

This is the IRU



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*Working together
for a better future*



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IRU Membership



An international network of 180 dedicated and experienced Members in 70 countries.

Welcome message from the IRU President



As free market economies become standard in most countries, the process of economic and supply chain globalisation not only continues, but also gathers momentum. In this context, it is our duty as road transport operators to uphold and improve the high level of quality in transport services.

These conditions affect all actors in the supply chain and, in particular, the managers of transport companies as well as their staff.

This is where basic professional education and continuous training become crucial, which is why the IRU Academy will continue and even step up efforts to reinforce its criteria to provide students with international recognition for the excellence of their vocational training – as certified by a diploma and its publication on the IRU web site – and to accredit the very best training institutes.

This formal commitment on the part of the IRU and its Members to improve vocational training is in blatant contrast to the weak and ineffective criteria for access to the profession, which undermine the level of quality required in our industry.

Another major problem facing our industry today is soaring fuel prices. The IRU is asking governments to have the political courage to recognise that, inasmuch as commercial road transport is 100% dependent on oil, it is their responsibility to diversify the energy market by encouraging the development of non-fossil fuels wherever cost-effective alternatives exist, in particular for the production of electricity and domestic heating.

The IRU also condemns the total lack of harmonisation of social rules – not only between the AETR Agreement currently in force in 43 countries and the new EU Regulation 3820 shortly to enter into force – but also between the application of Regulation 3820 and that of the digital tachograph, the introduction of which will lead to further discrimination.

How can fair competition be guaranteed when the implementation of social rules by all States in a globalised world systematically requires over 5 years of negotiations?

Another prerequisite for improving the mobility of people and goods and to ensure environmental protection, energy savings and road safety is to guarantee that the income gener-

ated by road charges is exclusively dedicated to the construction, maintenance and amortisation of roads. These charges should also be collected through a single, interoperable system.

Regarding the environment, the road transport industry considers that the gradual use of Euro 3, Euro 4 and soon Euro 5 engines fully meets the set objectives. It would be more appropriate, therefore, to refrain from making considerable additional investments whose benefits would be negligible.

Finally, the IRU is proud to have initiated the reopening of the Silk Road which, beyond a mere itinerary, is a true concept. This reopening will revive an economic flow to all countries from the Pacific Ocean to western China and all the way to the Atlantic.

In conclusion, I can assure you that the IRU will continue to pursue its efforts to facilitate the road transport of passengers and goods and to ensure sustainable development. I am counting on your solidarity and cooperation to communicate and defend our position more strongly than ever vis-à-vis your partners and national political decision makers.

In this I count on you as you can count on me!

A handwritten signature in black ink, appearing to read 'Paul Laeremans', written over a light blue background.

Paul Laeremans

This is the IRU international network

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

The IRU, which has a truly global vision, also acts effectively at a national and even local level through its national members and its slogan:

“Working together for a better future”

Created 1948
8 Founder Countries

2006
180 Members in 70 Countries

This is the IRU

The IRU's Mission

The IRU's mission is to facilitate road transport worldwide and use training to promote professional competence in the sector and to improve the quality of services it offers. It defends customers' freedom of choice between transport modes and the equal regulatory treatment of all modes. It works, with its Members, to ensure the harmonious development of road transport and to improve its image. It represents the interests of the road transport industry to public authorities, private bodies and the media. It promotes cooperation and complementarity with other modes of transport.

IRU Membership

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

Today, it numbers 180 Members in 70 countries across all five continents.

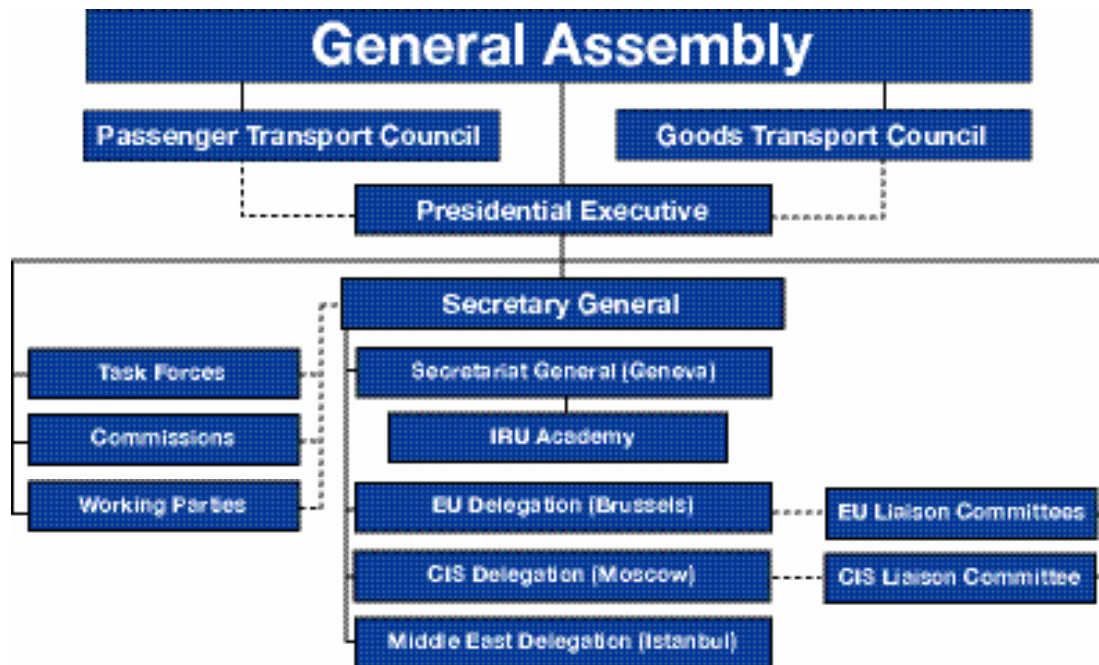
The IRU's Active Members are the most representative national road transport associations. The IRU's Associate Members are drawn from industries that have close ties with road transport, including the manufacturers of vehicles, fuels, tyres and information systems.

IRU Members contribute know-how, experience and political weight to the organisation's worldwide 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. The unity of IRU Members 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.

IRU Structure



The IRU Structure

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

Its statutory bodies

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

are assisted in the definition of IRU transport policy by

- IRU Task Forces, Commissions and Working Parties
- IRU Liaison Committees to the CIS and EU.

The Secretariat General is the body of the IRU responsible for the administration of the organisation. The Head Office of the IRU in Geneva, together with the Permanent Delegations located in Brussels, Moscow and Istanbul comprise the Secretariat General.

General Assembly

The General Assembly

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

Every two years, the General Assembly holds statutory elections of the IRU President and the members of the Presidential Executive and appoints the Independent Auditing Body and the Accounts Commissioners.

The main function of the General Assembly is to define the IRU transport objectives and to discuss, adopt and make known the IRU's position in all matters relating to transport policy.

The General Assembly also approves the Annual Report on the state of the organisation.



The IRU General Assembly meeting in Geneva.

Transport Councils

Goods Transport Council



The Goods Transport Council Board:

*From left to right: Miklos Hinfner, CTM Vice-President, ATRH, Hungary,
Janusz Lacny, CTM President, ZMPD, Poland,
Roger King, CTM Vice-President, RHA, United Kingdom*

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

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

Passenger Transport Council



The Passenger Transport Council Board:

*From left to right: Yves Mannaerts, CTP Board Member, FBAA, Belgium,
Gunther Mörl, CTP Vice-President, BDO, Germany,
Francesco Pacifico, CTP President, ANAV, Italy,
Jaroslav Hanak, CTP Vice-President, CESMAD Bohemia, Czech Republic*

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

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

Presidential Executive

Presidential Executive

The IRU Presidential Executive is the executive body of the IRU General Assembly responsible for directing the affairs of the IRU according to the IRU Constitution and Rules of Procedure. It carries out all decisions taken by the General Assembly.

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

The Presidential Executive meets whenever necessary.

The IRU President is also the President of the General Assembly and the Presidential Executive.



IRU President / Vice-Presidents

From top to bottom: **Paul Laere-mans, IRU President**, FBAA, Belgium and the two IRU Vice-Presidents *Francesco Pacifico, ANAV, Italy, Janusz Lacny, ZMPD, Poland*



Presidential Executive

From left to right (standing): *Toivo Kuldkepp, ERAA, Estonia, Vladimir Florea, AITA, Moldova, Dick van den Broek Humphreij, EVO, Netherlands, Pere Padrosa, ASTIC, Spain, Graham Smith, CPT, United Kingdom, David C. Green, United Kingdom, Plamen Tzalkov, AEBTRI, Bulgaria, Florinel Andrei, ARTRI, Romania*

From left to right (seated): *Yuriy Sukhin, ASMAP, Russian Federation, Janusz Lacny IRU Vice-President, ZMPD, Poland, **Paul Laeremans IRU President**, FBAA, Belgium, Francesco Pacifico, IRU Vice-President, ANAV, Italy, Martin Marmy, IRU Secretary General*

Liaison Committees



*The EU Goods Transport Liaison Committee (CLTM) meeting in Budapest, 12 October 2005. From left to right: Miklos Hinfner, CLTM Vice-President, ATRH, Hungary, and Pere Padrosa, CLTM Vice President, ASTIC, Spain, **Bertil Dahlin, CLTM President**, SA, Sweden, assisted by Liesbeth Geysels and Hubert Linssen, IRU Secretariat General*

EU Goods Transport Liaison Committee (CLTM)

The EU Goods Transport Liaison Committee (CLTM) – which meets at least twice a year – brings together IRU Member Associations of the 25 EU Member States to address, within the IRU policy framework, regional issues such as: the mid term review of the EU White Paper which will be published in April/May 2006; the revision of the EU social regulation and the digital tachograph which, despite numerous IRU actions, are being developed and implemented in a chaotic manner; the suppression of external costs in the Eurovignette directive; and the introduction of interoperability in the EU toll collection system.

CIS Liaison Committee (CLCEI)

The IRU CIS Liaison Committee (CLCEI) brings together, at least twice a year, IRU Member Associations of the 12 CIS countries to address – within the IRU policy framework – regional issues such as: promotion of the implementation of the UNECE Conventions related to road transport and trade facilitation by the governments of all CIS countries; the development of an Agreement on the Unified CIS Weight Certificate – currently in the process of governmental ratification; the promotion of the Unified CIS Certificate of Professional Competence; the revision, in cooperation with governments, of the ECMT Multilateral Quota system to ensure the sustainability of ECMT permits; and the promotion by IRU Associations of the IRU policy in favour of passenger transport by road.



The CIS Liaison Committee meeting presided by Vladimir Florea, AITA, Moldova, and other IRU Members from the CIS region.

Commissions

IRU international Commissions, Working Parties and Task Forces bring together IRU Member representatives with specialised knowledge, to formulate draft policy positions and serve in an advisory, information and research capacity.

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 (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)



The CAJ meeting in Budapest, 12 October 2005



The TA meeting in Geneva, 2 November 2005

IRU Working Parties and their Presidents

Combined Transport (GETC)

ANTOANÉTA IVANOVA (AEBTRI, BULGARIA)

Dangerous Goods (GEMD)

Paul Wauters (FEBETRA, Belgium)

Taxis and Hire Cars with Driver (TA)

JEAN-PAUL GALLÉ (FLEAA, LUXEMBURG)

Working Parties

GENEVA



The headquarters of the IRU in Geneva

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, the Commonwealth of Independent States (CIS) in Moscow, and the Middle East & Region in Istanbul. It employs nationals from nearly 30 different countries spanning all five continents. The Secretariat General, working together with its Members, also ensures the proper functioning of the TIR Customs Transit System under UN mandate.

