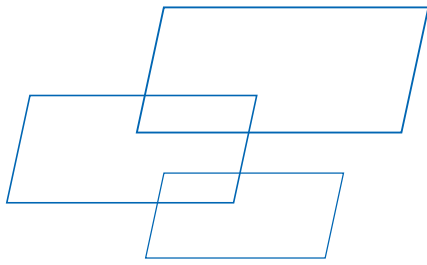




This is the IRU





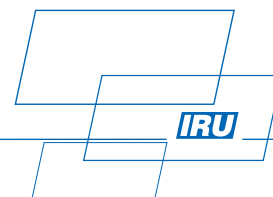
*Working together
for a better future*



s i n c e 1 9 4 8

Contents

IRU Membership	4
Welcome message from the President	5
This is the IRU	6
IRU Bodies	8
The IRU Secretariat General	10
IRU Partner Organisations	13
IRU Priority Issues: Sustainable Development	14
Road Safety	16
IRU Academy	19
Innovation	22
Incentives	25
Infrastructure	27
IRU Priority Issues: Facilitation of trade, tourism and road transport	28
General and Trade Issues	28
Road Transport Social Issues	31
Customs Transit Systems and the TIR System	32
Tourism & Road Transport - Passenger	35
Road Transport - Goods	38
IRU Activities	42
The IRU in Geneva	42
European Union (EU) Regional Activities	44
Commonwealth of Independent States (CIS) Regional Activities	46
The Secretary General's Conclusion	50



IRU Membership



Welcome message from the President



The process of global economic and social integration, which is reshaping our world, would be impossible without the quality of service and flexibility offered by road transport. Underpinning the World Trade Organisation's Doha Round discussions is an indisputable reality: road transport is present everywhere and for everyone. Indeed, the global nature of the IRU was underlined by the 29th IRU World Congress in Yokohama, Japan, in April 2004 – the first time the IRU's premier event has been held in Asia. However, all over the world, road transport remains hampered by numerous obstacles to free movement of people and goods, as well as discrimination in favour of other transport modes.

If our sector has grown in the face of such obstacles, it is thanks to the creativity and dynamism of road transport operators. Liberalisation has given them the opportunity to show their entrepreneurial flair, providing ever more sophisticated services, to satisfy ever more demanding customers. However, liberalisation does not equate to an absence of regulation. Regulation is necessary, but we must ensure it is fair, transparent, easy to respect and easy to enforce. Regulation must also be harmonised between countries and regions, to provide an equal chance in the market for all players.

A major issue for IRU Members today is the threat posed by unsustainable competitive practices, permitted by very low barriers to access to the profession. The solution is clear: we need tougher rules regulating access. Faced with intensifying competition and an uncertain economic outlook, some might think that this is not the right moment to address such a fundamental issue. On the contrary, the very fact that competition is intensifying makes it imperative to impose more stringent criteria as soon as possible.

Road transport's vital economic and social contribution is largely taken for granted. For example, private sector road transport plays a vital role in the reconstruction of Iraq and Afghanistan, but this is only touched on indirectly by the media, when a driver is killed or taken hostage. On a happier note, the Lisbon-Vladivostok Caravan, mounted in May-July 2004 by the Russian Government, the IRU and its Russian Member Association ASMAP, in cooperation with our Portuguese and Belgian Members ANTRAM and FEBETRA, dramatically publicised the opening of the Trans-Siberian Highway and showed that road transport does indeed drive progress from the Atlantic to the Pacific.

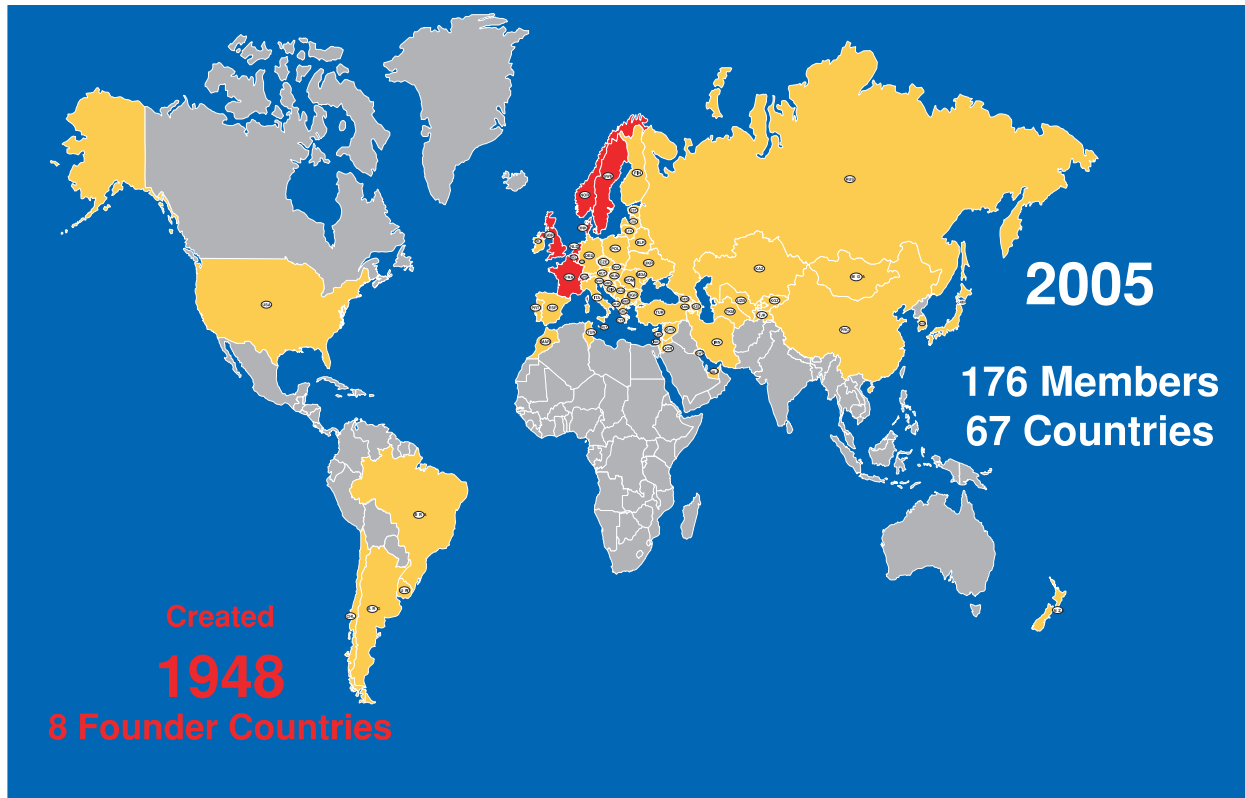
In 2005, the IRU will continue to advance its priority issues of facilitation and sustainable development. The IRU's commitment to do so around the world is illustrated in the venues for its major events in 2005, with an International Bus & Coach Forum in Shanghai in March, the 8th TransEuro Road Transport Conference in Tallinn in May and the 3rd Euro-Asian Road Transport Conference in Beijing in September, not to mention the next IRU World Congress, which will take place in Dubai in 2006!

I look forward to seeing you at these events!

A handwritten signature in black ink, appearing to read 'Paul Laeremans', written over a horizontal line.

Paul Laeremans

This is the IRU



This is the IRU

The International Road Transport Union (IRU), founded in Geneva on 23 March 1948, is the international organisation looking after the interests of the road transport industry worldwide. Via its network of national Member Associations, it represents the operators of buses, coaches, taxis and trucks, from large fleets to individual owner-operators.

The IRU's tried and tested collaborative approach is summed up in its slogan: "Working together for a better future".

The IRU's Mission

The IRU helps to solve problems affecting road transport and promotes the professional competence of the sector, to reinforce the quality of services it offers. It defends customers' freedom of choice between transport modes and the equal regulatory treatment of all modes. It works, with its Members, to ensure the harmonious development of road transport and to improve its image. It represents the road transport industry to public authorities, private bodies and the media. It promotes co-operation and complementarity with other modes of transport.

IRU Membership

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

Today, it has 176 Members in 67 countries, across all five continents.

The IRU's Active Members, with full voting rights, are all national road transport associations. The IRU's Associate Members are drawn from industries that have close ties with road transport, including the manufacturers of vehicles, fuels, tyres and information systems.

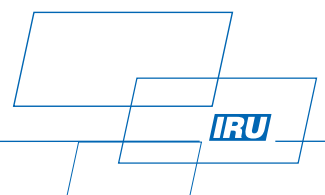
IRU Members contribute know-how, experience and political weight to the organisation's world-wide network. With its democratic structure, the IRU is able to act globally, nationally and even locally, thanks to the commitment and support of all its Members. IRU Members' unity gives the sector authority, credibility and strength when addressing governments, inter-governmental bodies, other industrial sectors and civil society.

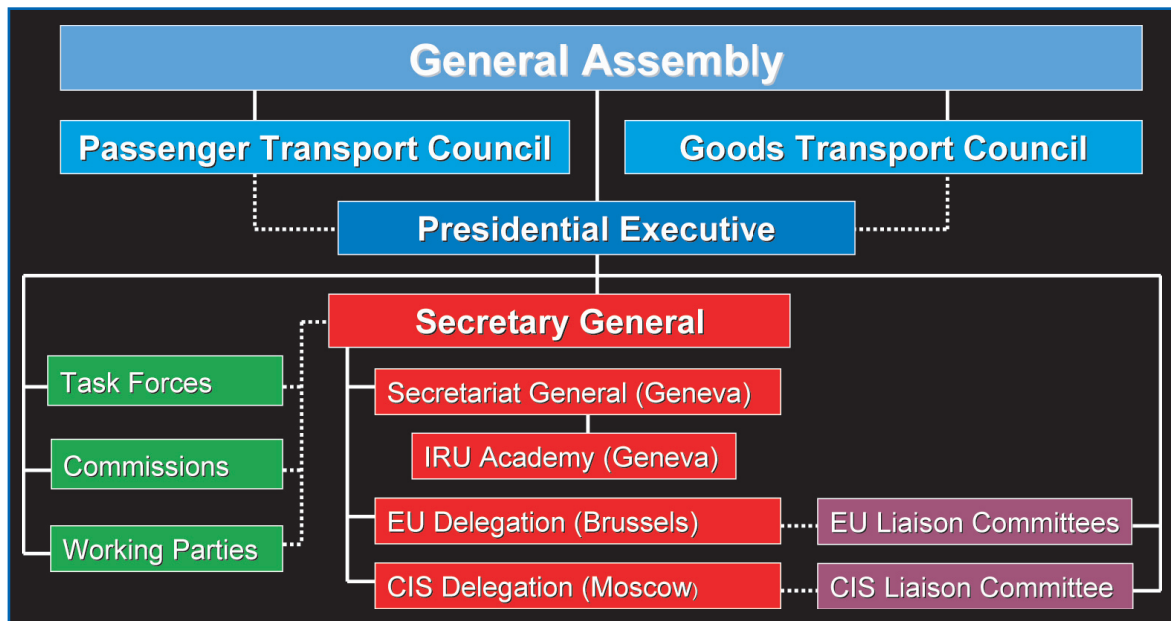
The IRU's Priority Issues

The IRU's Constitution obliges it to work towards the twin goals of [Sustainable Development](#) and [Facilitation](#) of road transport. These two priority issues form the basic components of its working programme.

