR Convention for the development of regional, interstate trade and a better interconnection of national economies to main world markets.

5

Road transport industry: opportunities and challenges in the Arab world

a. Status of road transport along main itineraries in the Middle East region

A specific survey was carried out among Arab professional truck drivers between September 2012 and March 2013, which aimed to collect specific journey data through special questionnaires developed in line with the World Bank directives and in conformity with the UNESCAP Time/Cost-Distance methodology for data analysis. International road transport companies were requested to participate and interested companies and their drivers had been instructed on the use of the driver forms.

The survey results were analysed by transport specialists in order to identify actual road transport conditions faced by Arab professional truck drivers during commercial cargo deliveries.

> UNESCAP Time/Cost-Distance Methodology

Analysis of the speed and time expenditures on the routes was fulfilled using the UNESCAP Time/Cost-Distance methodology. The methodology was applied to each driver journal received. The "UNESCAP Time/Cost-Distance methodology" is the graphical representation of cost and time data associated with transit transport processes. The purpose of the model is to identify inefficiencies and isolate bottlenecks along a particular transit route by looking at the cost and time characteristics of every section along a transit route.

> Geography and shipment routes

In total, 108 driver journals were collected between September 2012 and March 2013. The following countries have been included in this survey: Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Syria, UAE and Yemen.

Table 5: Summary of the NELTI-4 trips

Number of Trips	108
Time spent en route	855 days
Distance covered	242,164 km
Cargo carried	1,866,000 kg
Average distance per day	283 km
Average speed en route	11,8 km/h
Waiting time in queue	411.46 days
Amount of total costs en route (fuel included)	57,101 USD
Sum of unjustified levies paid	2,582 USD

Source: Road Transport Consultancy Services for Developing a LAS Trade and Road Transport Facilitation Strategy, 2013

The average driving speed on Corridor 1A, 1B and 4 of 63-64 km/h shows that the roads are in good condition and/or do not face major problems with traffic jams. The average speed on Corridor 2 and 3 are 49-54 km/h and can be considered as reasonable.

The average speed including stops on all Corridors is 11.8 km/h which is very low. On Corridor 1A and 1B the average speed including stops is 14 and 18 km/h. This is too low. Major problems are related with border crossing and waiting queues with very long waiting times. Corridor 2 has an average speed including stops of only 2.5 km/h; this is mainly caused by the unstable situation in Syria. Also the average speed including stops on Corridor 3a, 3b and 4 is low, varying between 7.0 km/h and 9.7 km/h and is facing serious challenges.

Table 6: Summary distance speed by corridor

Itinerary	Distance (km)	Days on route (days)	Average driving speed (km/h)	Average speed including stops (km/h)
Corridor 1a Jordan-Saudi Arabia-Kuwait/Qatar/UAE/Oman				
54 trips	113,063	329.52	n/a	n/a
Average per trip	2,094	6.1	62.6	14.3
Corridor 1b Jordan-Saudi Arabia-Yemen				
18 trips	47,779	107.52	n/a	n/a
Average per trip	2,654	6.0	63.3	18.5
Corridor 2 Jordan-Syria-Lebanon				
5 trips	1,760	29.47	n/a	n/a
Average per trip	352	5.89	49.0	2.5
Corridor 3a Jordan-Egypt-Libya				
11 trips	26,774	159.38	n/a	n/a
Average per trip	2,434	14.49	51.5	7.0
Corridor 3b UAE/Qatar/Yemen-KSA-Egypt-Libya				
17 trips	50,001	213.96	n/a	n/a
Average per trip	2,941	12.59	54.2	9.7
Corridor 4 Jordan-Iraq				
3 trips	2,787	15.15	n/a	n/a
Average per trip	929	5.05	63.0	7.7
GRAND TOTAL (108 trips)	242,164	855	n/a	n/a
GRAND TOTAL (average trip)	2,242	7.92	59.6	11.8

Source: Road Transport Consultancy Services for Developing a LAS Trade and Road Transport Facilitation Strategy, 2013

The waiting time in queue and the duration of border control of the trips in the survey consists of more than 57% of the total time on route. For Corridor 1A and Corridor 1B this is 50% and 46%, respectively. The Corridors 2 and Corridor 3A and 3B are facing specific problems, which causes a higher percentage of waiting time in queue and time for border control of 69, 66 and 68% of the total time on route, respectively.