The IRU headquarters in Geneva

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

The IRU Secretariat General comprises the following main functions:

Secretary General

MARTIN MARMY

Deputy Secretary General

UMBERTO DE PRETTO

Head – Goods Transport, Facilitation & Events

PETER KRAUSZ

Head – Passenger Transport

OLEG KAMBERSKI

Head – Finance & Administration

MARK MENDEZ

Head – Information Technology

HARESH JOSHI

Head – TIR System

JEAN ACRI

Head – Legal Affairs

WALDEMAR CZAPSKI

Head – Sustainable Development

JENS HÜGEL

Head – Technical Affairs

JACQUES MARMY

Head – IRU Academy

BRUNO DINGEMANS

BRUSSELS

The IRU Permanent Delegation to the EU in Brussels

Given the volume and complexity of issues relating to road transport dealt with by the EU, the IRU established a Permanent Delegation to the EU in Brussels in 1973. Since then, it has been a significant player in the process of building a European legal framework for road transport.

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

General Delegate
HUBERT LINNSEN

Deputy General Delegate and Head – EU Goods Transport
LIESBETH GEYSELS

Head – Passenger Transport
OLEG KAMBERSKI

Head – Social Affairs & EU Fiscal Affairs
DAMIAN VICCARS

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 – as well as co-operating closely with IRU Members in EU countries – the Permanent Delegation works with the European Commission and primarily with 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 building of the IRU Permanent Delegation to the EU in Brussels



The building of the IRU Permanent Delegation to the CIS in Moscow

The IRU Permanent Delegation to the CIS

The Commonwealth of Independent States (CIS) brings together countries of the former Soviet Union, 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 comprises the following main functions:

General Delegate

IGOR ROUNOV

Senior Officer, Policy

DMITRY LARIONOV

Communications Officer

ELENA ANFIMOVA

Senior Officer, Customs

ARKADY SHMELEV

The chief objectives of the IRU's CIS Delegation

- to integrate the CIS with IRU policy and EU transport systems;
- to harmonise road transport legislation in the CIS Member States through the implementation of UNECE multilateral facilitation instruments;
- to develop common transport space on the territory of the CIS countries;
- to provide Russian language information resources 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.

M O S C O W

ISTANBUL

The IRU Permanent Delegation to the Middle East & Region

The IRU Permanent Delegation to the Middle East & Region opened on 1 May 2005 in Istanbul.

The Delegation was created to take better account of important trade developments resulting from the economic changes following globalisation and the liberalisation process in several countries in the region.

General Delegate

HAYDAR ÖZKAN



The principal objectives of the IRU's Middle East & Region Delegation

- to promote IRU policy and the IRU Academy to the IRU Members and the transport associations in the countries of the region;
- to contribute to the development of road transport policy and infrastructure facilitating trade, tourism and road transport between the countries of the UNECE, UNESCWA and UNESCAP regions through the implementation of UNECE multilateral facilitation instruments;
- to ensure the follow up to IRU Euro-Asian initiatives in the region following the recent reopening of the Silk Road by the IRU.



The building of the IRU Permanent Delegation to the Middle East and Region in Istanbul

IRU Partner Organisations

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

- United Nations 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 European Parliament
- the European Council
- the Commonwealth of Independent States' Transport Council
- Black Sea Economic Cooperation (BSEC)
- the Eurasian Economic Community (EurAsEC)
- the Common Economic Space (CES)
- Georgia-Ukraine-Uzbekistan-Azerbaijan-Moldova Association (GUUAM)

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



The IRU Secretariat General offices in Geneva are a five minutes' walk from the main United Nations building, the Palais des Nations, which houses the Secretariat of the United Nations Economic Commission for Europe (UNECE). This UN body is responsible for the management of some 55 international Conventions and 116 Regulations governing and facilitating road transport and trade.

Road transport: a key component of the global economy

Road transport provides the best production tool to irrigate the modern, global economy, while uniting people and better distributing wealth thus ensuring social and economic development.

Goods transport by road, following the globalisation process, is no longer simply a mode of transport but a true production tool.

Collective passenger transport by road is a major component of sustainable mobility.

Some key facts:

- The transport sector in the EU, for example, employs 7.5 mio persons (2002), 61% of whom are employed in land transport.
- In the modern European economy for example, 85% of road freight transport in tonnage is over distances of 150 km or less, for which there is no economically viable alternative.
- In addition, by value, more than 90% of goods moved by inland transport go by road. By volume, it is more than 80%.

Passenger Transport in 2002:

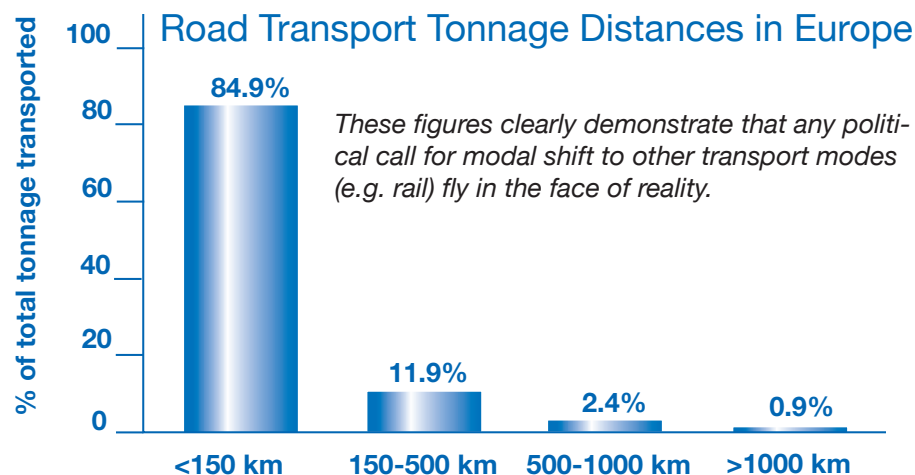
	EU 25		USA*	
	bio pkm	%	bio pkm	%
Car	4,203	78%	6,544	86%
Bus/coach	486	9%	238	3%
Rail	346	6%	24	0%
Tram/metro	57	1%	25	0%
Air	308	6%	808	11%
TOTAL	5,400	100%	7,639	100%

Goods Transport in 2002:

	EU 25		USA*	
	bio tkm	%	bio tkm	%
Road	1,554	72%	1,534	30%
Rail	354	16%	2,183	43%
Inland water	129	6%	505	10%
Pipeline	120	6%	841	17%
TOTAL	2,157	100%	5,063	100%

* data for 2001

Source: EU Energy and Transport in Figures, 2004 (Eurostat)



Source: NEA, Eurostat, 2004

Sustainable Development



*Driving towards
Sustainable Development*



The IRU has created a special Sustainable Development logo, to underline the fact that it is the only worldwide body representing transport 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.

IRU Priority Issues: Sustainable Development

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

The global economy cannot function without road transport; the challenge is to make this transport compatible with Sustainable Development – a priority issue for the IRU. The road transport sector is the only transport mode that has publicly committed itself to this goal. In this regard, the IRU has adopted what is called the 3 “I” strategy as the most cost-effective way to achieve Sustainable Development, based on Innovation, Incentives and Infrastructure.



ICET Conference, Budapest

On 13–14 October 2005, the IRU and its Hungarian Member Association ATRH, staged the International Conference and Exhibition on Road Transport Safety. During this conference, the considerable improvement in the road transport industry's safety record was stressed and a reminder made that the involvement of a commercial vehicle in an accident in no way implies that it is automatically the cause of the accident.

Despite this, the road transport sector is increasingly confronted with new restrictive and costly safety regulations. The conference's closing document concluded that the only way to further improve road safety is firstly to identify the main causes of accidents involving commercial vehicles and secondly to target them with cost-effective measures.



Road Safety

Road safety has always been a priority for the IRU and its Members. It is also a key aspect of Sustainable Development. Road safety issues are addressed by the IRU through its Commission on Road Safety and, for technical aspects, by the IRU Commission on Technical Affairs.

To promote road safety and best practice, the IRU works closely with numerous partners such as the World Bank, UNECE, EU bodies and the Global Road Safety Partnership.

Technical measures to improve Road Safety

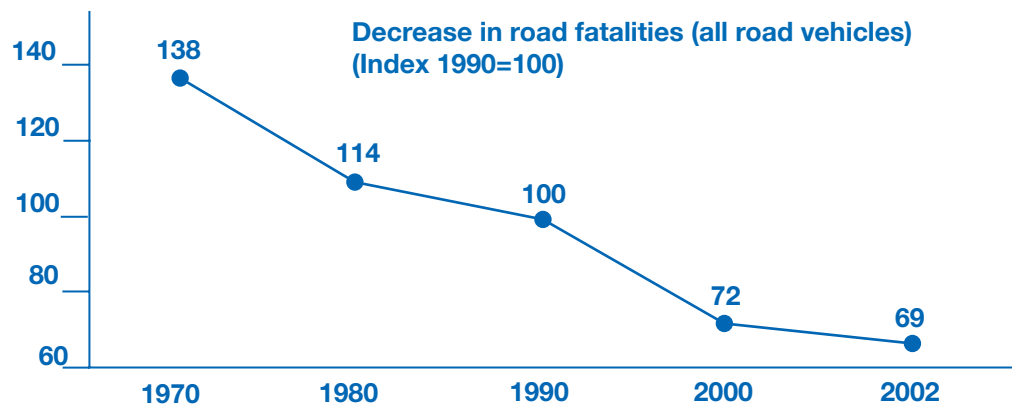
The IRU Commission on Technical Affairs deals with issues such as vehicle contour marking and retrofitting mirrors on heavy goods vehicles (HGVs). In both cases, the IRU is convinced that such measures are premature as long as the main causes of accidents in which trucks are involved remain unknown. Industry's limited resources should be used first and foremost to tackle the main causes of accidents.

European Truck Accident Causation Study (ETAC) to identify main causes of accidents

The absence of reliable data on the causes of accidents involving HGVs led the IRU and the European Commission to undertake a joint scientific study to analyse the main causes of accidents involving trucks.

Expert teams are currently investigating 600 truck accidents in France, Germany, Hungary, Italy, the Netherlands, Slovenia and Spain to identify the main causal factors and recommend targeted, efficient remedial measures.

Evolution of Road Safety (EU15)



Source: EU Energy & Transport in Figures, 2003



During the Commission on Road Safety, Vuthy Phan, (far left), ETAC Project Leader from CEESAR, explained the status of the study and the follow-up to Gyula Köfalvi, CSR President, IdB, Hungary and the CSR members.

Taxi, Coach and Truck Driver Checklist

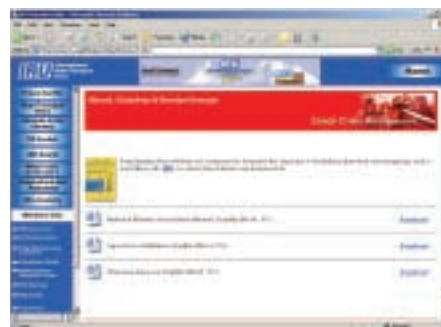
The IRU Road Safety Charter – which was signed by all IRU Members during the IRU General Assembly in Yokohama, Japan – reaffirms the industry's commitment to make the fullest possible contribution to improving road safety. One of the tools within the Road Safety Charter is the IRU Coach, Taxi and Truck Driver Checklist. Within a year, the checklists were being used by 29 IRU Member Associations in 24 countries. The IRU Checklist is available in 19 languages and more than 50,000 copies have been distributed.



The IRU Driver Checklists cover steps to be taken before, during and after each journey

Crisis Management

With the full support of its Members, the IRU has developed a Crisis Management System to help coach operators and associations work together in the event of a serious coach accident. A detailed manual has been prepared to help Coach Member Associations to manage such a crisis. A two-day training seminar was organised in Brussels in January 2005 for national crisis managers and Secretaries General of IRU Member Associations.



The IRU Coach Crisis Management web page helps IRU Member Associations to exchange best practices and coordinate action in case of an accident.

Improving road safety - IRU Bus & Coach Safety Programme



The objective of the Bus and Coach Safety Programme launched by the IRU is to strengthen technical requirements for new vehicles and to implement voluntary industry commitments beyond current legal requirements to further improve the sector's already excellent road safety record.