Sustainable Development is the long-term policy goal of balancing economic, social and environmental priorities defined in Agenda 21, which was agreed by 182 countries at the 1st Earth Summit in Rio de Janeiro in 1992. The IRU contributes through improved productivity, road safety, energy savings and at-source reductions in emissions and other environmental impacts.

Facilitation aims to remove administrative and physical barriers to road transport and, hence, to economic development via increased trade and tourism. The IRU's main goals in this field are the harmonisation and simplification of domestic and international road traffic regulations, customs formalities and transport contracts.





IRU Bodies

The IRU is a democratic, Member-based organisation, with the following statutory bodies:

The **General Assembly**: the supreme body of the IRU comprising all Members, which meets at least twice a year. Its role is to define and attain IRU transport policy objectives.

The **Transport Councils**: the Goods Transport Council and the Passenger Transport Council, composed respectively of goods and passenger transport Member Associations, which decide IRU policy in their own specialised areas.

The **Presidential Executive**: the IRU board, comprising the IRU President, two Vice Presidents (the Presidents of the two Transport Councils) and seven other representatives.



The IRU Presidential Executive 2004-5. Front row, l – r: Yuriy Sukhin (ASMAP, Russia), Francesco Pacifico (Vice President, ANAV, Italy), Paul Laeremans (President, FBAA, Belgium), Janusz Lacny (Vice President, ZMPD, Poland), Masahiko Nakano (JTA, Japan). Back row, l – r: Vladimir Florea (AITA, Moldova), Toivo Kuldkepp (ERAA, Estonia), Plamen Tzalkov (AEBTRI, Bulgaria), Graham Smith (CPT, United Kingdom), Dick van den Broek Humphreij (EVO, Netherlands), Carlos Cazenave (ANTRAM, Portugal), Michael Svane (DTL, Denmark), Pietro Baragiola (Honorary President), Martin Marmy (Secretary General).

The IRU statutory bodies are assisted by:

IRU Regional & Liaison Committees: an EU Goods Transport Liaison Committee (CLTM) and a CIS Liaison Committee (CLCEI) bring together representatives of Active Members from those geographical areas to address regional issues.

IRU Task Forces, Commissions and Working Parties: These bring together Members' representatives with specialised knowledge, to formulate draft policy positions and serve in advisory, information and research capacities.

IRU Commissions and their Presidents

- Customs Affairs (CAD)	Klaus D. Schröder (AIST, Germany)
- Economic Affairs (CAE)	Rudolf Christian Bauer (AISÖ, Austria)
- Finance (CF)	Ron Whittle (CPT, United Kingdom)
- Legal Affairs (CAJ)	Isabelle Bon-Garcin (AUTF, France)
- Road Safety (CSR)	Gyula Köfalvi (ATRH, 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 Working Parties and their Presidents

- Combined Transport (GETC)	Antoanéta Ivanova (AEBTRI, Bulgaria)
- Dangerous Goods (GEMD)	Paul Wauters (FEBETRA, Belgium)
- International classification of touring coaches (GECL)	vacant
- Taxis and Hire Cars with Driver (TA)	Jean-Paul Gallé (FLEAA, Luxemburg)



The IRU General Assembly meeting in Yokohama, Japan, 22 April 2004.

The IRU Secretariat General

The IRU Secretariat General, headed by the Secretary General, implements policies proposed by the Presidential Executive and approved by the Transport Councils and, if necessary, the General Assembly. The Secretariat General has its headquarters in Geneva and maintains Permanent Delegations to the European Union (EU) in Brussels and to the Commonwealth of Independent States (CIS) in Moscow. It employs some 130 people, of nearly 30 nationalities, from all five continents. The Secretariat General, working with Members, also assures the functioning of the TIR Customs Transit System under a UN mandate.

The IRU Secretariat General headquarters

The IRU Secretariat General headquarters are in Geneva, a location that facilitates interaction with a number of United Nations bodies influencing international road transport, notably the United Nations Economic Commission for Europe (UNECE), as well as the World Trade Organisation (WTO).

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 & Events	Peter Krausz
- Head - Finance & Administration	Mark Mendez
- Head - IT Department	Haresh Joshi
- Head - TIR System	Jean Acri
- Head - Legal Affairs	Waldemar Czapski
- Head - Communications	Guy Willis
- Head - Sustainable Development	Jens Hgel
- Head - IRU Academy	Bruno Dingemans



The IRU Permanent Delegation to the EU

Given the volume and complexity of road transport-related issues dealt with by the EU, the IRU established a Permanent Delegation to the EU in Brussels in 1973. Since then, it has been an important participant in the process of building a European legislative framework for road transport.

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

- General Delegate [Hubert Linssen](#)
- Deputy General Delegate [Liesbeth Geysels](#)
- Head - Passenger Transport [Oleg Kamberski](#)
- Head - Social Affairs [Wim Smolders](#)
- Head - EU Goods Transport [Isabelle Maître](#)
- Head - EU Passenger Transport [Marc Billiet](#)

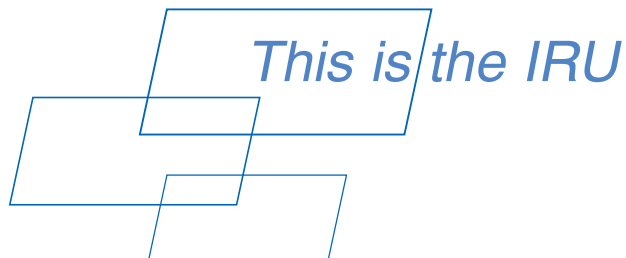


The three main objectives of the IRU's EU Delegation:

- To serve the interests of the road transport sector in the EU;
- To ensure EU legislation allows efficient road transport and fair competition;
- To ensure EU policy initiatives reflect the interests and concerns of the road transport sector.

The principal Institutions of the EU

Guided by policy direction from the IRU's EU Goods Transport Liaison Committee and the Passenger Transport Council and cooperating closely with IRU Members in EU countries, the Permanent Delegation works with the European Commission, primarily its Directorate General for Transport and Energy (DG TREN); with the European Parliament, especially the Transport Committee (TRAN); and with the Transport Council of EU Transport Ministers, its secretariat and the Member States' Permanent Representatives to the EU.



The IRU Permanent Delegation to the CIS

The Commonwealth of Independent States (CIS) brings together countries which formed the old Soviet Union, but which are now divided by major administrative barriers to road transport and trade. The IRU Permanent Delegation to the CIS was set up in Moscow in 1998.

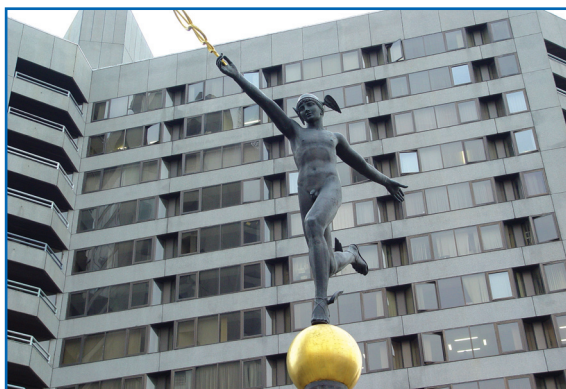
The IRU Permanent Delegation to the CIS in Moscow comprises the following main functions:

- | | |
|----------------------------------|-----------------|
| - General Delegate | Igor Rounov |
| - Senior Officer, Policy | Dmitry Larionov |
| - Senior Officer, Communications | Elena Anfimova |
| - Senior Officer, Customs | Arkady Shmelev |

The chief objectives of the IRU's CIS Delegation:

- Integration of the CIS with IRU policy and EU transport systems;
- Harmonisation of road transport legislation in the CIS Member States;
- A common transport space on the territory of the CIS countries;
- A Russian language information resource for CIS road transport operators.

The Permanent Delegation works closely with the CIS Coordinating Transport Conference, the CIS Countries' Road Transport Council, the CIS Executive Committee and the EurAsEC Inter-Parliamentary Assembly. In conjunction with IRU Member Associations, it also works with individual CIS Member State governments and their agencies.



IRU Partner Organisations

The IRU has close working relations with many intergovernmental organisations, notably:

- Various UN bodies, including UNCTAD, UNECE, UNESCAP, UNESCWA, UNEP, ILO, IMO and WHO
- The World Trade Organisation (WTO)
- The World Bank
- The World Customs Organisation (WCO)
- The European Conference of Ministers of Transport (ECMT)
- The European Commission
- The Commonwealth of Independent States secretariat

It also collaborates with many international associations representing other sectors.



The IRU Secretariat General offices in Geneva are 5 minutes walk from the main UN building, the Palais des Nations, which houses the Secretariat of the United Nations Economic Commission for Europe (UNECE). This UN body is responsible for some 55 international conventions and 116 regulations governing road transport.

IRU Priority Issues: Sustainable Development

The global economy cannot function without road transport. The challenge is to make this transport compatible with sustainable development. Sustainable development is a priority issue for the IRU and the road transport sector. The IRU has adopted the 3 “i” strategy as the most cost effective route to sustainable development, based on **Innovation**, **Incentives** and **Infrastructure**.



The IRU has created a special Sustainable Development logo, to underline the fact that it is the worldwide body representing the only transport mode to have committed itself publicly and constitutionally to work towards the goals agreed by the United Nations at the first Earth Summit in Rio de Janeiro in 1992.

OPINION

“Road transport is indispensable to people’s material well-being and economic progress, but environmental issues arising from the distribution of goods and solutions to these issues are matters of great public interest.”



His Imperial Highness Prince Akishino, Japan

China drives towards sustainable development

China has a fast-growing economy and major environmental problems. To satisfy a booming demand for road transport whilst simultaneously reducing its environmental impact, the Chinese Ministry of Communications the IRU's Chinese Member Association, the Chinese Road Transport Association (CRTA), and the IRU are cooperating to implement in China UN instruments to facilitate the movement of road vehicles and trade. They are also working together to speed the introduction of modern buses, coaches and trucks conforming to the latest technical standards.

Recognising the vital importance of adequate road infrastructure for sustainable development, China is also investing heavily to expand and improve the country's motorway network, which has grown from a few thousands of kilometres ten years ago to almost thirty thousand kilometres today. The Chinese government has also moved to lower tolls for heavy goods vehicles, recognising their importance for economic development.