Table 7: Summary waiting times by corridor

Itinerary	Distance (km)	Days on route (days)	Waiting time in queue (hours)	Duration border control (hours)
Corridor 1a Jordan-Saudi Arabia-Kuwait/Qatar/UAE/Oman				
54 trips	113,063	329.52	2,866.2	1,029.6
Average per trip	2,094	6.1	53.4	19.1
Corridor 1b Jordan-Saudi Arabia-Yemen				
18 trips	47,779	107.52	991.3	181.9
Average per trip	2,654	6.0	55.1	10.1
Corridor 2 Jordan-Syria-Lebanon				
5 trips	1,760	29.47	234.5	252.5
Average per trip	352	5.89	46.9	50.5
Corridor 3a Jordan-Egypt-Libya				
11 trips	26,774	159.38	2,410.3	96
Average per trip	2,434	14.49	219.1	8.7
Corridor 3b UAE/Qatar/Yemen-KSA-Egypt-Libya				
17 trips	50,001	213.96	3,349.3	132.3
Average per trip	2,941	12.59	197.0	7.8
Corridor 4 Jordan-Iraq				
3 trips	2,787	15.15	23.5	186.0
Average per trip	929	5.05	7.8	62.0
GRAND TOTAL (108 trips)	242,164	855	9,875.1	1,878.3
GRAND TOTAL (average trip)	2,242	7.92	91.4	17.4

Source: Road Transport Consultancy Services for Developing a LAS Trade and Road Transport Facilitation Strategy, 2013

The costs en route are relatively low, when compared internationally with other Corridors in Asia and Africa with an average of 529 USD per trip. Only Corridor 3A and 3B are more expensive with an average of 1,214 USD and 1,140 USD, respectively.

Unofficial costs are very low, when also compared internationally with other Corridors in Asia and Africa, with an average of only 24 USD per trip.

Table 8: Summary costs by corridor

Itinerary	Distance (km)	Days on route (days)	Unofficial costs (USD)	Total costs (USD)
Corridor 1a Jordan-Saudi Arabia-Kuwait/Qatar/UAE/Oman				
54 trips	113,063	329.52	808	17,390
Average per trip	2,094	6.1	62.6	322
Corridor 1b Jordan-Saudi Arabia-Yemen				
18 trips	47,779	107.52	347	6,415
Average per trip	2,654	6.0	19	356
Corridor 2 Jordan-Syria-Lebanon				
5 trips	1,760	29.47	45	260
Average per trip	352	5.89	9	52
Corridor 3a Jordan-Egypt-Libya				
11 trips	26,774	159.38	600	13,350
Average per trip	2,434	14.49	55	1,140
Corridor 3b UAE/Qatar/Yemen-KSA-Egypt-Libya				
17 trips	50,001	213.96	753	19,385
Average per trip	2,941	12.59	44	1,140
Corridor 4 Jordan-Iraq				
3 trips	2,787	15.15	29	301
Average per trip	929	5.05	10	100
GRAND TOTAL (108 trips)	242,164	855	2,582	57,101
GRAND TOTAL (average trip)	2,242	7.92	24	529

Source: Road Transport Consultancy Services for Developing a LAS Trade and Road Transport Facilitation Strategy, 2013

b. Comparison of corridor performance with the Central Asia region

Table 9 shows a comparison of the overall averages of speed, distance/day, waiting time at borders and unofficial payments.

Intra-regional trade in the Arab world is only 11.8% of the total trade. One of the factors contributing to this low figure is the fact that international road transport in the Member States of the League of Arab States is still facing barriers. These barriers are mainly related with cross border operations.

The survey has shown that waiting time at borders in queue and for control and inspection is taken most of the time en route along the surveyed international road transport Corridors in the Arab world – up to 57% of the time of the entire trip. Road transport facilitation would benefit from adherence to and implementation of the main UN Conventions related with international road transport in the Arab world. Therefore, it is also important to focus the strategy for transport and trade facilitation on making border procedures more efficient and create adequate infrastructure

at border crossings. Also, ancillary infrastructure facilities along the international road transport Corridors in the Arab region for truck and bus drivers should be created, in particular nearby border crossings. This can be in the form of safe and secure parking areas for trucks and buses with all necessary facilities for drivers, vehicles and cargo.