IRU Academy

The IRU Academy – launched in 1999 and an IRU priority ever since – ensures excellence in road transport training through its network of IRU Academy Accredited Training Institutes (ATIs) and provides the graduates with internationally recognised IRU Academy Diplomas certifying their professional competence.

Main objectives of the IRU Academy

The IRU Academy is uniquely positioned to drive the harmonisation of training standards, incorporate international best practices and verify – in an independent capacity – that these training standards are in full compliance with the EU *acquis communautaire* and other legal instruments as well as with the needs of the road transport industry.

Last year, the IRU Academy continued the successful Certificate of Professional Competence (CPC) Manager Programme with more than 6,000 Diplomas issued since its inception. It also welcomed four new IRU Academy Accredited Training Institutes (ATIs) to the IRU Academy network leading to a total of 34 CPC ATIs in 30 countries. The IRU Academy has also launched its Dangerous Goods (ADR) Programme and continues to work closely with the industry on Digital Tachograph and CPC Driver Training.

In these many initiatives, the IRU Academy enjoys the full support of its high-level IRU Academy Advisory Committee (ADC), presided by Martine-Sophie Fouvez (ECMT). The IRU ADC is composed of representatives from the World Bank, United Nations Economic Commission

for Europe (UNECE), European Conference of Ministers of Transport (ECMT), European Commission, European Transport Workers Federation (ETF) and the European Training Foundation (ETF).

Through its new web platform, the IRU Academy provides graduates with the possibility for increased career advancement and business opportunities, and provides ATIs with further promotion. The IRU Academy also contributes to improved road safety, quality of service and a better image of the road transport profession by strengthening road professionals' ability to respond effectively to tomorrow's challenges.



Road professionals trained through the IRU Academy have superior knowledge, skills and international recognition thus enjoying a significant competitive advantage in the road transport market.

IRU Academy ADR programme

The IRU Academy has launched its Dangerous Goods (ADR) Programme, starting with Drivers transporting Dangerous Goods in Packagings and Bulk – excluding explosives (Class 1) and radioactive materials (Class 7). The launch of this programme coincided with the first use of IRU Academy Online, an internet-based application through which IRU Academy Accredited Training Institutes (ATIs) and graduates obtain access to private and secure web sites.



CPC Manager programme

For 2006, the main priority of the IRU Academy – which provides harmonised CPC Manager training and international recognition of these training achievements – is to have more trained professionals on the road and increase the number of Accredited Training Institutes.

OPINION



MATHEU GROSCH
Member of the European Parliament (MEP),
Committee of Transport and Tourism

"The IRU Academy is a very important partner for the European Parliament on Professional Driver Training before, during and after its implementation."

"It is the main provider of industry-based and harmonised training to training providers and international recognition of professional excellence to graduates."

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, successfully ran CPC Distance Learning courses for Road Transport Managers in China and Russia in 2004-2005. The participating IRU Member Associations CRTA (China) and ASMAP (Russia) will continue the project with the IRU Academy in 2006-2007.



Tatiana Minaeva, President of the IRU Academy Accreditation Committee, ASMAP, Russia and Limei Wang, CRTA Secretary General, China created a tie of friendship as a result of the IRU Academy – World Bank project.

2nd IRU Academy Seminar, Tallinn, 18 May 2005

“Digital Tachograph not ready for implementation!”

The IRU Academy staged its second International Seminar on the theme “Are you ready for the Implementation of the Digital Tachograph on 5 August 2005” in Tallinn, Estonia. The Seminar was organised in partnership with IRU Member Association ERAA and Siemens VDO Automotive. The Seminar gave some 130 professionals from across Europe and Asia the opportunity to discuss the provision of training and to overcome, with constructive proposals, the digital tachograph fiasco. The conclusion was clear: governments are not ready for the introduction date initially fixed at 1 January 2006.



At the IRU Academy Seminar on the digital tachograph, Siemens VDO introduced its Computer Based Training (CBT) packages, endorsed by the IRU Academy, to assist in the use of their digital tachograph.



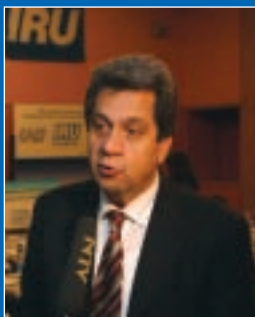
Professional training will be a major factor in support of the successful introduction of the digital tachograph in 2006.

IRU Academy Seminar on professional training for drivers, Istanbul

“In tomorrow’s road transport industry there will be no more room for the non-professional!”

On 29–30 September 2005, the IRU Academy staged its 3rd IRU Academy Seminar to review the forthcoming mandatory introduction of EU Directive EC/2003/59 on the Professional Training of Drivers. The Seminar was organised in partnership with IRU Turkish Member Associations UND (goods transport) and UATOD (passenger transport).

In his opening speech, Bruno Dingemans criticised the media’s total lack of interest in the promotion of vocational training and asked governments to publish the appropriate national legislation in due time.



Cetin Nuhoglu, UND President highlighted the importance of vocational training to Turkish television.



Delegates attending the IRU Academy Seminar on Professional Driver Training.



170 delegates from 37 countries contributed constructively to the success of the IRU Academy Seminar in Istanbul.



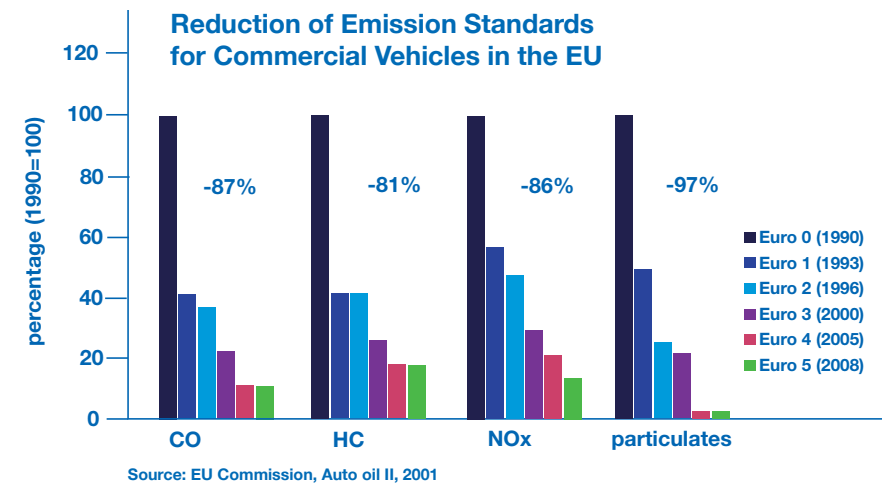
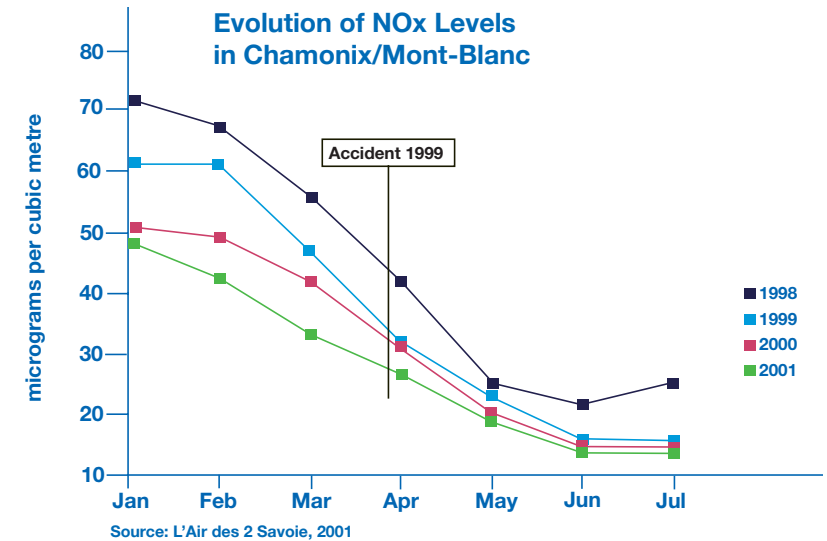
Participants in the fruitful panel discussion (left to right): Daniel Henriksson, SCANIA, Mehmet Erdogan, UATOD, TOFED and Kent Tourism Company, Tamer Dincsaahin, UND and TRIOSPED, Bruno Dingemans, IRU Academy, Brian Szukala, FTA, Yilmaz Kilavuz, Turkish Ministry of Transport and Communications.

Innovation

IRU Strategy to reduce emissions

With regard to environmental protection, the IRU has always defended the reduction of emissions “at the source” through improved infrastructure, technology and professionalism. This is why, despite the massive financial investment involved, the IRU has always supported the development of Euro norms which have resulted in a reduction of 97% in emissions in only a few years. However, to ensure the proper functioning of Euro 4–5, governments should ensure that the “AdBlue” additive for Selective Catalytic Reduction (SCR) be readily available in all diesel fuel stations.

Air quality measurements in Chamonix show that the reduction of emissions is not theoretical but effective. Indeed, the suppression of traffic following the closure of the Mont Blanc tunnel at the end of March 1999 had no effect on emission measurements in Chamonix. These measurements confirm that pollution today results more from human activity and climate than from road traffic.



Energy – IRU action at the international level

The IRU has undertaken numerous actions and made its position known to appropriate competent international bodies – such as the United Nations, the International Energy Agency (IEA), the European Conference of Ministers of Transport (ECMT) and the European Union – on the stabilisation of the effect of the fuel crisis. In its message to the workshop dealing with “Managing Oil Demand in Transport”, the IRU highlighted to decision makers that the road transport sector has no viable alternative to diesel fuel. Governments must therefore harmonise tax on diesel fuel for professional use at a lower level and tax fossil fuel for all current applications to encourage diversification of the oil market where alternatives already exist.

In response, some EU Member States, such as Belgium and France, have or are introducing fuel duty rebate systems for professional transport operators. Other countries like China have taken political decisions to stabilise diesel fuel prices because they consider road transport a vital production tool.

At the EU Transport Council, Transport Commissioner Barrot acknowledged that an EU-wide energy strategy was needed, including the introduction of a professional diesel fuel, with appropriate legislation providing a mechanism for transport operators to pass on unexpected fuel cost increases to their customers.

Reserve “Black Gold” for Road Transport

The Secretary General of the IRU met with the Secretary General of the Organization of Petroleum Exporting Countries (OPEC) in Vienna to discuss sustainable energy policy issues affecting the road transport sector. Key points included road transport’s irreplaceable role as a production tool, its total dependence on petroleum-based fuels and the need for governments to diversify the energy market by reserving “black gold” for applications where there is no viable alternative, namely road transport, by implementing energy policies encouraging the use of non-oil energy where efficient alternatives already exist, such as heating and power generation, through appropriate fiscal policies.



Meeting at OPEC in Vienna (from left to right): Brahim Akili, Petroleum Industry Analyst, OPEC, Umberto de Pretto, IRU, Dr Adnan Shihab-Eldin, Secretary General, OPEC, Martin Marmy, IRU, Mohammad Alipour-Jeddi, Head, Petroleum Market Analysis, OPEC, Jens Hugel, IRU.

New IRU strategy to stabilise diesel fuel prices

Following the sharp increase in fuel prices at the pump, the IRU General Assembly, in addition to its permanent request to governments for a diversification of the energy market where viable alternatives exist – for example in fixed installations – unanimously adopted a declaration calling for two urgent measures: a reduction in the current high diesel fuel taxes and facilitation in adjusting transport costs as a function of diesel fuel price increases.

OPINION



*DR. SHIHAB-ELDIN
Secretary General, OPEC*

“In my view, many governments are not assuming their responsibilities when it comes to the diversification of energy markets.”

Incentives

Governments should provide real and efficient incentives to encourage transport operators to adopt best available technologies and practices as early as possible to better protect the environment.

Why no governmental incentives for Euro 4 and 5 Coaches and Trucks?