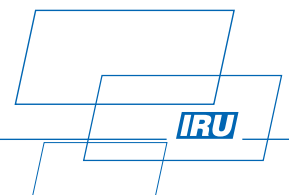


Li Mei Wang (Secretary General, CRTA) and Martin Marmy (Secretary General, IRU) sign the contract for the 3rd IRU Euro-Asian Road Transport Conference in Beijing, 26-27 September 2005.

IRU Event

3rd IRU Euro-Asian Road Transport Conference, Beijing, 26-27 September 2005

Organised with the CRTA, this event will focus on "Road Transport Bridging Asia and Europe". Asia's dynamic economic development requires road transport and logistics capacities equal to the region's trade potential. This theme will be addressed by expert speakers from Asia and elsewhere. The conference will be complemented by a major exhibition.



Road Safety

Road safety has always been a priority for the IRU and its Members, and is a key aspect of sustainable development.

The IRU Road Safety Charter

IRU Members approved and signed the IRU Road Safety Charter at the General Assembly in Yokohama on 22 April 2004, reaffirming their commitment to contribute to improved road safety, but also emphasising that further progress requires effective public-private partnerships. IRU Members committed themselves to supporting IRU road safety initiatives and instruments, and agreed to strengthen grass-roots commitment to road safety. By the end of 2004, thousands of transport companies from 20 countries had signed the IRU Road Safety Charter for Transport Operators; their names will be published on the IRU Website in 2005.



IRU General Assembly, Yokohama, 22 April 2004: Paul Laeremans (President, IRU) signs the IRU Road Safety Charter, reaffirming road transport's commitment to help improve road safety.

The European Road Safety Charter

The IRU Road Safety Charter is the sector's commitment to the European Road Safety Charter, signed in Dublin on 6 April 2004 by the IRU President, Paul Laeremans, alongside the Irish Prime Minister, Seamus Brennan, then President of the EU. In 2005, the IRU will report to the European Commission on its implementation of the European Road Safety Charter.



Dublin, 6 April 2004: Dimitrios Theoligitis, Head of Unit, Road Safety, DG TREN, European Commission (right), hands the European Road Safety Charter to IRU President Paul Laeremans for him to sign.

The IRU's Truck Accident Causation Study

The absence of reliable data on the causes of accidents involving trucks led the IRU to sign an agreement with the European Commission to co-finance an extensive international Truck Accident Causation Study. This will gather data on more than 600 accidents involving trucks in France, Germany, Hungary, Italy, Netherlands, Slovenia and Spain. The study will be finalised in 2006 and the results will be used to propose cost-effective remedial actions.



Signing the European Commission-IRU agreement to co-finance the Truck Accident Causation Study in Brussels, 24 March 2004 (left to right): Martin Marmy (Secretary General, IRU), Paul Laeremans (President, IRU) and Daniel Calleja Crespo (Chef de Cabinet to Loyola de Palacio, then Vice President of the European Commission, responsible for transport and energy).

Road Safety in the UN

The IRU took part in a UNECE Road Safety Workshop in Geneva on 5 April 2004, contributed to the WHO / World Bank World Report on Road Traffic Injury and Prevention, launched in Paris on 7 April and spoke at the UN Road Safety Stakeholder Forum in New York on 15 April. At the WHO's UN Road Safety Collaboration meeting in Geneva on 1 October, the IRU proposed a World Road Safety Charter.



Affirming the road transport sector's commitment to help improve road safety, Jens Hügel (Head – Sustainable Development, IRU) sits on the left of the speakers' panel at the UN Road Safety Stakeholders Forum at the UN headquarters in New York, 15 April 2004. (Photo: Task Force for Child Survival & Development).

Road Safety in the CIS

On 15 December 2004, the IRU and the Moscow Road Transport Institute staged a Road Safety Forum at the Kremlin Palace of Congresses, attended by more than 2'500 participants and numerous Russian ministries. The IRU will promote road safety in partnership with the Federal Traffic Inspectorate and the Road Safety Foundation, notably by publishing a 2005 calendar illustrated with children's drawings of traffic rules.

IRU Priority Issues: Sustainable Development

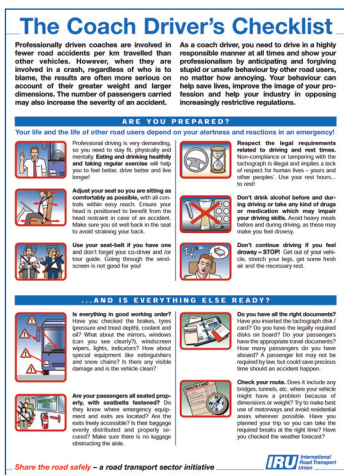
Crisis Management

With the full support of its Members, the IRU has developed a Crisis Management System to help coach operators and associations to work together in the event of a serious coach accident. A detailed manual has been prepared to help Coach Member Associations to manage a serious coach accident and a training seminar will be organised in the first half of 2005 for national crisis managers.



The IRU Coach Crisis Management System manual is the fruit of collaboration between a consultant experienced in air transport crisis management, the IRU Communications Department and Member Associations.

Coach, Taxi and Truck Driver Checklists



The IRU has prepared attractive safety and security checklists for coach and truck drivers. In 2004, IRU Members in Belgium, Bulgaria, Cyprus, Germany, Estonia, Ireland, Kazakhstan, Norway, Romania, Sweden and the UK published their own national versions. A safety card for taxi drivers will be published in 2005.

The IRU Driver Checklists have been designed to provide practical safety and security advice to drivers in an attractive, easy-to-read format, covering steps to be taken before, during and after each journey.

Truck load securing

The IRU agreed in November 2004 that both the IMO and the CEN standards for cargo securing offer acceptable levels of security. There is an urgent need to develop harmonised European guidelines for load securing and the IRU is participating in a European Commission Expert Group working on this. Work should be finalised by the middle of 2005.

IRU Academy

New Rules of Procedure for the IRU Academy Accreditation Committee were approved by the IRU Presidential Executive on 21 April 2004. Accordingly, a new IRU Academy AAC will start its two-year term in 2005, with Tatiana Minaeva (ASMAP, Russia) as its Chairman. The IRU Academy Advisory Committee elected Martine-Sophie Fouvez (ECMT) as Chairperson for 2005-2006.



The IRU Academy Advisory Committee met in Geneva on 2 September 2004. It is comprised of representatives from the World Bank, UNECE, ECMT, EC, ETF, ASMAP.

CPC for the Road Transport Manager

The IRU Academy's 1st training programme, for the Certificate of Professional Competence (CPC) for the Road Transport Manager, continues to grow, with more than 4'000 Diplomas issued since its inception and 6 new IRU Academy Accredited Training Institutes joining the IRU Academy network in 2004, bringing the total to 28.

CPC in Dangerous Goods by Road

The new 2005 ADR Agreement enters force on 1 January 2005 and the IRU Academy is marking this with a new ADR programme, starting with Drivers transporting Dangerous Goods in Packagings and Bulk, excluding Explosives (Class 1) and Radioactive Materials (Class 7). A second ADR qualification is already being planned by the IRU Academy, for Drivers transporting Dangerous Goods in Tanks, excluding Classes 1 and 7.

OPINION

"The new 2005 ADR Agreement contains changes of great importance to road transport training institutes which have increased responsibilities in this area, especially in updating course materials, lesson plans and exercises according to this revised ADR Agreement."



Olivier Kervella, Chief, Dangerous Goods and Special Cargoes Section, UNECE

CPC for the Road Vehicle Driver

A 3rd IRU Academy training programme is being planned: the Certificate of Professional Competence (CPC) for the Road Vehicle Driver. This programme will be fully in compliance with EU Directive 2003/59/EC, which requires the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods and passengers. The Directive enters force on 10 September 2006.

IRU Event

The 1st IRU Academy Seminar, Hanover, 29 September 2004

The 1st IRU Academy Seminar, staged in Hanover, Germany in partnership with VDA, addressed the theme “The road to achieve enhanced security”. Expert panellists explained road transport security and related training issues to some 100 professionals from 36 countries across the Americas, Asia and Europe. The next IRU Academy Seminar will be held in Istanbul in September 2005 in partnership with UND (Turkey).

IRU Academy Seminar panellists (left to right): Bruno Dingemans (IRU), Dietmar Jost (World Customs Organisation), Paul Laeremans (President, IRU), Martin Sprynar (CESMAD Bohemia), Prof. Dr. Bernd Gottschalk (President, German Auto Manufacturers' Association VDA), Martin Rojas (American Trucking Associations).



The IRU Academy-World Bank Distance Learning Initiative

The IRU Academy, working with the World Bank in the Global Facilitation Partnership for Transportation and Trade - Distance Learning Initiative (GFP-DLI) and the Netherlands Transport Platform, has signed agreements with IRU Members CRTA (China) and ASMAP (Russia) to offer CPC distance learning courses for Road Transport Managers.



Signing the Russian Distance Learning agreement (from left to right): Martin Marmy (Secretary General, IRU), Paul Laeremans (President, IRU), Yuriy Sukhin (President, ASMAP, Russia) and Tatiana Minaeva (Head, Management Department, ASMAP, Russia).



Concluding the Distance Learning agreement for China (from left to right): Bruno Dingemans (Head – IRU Academy), Li Mei Wang (Secretary General, CRTA, China) and Martin Marmy (Secretary General, IRU).



Prof. Dr. Bernd Gottschalk opened the IRU Academy Seminar on enhancing security in road transport.

Seminar participants were told by IRU President Paul Laeremans that authorities and commercial partners must work together to strengthen security.



Innovation

Communicating Industry Achievements: Best Industry Practice Reports

The IRU's Best Industry Practice Reports document transport operators' implementation of innovative practices listed in the IRU Guide to Sustainable Development. The 1st BIP Report was published in 2002 and new case studies were documented in a 2nd BIP Report in 2004. A 3rd BIP Report is planned, including even more sophisticated best practices from all over the world, to be implemented by fleet operators via IRU Members.



The BIP 1 and 2 Reports confirm transport operators' willingness to implement sustainable development measures that go beyond legal requirements because they bring economic and environmental benefits.

IRU Event

29th IRU World Congress, Yokohama, 22-24 April 2004

The 29th IRU World Congress in Yokohama brought together 1'500 transport operators, association leaders and government decision makers from 60 countries to explore the theme "Transport and Technology of Tomorrow". The event concluded with the adoption of a Congress Declaration calling on governments to allow the road transport sector to harness modern technology to maximise its positive contribution to the provision of sustainable mobility of people and goods.