Table 9: Comparison between NELTI 4 (LAS countries) and NELTI 3 (ECO region)

	LAS (NELTI-4)	ECO (NELTI-3)
Average speed/trip	11.8 km/h	14.6 km/h
Average distance per day	283 km	351 km
Average waiting time in queues at borders	48% of total trip time	17% of total trip time
Average unofficial payments	24 USD	718 USD

Source: Road Transport Consultancy Services for Developing a LAS Trade and Road Transport Facilitation Strategy, 2013

6

Status of key UN trade and road transport facilitation instruments in the Arab world

Table 10: Status of key UN trade and road transport facilitation instruments in the Arab world

		Kuwait	Lebanon	Qatar	Jordan	Bahrain	Emirates	Libya	Oman	Saudi Arabia	Syria	Tunisia	Iraq	Comoros	Algeria	Morocco	Sudan	Djibouti	Egypt	Yemen	Mauritania
1	Infrastructure networks	Construction traffic Arteries, 1950																			
2		E Road Network (AGR), 1975																			
3		E Rail Network (AGC), 1985																			
4		E Comb. Tr. Network (AGTC), 1991																			
5		Protocol Inl. Nav. To (AGCT), 1997																			
6		E Inl. Water Network (AGN), 1996																			
7	Road traffic and road safety		X		X		X				X	X			X	X				X	
8		X				X	X					X				X					
9			S									X								X	
10		X				X	X					X	X			X					
11																					
12																					
13																					
14																					
15																					
16																					
17																	X				
18	Vehicles	Vehicles Regulations, 1958																			
19		Techn. Inspect. Vehicles, 1997																			
20		Global Vehicles Regulations, 1998																			
21	Road Transport	Work of Crews Int. Road Tr. (AETR), 1970																			
22		Taxation Private Road Vehicles, 1956																			
23		Taxation Road Passenger Vehicles, 1956																			
24		Taxation Road Goods Vehicles, 1956																			
25			X		X						X	X				X	X				
26			X		X							X	X								
27																					
28																					
29																					
30																					

		Kuwait	Lebanon	Qatar	Jordan	Bahrain	Emirates	Libya	Oman	Saudi Arabia	Syria	Tunisia	Iraq	Comoros	Algeria	Morocco	Sudan	Djibouti	Egypt	Yemen	Mauritania			
31	Inland navigation	Collision Int. Nav., 1960																						
32		Registration Int. Nav. Vessels, 1965																						
33		Measurement Int. Nav. Vessels, 1966																						
34		Liability Vessel Owners (CLN), 1973																						
35		Protocol to CLN, 1973																						
36		Contract Int. Nav. Pass. & Lugg. (CVN), 1976																						
37	Protocol to CVN, 1978																							
38	Border crossing facilitation	Touring Facilities, 1954	X		X						X	X			X	X				X				
39		Protocol Touring Facilities, 1954	X		X						X	X			X	X	X			X				
40		Temp. Import. Priv. Road Vehicles, 1954			X	X				X	X	X			X	X				X				
41		TIR Convention, 1954	X		X												X							
42		TIR Convention, 1975	X	X	X		X					X	X			X	X							
43		Temp. Import. Aircraft & Boats, 1956														X								
44		Temp. Import. Commer. Vehicles, 1956									X					X								
45		Cross. Front. Pass. Bag. Rail, 1952																						
46		Cross. Front. Goods Rail, 1952																						
47		Spare Parts Europe Wagons, 1958																						
48		Customs Container Convention, 1956														X								
49		Customs Container Convention, 1972									X					X	X							
50		Customs Treatment Pallets, 1960																						
51		Harmoniz. Frontier Control Goods, 1982				X																		
52	Customs Pool containers, 1994																							
53	Dangerous goods & special cargoes	Dang. Goods by Road (ADR), 1957										X				X								
54		Protocol to ADR, 1993																						
55		Liabil. Dang. Goods (CRTD), 1989															S							
56		Dang. Goods by Int. Waterways (ADN), 2000																						
57	Perishable Foodstuffs (ATP), 1970											X												
	TOTAL	4	7	0	9	2	5	0	0	3	6	14	1	0	9	15	1	0	5	0	0			

Source: United Nations Economic Commission for Europe (UNECE), Summary List of International UNECE Transport Agreements and Conventions

7

TIR Convention

TIR stands for “Transports Internationaux Routiers” (International Road Transport) and is an international Customs transit system. TIR is the only universal transit system that allows goods to transit from a country of origin to a country of destination in sealed load compartments with Customs control recognition along the supply chain. This minimises administrative and financial burdens and Customs duties and taxes that may become due are covered by an international guarantee.



a. Main features

The TIR System was created to facilitate trade and transport while implementing an international harmonised system of Customs control that effectively protects the revenue of each country through which goods are carried.