Incentives have been provided by the ECMT, the EU and many governments in the past to encourage the use of safer and more environmentally friendly trucks through the Euro 2 and Euro 3 System. However, despite the success of such incentives in renewing fleets, the IRU's repeated requests have yet to obtain the application of incentives for the new Euro 4 and Euro 5 vehicles which have the best environmental performance records.

IRU Incentives and Awards

Incentives are the most appropriate tools to effectively promote the use of best technology and practices to achieve sustainable development. This is why the road transport industry, under the umbrella of the IRU, will continue to provide incentives in the form of various awards recognising the extraordinary efforts of transport operators.

IRU Diplomas of Honour

At the General Assembly in November 2005, the Presidential Executive awarded the IRU Diploma of Honour to **703 road transport drivers** in **22 countries**.

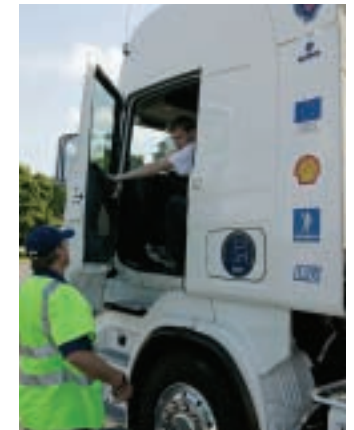
These Diplomas are awarded – on the basis of nominations made by Member Associations – to the most deserving road transport drivers who have driven a minimum of one million kilometres during a career of at least 15 years in international transport without causing an accident. Such a performance deserves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



Incentives for road safety

An educated driver stands a better chance of avoiding accidents and saving lives, while at the same time lowering repair and maintenance costs for the operator. In addition, a skilled driver will use less fuel and thus also contribute to global emission reductions.

Bearing this in mind, the IRU was the official partner and jury member of the Scania Young European Truck Driver (YETD) Award 2005. The YETD is an incentive that promotes the importance of the driver in improving road safety and achieving sustainable development in the road transport industry. Some 13,000 drivers competed in national rounds before reaching the final in Stockholm.



The IRU City Trophy 2005

The **City of Dresden** in Germany was awarded the 2005 IRU City Trophy. This IRU Award recognises and rewards cities which implement policies that favour coach tourism and invest in facilities that improve city access for coaches thereby boosting tourism.

The City of Dresden has developed a comprehensive and adaptable Coach Parking and Guidance System, consisting of a dense network of interconnected parking and waiting areas for coaches, with appropriate facilities, signposting and guidance for both coach drivers and coach tourists – including when the latter become pedestrians. The plan was publicly discussed, and adopted, by the main political, social, and business stakeholders, including bus and coach operators. This long term commitment has allowed the City of Dresden to achieve record levels of coach tourist visits, reaching almost one million in 2004.



Gunther Mörl (left), Vice-President of the IRU Passenger Transport Council, hands over the 2005 City Trophy to Herbert Fessenmayr (centre), Mayor in charge of Dresden City Development, and Dr. Matthias Mohaupt (right), Head of Department, Transport Planning of Dresden.



IRU Eurochallenge Award

The IRU Eurochallenge Award promotes greater use of urban and inter-urban public transport by bus and coach through cost-effective innovative projects. The 2005 theme was “On-demand public transport: using technology to tailor services to customers’ needs”. The Award was won by the Austrian public transport company **ÖBB Postbus** with a pilot project “BEHA – Points, the flexible future for bus stops”. ÖBB Postbus put in place a dynamic solution for service and network cuts, which often affect thinly populated regions due to low demand or poor accessibility.

From left to right: Walter Wasner and Martin Krammer ÖBB Postbus GmbH, Austria, received the IRU Eurochallenge Award 2005.

CIS Best International Road Transport Haulier 2005

In order to enhance the prestige of the international road transport sector, the “CIS Best International Road Transport Haulier 2005” contest was conducted for a third time in the CIS.

The jury awarded the “**IRU Trophy 2005**” to the following transport companies:

- **Orwest, Belarus**, (1-10 vehicles)
- **Man-Service, Ukraine**, (11-50 vehicles)
- **Iugintertrans, Moldova**, (50+ vehicles)



First row:

V. Florea, Chairman CLCEI, President, AITA, S. Hadarovich, Head, Orwest, Belarus, N. Borovoy, President, BAIRC, P. Kairyak, Head, Iugintertrans, Moldova, M. Marmy, IRU Secretary General

Second row:

A. Shevtsov, Head of transport Division, Orwest, Belarus, L. Kostiuhenko, President, AIR-CU, A. Blagodir, Head, Man-Service, Ukraine, P. Laeremans, IRU President

From left to right: Yuriy Sukhin, ASMAP, Russian Federation, Janusz Lacny, IRU Vice-President, ZMPD, Poland



The awards were presented at the IRU General Assembly.

The jury also awarded the “**IRU Diploma 2005**” to the following transport companies:

- **Kama-Trucks, Russia** for the high quality of services provided and for high social activity in the region
- **Avto+, Ukraine** for its environment-friendly vehicle fleet and for its company social policy
- **Sovtransavto-Bryansk-Holding, Russia** for its growth in economic efficiency in 2005.

Infrastructure

Infrastructure Charging

The IRU fully supports the principle that each mode of transport should cover its own costs. As such, revenues collected from road users should be put back, first and foremost, into the improvement of road infrastructure, its maintenance and amortisation since adapting road infrastructure is essential to be able to meet the increasing demand for the mobility of persons and goods, as requested by citizens day after day, while simultaneously improving road safety, fuel savings and environmental protection.

The current challenge results from the various approaches of governments to the implementation of additional fiscal and infrastructure charges, justified by congestion costs, external costs, etc. and where “à la carte” best describes the situation to the detriment of transport operators and the economy. For the IRU, if external costs must be calculated, then so too should external benefits – for every mode of transport!

Leadership in infrastructure charging in various countries is taken on by the European Union, namely through the Eurovignette Directive. The compromise agreement on the limitation of the basic unit for toll calculation and on the recovery of infrastructure costs was one step in the right direction. Moreover, external costs have been excluded from these charges for the time being. However, the final compromise decision of the European Parliament to allow Member States to use revenues from infrastructure charging for cross-subsidisation of the railway industry and for other budgetary purposes is a penalty on the road transport industry and consequently on the economy.

Indeed, a tremendous opportunity to remedy decades of serious under-investment in the road network and the subsequent dramatic consequences for the development of sustainable road transport has now been wasted. It is therefore the task of the IRU, at European level, but also in other countries, to repeatedly inform decision makers that the lack of investment in road infrastructure is counterproductive to environmental protection and economic development and that additional fiscal charges on road transport will not shift goods to other modes of transport.

OPINION

“On behalf of the Ministry of Transport of the Russian Federation, I would like to express gratitude to the International Road Transport Union (IRU) for its effort to focus the attention of the world public on the transit potential of the Euro-Asian countries, and for its significant contribution to the development of East-West freight carriage by road transport.”



Igor LEVITIN
Minister of Transport of the Russian Federation

Facilitation

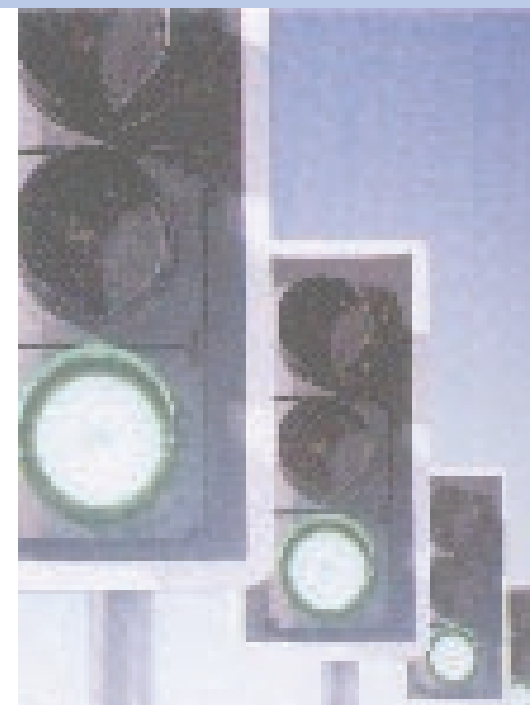
IRU Priorities: Facilitation of trade, tourism and road transport

General and Trade Issues

Facilitation aims to remove administrative, fiscal and physical barriers to road transport and, hence, to economic development via increased trade and tourism.

The IRU's view is clear: any penalty on road transport merely results in an even bigger penalty on the economy as a whole. It is not only important to have better rather than more transport, but it is in the interest of society for the transport mode that currently drives economic progress not to be penalised. It is therefore imperative that road transport's vital role is made known and that the IRU and its Members obtain the support of national and international political instances to reduce or even eliminate barriers.

Security and facilitation are interdependent; information is the key to ensuring both. The IRU Goods Transport Council adopted industry Guidelines on road freight transport security that have been adapted by the Passenger Transport Council with similar framework recommendations to enhance security for passenger transport by coaches, buses and taxis. The industry is conscious of its own tasks and obligations and calls on governments and international organisations to renounce over-regulation in the field of security which may lead to a chaotic situation regarding rules to be observed by the transport operator.



General Facilitation issues

The road transport sector is particularly concerned about border crossing difficulties in various parts of the world. Efficient controls are vital, but they should be conducted based on modern technologies like Single Window and Risk Management. Difficulties in obtaining visas for professional drivers also reduce road transport productivity. The IRU has raised this issue with several international bodies but the necessary facilitation measures are not yet forthcoming. The IRU seeks annual multiple-entry visas for drivers, with quick, cheap and simple application procedures.



8th TransEuro Conference, “One year after...”, Tallinn

The IRU's 8th TransEuro Road Transport Conference held in Tallinn, Estonia, on 19–20 May 2005, attracted nearly 500 participants from 39 countries, across Europe and Asia. It was staged in partnership with the IRU Member Association ERAA and under the patronage of the Prime Minister of Estonia, Andrus Ansip. This event entitled “One year after ...” established an inventory of developments and measures to be taken to enhance passenger and goods transport by road in Europe subsequent to EU enlargement with ten new Member States.



Martine-Sophie Fouvez, ECMT Principal Administrator and President of the IRU Academy Advisory Committee



In Partnership with
ERA



Andrus Ansip, Prime Minister of Estonia, opening the 8th IRU TransEuro Conference in Tallinn.



Road Transport - Goods

Trade impossible without Road Transport

WTO Doha Development Agenda

The logistics sector contributes approximately 6% to the world's GDP while the total value of its operations largely exceeds 10% of global trade. Consequently, the contribution of logistics to maintaining mobility of goods around the globe is worth more than 2,000 billion USD (2004). Road transport represents the lion's share of output in the global logistics chain. Trucks carry more than 80% of all land cargo in the world. Hence, any road transport facilitation measure has a beneficial impact on all nations.

As a first step, therefore, the road transport industry called on the WTO Ministerial Conference in Hong Kong, in December 2005, to extend the notion of trade facilitation to the mobility of traded goods (cargo) and vehicles (trucks, etc.), and to improve and clarify GATT Articles VIII & X aimed at facilitating export and import transactions, which, without doubt, will also have a beneficial impact on international goods transport by road. Furthermore, governments should also introduce clarifications to GATT Article V on the freedom of transit and ensure its strict application.

The road transport industry understands that the trade facilitation file represents only one aspect of the issues at stake on the Doha Development Agenda, but it calls for a successful conclusion of the facilitation file notwithstanding the outcome of other negotiations.

OPINION



ZHANG CHUNXIAN
Minister of Communications of P.R. China

"Euro-Asian road transport has bridged economic and cultural communications between Asia and Europe. We are ready to work with the countries in Asia and Europe to make a positive contribution to the further development of the Euro-Asian road transport industry."