John Patrick (Internet Visionary, Author, former VP Internet Technologies, IBM) told IRU Congress delegates in Yokohama that the road transport companies of the world must empower themselves with information technology.

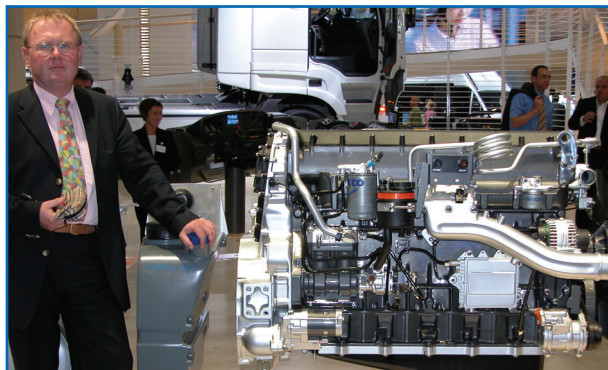


Euro 4 and 5 diesel motor standards

In 2004, the IRU Technical Affairs Commission (CIT) highlighted issues related to Euro 4 and 5 standard diesel motors. While several technologies can meet the Euro 4 standard, only one of them - Selective Catalytic Reduction (SCR) - currently meets the stricter Euro 5 standard, but it needs large volumes of liquid urea.

Regardless of the technology used, the IRU, which fully supports at-source reduction of emissions such as the Euro 4 and Euro 5 standards rather than traffic restrictions, requires governments to:

- Ensure adequate availability of all necessary fuels and additives;
- Propose effective incentives to encourage the acquisition of cleaner vehicles.



The President of the IRU Economic Affairs Commission (CAE), Rudolf Bauer (AISÖ, Austria), next to an IVECO Cursor Euro 4 standard motor at the IAA international commercial vehicle exhibition, Hanover, September 2004.

OPINION

"A three percent saving on the consumption of over 150 million litres of fuel per year is really worth any innovative investment and effort. In other words: innovation pays off!"



*Wim Vos
CEO, Vos Logistics, Netherlands*

Professional diesel

As fuel accounts for at least 20% of the total costs for road transport companies, they have consequently been hit particularly hard by the massive surge in oil prices experienced in 2004. Although the situation has now eased slightly, fuel prices remain at historically high levels and are expected to continue rising in the longer term. The IRU will use the Declaration on fuel prices adopted at the General Assembly in November 2004 as a basis for discussions in 2005 with the European Council and the European Commission's DG TREN and DG TAXUD.

IRU Event

IRU General Assembly, Geneva, 5 November 2004

IRU Members adopted a Declaration calling on the European Commission to re-launch its professional diesel proposal, with the clear objective of reducing tax on fuel for professional use to one standard rate, applicable in each of the 25 EU Member States. This rate must be clearly below the basic rate of EUR 350 per 1'000 litres indicated in the current Commission Proposal. The IRU also called on road transport operators to pass on increased fuels costs.



Mohammad Alipour-Jeddi, Head of Petroleum Market Analysis at the Organisation of Petroleum Exporting Countries (OPEC) told the IRU General Assembly that the road transport sector is obliged to pass on increased fuel costs.



Lew Fulton, Senior Manager, Transport Energy at the International Energy Agency (IEA), told the IRU that diesel will continue to fuel heavy commercial vehicles for the foreseeable future, as the alternative mobile energy sources currently under development are better suited for light vehicles.

Weights of touring coaches

IRU Members have indicated that the European weights and dimensions Directive 97/27, which lays down minimum weights for passengers and luggage, buses and coaches, no longer corresponds to real operational conditions. The IRU has launched an investigative study in four EU Member States, comparing actual weights with vehicle specifications. The final results are expected in the first half of 2005.

Incentives

Analysing the role of Incentives

Governments need to provide real incentives to ensure that transport operators are economically rewarded for adopting best available technologies and practices as early as possible. To help policymakers to understand better the incentives available, the IRU commissioned a study by an independent research institute. The study results were presented to IRU Members in November 2004. Incentives are often poorly conceived. The study indicates that they can be effective if:

- The financial or other benefits are large enough, compared to the investments;
- Incentives remain in place long enough;
- They are put in place early; and
- They apply to a large part of the road transport sector.

As a next step, in 2005, the IRU will create an incentive template with criteria which ensure the creation of real business incentives, as a practical aid for policymakers.

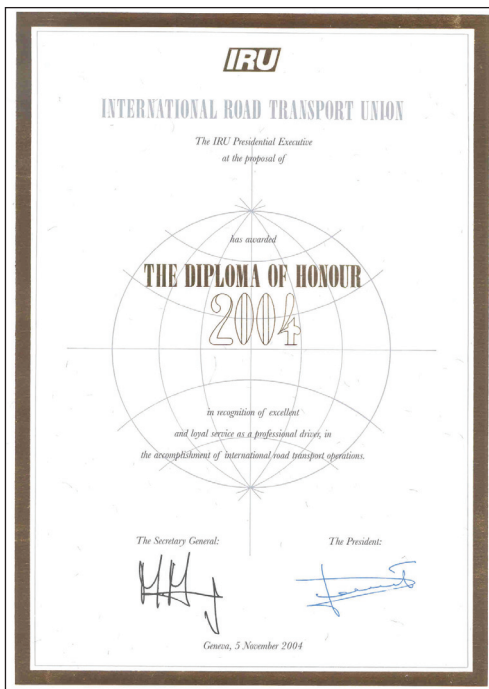
OPINION

"We are developing our road infrastructure and are working to remove urban rush-hour bottlenecks. We also provide incentives to encourage the introduction of environmentally friendly vehicles."



Yukiyoshi Minehisa
Director General, Road Transport Bureau,
Ministry of Land, Infrastructure and
Transport, Japan

IRU Diplomas of Honour



At the General Assembly in November 2004, the Presidential Executive awarded the IRU Diploma of Honour to 913 road transport drivers in 24 countries.

These Diplomas are awarded, on the basis of nominations made by Member Associations, to the most deserving road transport drivers who, notably, have driven a minimum of one million kilometres during a career of at least 15 years in international transport, without causing a serious accident. Such a performance merits recognition and serves as an example to younger drivers, whilst enhancing the image of the profession.

IRU Eurochallenge Award

The IRU Eurochallenge Award promotes greater use of urban and interurban public transport by bus and coach through cost-effective innovative projects. "Demand-responsive public transport" will be the theme of the 2005 Award, to be presented at BUSWORLD in Kortrijk, Belgium on 20 October 2005. The call for applications will be published in January 2005.

Serge Nossovitch (Board Member, IRU Passenger Transport Council and Secretary General, FNTV, France) presents the 2003 Eurochallenge award to Antoon Eggermont of the Belgian transport operator De Lijn for its particularly innovative night bus service in the city of Ghent.

2005

IRU Eurochallenge Award



Infrastructure

Infrastructure charging

With a view to increasing tax revenues, governments continue to target trucks, notably by putting in place distance-related road charging. This development is further accentuated by modern technology, which allows charges to be deducted automatically. Unfortunately, the systems put in place so far, in Switzerland, Austria and Germany, are incompatible and more are planned. EU decision-making bodies have been slow to update the “Eurovignette” Directive on the charging of heavy goods vehicles and they have been equally slow to come up with a legal instrument to ensure at least the technical harmonisation of national infrastructure charging systems.

The IRU position on road user charging for heavy goods vehicles emphasises that any such charge must be fiscally neutral. In other words, it should not increase the overall fiscal burden on road transport operators. The IRU also insists that revenues from goods transport road user charging must be used for road infrastructure development.

The Council still faces a deadlock in 2005, which could lead the European Commission to redraft its Proposal for a revised “Eurovignette” Directive.

The German LKW-Maut HGV toll finally entered service on 1 January 2005. The complexity of the technical solution proposed by the Toll Collect consortium led to delays and the system is incompatible with existing HGV charging systems in neighbouring Austria and Switzerland. The IRU's objective is “one box, one bill”. This requires a technical standard which will allow one on-board unit per truck, which can interface with all national infrastructure charging systems. The IRU also wants a centralised invoicing mechanism, to avoid the administrative headache of one bill per truck, per country.



OPINION

“Road infrastructure is crucial, since road transport is the transport mode that best meets the requirements of modern economies.”



José Capel Ferrer
Director, Transport Division, UNECE

IRU Priority Issues: Facilitation of trade, tourism and road transport

Facilitation of trade, tourism and road transport is a main IRU policy priority. The IRU's philosophy in this area is clear: any penalty on road transport merely results in an even bigger penalty on the economy as a whole. The IRU pursues this priority, not only because it is important to have better rather than more transport, but also because it is in the interest of society as a whole, since road transport is the engine of progress. It is therefore imperative that the vital role of road transport is made known and that the IRU and its Members obtain the support of authorities to reduce or eliminate barriers to road transport. In increasingly liberalised markets, all parties must take joint action to ensure that road transport services are of the highest quality, through more rigorous access to the profession rules and internationally recognised professional training, offered by the IRU Academy.



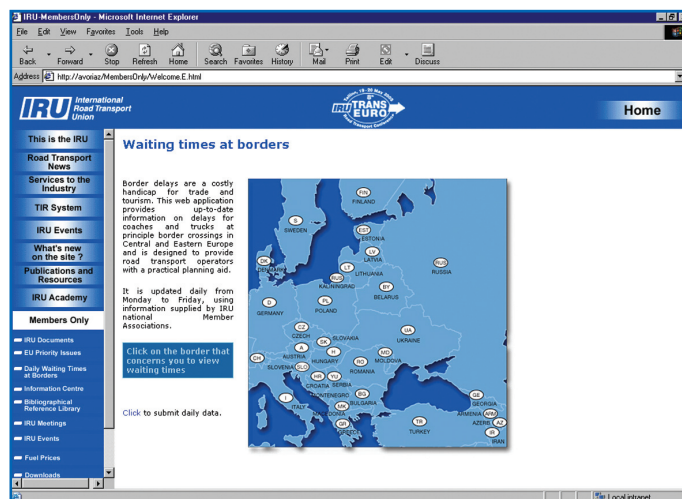
Security and facilitation are interdependent; information is the key to ensuring both. The IRU Goods Transport Council adopted a Declaration in Yokohama on 21 April 2004, urging governments to reflect the "just-in-time" demands made on road transport, by allowing operators to provide customs with pre-notification only 2-4 hours before a shipment arrives at a frontier. Since then, the European Commission has removed a proposal for a 24-hour prenotification period from draft legislation and referred the timing issue to an expert committee.

