



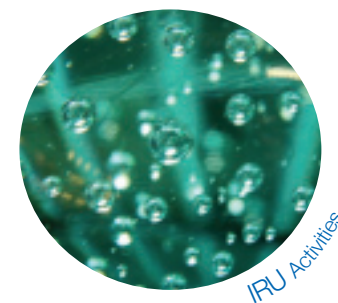
# This is the IRU 2007

*Working together  
for a better future*



*s i n c e      1 9 4 8*

**This is the IRU 2007**



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## Welcome Message from the IRU President

As the name of the International Road Transport Union (IRU) indicates, its greatest strength is UNITY. The IRU's united global network of Members representing the passenger and goods road transport industry is what gives the IRU its credibility, expertise, influence and ability to think globally yet act locally!

Indeed, over and above its high quality door-to-door transport services, as an integral part of any logistics system and a vital production tool, road transport is the only mode of transport that permits and ensures the high added value of person-to-person relations.

In a globalised economy, being big or small is not the key to survival. Rather, it is the quality and professionalism of the service offered, which in all cases requires proper training! This increasingly important demand for improving vocational training and professional skills can be best met through the growing activities of the unique IRU Academy and of its Accredited Training Institutes around the world, which day after day provide all their graduates with high quality training and international recognition of their professionalism.

Also, by reinforcing the qualitative criteria of access to the profession, including training, our profession and society at large can be protected against fly-by-night cowboys who degrade road safety and protection of the environment, destroy our image and create unfair competition!

Governments, and in particular Transport Ministers, should know that the IRU and its Members have always been willing and committed to work in a true spirit of public-private partnership to provide the vital link to progress in all nations, through high quality, professional road transport.

But, to be able to do so, the numerous social, fiscal and technical regulations governing the road transport profession must be harmonised and strictly enforced.

Governments must eliminate paper walls and minimise bureaucratic barriers to the free movement and transit of people and goods and, moreover, the road vehicles and drivers that transport them.

Effective security measures are required to ensure the continued mobility of people and goods. However, security should not be a new face of state protectionism. The right balance needs to be found between facilitation and security considerations, as proposed by the IRU Security Guidelines.

The road transport industry has taken its responsibility in sustainable development and invested heavily in vehicles representing the latest fuel efficient vehicle technology. Now it is up to governments to take appropriate action to implement effective energy policies aimed at stabilising the price of the fuel used by these road vehicles by diversifying the oil market and by promoting fuel efficient vehicles through effective incentives, as the IRU has requested for many years.

The IRU's slogan, "working together for a better future" continues to be the pillar and the prerequisite for progress.

Paul Laeremans



# This is the IRU



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



# This is the IRU leading an 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”**

# International Network



## 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.

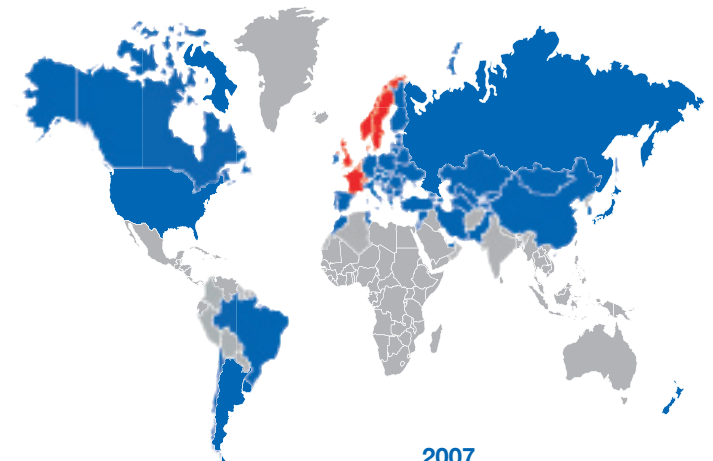
The IRU's Active Members are the most representative national road transport associations. The IRU's Associate Members are drawn from industries that have close ties with road transport, including the manufacturers of vehicles, fuels, tyres and information systems.

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.