The Beijing - Brussels Truck Caravan Connecting Asia and Europe

The 3rd IRU Euro-Asian Road Transport Conference on the theme “Road Transport, Bridging Europe and Asia” celebrated the launch of the first-ever international commercial truck caravan from Beijing to Brussels which reopened the 2000-year-old Silk Road.

This pioneering initiative was in response to the real business demand of companies who produce their goods in China and wish to find viable transport alternatives in the light of stifling congestion at Chinese ports and dramatically increasing maritime freight rates.

The truck Caravan travelled 12,000 km under the slogan, “From Beijing to Brussels, road transport drives progress” to draw the attention of political and business decision-makers to the fact that road transport today can offer a viable, cost and time-effective transport alternative for the transport of goods produced in China for markets in the EU, CIS, Middle East and American East Coast.

The objective of the truck Caravan was in full compliance with the message of Li Xiannian, former President of the PRC, stating “Revive road transport, prosper national economy.” Such words are a source of motivation for each IRU Member.

In partnership with the pioneer IRU Associations



IRU Secretary General presenting the horse symbol of trade and prosperity to Yao Mingde, CRTA President in the presence of Janusz Lacny, IRU Vice-President at the departure of the five truck caravan.



The truck drivers on arrival in Brussels.



The five trucks that reopened the 2000-year-old Silk Road from Beijing to Brussels.

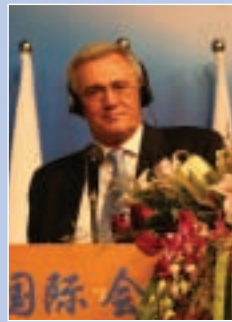
3rd Euro-Asian Road Transport Conference



*Speech of Zhenglin Feng,
Deputy Minister of Com-
munications, PRC*



*Press briefing by Cheng-
zhi Ju, Director General,
Ministry of Communica-
tions, PRC.*



*Enrico Grillo Pasquarelli,
Director Land Transport,
DG TREN, EC (EU)*



*Address by Mingde Yao,
President of the CRTA.*

The IRU Conference Declaration

In the IRU Conference Declaration on the promotion of international goods transport by road, adopted by 900 participants in Beijing on 27 September 2005, the road transport industry requests that governments:

- encourage progressive road transport market integration;
- facilitate road transport by the accession to and the implementation of UN Conventions regulating international road transport by countries in Asia and Europe;
- reduce the numerous artificial and bureaucratic barriers to trade and transport across Asia and Europe and enhance security in road transport;
- acknowledge the merits of the IRU's 3 "i" strategy for Sustainable Development.

4th IRU Euro-Asian Road Transport Conference, Warsaw



Following the great success of the 3rd IRU Euro-Asian Conference and the joint Ministerial Conference, accompanied by the Beijing-Brussels Truck Caravan in 2005 in Beijing, the ZMPD, in cooperation with the Polish Government, will host the next major international event focusing on the vital role road transport can play in interconnecting the national economies along the ancient Silk Road.



*Wojcieck Sienicki, Pres-
ident, ZMPD inviting the
IRU to hold the 4th IRU
Euro-Asian Road Trans-
port Conference jointly
with the Ministerial
Conference in Warsaw,
2007.*



Visit of high-level governmental representatives, under the leadership of the IRU Secretary General, to Ju Huang, Deputy Prime Minister of the PRC.



3rd Euro-Asian Road Transport Conference, held jointly with a Ministerial Conference, Beijing

The 3rd IRU Euro-Asian Road Transport Conference and Exhibition was held in Beijing, with over 900 high-level governmental and business leaders from 45 countries and 20 high-level governmental representatives participating in the Ministerial Conference which focused on the measures to be taken to better connect Europe and Asia by road transport.



Limei Wang, CRTA Secretary General, opening the International Exhibition in Beijing with the IRU Secretary General.

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



Gala evening with the participation of more than 50 Chinese ethnic groups.



Opening Ceremony of the 3rd IRU Euro-Asian Road Transport Conference.

**Extract from the
JOINT STATEMENT OF THE EURO-ASIAN TRANSPORT
MINISTERIAL CONFERENCE**

Adopted at Beijing, the People's Republic of China, 27 September 2005

The Ministers of Transport and the accredited representatives on behalf of the Ministers from the Republic of Azerbaijan, the Republic of Belarus, the People's Republic of China, the Czech Republic, Georgia, Greece, the Islamic Republic of Iran, the Republic of Kazakhstan, Mongolia, the Islamic Republic of Pakistan, the Republic of Poland, Romania, the Slovak Republic, the Republic of Turkey, Ukraine and the Socialist Republic of Viet Nam, invited by the Minister of Communications of the People's Republic of China (MOC), attended the Euro-Asian Transport Ministerial Meeting in Beijing on 27 September 2005 and the 3rd Euro-Asian Road Transport Conference on 26-27 September 2005 jointly hosted by MOC and the International Road Transport Union (IRU).

International organisations and financial institutions, including the United Nations Economic and Social Commission for the Asia and Pacific (UNESCAP), the United Nations Economic Commission for Europe (UNECE), the European Commission (EC) and the IRU were also represented in this Meeting.

Extensive and intensive discussions were conducted in a constructive and frank manner on the theme of "Enhance the Development and Cooperation regarding Euro-Asian Road Transport".

MINISTERS COMMIT THEMSELVES TO

1. strengthen the friendly and mutually-beneficial international cooperation in road infrastructure and transport development to promote the economic prosperity and social progress of Asia and Europe;
2. step up the efforts in developing road infrastructure to establish the Euro-Asian transport corridor so as to pave the way for the growth of road transport;

3. encourage the application by the countries concerned of the United Nations Conventions pertaining to the facilitation of international road transport and creating favourable cross-border and transit transport conditions through the removal of non-physical barriers caused by artificial and bureaucratic formalities with a view to facilitating road transport between Asia and Europe;
4. establish an open and sustainable integrated transport system so as to provide safe, efficient, reliable and environmentally-friendly freight and passenger transport services by road;
5. take measures to effectively eliminate the potential dangers to international road transport and improve the emergency response capability of road transport in the event of natural disaster, thus ensuring the security of human life and vehicles;
6. explore the possibility of setting up a mechanism for exchanges and communication on a regular basis of the latest information and advanced technology relating to road transport development among the countries;
7. call upon the relevant international organisations and financial institutions to provide assistance for the development of the Euro-Asian road transport corridor;
8. request the IRU to continue playing its active role in promoting international road transport.

The Ministers and representatives expressed their great appreciation to the Ministry of Communications of the People's Republic of China for arranging this Meeting and extended sincere gratitude for the hospitality bestowed on them.



Attending the Closing Ceremony (from left to right) Zhenglin Feng, Deputy Minister of Communications, PRC, Martin Marmy, IRU Secretary General, Chunxian Zhang, Minister of Communications of PRC, K. Simonovsky, Deputy Prime Minister, Czech Republic, Janusz Lacny, IRU Vice-President.



José Capel Ferrer, Director, Transport Division, UNECE



Li Yuwei, Director, Transport Division, UNESCAP

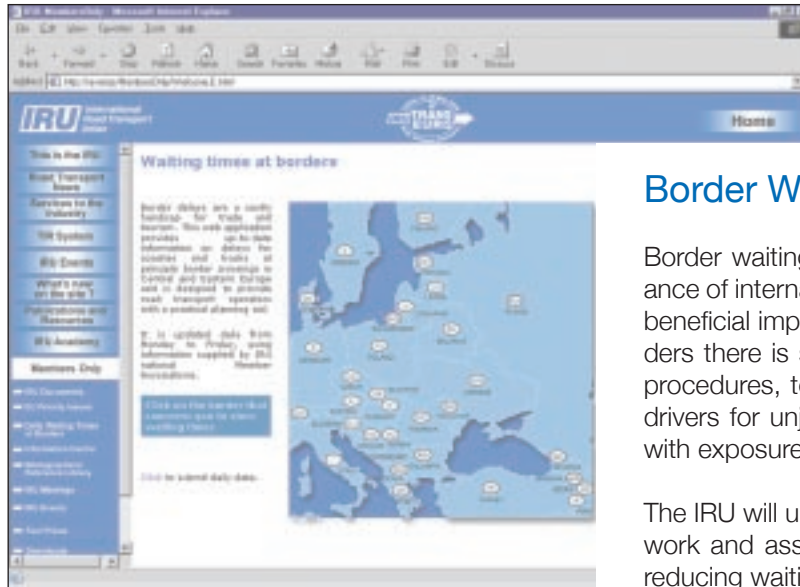
Joint Ministerial Conference in Beijing

This Ministerial Conference adopted the joint declaration (see opposite page) and witnessed the departure of the pioneering Beijing - Brussels Truck Caravan reopening the 2000-year-old Silk Road.



The Opening Ceremony of the Euro-Asian Ministerial Meeting in Beijing

Road Transport Facilitation and Security Issues



Border Waiting Times

Border waiting times still represent a major concern for the profession. The recent disappearance of internal EU borders between old and new EU Member States shows what a tremendous beneficial impact such a change may have on the smooth flow of traffic. However, at many borders there is still too much bureaucracy, control practices are not based on risk management procedures, too many documents are required, there is red tape and extortion of money from drivers for unjustified services rendered, etc. Congested borders represent places of high risk with exposure to all types of illegal activity.

The IRU will update its Border Waiting Times Observatory in order to help operators in their daily work and associations in their political lobbying activities aimed at improving procedures and reducing waiting times.

Security in Road Transport = IRU Security Guidelines

Security regulations and legislation are being developed in a totally uncoordinated manner by the WCO, EU, ECMT, ISO, CEN and other bodies. The IRU warns against the resulting chaos hampering trade and tourism and, as a result, economic development. As a viable option, the road transport industry has developed its own down-to-earth security guidelines for managers, drivers, shippers/clients, dangerous goods transport operators and those cooperating with customs offices. The industry's self-regulation has recently been completed with security guidelines for the passenger road transport sector.

For the road transport industry, any legal security measure should be implemented through the UN facilitation Conventions – such as the TIR or ADR Conventions - and other legal instruments to achieve both security and facilitation.



The IRU Road Transport Security Guidelines available in English, French, Russian and German.

Electronic goods transport documents

The IRU Commission on Legal Affairs (CAJ) is developing a new draft CMR Consignment Note. This should help reduce the number of different types of CMR consignment notes in use. The new model should also facilitate the development of an electronic version, but will require the entry into force of the Protocol to the CMR Convention adapting it to electronic data exchange. The second draft of this Protocol was examined by the UNECE in October 2005. The definitive draft, to be developed by UNIDROIT, UNCITRAL and the IRU, will be reviewed by the UNECE in October 2006.



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

Promotion of Combined Transport

The IRU promotes combined transport for capacity reasons. However, the continued poor quality level of freight services offered by the railways makes it almost impossible to consider combined road/rail transport a valid complementary transport option in today's just-in-time logistics chain. Various European Commission proposals, including Marco Polo and the Intermodal Loading Unit, were rejected because they do not promote intermodal transport but subsidise a single mode of transport, namely rail transport.

Security in transport is high on the agenda of the IRU and the IRU underlines that security issues are the same for intermodal as for unimodal transport. However, during an international seminar on security in intermodal transportation, organised by the *Bureau International des Containers* (BIC), it was disappointing to hear that railway operators had no concrete security measures in place related to marshalling yards and terminals for combined transport.

Dangerous goods



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

Furthermore, common ADR guidelines related to security were developed with other industry partners (among which CEFIC and FIATA) to ensure a harmonised approach and implementation of the security requirements of the ADR Agreement, which were implemented on 1 July 2005.

In 2006, the IRU will concentrate on the simplification of the written instructions for drivers and be responsible for the Secretariat of a UNECE ad hoc working group specifically established to address this issue.

In partnership with the IRU Academy, the GEMD will also contribute to the organisation of a seminar in September 2006 in St Petersburg on ADR 2007 modifications.