General and Trade issues

For the road transport sector, trade facilitation cannot be separated from the physical movement of road vehicles carrying passengers and goods across frontiers. The road transport sector is particularly concerned about border crossing difficulties in a number of parts of the world. Efficient controls are vital; with reduced controls at the borders between "old" and "new" EU Member States following the enlargement of 1 May 2004, waiting times for coaches and trucks there have practically disappeared. Difficulties obtaining visas for professional drivers also reduce road transport productivity. The IRU has raised this with several international bodies but the necessary facilitation measures are not yet in sight. The IRU seeks cheap annual multiple-entry visas for drivers, with quick and simple application procedures.

Waiting times at borders

The time and cost of cross border road transport operations are increased by complicated documentation and procedures, poor cooperation between different government agencies, inadequate implementation of international conventions, burdensome traffic restrictions, as well as insufficient and poorly trained staff at border authorities. In 2004, the IRU introduced its second-generation border waiting times observatory on the IRU website. The data made available to IRU Members via the new system is more up-to-date, as participating Associations can now input details directly. Waiting times at borders and visa problems will continue to remain the focus of IRU attention in 2005, in talks with the UNECE, the ECMT, the EU and the WTO.



With contributing Associations able to post data directly into it, the new IRU border waiting times site offers greater added value to IRU Members, through more complete and up-to-date information.

The Lisbon-Vladivostok Caravan

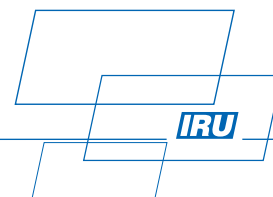
The Lisbon-Vladivostok Caravan was a public-private partnership between the Russian Ministry of Transport, ASMAP (Russia), the IRU and its Members. Designed to highlight the opening of the Trans-Siberian highway, it left Lisbon on 24 May 2004 and arrived in Vladivostok on 12 July. Under the slogan "Road transport drives progress from the Atlantic to the Pacific", the Caravan's epic 15'000 km journey showed that road transport can now link production and distribution centres anywhere across the entire Eurasian landmass, thus allowing the integration of previously remote regions into the modern, global economy.



The Caravan's arrival in Vladivostok, a powerful symbol of the closer integration of this remote corner of Russia, was marked by a very traditional Russian welcome.



ANTRAM (Portugal) organised a fitting start for the Caravan at the Monument to the Discoveries on the River Tagus in Lisbon.



European Union Enlargement

On 1 May 2004, 10 new Member States joined the EU in its biggest-ever enlargement and Bulgaria and Romania are on course to join in 2007. Since the beginning, the IRU has been an active participant in the entire process of preparation for EU enlargement in the road transport sector.

In 1999, IRU Members unanimously adopted a step-by-step Strategy for EU Enlargement, to minimise the risk of market disruption associated with a “big bang” opening. The strategy foresaw progressive pre-accession market opening, in line with progress in implementing the EU’s *acquis* of road transport legislation. Unfortunately, the opportunity was lost and the IRU has since worked to gain acceptance for an indicator monitoring traffic between different countries by vehicle nationality, to warn of major distortions in the transport market. These efforts should bear fruit in 2005.

The IRU is monitoring the EU’s new Neighbourhood Policy, which aims to link the EU with neighbouring countries and regions, providing the latter with improved access to the single market in exchange for implementation of EU regulations.

IRU Event

8th IRU TransEuro Road Transport Conference, Tallinn, 19-20 May 2005

This event, hosted by the IRU’s Estonian Member ERAA, is a continuation of the successful series of IRU East-West conferences, staged to help the road transport sector to prepare for EU Enlargement. Renamed to reflect the new geopolitical situation, the Tallinn event takes “One year after ...” as its theme, looking at the impact of EU enlargement from all sides.



Toivo Kuldkepp (Secretary General, ERAA, Estonia) and Martin Marmy (Secretary General, IRU) signing the contract for the implementation of the IRU’s 8th TransEuro road transport conference.



Road Transport Social Issues

Driving and rest time rules

The IRU Members found the revised driving and rest time rules discussed at the EU Transport Council excessively complex, unworkable and hard to enforce, and made their own proposals for driving time rules and harmonisation of enforcement. In June, the Council reached political agreement on new driving time rules and enforcement, incorporating some improvements sought by the road transport sector. The new rules will go to the European Parliament for a second reading in 2005 and the IRU urges MEPs to ensure that they include 12 consecutive driving periods; more flexible split daily rests and simplified breaks. They should also remove the following: 45 hours weekly rest every second week; weekly rest no later than 6 x 24 hours after the previous one; compensation for reduced weekly rests and inversion of the burden of proof.

Digital tachograph

Delays in type approval of digital tachographs led to fears of major problems for enforcement authorities and road transport operators. Finally, the Transport Council agreed in June 2004 to delay the service entry date until 5 August 2005. The IRU helped secure this delay and encouraged legislators to focus on harmonised use of the new equipment for enforcement purposes. Technical and administrative problems in 2005 may well lead to further changes in the digital tachograph timetable. The IRU will continue to emphasise that harmonised enforcement is most important, working closely with European enforcers' organisations.



The digital tachograph should help to facilitate enforcement of social legislation, but clear, harmonised rules are also needed. The IRU wants a flexible standard that will allow a multipurpose "black box", capable of supplying data for a whole range of purposes, including fleet management and infrastructure charging, not just enforcement of social legislation. (Photo: Siemens VDO).

Working time rules

The European Commission launched a Proposal in September 2004 for amending the general Working Time Directive 2003/88/EC, which will affect all employees who do not fall within the scope of the Driving and Rest Time Regulation 3820/85. Except for the proposed abolition of the individual opt-out, the amendments proposed by the Commission are acceptable to the IRU.



Georges Causse (FNTR, France) is President of the IRU Commission on Social Affairs (CAS).

Customs Transit Systems and the TIR System

Fleet operators engaged in international road transport require effective customs transit systems, which help to rationalise and reduce customs formalities and so speed the passage of vehicles and goods across national frontiers. The best known is the TIR System, currently implemented in about 60 countries.



Jean Acri (Head TIR System), Jan Mejlaender-Larsen (Vice President CAD), Klaus Schröder (President CAD), Sören Rasmussen (Head TIR Operations and Secretary of CAD), Virginia Tanase (Head TIR Policy, Training and Information), Blagoja Jovanovski (TIR Project Leader).



A truck operating under the TIR System at the Al Tanf border crossing on the Iraqi-Syrian frontier.



Klaus Schröder (AIST, Germany) is President of the IRU Commission on Customs Affairs, which brings together IRU Members' extensive expertise in this important field.

Towards a sustainable TIR System

With the support of the Commission on Customs Affairs (CAD), the IRU is committed to ensuring the sustainability of the TIR System, but this requires close co-operation between the private sector (the IRU, its TIR Member Associations, Authorised Holders and insurers) and the public sector (national Customs Authorities, the UNECE and TIR Convention bodies).

The IRU closely supports the UNECE's work on TIR sustainability issues, including revision of the TIR Convention. The IRU also worked closely with the European Commission's DG TAXUD to ensure the smooth functioning of the TIR System before and after the EU enlargement of 1 May. Cooperation with the World Customs Organisation (WCO) strengthened, driven by a mutual interest in balancing security with trade facilitation.

In 2004, TIR Training was provided to TIR actors from Albania, Azerbaijan, Malta, Denmark, Ireland and Syria. TIR border difficulties and fraud cases also demanded much IRU attention.

Operations and IT support

The TIR Carnet Holder Identification Number (ID) is now implemented in a harmonised way in all TIR Associations, in compliance with the UNECE Recommendation of 20 October 2000.

The first AskTIR integrated TIR Carnet management IT application pilot project was undertaken with the RHA (UK) in 2004 and a second started with AEBTRI (Bulgaria).

The IRU created SafeTIR to improve risk management in the TIR System, but for it to be effective, data must be received on a “same day” basis. To this end, the IRU is working closely with Russian Federal Customs to accelerate transmission of TIR Carnet termination data and is helping to provide Customs posts with electronic access to CUTE-Wise data.

The IRU successfully implemented secure TIR and SafeTIR data transmission from 5 countries via an Internet “Virtual Private Network” (VPN) in 2004 and plans to expand its use to reduce costs whilst improving reliability and security. In December 2004, the IRU launched its CUTE-Wise 2.2 IT application, developed at the UNECE’s request to display additional information on TIR Carnets issued.



The IRU discussing reduction of SafeTIR data transmission times with Russian Customs in January 2004.

Widening the TIR System

The IRU is preparing for a geographical expansion of the TIR System. A mission to China in March briefed the Ministry of Communication and the General Customs Administration, while two Chinese Customs officials received TIR training in Geneva in July. Associations from Asia and Oceania were briefed on the possible use of the TIR System for maritime container transport and a TIR workshop was organised for the UAE, Syria and Kuwait. In cooperation with UNECE, meetings were arranged in Bosnia-Herzegovina, Pakistan, Thailand and Kazakhstan, the latter with additional help from USAID. Contacts were also initiated with Afghanistan and Saudi Arabia.



Meeting with Chinese Customs in Beijing, March 2004 (from left to right): David Green (Advisor to IRU Secretary General on TIR Matters), Zhu Gaozhang (Director General, International Cooperation Department, General Customs Administration), Virginia Tanase (IRU), Sun Rong-yan (Divisional Director, Department of Supervision & Control, General Customs Administration), Sören Rasmussen (IRU), He Xiaorui (Division Chief, Department of Laws & Regulations).

Other transit systems

In 2004, the IRU approached the European Commission and various national Customs regarding technical difficulties with the NCTS system when used for the transport of non-community goods within the EU Customs Union. These were partly solved, but the number of Customs reservations and notifications remain high. The revision of the Russian Customs Code and the consequences of the Customs Union between the Russian Federation and Belarus were also closely monitored, with the support of the IRU Permanent Delegation to the CIS.

The IRU, working with DG TAXUD, the EU Member States and IRU Members, will continue to look at reinforcing synergies between the two systems and further facilitating road transport by using NCTS to ensure the continuity of TIR operations to, from and through the EU.

Looking forward to 2005

Work with the UNECE and the European Commission will focus on the revised Community Customs Code. The inclusion of the new Annex 10 in the TIR Convention in February 2005 should encourage Customs to implement the necessary measures to achieve “same day” transmission of SafeTIR data. Risk management will also be strengthened by encouraging Customs offices to use CUTE-Wise. AskTIR deployment will start with interested TIR Member Associations. The IRU will also continue to work on extension of the TIR System to cover maritime container traffic.