## The IRU World map



**Created 1948**  
**8 Founder Countries**

**2007**  
**180 Members**  
**in 70 Countries**



## The IRU Structure

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

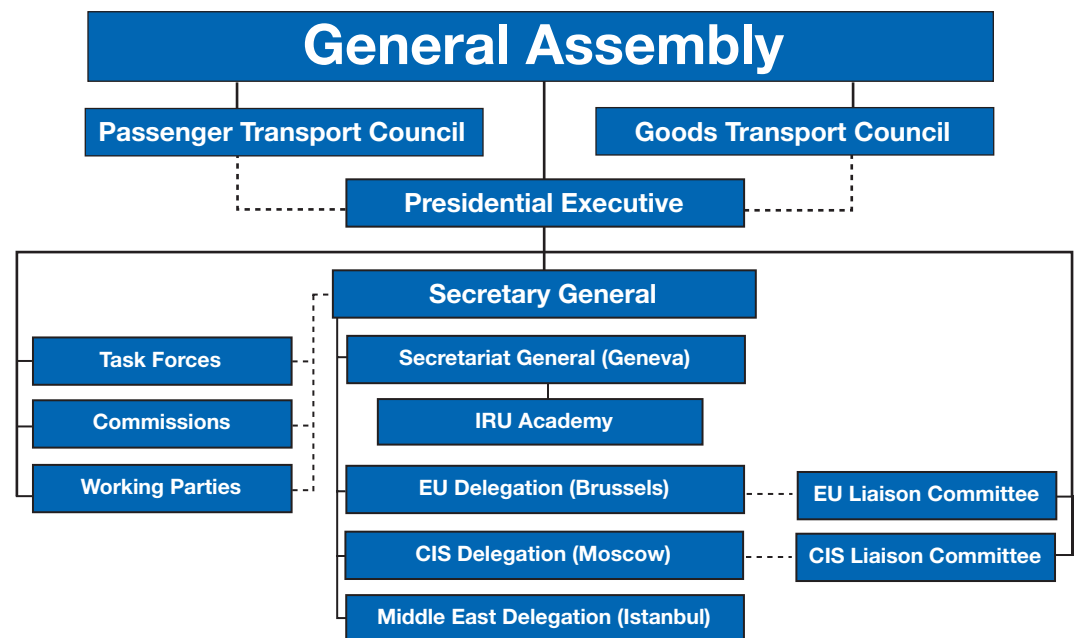
Its statutory bodies

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

are assisted in the definition of IRU transport policy by

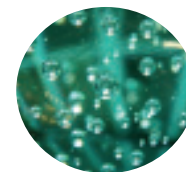
- IRU Task Forces, Commissions and Working Parties
- IRU Liaison Committees to the CIS and EU.

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 IRU General Assembly meeting in Geneva.*

## The IRU 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.

# 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, FBAA, Belgium, Graham Smith, CPT, UK,  
**Francesco Pacifico, CTP President**, ANAV, Italy, Jaroslav Hanak, CTP  
Vice-President, CESMAD Bohemia, Czech Republic, Gunther Mörl, CTP  
Vice-President, BDO, Germany*

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.

# This is the IRU 2007

# Presidential Executive



## **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*



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

## 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.



*The EU Goods Transport Liaison Committee (CLTM). 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*

## 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 was 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 CLCEI brings together the Presidents and representatives of the 12 CIS road transport associations twice a year. At the 16<sup>th</sup> CLCEI meeting in June in Tashkent, Vladimir Florea, President of AITA, was re-elected as CLCEI President. Nikolai Borovoi, President of BAMAP, and Makhsat Saktaganov, President of KAZATO, were re-elected as Vice-Presidents.

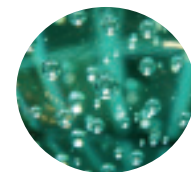
This year, the CLCEI discussed the latest changes in international road transport legislation, such as the introduction of the digital tachograph and retro-reflective marking, visa issues, progress in promoting a Unified CIS Certificate of Professional Competence and the status of the Unified CIS Weight Certificate, as well as the removal of barriers to international road transport.



*The CIS Liaison Committee meeting chaired by **Vladimir Florea, CLCEI President**, AITA, Moldova, and other IRU Members from the CIS region.*



# IRU Commissions / Working Parties



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, informatory and research capacity.

## IRU International 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)**

## IRU International 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)

**HUBERT ANDELA (KNV, NETHERLANDS)**



**New President of the Taxi and Hire Cars with Driver Group, Hubert Andela, KNV-Taxi, flanked by his two Vice-Presidents, Nina Nizovsky, STL, Finland and Thomas Grätz, BZP, Germany**



# G e n e v a

## 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 IRU Secretariat General, working together with its Members, also ensures the promotion and implementation of the most effective multilateral facilitation agreements such as the UN instruments. In this framework, the IRU is the implementing partner of the TIR Customs Transit System under UN mandate.

The IRU Secretariat, following the reopening of the ancient Silk Road in cooperation with the Chinese Government, works closely through its permanent delegations with governments and the corresponding governmental agencies to interconnect, by door-to-door road transport, all the businesses along this road and to transform this IRU Euro-Asian initiative into a new “success story”.

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**

**ERIC BENOIST**

### **Head – Information Technology**

**HARESH JOSHI**

### **Head – TIR System**

**JEAN ACRI**

### **Head – Legal Affairs**

**CHRISTIAN PIAGET**

### **Head – Sustainable Development**

**JENS HÜGEL**

### **Head – Technical Affairs**

**JACQUES MARMY**

### **Head – IRU Academy**

**BRUNO DINGEMANS**

## 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), the International Labour Organisation (ILO) and the World Trade Organisation (WTO).