The main principles of the TIR System are: Goods placed under the TIR procedures are carried in sealed vehicles or containers which are approved for use by Customs and re-approved every two years.

Duties and taxes due in case of irregularity are secured by an international guarantee chain in favour of the Customs authorities of the countries involved in the TIR transport.

Through the mutual recognition of Customs controls provided by the TIR Convention, Control measures taken in the country of departure are accepted by countries of transit and destination.

Access to the TIR System for national issuing and guaranteeing Associations is given by the competent national authorities, and for transport operators, by the national Customs authorities and the national Association on the basis of harmonised conditions and criteria defined by the Convention.

b. Main tools

The goods are accompanied by the TIR Carnet which is a harmonised control document accepted by Customs authorities of the countries of departure, transit and destination.

All TIR transport is supervised thanks to an electronic control system for TIR Carnets that provides traceability and risk management, as described in Annex 10 to the TIR Convention as well as thanks to standard application that allows operators to send TIR Electronic Pre-Declarations to Customs in advance.

c. Benefits

The TIR Convention today numbers 68 Contracting Parties worldwide. The TIR System is operational in 57 countries. About 40,000 authorised TIR Carnets Holders are benefiting from the facilitations provided by the TIR Convention.

TIR reduces the normal requirements of national transit procedures (as regards Customs control measures at frontiers), it avoids the need - expensive in manpower and facilities - for physical inspection in countries of transit, other than checking seals and the external conditions of the load compartment or container and checking the accompanying documents. TIR protects the duties and taxes at risk which are 'guaranteed' – up to USD 50,000 or EUR 60,000 per TIR transport and reduces the risk of presenting inaccurate information to Customs administrations (the international transit operation is covered by a single and harmonised transit document, the TIR Carnet).

TIR enables goods to travel across national frontiers with a minimum of interference and delays by Customs administrations and reduces waiting times at borders in line with the principles of the International Convention on the Harmonization of Frontier Controls of Goods 1982 (Annex 8), in particular for bilateral transports. It allows exporters and importers to more easily select the type of transport most suitable for their needs by reducing the impediments to international traffic by road caused by Customs controls and avoids the need to deposit a guarantee covering the duties and taxes at transit borders. Finally, TIR allows small and medium-sized transport operators to competitively access global markets while retaining their commercial independence.

d. How to join and implement?

The TIR Convention establishes a global and universal Customs transit system. It is opened for accession free of charge to any Member States of the United Nations. The accession or ratification by a State needs to be notified to the UN Secretary General by the competent governmental authority and the Convention will enter into force in that country 6 months after the deposit to the UN of the instrument of accession or ratification.



8

Road Safety in the Arab world

For true road transport professionals, every road accident is one too many. The road transport industry has always been and will continue to be committed to reducing the number and severity of accidents involving heavy commercial road vehicles.



a. Status of road safety

The issue of road safety has become an increasing concern to civil societies and governments of the Arab world, due to the high level of fatal accidents occurring every day, along with the associated high physical and human costs. Hence, the road and driving authorities in Arab countries have put greater emphasis on promoting road safety in terms of road conditions, vehicle conditions, driving regulations and measurements and professional driver training.

b. Road safety and commercial road transport

Only limited statistics are available regarding accidents involving trucks and even less is known about the cause of these accidents. In an effort to provide additional information, the European Commission (EC) and the IRU have undertaken, between 2004 and 2007, a unique scientific study, the European Truck Accident Causation (ETAC) study. Knowing that there are many factors which contribute to an accident and knowing that those factors are interlinked, the aim of the study was to identify the main causes of accidents involving trucks. In line with the requests of the WHO "Global Status Report on Road Safety", this ETAC study has in the meantime become a standard in accident causation research and has been a key document for road safety policy-makers, industry representatives and the media.