The screenshot displays the CUTE-Wise v2.2 web application. The main section is titled 'Consultation Of TIR Carnet Data'. It includes a 'NEW SEARCH' button and several input fields for filtering results: 'TIR Carnet Number' (0047964369), 'Issuing Country ISO Alpha 3' (TUR), 'Issuing Association' (TR ICCET), 'Number Of Pages' (1), 'Date Of Issuance Of The TIR Carnet To The Issuing Association' (08.04.04), 'Date Of Issuance Of The TIR Carnet To The Holder' (05.09.04), 'Holder ID Number' (TUR042/777), 'Expiry Date' (04.10.04), 'Status Of The TIR Carnet' (THE TIR CARNET WAS RETURNED TO THE H.O.), and 'Number Of Customs Records' (1). Below these fields is a table titled 'RECORDS RECEIVED FROM THE CUSTOMS OFFICES OF DESTINATION'. The table has columns for Country, Name Of Customs Office, Date In The Customs Ledger, Record Number In The Customs Ledger, Reference Number As Per The Certificate Of Termination, Date As Per The Certificate Of Termination, Partial (P) Or Final (F) Termination, Page Number, Termination Certified With (C) Or Without (S) Reservation, Number Of Packages, Customs Comments, and Record Available At IRU On. The table contains one record for DEU (BROENHEIM BAD REICHERHALL) with a record number of AT04152009020047432, dated 08.09.04, and a status of F.

Country	Name Of Customs Office	Date In The Customs Ledger	Record Number In The Customs Ledger	Reference Number As Per The Certificate Of Termination	Date As Per The Certificate Of Termination	Partial (P) Or Final (F) Termination	Page Number	Termination Certified With (C) Or Without (S) Reservation	Number Of Packages	Customs Comments	Record Available At IRU On
DEU	BROENHEIM BAD REICHERHALL		AT04152009020047432		08.09.04	F	12	CIC	0		11.09.04

The IRU-developed CUTE-Wise IT application makes SafeTIR information available to Customs and TIR Member Associations, contributing to effective risk management within the TIR System.

Tourism & Road Transport - Passenger

Development of passenger transport

To take better account of the development of passenger transport by road, the IRU has improved its working methods and has reinforced the staff in the IRU Secretariat, with a clear mandate to serve the IRU Members better, including the members of the IRU Taxi Group.

Promotion of coach tourism

In November 2004, the European Commission's DG Enterprise study on the multi-stakeholder European Targeted Action for Sustainable Tourism and Transport was published. The study, in which the IRU was heavily involved, showed that coach tourism is important for achieving sustainable tourist services. The IRU will provide its reaction to the Commission in early 2005. The IRU will continue to press for urgent action against the policies of certain tourist cities to restrict tourist coaches via discriminatory traffic regulations and inadequate parking facilities.

On 29 July 2004, the European Commission published a Communication on the operation and prospects of the Community framework for passenger transport by coach and bus: access to the international transport and cabotage market, safety and rights of passengers. The IRU's reaction to this Communication will be discussed in 2005, but will certainly include the need to address the continuing lack of data on international coach tourism; this is unacceptable, given this sector's important contribution to the economy.

An IRU Memorandum on international regular services was presented to the ECMT road transport working group in Istanbul on 16-17 September 2004. A half-day seminar to examine the issues raised in the Memorandum is planned for the autumn of 2005.

The IRU has commissioned a study on upgrading its International Star Classification for Touring Coaches. The results were presented to the Passenger Transport Council in November 2004 and consultation with IRU Members has begun. A decision on the future of the International Star Classification for Touring Coaches should be taken in April 2005.

IRU Event

International Bus and Coach Forum, Shanghai, 16 March 2005

Under the title "Profitable Bus and Coach Operations in or with China", outstanding Chinese and foreign panel speakers will highlight the great potential the newly opened Chinese tourism market offers for bus and coach operators and suppliers. This unique opportunity will take place within the BUSWORLD Asia Exhibition 2005, in partnership with BUSWORLD, the CRTA and UITP.



The 4th European Bus & Coach Forum, Kortrijk, 21 October 2005

The 4th European Bus & Coach Forum will take place at BUSWORLD in Kortrijk, on 21 October 2005, and will examine the safety aspects of international regular services by bus and coach. The Forum will bring together policy makers, operators, manufacturers and road safety experts.

bus & coach 



Value Added Tax (VAT)

Discrimination due to the exemption of airlines from paying VAT on their ticket sales, whilst it remains payable on coach tickets, creates an unacceptable distortion of fair competition. Despite constant complaints, the European Commission has not yet presented a new proposal to end the discrimination between different passenger transport modes. The IRU also asked the Commission to address problems encountered by operators in obtaining the repayment of VAT in Italy and Luxemburg, leading to infraction procedures against these countries, which have recognised the facts and are working to correct the situation.

Public Service Requirements

Since July 2002, no progress has been achieved by the European Transport Council on the Proposal for a Regulation on public service requirements and award of public service contracts in passenger transport by rail, road and inland waterway. On 16 March 2004, the European Court of Justice ruled in the Danish Combust case, which is a complaint by the IRU Danish Member Association, Danske Busvognmaend, against the illegal use of state funds by the Danish company Combust to win public contracts for bus services. In September 2004, the Commission started drafting a new Proposal, which could reopen the discussion in the Council.



The IRU City Trophy 2005

This award, granted every two years, rewards municipal authorities for policies to facilitate coach tourism on their territory. Preparations are being made for the “IRU City Trophy” which will be awarded on 20 October 2005 at BUSWORLD in Kortrijk, Belgium.

IRU City Trophy 2005



Francesco Pacifico (President, IRU Passenger Transport Council and Vice President, ANAV, Italy) presents the IRU City Trophy 2003 to Mary Sewell and Jane Chitty of Medway Council for the splendid coach facilities installed in the historic town of Rochester, UK.

Road Transport – Taxi

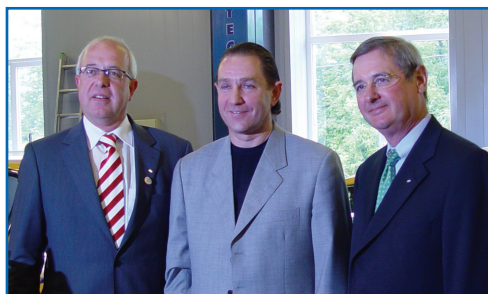
The Taxi Group, which is a full member of the Passenger Transport Council (CTP), deals with many issues of common concern and interest to the bus and coach industry such as professional diesel, access to the profession, road safety, working times and public transport security. All these questions are dealt with together by the CTP as they are covered by the same national regulations.

The “Taxi Regulation in Europe” study by the Norwegian Institute of Transport Economics (TØI) was published by the IRU in 2004. It describes existing regulatory regimes governing access to the profession and entry to the market in 13 European countries and includes an analysis of the main types of taxi dispatching centres and their effect on quality of service. This study has proved popular, being ordered not only by operators but also by political decision makers and researchers. Promotion of the results of the study will continue in 2005.

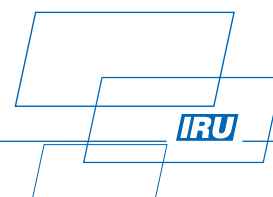
IRU Event

IRU Taxi Conference, Moscow, 4 June 2004

The IRU hosted a special conference on Taxi Regulation in Moscow on 4 June 2004 to facilitate the sharing of European and CIS experiences on taxi regulation. The event brought together around 200 participants from National Transport Ministries, municipal governments, the media and academia, as well as publicly and privately owned taxi companies and national road transport associations, from some 20 European and CIS countries.



In Moscow for the IRU Conference on Taxi Regulation (from left to right): Thomas Grätz (Vice President, IRU Working Party on Taxis), Vitali Mant (Executive Director, Fare Carrier Guild, Moscow), Jean-Paul Gallé (President, IRU Working Party on Taxis). They were visiting the premises of Moscow's Elex-Polus Taxi company.



Road Transport - Goods

Security

The Goods Transport Council (CTM) adopted a position in April 2004, emphasising that security must be balanced with the facilitation of trade, tourism and road transport. On 4 November, it formally adopted the IRU Road Transport Security Guidelines, containing voluntary guidelines for managers, drivers, shippers/consignors, dangerous goods operations and agreements with customs services. The IRU has established a Task Force on Security (TFS) and is promoting the organisation of a multi-stakeholder European Round Table on Security issues in 2005. The Passenger Transport Council (CTP) also launched an evaluation of security-related risks in the transport of passengers by road.



Security is a major preoccupation for Janusz Lacny (President, IRU Goods Transport Council from ZMPD, Poland).

Security in the CIS

In March 2004, the IRU took part in a conference organised by the Russian High Level Advisory Group (G 12) on counter-terrorism and transport security, at which it presented a report on the role of the TIR System in combating drug trafficking and smuggling. A conference in Moscow on this issue is foreseen in 2005.

Security in the USA

The USA is working to improve security in its massive trucking sector and the federal government is providing significant financial support for training and other actions. The IRU's American Member Association, the American Trucking Associations (ATA) is a major partner of the US Government and has mobilised the sector under the banner "America's Trucking Army" to ensure that it is seen to be playing a full and active part in Homeland Security.



Martin Rojas, Executive Director, Safety, Security and Operations, American Trucking Associations (ATA) briefed the IRU Academy Seminar in Hanover, 29 September 2004, on how Road Transport Security improved in North-America post 9/11.

Freedom of transit and movement

Ensuring freedom of transit is an obligation for all WTO Member State governments under Article V of the GATT. However, so far this principle has not been properly and universally implemented in general trade and transport practice. This freedom of transit is a precondition for the proper development of international road transport. The IRU makes known this obligation and promotes this point of view to national governments and international organisations.

The IRU has appealed to several governments to prevent blockades or, at least, give priority to allowing international traffic to pass and putting in place an efficient information system. The IRU also works with the European Commission's DG Internal Market to bring EU pressure to bear on Member States' governments to uphold at all times the principle of free movement of road vehicles carrying passengers and goods.

Electronic goods transport documents

In 2004, the IRU Commission on Legal Affairs (CAJ) finished a new draft CMR consignment note, for adoption by the Goods Transport Council (CTM) in 2005. Unlike the 1976 version, the new one should help to reduce significantly the number of different types of CMR consignment notes in use. The new model CMR consignment note should facilitate development of an electronic CMR consignment note, but the latter also requires the entry into force of the Protocol to the CMR Convention adapting the latter to electronic data exchange. On 29 October 2004, the UNECE accepted the draft Protocol prepared by UNIDROIT in cooperation with the IRU. The definitive draft, to be developed by UNIDROIT and the IRU, will be reviewed by the UNECE in October 2005.

The IRU is working with UNIDROIT to prepare a definitive Protocol to the CMR Convention, allowing introduction of an electronic CMR consignment note.



Isabelle Bon-Garcin, Legal Adviser to AUTP (France) and Scientific Director of the Institute of International Transport Law, Rouen, was elected President of the IRU Commission on Legal Affairs (CAJ) in September, 2004.