Customs Transit Systems and the TIR System

In today's world, global solutions are needed by transport and trade to facilitate the movement of goods across frontiers. The answer to their needs is an effective and secure Customs transit system, which helps to rationalise and reduce Customs formalities and thus accelerate the passage of vehicles and goods across national borders. The only existing global system, applicable worldwide, is the TIR System, administered by the IRU and currently implemented in some 60 countries.

Towards a sustainable TIR System

With the support of its Commission on Customs Affairs (CAD), the IRU is committed to ensuring the sustainability of the TIR System, which was created and works in a partnership between private and public sectors, represented by the IRU, its Member Associations, TIR authorised holders, financial institutions backing up the international chain of guarantee, and national Customs authorities, the UNECE and TIR Convention bodies respectively.

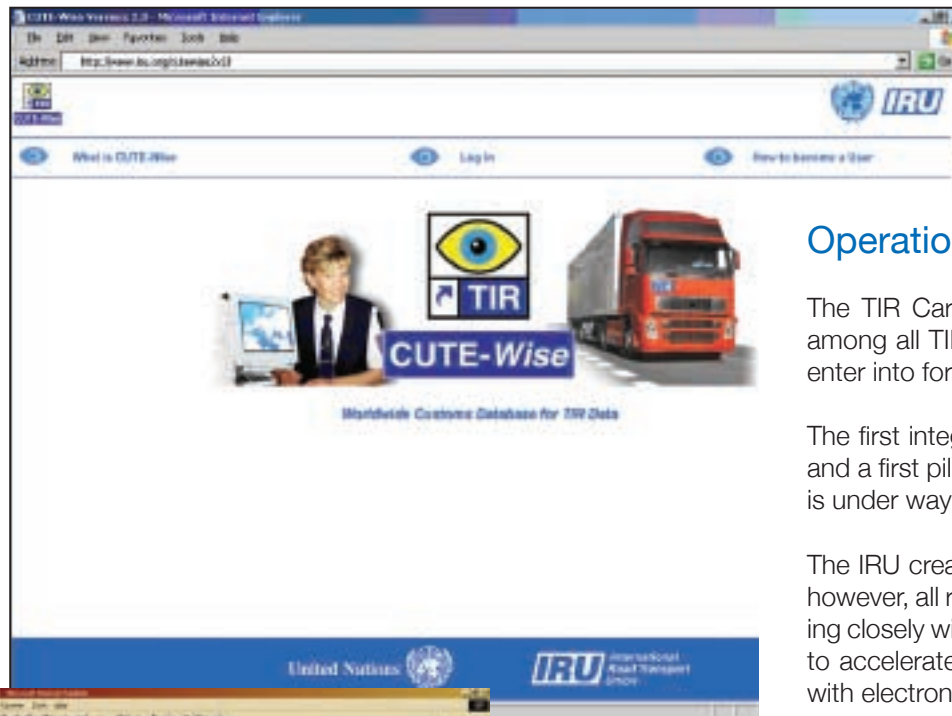
The IRU closely cooperates with the UNECE on all TIR sustainability-related issues, including revision of the TIR Convention. The IRU also works closely with the European Commission's DG TAXUD to ensure the smooth functioning of the TIR System in the EU and in the EU's import/export operations with third countries. The IRU also participates in the activities of the World Customs Organisation (WCO), driven by a mutual interest in balancing security with trade facilitation.

All through 2005, the IRU took part in the work of the State Duma's Expert Council to draw up proposals for amendments to, and revision of, a number of articles in the Customs Code of the Russian Federation which have a bearing on the interests of international road transport carriers, including its article 87 (Customs Escort). Work has also been carried out in the framework of the RF Code on Administrative Violations.

In 2005, TIR Training was provided to TIR actors from Ukraine, Serbia and Montenegro, Kyrgyzstan, Romania, Kazakhstan, China, Thailand, Denmark and Syria.



From left to right: Klaus Schröder, President, IRU Commission on Customs Affairs (CAD), AIST, Germany and Jan Mejländer-Larsen, CAD Vice-President, NLF, Norway



Operations and IT support

The TIR Carnet Holder Identification Number (ID) is now implemented in a harmonised way among all TIR Associations in compliance with the amendment to the TIR Convention that will enter into force on 1 April 2006.

The first integrated TIR Carnet management IT application (AskTIR) was developed by the IRU and a first pilot successfully completed with deployment at the RHA (UK). A second AskTIR pilot is under way with AEBTRI (Bulgaria) – an Association with multiple issuing offices.

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

The IRU, working with DG TAXUD, the EU Member States and IRU Members, will continue to look at reinforcing synergies between the T and TIR systems and further facilitating road transport by using NCTS to ensure the continuity of TIR operations to, from and through the EU. The IRU is developing a web interface for Holders, enabling them to key-in and transmit their TIR pre-declaration in a standard electronic format to the EU Customs Authorities.

NEW STUDENT

PERSONAL INFORMATION

Name: Date of Birth:

Address: City: State: Zip:

High School: Grade: Expected Graduation Date:

ACADEMIC INFORMATION

Family Income: Number of Children: Number of Siblings:

FINANCIAL INFORMATION

Number of Siblings: Expected Graduation Date:

ADDITIONAL INFORMATION

Other:

DECLARATION

I hereby declare that the information provided is true and correct.

SIGNATURE

Student: Date:

Parent/Guardian: Date:

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.

Widening the TIR System

The IRU is participating in the geographical expansion of the TIR System by organising and participating in international events in China, Thailand, and Central Asia. These seminars and missions in countries of the Asia and Pacific region – as well as improved cooperation with the United Nations' Economic and Social Commission for Asia and the Pacific (UNESCAP) and Asian Development Bank (ADB) – have helped authorities and trade operators in the region to better understand the TIR System and its benefits for all involved, in the context of a growing global economy.

The IRU was included as a partner agency for the UN Office for Landlocked Countries (UN-OHRLS) which aims to put in place efficient transit systems to facilitate access of landlocked countries to the world's markets.



Jean Acri, Head TIR System, IRU at the Departure of the Truck Caravan in Beijing



Other transit systems

In 2005, the IRU continued to work with the European Commission and various national Customs authorities regarding technical difficulties encountered in 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 remains 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.

TIR: Looking forward to 2006

Work with the UNECE and the European Commission will continue to focus on developments relating to the revised Community Customs Code. The entry into force of the new Annex 10 of the TIR Convention on 12 August 2006 will urge Customs to implement the necessary measures without delay in order to achieve "same day" transmission of all SafeTIR data. Risk management will also be strengthened through Customs offices' use of Cute-Wise. AskTIR deployment will continue with interested TIR Member Associations. The IRU will also continue to work on the expansion of the TIR System to cope with the demands of intermodal transport of goods (rail-road, sea-road).

Road Transport Social Issues

Today, the road transport industry faces three major challenges: the implementation of the amendment process of EU Regulation 3820, the introduction of the digital tachograph and the integration of these in the UNECE-AETR. The implementation of these measures is causing chaos in the profession due to inefficient, uncoordinated government initiatives to increase road safety and create a level playing field so that every fleet operator stands an equal chance on the market. Governments continuously fail to recognise that road transport does not stop at borders, and certainly not the EU border! The IRU regrets that the same energy is not used in Brussels towards the introduction of social changes into the AETR also, in order to avoid discrimination among road transport operators. Without the simultaneous adaptation of the AETR – expected only within two years – this lack of harmonisation regarding the rules to be applied and the manner in which they are to be enforced, will create further competitive distortions in the road transport market for traffic with third countries.

Driving and rest time rules

The IRU witnessed numerous difficulties during the revision of Regulation 3820. EU Driving and Rest Time Regulations were contested by the IRU on six major items in the Council's Common Position. The IRU and its Members therefore launched a major lobbying action with the European Parliament. IRU Second Reading priorities included the requirement for more than six consecutive driving days between two weekly rests, no 56-hour weekly driving limit, more flexibility in splitting daily rest, no regular full 45-hour weekly rest every second week, a simplification of break requirements and no reversal of the burden of proof for infringements of the rules committed by drivers. The outcome of the Parliament's Second reading plenary vote in April 2005 was only partly positive.

As key gains secured during the Second Reading were abandoned during the conciliation procedure, this led to renewed lobbying actions by the IRU to secure the industry's core operational needs. A resolution was adopted by the IRU General Assembly on 4 November 2005 and communicated to both national governments and the EU Institutions. The IRU met again with members of the European Parliament's Conciliation team and with officials from the UK Presidency. However, this revision has now reduced flexibility in weekly rest requirements and is also a particularly serious blow to passenger transport through the removal of the 12 day rule.



Governments' idea of a level playing field

Working time rules

By March 2005, EU Member States were required to have implemented the Sectoral Working Time Directive. However, at least nine EU countries failed to do so within the fixed deadline, prompting concerns about distortion of competition between Member States where the Directive is in force and those in which it is not. In addition to the issue of whether the legislation is in place, IRU Members have expressed concern about the various ways in which different Member States have interpreted individual provisions of the legislation. The IRU is committed to establishing an overview of the way in which the legislation has been introduced across the EU and will continue this ongoing investigation during 2006, providing Member Associations with up-to-date and accurate information.



Digital tachograph

The introduction of the digital tachograph was, and still is, an on ongoing fiasco in numerous Member States.

Following intense lobbying by the IRU, the impossibility of maintaining the 5 August 2005 deadline was finally acknowledged by Commissioner Barrot in a letter to Member States on 22 July, announcing a final period of toleration until 1 January 2006.

However, contrary to the Commission's assertion of its new 1 January 2006 deadline, in reality the final deadline could only be decided by Parliament and Council through the Conciliation Process on Driving and Rest Time Rules, requiring the Commission to formally amend the introduction date. During its Second Reading of this Regulation, the European Parliament proposed realistic dates: 6 August 2006 for newly manufactured vehicles and 6 August 2007 for all newly registered vehicles. Unfortunately, Conciliation talks decided on a compromise agreement introducing the digital tachograph twenty days after publication of the new Driving and Rest Time Regulation in the Official Journal of the European Union.

At the beginning of 2006, at least ten EU Member States are still administratively unprepared to introduce the new technology. Furthermore, this undetermined date will create even more confusion and uncertainty. The IRU demands, therefore, that the European Commission issue realistic guidelines to Member States to ensure that operators are in no way penalised or their movement in the European Union restricted through the implementation of impracticable legislation.

50th Anniversary of the CMR Convention & 6th IRU Legal Symposium, Deauville

The IRU is organising – in cooperation with the International Transport Law Institute (IDIT) in Rouen (F) and AFTRI (F) – an international Symposium to commemorate the 50th Anniversary of the CMR Convention signed in Geneva on 19 May 1956.

The Economic Commission for Europe (UNECE) and the International Institute for Unification of Private Law (UNIDROIT) will take part in this event to be held in Deauville, France, on 18-19 May 2006.

Top transport law specialists will contribute by putting into perspective the main legal issues raised by contracts for the international carriage of goods by road. Numerous specialists at national and international level will also attend this Symposium.

Tourism & Road Transport - Passenger

Development of passenger transport

In 2005, the IRU launched a far reaching reform of its star classification rating system for buses and coaches. The modern IRU star classification system aims to provide added-value to all bus and coach operators, as well as to the services offered by all their classified buses and coaches through the harmonisation, at international level, of the comfort and quality standards of buses and coaches.

Problems related to international regular lines – such as the granting of authorisations, harmonisation of bilateral agreements, checking travel documents, waiting times at borders and technical road-side checks – which are high on the agenda of policy decision-makers across Europe, represent another major field of activity for the IRU and its members.

Value Added Tax in passenger transport (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 court case launched by a Belgian touring coach operator against the discrimination between transport modes was unable to provide a legal solution to this distortion of competition. The IRU also asked the Commission to address problems encountered by operators in obtaining the repayment of VAT in Italy and Luxemburg, leading to infringement procedures against these countries.