c. Main cause of accidents involving heavy goods vehicles

To investigate the main cause of accidents involving trucks, a scientific study was undertaken to investigate under which conditions it is technically, operationally, economically and legally feasible to develop a League of Arab States Truck Accident Causation (LASTAC) study applying already existing ETAC tools, knowledge and background information. To implement the study within a six-month timeframe the

following steps were undertaken:

- > Evaluation of the ETAC Methodology;
- > Desk research;
- > Study trips;
- > Data and information collection and consolidation; and
- > Preparation of a final report, conclusions and recommendations for next steps.

d. Key remedies

The LASTAC feasibility study showed very promising results. In fact, the scientific analysis has proven that:

- > It will be possible to develop a LASTAC study applying already existing ETAC tools, knowledge and background information;
- > It is technically, operationally and legally feasible to implement the LASTAC study. However, some adaptations such as simplification of the ETAC approach will be necessary ("ETAC Light");
- > Based on a draft implementation plan, a LASTAC study could be implemented within a 5½ year period with an estimated budget of USD 1.2 million;
- > To ensure that there will be the multiplier effect of the LASTAC study and a sustainable effect in the region, it will be necessary to use local knowledge, supported by international advice and to use adapted technology;
- > Some LAS countries are more ready than others to implement the LASTAC study. Jordan and Oman are the "most ready" countries, followed by Tunisia, Morocco, UAE, Qatar and Kuwait; and
- > Lastly, the LASTAC study helps national governments identify actions contributing to the reduction of truck accidents and/or their seriousness, to improve road safety and to develop effective national road safety legislation.



9 Professional training in the Arab world

The road transport industry is essential for bringing prosperity to all economies. Transport is a key factor contributing to economic development and reduced poverty. By reducing time and costs, improving efficiency and safety, transport enables economic activities, health care, education, and social development to be undertaken more effectively and efficiently. Well-established transport networks, organised transport systems and trained professionals have fundamental effects on the growth of international trade in the world.



a. International qualitative criteria to access the profession

Generally speaking, the road passenger and goods transport market functions well. In fact, in a globalised economy, road transport has become a real production tool.

Recent sustained growth in the Arab world has placed an increased demand on the transport sector, and although this economic growth is without a doubt a highly positive development, delivering results, while meeting the stringent business objectives in an ever more global marketplace, challenges the road transport industry to transform and adapt. Rules for access to profession in road transport represent an important element determining the competitive situation in a market, the structure of an industry, and importantly, operators' behaviour and profitability.

In order for an industry to perform and contribute to economic development in a sustainable manner, a level playing field needs to be established in order to ensure quality, safety and efficiency in road transport.

The quality criteria of the access to the profession should always remain the core of any relevant legislation. Therefore, most economies have established rules, and thus, undertakings to engage in the occupation of road transport operators who shall at least:

- > Be of good repute
- > Have appropriate financial standing
- > Have the requisite professional competence

b. Professional training at international standards

The industry needs high-quality learning, which focuses on developing the skills of road transport professionals by enhancing their knowledge of key aspects of road transport operations, as well as their ability to deal with them. Well-educated professional managers and drivers are an essential contribution to support safe, efficient and sustainable road transport in LAS countries.

Road safety regulations and ambitious targets to reduce accidents and casualties are a priority and an obligation for all actors in the industry: new vehicles are designed following stricter safety standards, regulations are gradually enforced and innovative technologies are launched in order to ensure compliance.

It follows that road transport operators and their drivers are required to be both compliant with the regulations and safety standards and to deliver the necessary results to ensure a competitive advantage over companies active in local and international markets. Therefore, appropriate professional training at international standards as provided by the IRU Academy is essential to building up the necessary knowledge and skill levels for ensuring long term success.

> Training of managers

The syllabus and content for the Certificate of Professional Competence for Transport Managers (CPC Manager) is divided into the different aspects of road transport operations. It covers all essential knowledge and skills needed in the key roles of the management of any road transport undertaking, these can be summarised as:

- > Human resources management
- > Fleet management
- > Operations management
- > Financial management
- > Marketing

> Training of drivers

The Certificate of Professional Competence for Drivers (CPC Driver) ensures professional capacity-building for drivers in the road haulage and passenger transport industries.