5th IRU Legal Symposium, Lisbon, 1 October 2004

70 lawyers from 22 countries, all members of the IRU International Legal Assistance Network, attended the 5th IRU Legal Symposium in Lisbon on 1 October 2004. The symposium focused on the legal and practical aspects of electronic contractual relationships in the different modes used for goods transport. Speakers reviewed the different legal instruments adopted for general economic activities and for individual modes of transport, to identify solutions for and constraints on the use of electronic means in contractual relations between transport operators and their customers. Much remains to be done to remove legal obstacles to the use of electronic means in commercial relations.

5th IRU Legal Symposium (from left to right): Antonio Mousinho (Vice-President, ANTRAM), Alvaro Teixeira (President, ANTRAM), Jorge Jacob (Director, Road Transport, Portuguese Ministry of Transport), Prof. Jacques Putzeys (Symposium Chairman, UNIDROIT), Prof. Isabelle Bon-Garcin (President, CAJ, IRU), Waldemar Czapski (Head - Legal Affairs, IRU).



Promotion of intermodal and combined transport

The IRU promotes combined transport for capacity reasons. However, the continued poor quality of freight services offered by European railways makes it impossible to consider combined road-rail transport a valid complementary transport option in today's just-in-time logistics chains. Various European Commission proposals in 2004, including the Freight Integrators Action Plan, the European Intermodal Loading Unit and the Marco Polo initiative were rejected by the IRU Expert Group on Combined Transport (GETC), because they all fail to address the major shortcomings in rail freight: inflexibility, inadequate liability regime and poor quality of service.

There is one Commission proposal for a Regulation that the IRU welcomes, concerning the reinforcement of rail freight compensation rules with mandatory clauses. This will be followed up during the European Parliament sessions in 2005.

Alpine transit

In spite of an agreement at the end of 2003 to extend the ecopoint system, Austria did not apply it, because it felt the new regulation did not fulfil the original environmental protection criteria. It chose instead to content itself with the introduction on 1 January 2004 of its Go-box HGV road user charging system, coupled with intensified police checks.

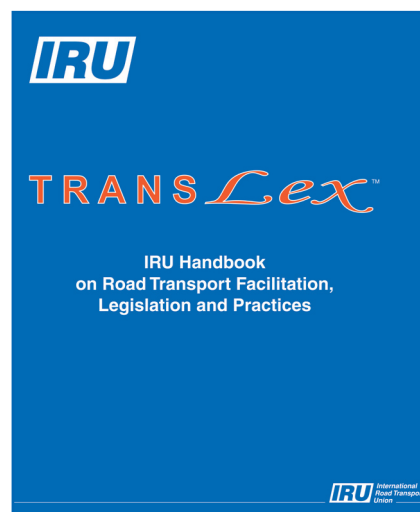
In 2004, the IRU Alpine Transit Group reacted against various arbitrary measures including restrictive tunnel regulations in Switzerland and France and the extension of a night driving ban on HGVs in Austria. The IRU will continue to promote cleaner commercial vehicles and to defend free movement of road vehicles across the Alps in 2005.

Illegal Immigration

Illegal immigration has created new difficulties for international transport, with organised crime feeding off humanitarian problems. The IRU has called upon competent authorities to fight organised crime, which is responsible for illegal migration. There should be a coherent and harmonised multilateral strategy for combating illegal immigration. The industry has shown its willingness to work with authorities and humanitarian organisations to find appropriate legislative and practical solutions. Only a close public-private partnership can help to improve the situation.

TRANSLex-2004

In 2004, the IRU issued the 4th edition of its TRANSLex Handbook on Road Transport Facilitation, Legislation and Practices, which puts together key road transport legislation and practices worldwide. The new edition contains fully updated chapters on the United Nations Economic Commission for Europe (UNECE), the European Conference of Ministers of Transport (ECMT), the European Union (EU) and the World Trade Organisation (WTO). New sections have been added on Africa, Asia and the Pacific, Western Asia, Latin America and the Caribbean, and North America (NAFTA), as well as the World Bank's road transport-related activities, bilateral road transport agreements and the road transport sectors in key countries, including the USA, Japan, China and Brazil. In addition, the CD-ROM version contains hundreds of Internet links.

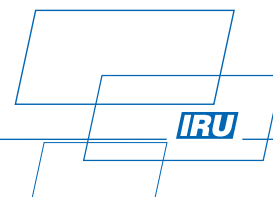


Dangerous goods

At the request of the IRU, the UNECE's WP.15 group provided more information on special restrictions on the transport of dangerous goods by road in a number of countries. An updated page showing this information is now available on the UNECE web site. Other IRU actions resulted in the inclusion of several proposals in the 2007 edition of the ADR agreement, such as the adoption of uniform rules for transit through tunnels, by establishing five categories and the deletion of the obligation to have a copy of the special derogation on board the vehicle, thereby reducing the administrative burden for transport operators.

As part of its new IRU Road Transport Security Guidelines, the IRU Dangerous Goods Expert Group (GEMD) drafted specific guidelines for small and medium enterprises transporting dangerous goods by road.

In 2005, the IRU will concentrate primarily on monitoring developments in security, including risk analysis standardisation activities and the modification of existing ADR definitions, so that all parties involved in the transport chain can better assume their own responsibilities. The IRU will also include the publication of the new ADR 2005 in the activities of the IRU Academy.



IRU Activities

The IRU in Geneva

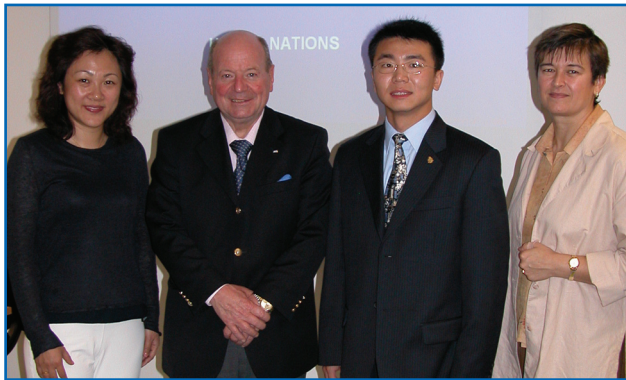
17 February 2004: The FADEEAC, IRU Argentinian Member, meets the IRU in Geneva to establish training cooperation. From left to right: Julio César Brizzi (AFT Conosur), Rodolfo Santolaria (FPT), Martin Marmy (Secretary General, IRU), Luis A. Morales (President, FADEEAC), Martin E. Sanchez Zinny (FPT), Umberto de Pretto (IRU).



1 March 2004: The China Road Transport Association (CRTA) strengthens relations with the IRU and meets the UN and WTO in Geneva. CRTA Secretary General Li Mei Wang and delegation being welcomed by IRU Secretary General Martin Marmy and staff.



10 June 2004: Representatives of the IRU, UND (IRU Turkish Goods Transport Member), UATOD (IRU Turkish Passenger Transport Member) and the Turkish Government meet with the UNECE in Geneva.



12 July 2004: Chinese Customs visit the IRU in Geneva. From left to right: Rongyan Sun (Director, Goods Control Division, GACC), Martin Marmy (Secretary General, IRU), Xu Gui (Deputy Section Chief, International Cooperation Department, GACC), Virginia Tanase (IRU).

23 November 2004: The European Foundation for the Sustainable Development of the Regions (FEDRE) Forum "Energy, Technology and Measures for Cleaner Public and Private Transport" in Geneva, with speakers from the UNECE, ISO, FEDRE, Swiss Federal Office for Energy and the IRU.



10 December 2004: The Economic Cooperation Organisation (ECO), which brings together countries in Western and Central Asia, visited the IRU. From left to right: Umberto de Pretto (Deputy Secretary General, IRU), His Excellency Askhat T. Orazbay (Secretary General, ECO), Murat S. Tashibayev (Kazakh Government), Peter Krausz (IRU).



European Union (EU) Regional Activities

In May 2004, 10 new Member States joined the EU. In June, a new European Parliament was elected with an additional 162 MEPs from the new Member States. In November, a new European Commission under President José Manuel Barroso was appointed. The IRU Permanent Delegation to the EU established close links with the IRU Member Associations in the 10 Member States that joined the EU on 1 May. Following the European Parliament election in June, the Delegation focused on briefing key incoming MEPs. Toward the end of the year, it established relations with Jacques Barrot, the new Commission Vice President responsible for Transport, his cabinet and new officials within DG TREN, including the new Deputy Director-General Zoltan Kazatsay, responsible for transport activities.



Saying farewell to the outgoing European Commission Vice President responsible for Transport and Energy (from left to right): Hubert Linssen (Head, IRU Permanent Delegation to the EU), Loyola de Palacio (European Commission Vice President), Bertil Dahlin (President, IRU EU Goods Transport Liaison Committee from SÅ, Sweden).

The IRU EU Goods Transport Liaison Committee in 2004

The EU Goods Transport Liaison Committee (CLTM) met in Dublin on 27 February 2004 and in Brussels on 19 October 2004. Carlos Cazenave (ANTRAM, Portugal) stood down as President and Bertil Dahlin (SÅ, Sweden) was elected in his place, while Miklos Hinfner (ATRH, Hungary) and Pere Padrosa (ASTIC, Spain) were elected Vice Presidents.

Issues on the agenda in 2004 included the IRU Goods Transport Council position on prenotification of shipments to customs authorities, modification of the EU Driving and Rest Times Regulation 3820/85, an IRU position of reinforcement and harmonisation of controls regarding social legislation, access to the profession, continued high fuel prices and rising crime levels.



Handing over the Presidency of the IRU EU Goods Transport Liaison Committee at the IRU Spring Event in Brussels, March 2004 (from left to right): Martin Marmy (Secretary General, IRU), Wim Smolders (Head – Social Affairs, IRU), Bertil Dahlin (incoming President from SÅ, Sweden), Carlos Cazenave (outgoing President from ANTRAM, Portugal), Hubert Linssen (Head, IRU Permanent Delegation to the EU).

IRU-EU Round Table on EU Enlargement

The European Commission's DG TREN and the IRU organised a round table on 20 October 2004 to introduce officials and IRU Member managers from the 10 newly-joined EU Member States to the European Institutions and Transport Policy initiatives, under four headings: market access, social rules, infrastructure charging, as well as road safety and training. The event attracted some 80 participants from all the new EU Member States. A similar event for the EU25 is under consideration for 2005.



Attending the IRU-EU Round Table on EU Enlargement (from left to right): Martin Marmy (Secretary General, IRU), Hubert Linssen (Head, IRU Permanent Delegation to the EU), François Lamoureux (Director General, DG TREN, European Commission).