International Bus & Coach Forum, Shanghai

bus & coach

The International Bus & Coach Forum took place in Shanghai, China, on 16 March 2005. The event, staged by the IRU – in conjunction with Busworld, the International Association of Public Transport (UITP) and the IRU's Chinese Member Association, the China Road Transport Association (CRTA) – attracted some 350 delegates from across Asia, Australasia and Europe, as well as China itself. The Forum drew attention to the huge opportunities in the rapidly growing market for collective passenger transport by road in China, as well as the massive potential offered by the growing number of Chinese tourists visiting other countries.



From left to right: Hans Rat, Secretary General, UITP, Li-mei Wang, Secretary General, CRTA, Paul Laeremans, IRU President, Luc Glorieux, Director General, Busworld



Public Service Requirements

The European Commission adopted a revised version of its proposal on public service requirements on 20 July 2005. The new text has greatly simplified the original proposal dating back to 2000 but has increased the possibility for exemptions from the general aim, which was to introduce competition in public transport. The IRU is in favour of open, fair and transparent mechanisms to introduce competition in the public transport market for bus and coach services. Equal market opportunities for operators of all sizes should be provided. Under the British Presidency, the Council started to examine the new text but is not expected to agree on a common position before the end of 2005. It will be up to the Austrian and Finnish Presidencies to continue the work in 2006.

Passenger Rights

In February 2005, the European Commission presented its Communication on strengthening passenger rights within the European Union and announced its political intention to extend passenger protection measures to transport modes other than air. The IRU organised a seminar on passenger rights with the Commission on 2 March 2005 to discuss measures intended for international transport by touring coach. On 14 July 2005 the European Commission launched a consultation on passenger rights in international bus and coach transport such as liability in case of accident or baggage loss, assistance to mobility-impaired persons and compensation for passengers. The results of this consultation are under examination and a legal initiative by the Commission is expected in the course of 2006.

The IRU took position indicating that bus and coach operators active in the international market offer services that already meet high standards in passenger rights and that no additional rules should be imposed which would unnecessarily increase their financial burden. Priority should be given to the simplification, harmonisation and better application of existing rules.

4th European Bus & Coach Forum, Kortrijk

bus & coach

The 4th European Bus and Coach Forum – staged jointly by the IRU, the European Conference of Ministers of Transport (ECMT), and Busworld – took place in Kortrijk, Belgium, on 21 October 2005. Some 130 participants from across Europe, Asia and Africa representing competent authorities, control authorities and bus and coach trade associations and operators took part in the Forum. The debate focused on problems such as the lengthy and sometimes unnecessary controls at borders and at the roadside, unfair competition including from other transport modes, and the lengthy and bureaucratic procedures for obtaining authorisations and visas for professional drivers. The debate forcefully brought to the table the need for an appropriate multilateral arrangement for international authorisations and



busworld

regular services by bus and coach, since bilateral arrangements were widely perceived to be complex, non transparent, and often discriminatory.

OPINION

"The ECMT is very pleased to be associated with the road transport industry's reflections on how to facilitate international regular services. We want to contribute to the creation of an appropriate international environment for bus and coach services in Europe, based on the principles of open markets and strict quality standards for drivers, vehicles and companies."



JACK SHORT,
SECRETARY GENERAL, ECMT



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 with the CTP as they are covered by the same national regulations.

In April 2005, the conclusions and recommendations of the TØI Study "Taxi Regulation in Europe" were presented during an ECMT Round Table on "Taxi Regulation and Deregulation" held in Paris.

In 2005, the IRU and ECMT launched a joint study on "Technical Aspects of taxi accessibility". This study is a follow-up to earlier joint research on "Economic Aspects of Taxi Accessibility" which dates back to 2001. The results of the study will be available in the second half of 2006.

IRU Taxi Meeting, Cologne

In October 2006, the IRU, in cooperation with its German Member Association, the BZP, is organising an international symposium within the framework of the largest world Taxi Fair & Exhibition in Köln, Germany.



Security in passenger transport

On 3 November 2005, the IRU Passenger Transport Council adopted a comprehensive set of voluntary security guidelines for managers and drivers in the bus, coach and taxi sectors.

Other Activities

Romanian "Green Lanes" for TIR trucks boost development by cutting border delays

The IRU and its Romanian Member Associations ARTRI and UNTRR welcomed the Romanian Government's decisions to facilitate trade by creating "Green Lanes" offering fast customs clearance for TIR trucks and to strengthen risk management by accelerating and improving the transmission of termination data for TIR Carnets, via the IRU's electronic SafeTIR system.



The TIR customs transit system is a trade facilitation instrument created by the United Nations Economic Commission for Europe, which has mandated the management of the system to the IRU.

Commission Vice-President Verheugen urged to ensure higher quality road transport

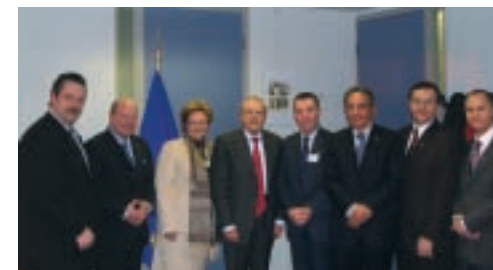
IRU President, Paul Laeremans, and Secretary General, Martin Marmy, met with Günter Verheugen, European Commission Vice-President responsible for Enterprise and Industry. They briefed him on issues undermining the sustainability of road transport in the enlarged EU and urged him to work with his Commission colleagues to encourage the entrepreneurial spirit within the road transport industry to ensure a higher rate of return and better quality service by the profession in all Member States.



From left to right: Martin Marmy, Secretary General, IRU, Günter Verheugen, Vice-President, European Commission, Paul Laeremans, President, IRU, Hubert Linssen and Liesbeth Geysels, IRU General Delegate to the EU.

Commission Vice-President Barrot told economy will suffer if EU policy continues to penalise road transport

Top IRU leaders met with Jacques Barrot, European Commission Vice-President responsible for Transport. They briefed him on a number of issues affecting road transport and emphasised that the economy will suffer if EU policy continues to penalise road transport. Concerns expressed included excessively complex social legislation, the need to reinforce criteria for access to the profession, making good use of data from the IRU Commission's truck accident causation study, lack of incentives for implementing sustainable development measures, lack of harmonisation in infrastructure charging, the need for post-EU enlargement traffic monitoring and ensuring private sector access to public passenger transport contracts.



From left to right: Hubert Linssen, IRU General Delegate to the EU, Martin Marmy, Secretary General, IRU, Isabelle Kardacz, DG TREN Land Transport Policy, Jacques Barrot, Vice-President, European Commission, Paul Laeremans, President, IRU, Francesco Pacifico and Janusz Lacny, Vice-Presidents, IRU, Bertil Dahlin, President, IRU CLTM.

Other IRU Activities

Prime Minister of Moldova meets IRU President

The Prime Minister of the Republic of Moldova, Vasile Tarlev, met Paul Laeremans, IRU President, Martin Marmy, IRU Secretary General, Vladimir Florea, President of the IRU Liaison Committee to the Commonwealth of Independent States and President of AITA, the IRU's Moldovan Member Association, to discuss road transport's vital role in the development of the Moldovan economy.



Meeting in Chisinau (from left to right): Vasile Tarlev, Prime Minister, Moldova, Vladimir Florea, President, AITA, Paul Laeremans, President, IRU.

President of Moldova receives IRU

The President of the Republic of Moldova, Vladimir Voronin, received senior IRU representatives in a meeting which underlined the value the Moldovan Government attaches to maintaining good relations with international bodies, as well as the importance of the road transport sector to the Moldovan economy.



Meeting Moldova's Head of State (from left to right): Martin Marmy, Secretary General, IRU, Vladimir Voronin, President, Moldova and Paul Laeremans, President, IRU.

IRU honours Russian Transport Leader

Yuri Sukhin, Member of the IRU Presidential Executive, President of ASMAP, Russia and former Minister of Transport of the Russian Federation, was awarded the title of Honorary Member of the IRU.



Yuri Sukhin was visibly moved when he was made an IRU Honorary Member (left to right): Martin Marmy IRU, Janusz Lacny, IRU, Yuri Sukhin, Member, Presidential Executive, IRU, Francesco Pacifico, IRU, Paul Laeremans, President, IRU.

Other IRU Activities

UNESCAP leader discusses facilitation with IRU

Li Yuwei, responsible for Economic Affairs at the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), met with the IRU Secretary General and senior staff members to discuss how to improve facilitation of trade, tourism and road transport across Europe and Asia.



Meeting at IRU headquarters, Geneva (from left to right): Jens Hügél, IRU, Jean Acri, IRU, Li Yuwei, Economic Affairs & Transport Facilitation, UNESCAP, Martin Marmy, IRU, Philippe Werro, IRU, Peter Krausz, IRU.

For security reasons, IRU demands twin tube tunnels on all strategic economic road axes

To maximise road safety and economic security, the IRU has repeatedly called upon governments to implement the 2002 UN Report on Tunnel Safety and the 2005 EU Directive on Tunnel Safety, both of which recommend twin-tube tunnels on all major road axes.



ECMT and IRU join forces to survey attacks against international truck drivers

The ECMT and the IRU launched a joint survey with direct feedback from fleet operators and drivers on increasing attacks against truck drivers, as part of a wider study of crime against international HGV traffic. This inquiry has already received more than 2,000 replies from 30 countries.



Other IRU Activities

Asia Society Conference briefed by IRU on Silk Road Reopening

The IRU told 450 high level government and business leaders from 36 countries at the Asia Society's International Business Conference in Almaty, Kazakhstan, that the reopening of the Silk Road would provide a cost-effective alternative to shipping goods from China to the EU, CIS, Middle East and even east-coast US markets. To achieve this, Kazakhstan and all other countries across Eurasia must implement the key UN multilateral facilitation instruments to remove existing procedural and bureaucratic barriers, which stifle economic growth by hampering the irreplaceable production tool: road transport.



IRU briefs South American Road transport industry on UN facilitation instruments

The IRU was a keynote speaker at the Congress of the Camera Interamericana de Transportes (CIT) in Bogota, Colombia, where it highlighted the many strategic benefits to be gained from the signing and the implementation of the main UN facilitation instruments – such as the TIR Convention – in significantly reducing border waiting times and fraud which currently stifle trade between South American countries.



31st IRU World Congress 2008, Istanbul

The 31st IRU World Congress 2008 will be held in Istanbul

The 31st IRU World Congress will take place in Istanbul on 15 - 17 May 2008, co-hosted by the Turkish IRU Member Associations the Union of Chambers and Commodity Exchanges of Turkey (TOBB), the International Anatolia and Thrace Bus Operators Society (UATOD) and the International Transporters Association (UND).



From left to right: Ö.Çetin Nuhoglu, UND President, Martin Marmy, IRU Secretary General, Rifat Hisarciklioğlu, TOBB President, Binali Yıldırım, Minister of Transport, Turkey, Paul Laeremans, IRU President, Halim Mete, TOBB Vice-President, Ahmet Yalamanoğlu, UATOD President.

European Union (EU)

The CLTM President, Bertil Dahlin, and IRU Brussels Secretariat met with DG TREN Director General, François Lamoureux, to officially present the IRU position on the future of the European road transport industry. The main aim of the document was to emphasise that the global strategy of the White Paper based on the concept of “modal shift” does not function, and to remind the legislators that the quality of service and the flexibility of road transport is an integral part of modern manufacturing, distribution and tourism.

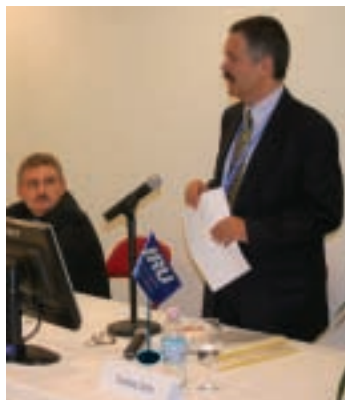


At the European Commission (from left to right): Bertil Dahlin, President, EU Goods Transport Liaison Committee, IRU, Liesbeth Geysels, IRU, François Lamoureux, Director General, DG TREN, Hubert Linssen, IRU, Isabelle Kardacz, Head of Unit, Land Transport, DG TREN, Stefan Tostmann, Head of Unit, Motorways of the Sea and Intermodality, DG TREN.