The course covers all the key topics of initial driver training, and is designed around three core modules:

- > Rational driving based on safety requirements
- > Application of regulations and industry best practices
- > Health, road, environment, safety, services and logistics

> Driver training for the carriage of dangerous goods

Dangerous goods that present significant risks to the safety of people, property and the environment must be properly controlled and be able to withstand the normal conditions experienced during transport. Dangerous goods regulations seek to ensure that these risks are reduced to an acceptable level. The regulatory framework places specific obligations on each part of the transport chain: Consignor, consignee, filler, loader, unloader, packer, operator and the driver.

Humans are often the weakest link in the safety of the supply chain as their actions are determined through their behaviour. This is why people should be aware of their actions at all times when it comes to transport, particularly when manipulating or transporting dangerous goods, even if their field of activity might seem to be far from traffic. Efficient transfer of knowledge and skills, development of safe behaviours and positive motivation should constitute the main objectives of effective training programmes.

The ADR Driver Training Programme places special emphasis on risk prevention at the warehouse and on the road and covers all key topics such as classification of goods, safe loading and cargo securing, vehicle markings and specific safety provisions.

c. Developing professional training capacity in the Arab world

The IDB-AULT-IRU project on Professional Training for LAS countries in the Arab world has been established with the purpose to transfer selected IRU Academy road transport professional training programmes to training institutes able to comply with the IRU Academy strict accreditation standards.

Over 35 instructors from Egypt, Jordan, Oman, Qatar, and Saudi Arabia have undertaken a specific development process which encompassed Train the Trainer programmes, preparation and self study and a pilot delivery with final examination. Those who succeeded obtained their

IRU Academy Instructor Certificates and can now train transport operators and drivers on the IRU Academy CPC Manager and ADR Programmes.

The complete IRU Academy CPC Manager and ADR Programmes including instructor resources, exercises, examinations papers and reference instructions are now available in Arabic. Furthermore, 11 IRU checklists (for bus, taxi, truck) have also been translated and regionalised in the scope of this project.



10 | Conclusions

Road transport, in a liberalised and globalised economy, has become an efficient and irreplaceable production tool. As such, it should be reiterated that any penalty imposed on road transport is an even bigger penalty on trade and the economy as a whole. Thanks to its flexibility and the quality of service offered, road transport, which is accessible to everyone everywhere, remains the best placed to take on the challenges of sustainable development and peace. Hence, LAS countries can and should integrate their economies within the region and to the global economy by further facilitating international road transport.

Benefiting from an increasing portion of world trade, the major Arab ports in the Gulf region and the Mediterranean Sea can only seize the new opportunities of tremendous growth if they are supported by efficient, reliable and professional road transport services in their hinterlands. Needless to say, road transport as such would not only serve the Arab world, but moreover the global supply chain and act as a catalyst to interconnect every business in the region to every major world market.

In order to achieve this, an appropriate legal framework to effectively facilitate road transport, both cross-border and in transit by giving equal opportunity to everyone, everywhere, is necessary in order to benefit economic and social development. Moreover, the abolition of non-physical barriers, due to burdensome artificial and bureaucratic formalities, would also constitute a major advancement.

On the other hand, it is also very important to improve the efficiency of services provided by Arab fleet operators, by emphasising the quality of human resources. Taking into account the examples set by developed economies, it is timely and necessary to develop professional training of fleet managers and professional drivers at internationally recognised standards.

Once the quality of human resources is improved and a common global vision could be maintained among LAS countries to facilitate trade and road transport by implementing key UN multilateral trade and road transport

facilitation Conventions and International Agreements; the integration of the Arab world with world economics would be reinforced, significantly, and Arab countries would be able to better serve the flow of world trade across the whole region between Africa, Asia and Europe.

In conclusion, LAS Member States should consider taking the following main actions as a priority for more growth and prosperity in the Arab world:

- a. Implementing the TIR System
- b. Implementing other key UN Conventions, including and notably the International Convention on Harmonization of Frontier Controls of Goods, 1982, and its Annex 8 on Road Transport
- c. Implementing the Model Highway Initiative principles facilitating road transport and developing ancillary infrastructure
- d. Developing roll-on/roll-off (ro-ro) transport
- e. Conducting the feasibility study for a full-fledged truck accident causation study in the Arab world
- f. Developing training centres and establishing examination capacities with the IRU Academy and AULT



References:

1. Arab Trade Financing Program Annual Report 2011
2. Joint Arab Economic Report 2011
3. The World Bank
4. Arab Countries Figures and Indicators ,Third Edition 2011
5. Connecting to Compete, Trade Logistics in the Global Economy, World Bank 2012
6. Road Transport Consultancy Services for Developing a LAS, Trade and Road Transport Facilitation Strategy, 2013
7. United Nations Economic Commission for Europe (UNECE), Summary List of International UNECE Transport Agreements and Conventions

Acronyms:

ADN	European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways	CVN	Protocol to the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterways
ADR	European Agreement Concerning the International Carriage of Dangerous Goods by Road	CVR	Convention on the Contract for the International Carriage of Passengers and Luggage by Road
AETR	The European Agreement Concerning the work of Crews of Vehicles Engaged in International Road Transport	ECO	Economic Cooperation Organization
AGC	European Agreement on Main International Railway Lines	ESCWA	Economic and Social Commission for Asia and the Pacific
AGCT	European Agreement on Important International Combined Transport Lines and Related Installations	ETAC	European Truck Accident Causation
AGN	European Agreement on Main Inland Waterways of International Importance	EU	European Union
AGR	European Agreement on Main International Traffic Arteries	IDB	Islamic Development Bank
APC	Agreement on Minimum Requirements for the Issue and Validity of Driving Permits	IRU	International Road Transport Union
ASEAN	Association of Southeast Asian Nations	ITSAM	Integrated Transport System for the Arab Mashreq
ATP	Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for Such Carriage	KSA	Kingdom of Saudi Arabia
AULT	Arab Union of Land Transport	LAS	League of Arab States
BRIC	Brazil, Russia, India and China	LASTAC	League of Arab States Truck Accident Causation
BSEC	Black Sea Economic Cooperation	LPI	Logistic Performance Index
BWTO	Border Waiting Times Observatory	MERCOSUR	Mercado Común del Sur (Southern Common Market)
CLN	Liability Vessel Owners	NAFTA	The North American Free Trade Agreement
CMR	Convention on the Contract for the International Carriage of Goods by Road	NELTI	New Eurasian Land Transport Initiative
CPC	The Certificate of Professional Competence for Transport Managers	RTS	Real Time Safe
CRTD	Convention on Civil Liability for Damage Cause During Carriage of Dangerous Goods by Road, Rail and Inland Navigation Vessels	TIR	Transports Internationaux Routiers (International Road Transports)
		TIR-EPD	TIR Electronic Pre-Declarations
		UAE	United Arab Emirates
		UN TIR	The TIR Convention
		UN	United Nations
		UNESCAP	Economic and Social Commission for Asia and the Pacific
		WCO	World Customs Organization
		WHO	World Health Organization

Project Partners



Islamic Development Bank

The Islamic Development Bank is an international financial institution established in pursuance of the Declaration of Intent issued by the Conference of Finance Ministers of Muslim Countries held in Jeddah in December 1973. The purpose of the Bank is to foster the economic development and social progress of member countries and Muslim communities individually, as well as jointly, in accordance with the principles of Shari'ah i.e., Islamic Law. The functions of the Bank are to notably participate in equity capital and grant loans for productive projects and enterprises, besides providing financial assistance to countries in other forms for economic and social development.

www.isdb.org



Arab Union of Land Transport

The Arab Union of Land Transport, located in Amman, Jordan, was established in 1976, as an offspring of the Arab Unified Economical Council. It is a pan-Arab organisation representing the road transport interests in the League of Arab States and has 60 members in 15 countries. The main objective of the AULT is to coordinate the efforts of its members in developing the land transport sector in all Arab countries by promoting operational efficiency and by increasing the scope of activities. It also provides assistance to its members to expand intra-Arab transport of individuals and goods, to facilitate transit transport, and to connect land transport fleets and modernise road networks.

www.auolt.org



International Road Transport Union

The International Road Transport Union (IRU), founded in Geneva, Switzerland, on 23 March 1948, is the global voice of the road transport industry. The IRU represents the operators of buses, coaches, taxis and trucks, from large fleets to individual owner-operators, and upholds the interests of the road transport industry worldwide to public authorities, private bodies and the media.

www.iru.org



Flash this code
to watch
the project's
movie

FACILITATING ROAD TRANSPORT
FOR MORE GROWTH AND PROSPERITY
IN THE ARAB WORLD



Road Transport



Facilitation



Road Safety



CPC Manager



ADR Training