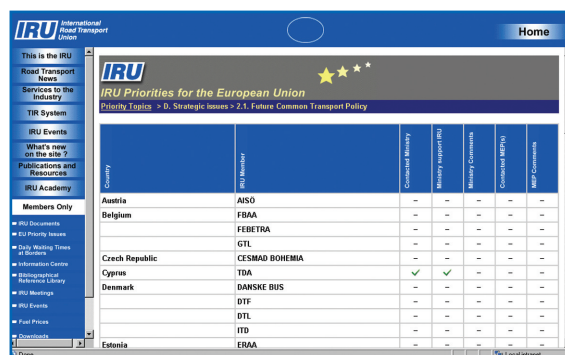
A Kamaz truck of the Lisbon-Vladivostok Caravan in front of the European Commission's Berlaymont headquarters building in Brussels, 28 May 2004.

Looking forward to 2005

The Commission should continue to push road safety and environment protection policies, including cleaner vehicles, modal shift and urban passenger facilitation under the Luxemburg and UK Presidencies of the EU in 2005. The IRU will do its utmost to reinforce cooperation with the new Vice President responsible for Transport, Jacques Barrot, as well as with Commissioners László Kovács (Taxation and Customs), Andris Piebalgs (Energy), Stavros Dimas (Environment), Günther Verheugen (Vice President, Enterprise and Industry) and Franco Frattini (Justice and Home Affairs). In the Parliament, the IRU will focus primarily on influencing the second reading of the new driving and rest time rules. Other important issues will be working time, infrastructure charging, liberalisation of services, market access for bus and coach operators, security and the revision of the White Paper on the EU Common Transport Policy.

2005 will also see the strengthening of public-private partnerships, such as the planned multi-stakeholder round table on Transport Security, and efforts to address structural problems including access to the profession, price revisions in transport contracts and infrastructure charging. Encouraging IRU Members to make effective use of the new web feedback facility will also be a priority, as this will help follow up on IRU policy issues at national level.

Implemented in November 2004, the new follow up table for EU Priority Issues in the Members' Only section of the IRU website www.iru.org allows Members to input directly information on their follow up actions with their national governments and MEPs. TDA (Cyprus) was the first IRU Member to record a follow up action in the new table.



Country	IRU Member	Committee Meeting	Ministry support (IRU)	Ministry Comments	Committee MEPs	MEP Comments
Austria	AISO	-	-	-	-	-
Belgium	FBAA	-	-	-	-	-
	FORETRA	-	-	-	-	-
	GTL	-	-	-	-	-
Czech Republic	CESMAD BOHEMIA	-	-	-	-	-
Cyprus	TDA	✓	✓	-	-	-
Denmark	DANSKE BUS	-	-	-	-	-
	DTF	-	-	-	-	-
	DTL	-	-	-	-	-
	ITD	-	-	-	-	-
Estonia	ERAA	-	-	-	-	-

Commonwealth of Independent States (CIS) Regional Activities

With the EU enlargement of 1 May 2004, Russia, Belarus and Ukraine now have direct frontiers with the EU, via Finland, Estonia, Latvia, Lithuania, Poland, Slovakia and Hungary. The Kaliningrad region of Russia is now completely separated from the remainder of Russia by EU Member States.

The IRU CIS Liaison Committee

The Liaison Committee met in July 2004 in Vilnius, Lithuania and in November in Yerevan, Armenia. Alexander Chkheidze (GIRCA, Georgia), stepped down as President and Vladimir Florea (AITA, Moldova) was elected to succeed him. Nikolai Borovoy (BAIRC, Belarus) and Makhsat Saktaganov (KAZATO, Kazakhstan) were elected Vice Presidents. Achievements included approval of a technique for evaluating road transport market openness in the CIS Member States and agreement to support extension of the IRU border waiting times observatory. The programme for 2005 emphasises the facilitation of road transport by the progressive dismantling of barriers to international road transport and simplification of issuance of visas for drivers.



Heading the CIS Liaison Committee meeting in Vilnius, July 2004, from left to right: V. Ponomarevus (Vice Minister, Lithuanian Ministry of Communications), A. Kondrusevicius (President, LINAFA, Lithuania), A. Chkheidze (President, GIRCA, Georgia), V. Florea (President, AITA, Moldova & President, IRU CIS Liaison Committee), I. Rounov (IRU), P. Krausz (IRU).

CIS awards

The best international CIS road transport company award for Category 3 (more than 50 vehicles) 2004 was presented to Rapid, from the Ukraine. Avtotrans-2, Russia, won the Category 1 award (up to 10 vehicles) and Sovtransavto-Kaliningrad, Russia, headed Category 2 (10-50 vehicles). In the Russian contest, Novaya Liniya, Bryansk, won the "Best International Road Haulier – 2004", and G. P. Krauze 1st Avtokombinat, Moscow, won the "Best Domestic Road Haulier". In 2005, the IRU will also stage a CIS photo competition, to capture the experience of drivers' lives.



The best CIS Road Haulier 2004 awards (from left to right): Francesco Pacifico (President, IRU CTP), Vladimir Grineko (CEO, Rapid, Ukraine), Leonid Kostyuchenko (President, AIRCU, Ukraine), Paul Laeremans (President, IRU), Martin Marmy (Secretary General, IRU), Yuriy Sukhin (President, ASMAP), Janusz Lacny (President, IRU CTM).

Transport Dialogue

In 2004, new Transport Dialogue (TD) working groups were set up to look at harmonisation of Russian and EU transport systems, legislation and technical standards, as well as security in transport, transport infrastructure development and new technologies. Through the TD, the IRU works with the European Business Club in Russia (EBC) and Russian Customs on issues such as improvement of customs procedures and simplification of the terms of delivery of European goods to CIS countries. In July 2004, the IRU and the Russian Union of Industrialists and Entrepreneurs held a Round Table to discuss the practical application of the new Russian Customs Code. Building on a report delivered to the Russia-EU Industrialists' Round Table in the Netherlands in November 2004, a more detailed analysis will be prepared for submission to the European Commission and the Russian Government in 2005.



*Russian-EU Transport Dialogue meeting
21 July 2004*

The IRU Internet Conference

The IRU Internet Conference brings together public authorities and IRU Member Associations scattered across the vast area of the CIS. The 2004 Internet conference was devoted to problems that international road transport carriers encounter on the road and proposed an action to counter "Extortion on the Roads", using IRU national Member Associations' sites to collect information about extortion of illicit payments by official from road users. The 2005 Internet Conference is expected to take place in mid-2005.



Igor Rounov (Head, IRU Permanent Delegation to the CIS), participating in the internet conference.

Customs Escorts

Russian Customs require certain types of high-value goods to travel under customs escort on Russian territory, but the subcontracting of escort functions to commercial entities has resulted in unnecessary delays and unjustified increases in charges. Joint efforts by the IRU and ASMAP to persuade the Russian Parliament and Customs Service to improve the customs escort system have finally born fruit, with the signature by President Putin on 11 November 2004 of Federal Law #139-FZ.

Looking forward to 2005

In 2005, the IRU will expand its educational work, spreading information throughout the CIS countries about the activities of the IRU Academy. It will also continue its efforts to harmonise training standards and achieve reciprocal recognition of IRU Academy certificates of professional competence for international road transport operators throughout the CIS countries. A CIS inter-parliamentary group will be established in February 2005, to bring together parliamentarians from all houses in all national legislative assemblies, with a view to facilitating the harmonisation of road transport legislation across the CIS. Preparatory work will start on an IRU international conference on passenger carriage by road, to take place in Odessa in 2006.



Chairing the CIS Liaison Committee meeting in Yerevan, 19 November 2004 (from left to right): Igor Rounov (Head, IRU Permanent Delegation to the CIS), Vladimir Florea (President, IRU CIS Liaison Committee & President, AITA, Moldova) and Grant Beglaryan (First Deputy Minister, Ministry of Transport and Communications, Armenia).

The Secretary General's Conclusion



Road transport lacks neither challenges nor opportunities. Economic liberalisation is increasing the number of IRU Members and the IRU continues to work hard with them to help road transport operators to improve their quality and efficiency.

Concern about security has increased since the 9/11 terrorist attacks. The IRU emphasises that increased security cannot be achieved at the expense of facilitation; one without the other makes no sense. Equally, security is not just about fighting terrorism. People-trafficking, fraud and theft, coupled with violence against drivers, are growing problems too. The road transport sector has an important contribution to make, exemplified by the recent IRU Security Guidelines, containing detailed security advice for different links in the logistics chain. However, the

IRU also works to ensure that the road transport sector is asked to shoulder its fair share of the security burden and no more.

One opportunity lies in the fact that information, the key to facilitation, is also the best tool to improve security. In the TIR System, we have a unique source of reliable, timely information on cargo movements, offering a cost-effective route to enhanced security – worldwide! The IRU and its Members have worked with customs services and other public sector partners throughout 2004 to make the TIR System more sustainable, notably through improved risk management via greater and more efficient use of electronic data transmission. This direction will be maintained and intensified in the year to come.

Globalisation is creating a more competitive international market that offers more opportunities. It is also a more complex environment, which makes it more important than ever to realise the IRU's slogan "Working together for a better future". Here again, as highlighted at the 2004 Yokohama Congress, the IRU is working in the right direction, turning to modern technology to improve communications between Members and the General Secretariat. Members already enter border waiting time data directly into the IRU website and we have recently added a new facility for Associations to post details of their follow-up actions on priority issues at national level.

Training is a key ingredient for improving transport operators' competitiveness. By harmonising training standards, the IRU Academy provides international recognition of the professional competence and excellence of all its Accredited Training Institute Graduates. It initially focused on extending its geographical coverage through its first product family, the CPC for Road Transport Managers. Its efforts are now turning to expanding the range of products it offers and in 2005 it will start to launch additional product families, notably in the field of dangerous goods by road (ADR).

Needless to say, in 2005 and in the years to come, the IRU will continue to work with increasing effectiveness and efficiency, with all its Members and with all its public and private road transport partners, to fulfil its constitutional objective "to contribute, in the interest of society as a whole, to the development and prosperity, in all countries, of domestic and international road transport...". Join us, to work together for a better future!

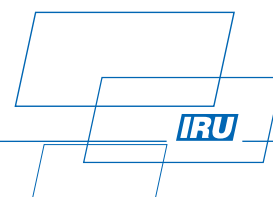
A handwritten signature in black ink, consisting of stylized, overlapping letters that appear to read 'MM' followed by a flourish.

Martin Marmy

*Working together
for a better future*



s i n c e 1 9 4 8



*Working together
for a better future*



s i n c e 1 9 4 8

**International Road Transport Union
(IRU) 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
Website: www.iru.org

**Permanent Delegation of the IRU
to the European Union**

32-34, avenue de Tervuren
bte 37
B-1040 Brussels
Belgium

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

**IRU Permanent Delegation to the
Commonwealth of Independent States**

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

Tel: +7-095-258 17 59
Fax: +7-095-258 17 60
E-mail: moscow@iru.org
Website: www.iru-cis.ru