The IRU EU Goods Transport Liaison Committee

The EU Goods Transport Liaison Committee (CLTM) met in Brussels in spring and Budapest in autumn, in the presence of Zoran Kazatsay, Deputy Director General of DG TREN.

Issues on the agenda included the modification of EU Driving and Rest Times Regulation 3820/85, infrastructure charging (Eurovignette), access to the profession, continued high fuel prices, cabotage and the mid-term review of the White Paper.



Zoran Kazatsay, Deputy Director General of DG TREN.

The annual IRU Spring Cocktail

The annual Spring Cocktail of the IRU Permanent Delegation to the EU was held in Brussels. Some 200 European politicians and officials, IRU Members and friends participated. Enrico Grillo Pasquarelli, Director of Land Transport (DG TREN) and guest of honour confirmed “the importance of road transport for the EU economy”.



Enrico Grillo Pasquarelli, Director Land Transport, DG TREN



Truck load securing

The IRU agrees that both the IMO and CEN standards for cargo securing offer acceptable levels of security. As there is an urgent need to develop harmonised European guidelines for load securing, the IRU is participating in a European Commission Expert Group working on this important issue. The Expert Group accepted the IRU position that both methods (IMO and CEN) are acceptable. Upon adoption by the High Level Group on Road Safety on 28 February 2006, the “Best Practices on Load Securing” will be published on the website of the European Commission.

Working objectives in 2006

The Commission will continue pushing for road safety and environment protection policies under the Austrian and Finnish Presidencies of the EU in 2006. Better regulation and monitoring of the implementation of already existing rules will also be among Commission priorities for 2006.

The IRU will seek to strengthen further cooperation with the Vice-President responsible for Transport, Jacques Barrot and with Stavros Dimas (Environment), Günther Verheugen (Vice-President, Enterprise and Industry) and Franco Frattini (Justice and Home Affairs), as well as with the newly appointed DG TREN Director General with a view to finding optimal solutions in the files for which they are responsible.

Monitoring the impact of the new driving and rest time rules Regulation and ensuring that persistent problems concerning the introduction of the digital tachograph to new vehicles are resolved, will be among IRU-Brussels' priorities. Other important issues will be the consequences of EU enlargement for transport operators, working time, infrastructure charging, access to the profession and to the market, the introduction of competition in public transport by bus and coach, possible legislative proposals on passenger rights in international bus and coach transport, security and the revision of the White Paper on the EU Common Transport Policy.

Commonwealth of Independent States (CIS)

Promoting Development of Road Transport Legislation in the CIS

In order to step up the interaction with parliaments of the CIS member countries, the IRU set up the CIS Inter-Parliamentary Group (IPG) for road transport in 2005. The Group incorporates members of CIS parliaments who are prepared to work for improvement of road transport legislation and lobby their respective parliaments in the interest of the industry. The necessity of early accession to UNECE multilateral trade facilitation instruments is a paramount aspect of the Group's activities. As a result of the first steps taken by the IRU with IPG support, the issue of accession to UNECE conventions has become an important point on the agenda of the parliaments of Moldova, Ukraine, Georgia and Belarus.



S. Semashko, Chamber of Representatives, National Assembly of Belarus and N. Borovoy, Vice-President of the IRU CIS Liaison Committee, BAIRC, Belarus, at the IPG meeting.

In the area of harmonisation of technical standards of CIS member countries, work has continued to develop a CIS Agreement on reciprocal recognition of professional competence certificates of specialists in the road haulage sector.

IRU-CIS Liaison Committee

At its 15th meeting which took place in Geneva, the CLCEI discussed the best means to introduce in CIS member countries CIS inter-governmental agreements on a Uniform Weighing Certificate and to encourage progress in facilitating international road transport and the harmonisation of CIS transport legislation through the implementation of existing UNECE international multilateral facilitation conventions and agreements.

Russia-EU Transport Dialogue

The Russia-EU transport business dialogue was further developed in 2005 within the framework of the EU-Russia Industrialists' Round Table, which includes a working group on transport where the IRU is assigned the leading role for the road transport sector.

Development of the road infrastructure connecting Russia and the EU, specific features of the construction and use of toll roads and public/private partnership were also discussed at the road transport Round Table organised in conjunction with the Embassies of Luxemburg and the United Kingdom and with the participation of the European Commission's Permanent Delegation to Russia.

The decision by the Heads of the Russian and EU Commission Transport Departments to start an EU-Russia Transport Dialogue at a governmental level should considerably simplify the work of monitoring the progress in government agencies of proposals made by business associations and companies.

EU Road Transport Round Table

In accordance with tradition, EU round table conferences are arranged by the IRU in conjunction with the Embassy of the country currently presiding the European Union. Round table meetings therefore take place twice a year as the EU presidency rotates.

The 14th meeting of the round table on road transport was conducted together with the Embassy of Luxemburg in May 2005. The main part of the meeting was devoted to the issues of road network and road infrastructure, which covered development of the road system in Russia and other CIS countries. Prospects of toll highways in Russia were discussed in the presentations by officials of the Federal Road Agency of Russia's Transport Ministry, and the CIS Inter-Governmental Road Operators' Council.

The 15th meeting of the round table was staged in conjunction with the British Embassy and the Delegation of the European Commission to Russia in December 2005. The meeting focussed on the results of the EU-Russia Summit, the Transport Dialogue and the Beijing-Brussels Truck Caravan which reopened the Silk Road.



Round Table, from left to right: K. Bestsebo, Ministry of Transport, Russian Federation, A. Kalmes, Embassy of Luxemburg to the Russian Federation, I. Rounov, IRU, J.-L. Lavroff, Delegation of the European Commission to the Russian Federation.

"No Extortion on CIS Roads" Campaign

Continuing its work aimed at abolishing non-physical barriers in road transport development, the IRU Delegation to the CIS in conjunction with IRU Member Associations in CIS countries carried out an internet campaign entitled "No Extortion on CIS Roads" with the objective of revealing, making public and naming the services and check-points practising extortion on road transport carriers. In the course of the campaign, reports were received from 154 carriers in 10 CIS countries: Russia, Ukraine, Kazakhstan, Moldova, Armenia, Azerbaijan, Georgia, Belarus, Kyrgyzstan and Uzbekistan.

The information obtained was sent to the transport ministries, customs services and traffic police departments of Kazakhstan, Russia and Ukraine.

In the replies received from the transport ministries of Kazakhstan, Russia and Ukraine, the Traffic Police Department of Kazakhstan and the Federal Transport Supervision Service of Russia, the "No Extortion on CIS Roads" campaign was given high appraisal and absolute support. These departments and services have taken account of the information made available to them by the IRU.

Working objectives 2006

The main objectives of the IRU Permanent Delegation to the CIS in 2006 will be as follows:

- to encourage IRU Member Associations to join international UN conventions and agreements on road transport, including the potential support of the CIS Inter-Parliamentary Group;
- to develop cooperation with inter-governmental regional economic associations: the CIS, Eurasian Economic Community (EurAsEC), Common Economic Space (CES), and the Georgia-Ukraine-Uzbekistan-Azerbaijan-Moldova Association (GUUAM);
- to support initiatives and develop the IRU Academy's programmes in CIS member countries, including programmes on dangerous cargos and on training by correspondence, promotion of a uniform professional competence certificate, etc.;
- to support IRU Member Associations in developing passenger transport, and taking special measures to involve new members in the activities of the IRU Passenger Transport Committee;
- to develop the NELTI project (New Euro-Asian Land Transport Initiative).



The world is changing and we must change with it

Before 1989, the world was divided mainly into two blocs: western countries with market economies and eastern countries, including China, with planned economies. There was therefore no global economic policy.

Since the fall of the Berlin wall, 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 condi-

The Secretary General's Conclusions

tions, 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.

Today, as a result of globalisation, the collapse of communism in the former Soviet Union and China's and India's shift to market capitalism, roughly another 1.5 billion new workers entered the global economic labour force, almost doubling the number we would have had if China, India and the Soviet empire had not joined the current globalisation process.

However, despite this major change, governments are doing almost nothing to put in place the necessary accompanying measures concerning the changing production processes, trade and above all, logistics chain. Therefore, it is vital for each of us and for each of our organisations, who are very much involved in trade and transport, to wake up and to monitor carefully the fundamental shift and the changes taking place in the way people are doing business.

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.

In such highly competitive market conditions, in the midst of difficulties, it is the task of every entrepreneur to seek and to seize the best opportunities. This is why, in this competitive market, the creation of added value – including in the supply chain – is becoming so complex that no single company, no single association, no single fleet operator, no single vocational training institute will be able to achieve this efficiently alone.

In addition, if big companies are obliged to act small in order to meet the increasing demand for customised service and product added value in specific tasks, small organisations, such as the IRU or the IRU Academy, thanks to their worldwide network of dedicated and experienced members, will be able to act big thus permitting each of their members' members to act really big – to act globally.

To attain this goal, the best association, the best training institute or the best transport company will be the one which cooperates most at national and international level. Indeed, due to the size of the global market, only efficient partnerships can allow such new business opportunities to be seized.

The recent organisation of the 3rd IRU Euro-Asian Conference in Beijing, coupled with a joint Ministerial Conference organised with the

full cooperation of the Chinese government and held in the presence of 900 participants from 45 countries, 20 Ministers and high-level personalities, also featuring the departure of the first Beijing-Brussels truck caravan, is proof that the IRU has the right vision and undertakes the right actions to adapt our industry to the changing world.

In fact, the reopening of the Silk Road – which is an old IRU dream – is also the result of the willingness of several IRU member associations from the EU, Russia, Kazakhstan and China to cooperate not only to link Beijing with Brussels, but above all to irrigate and connect all the countries and businesses along the 12,000 kilometres of the reopened Silk Road. These associations and fleet operators are true pioneers, with a successful spirit of cooperation.

In fact, their pioneering spirit demonstrates clearly that road transport is always at the disposal of everyone everywhere, to unite people and to better distribute wealth and consequently, that it needs to be facilitated. With this project, as is the case in the IRU's daily activities, the IRU objective is very clear: it is to improve knowledge, to share experience, to implement – in cooperation with its Member Associations – the numerous UN and ECMT multilateral agreements, conventions and other regional legal instruments developed in co-

operation with the IRU in the last 58 years, to facilitate road transport and trade everywhere.

Louis Pasteur, a French scientist, once said that “fortune favours the prepared mind”. Therefore, to be fortunate today and moreover tomorrow, we need to be able to share with governments, citizens and the business community and the pioneering IRU Members, all the advantages of the IRU's global vision, activities and international network of experienced Members. We need to be ready to cooperate, we need to be ready to learn to learn, we need to be ready to adapt, we need to prepare our strategy and action day after day in a coordinated manner to effectively face the new challenges ahead of us and better seize the new opportunities.

With the commitment of the IRU Members, with their pioneering spirit and with the dedication of the IRU Secretariat, the IRU – as with the reopening of the Silk Road – is well equipped to transform the challenges mentioned in this publication into new success stories.



Martin Marmy



IRU Dubai
Emirates

30th WORLD CONGRESS
14-16 March 2006



30th IRU World Congress

Dubai, 14 - 16 March 2006

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**International Road Transport Union,
Secretariat General**

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

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

**IRU Permanent Delegation to the
European Union**

32-34 avenue de Tervuren
Bte 37
B-1040 Brussels
Belgium

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

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

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

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

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

Büyükdere Caddesi
Yapi Kredi Plaza, C Blok, Kat:15
Levent 34330 Istanbul
Turkey

Tel: +90-212-284 97 47
Fax: +90-212-284 97 57
E-mail: istanbul@iru.org
Web: www.iru.org