# 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 LINSSEN**

### Head – CLTM

**MARC BILLIET**

### European Parliament Liaison Officer

**RAFAEL JIMENEZ-AYBAR**

### Head – Passenger Transport

**OLEG KAMBERSKI**

### Head – Social Affairs & EU Fiscal Affairs

**DAMIAN VICCARS**

## The four 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;
- to ensure the follow-up to the IRU Euro-Asian initiatives with the governments, intergovernmental agencies and IRU Members of the region following the recent reopening of the Silk Road in cooperation with the Chinese Government.

## 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 cooperating 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.





# M o s c o w

## 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 the most effective multilateral facilitation agreements, such as the UN instruments;
- to ensure the follow-up to the IRU Euro-Asian initiatives with the governments, intergovernmental agencies and IRU Members of the region following the recent reopening of the Silk Road in cooperation with the Chinese Government;
- to develop common transport space on the territory of the CIS countries;
- to provide Russian language information resources for CIS road transport operators.

## The IRU Permanent Delegation to the CIS

The IRU Permanent Delegation to the CIS region was opened in Moscow in 1998 to assist the development of road freight transport in the CIS region, expedite the integration of road transport systems and the harmonisation of road transport legislation in the CIS and EU member states.

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.

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**



# I s t a n b u l

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

The IRU Permanent Delegation to the Middle East and Region, located in Istanbul, Turkey, has the mission to cooperate with regional and international organisations as well as IRU Member Associations and national authorities. Its mission consists of developing and facilitating road transport at the crossroads of continents and regions stretching from the Black Sea, including Turkey, to Europe, North East Africa and all the Middle East countries to the fastest growing world economies in South East Asia, in liaison – where appropriate – with the IRU Permanent Delegations to the EU and CIS. Having such a global vision with more than one regional perspective, the IRU Permanent Delegation to the Middle East and Region has the opportunity to work together with regional and international organisations which are located in or connected with different regions in this challenging part of the world.

**General Delegate**  
**HAYDAR ÖZKAN**

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

- 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, thus facilitating trade, tourism and road transport between the countries of the UNECE, UNESCWA and UNESCAP regions through the implementation of the most effective multilateral facilitation agreements, such as the UN instruments;
- to ensure the follow up to IRU Euro-Asian initiatives with the governments, intergovernmental agencies and IRU Members of the region following the recent reopening of the Silk Road by the IRU.





*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.*

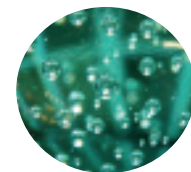
## IRU Partner Organisations

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

- United Nations bodies, including UNCTAD, UNECE, UNESCAP, UNESCWA, UNEP, UNWTO, ILO, IMO and WHO
- World Trade Organisation (WTO)
- World Bank
- World Customs Organisation (WCO)
- European Conference of Ministers of Transport (ECMT)
- European Commission
- European Parliament
- European Council
- Commonwealth of Independent States' Transport Council
- Black Sea Economic Cooperation (BSEC)
- Eurasian Economic Community (EurAsEC)
- Common Economic Space (CES)
- Georgia-Ukraine-Azerbaijan-Moldova Association (GUAM)

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

# This is Road Transport



## Road transport: a key component of the global economy

Road transport, door-to-door, or as a partner of the other modes, provides irreplaceable services to irrigate the economy locally or globally, 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 25 employs 7.5 million persons (2002), 61% of whom are employed in land transport.
- In the most modern economies, 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 2003:

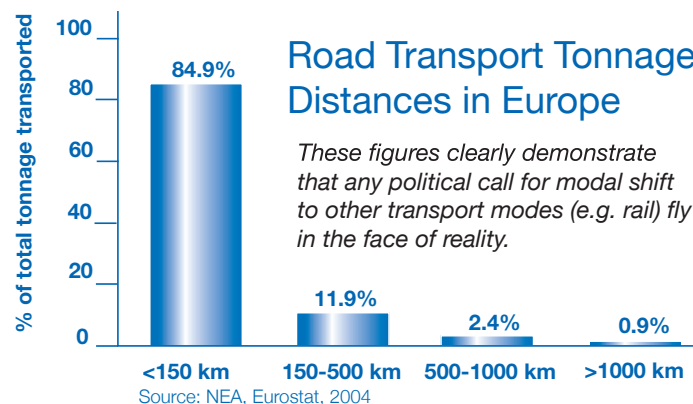
	EU 25 bio pkm	EU 25 %	USA* bio pkm	USA* %
<b>Car</b>	4,444	77%	7,008	87%
<b>Bus/coach</b>	483	8%	226	3%
<b>Rail</b>	345	6%	22	0%
<b>Tram/metro</b>	72	1%	18	0%
<b>Air</b>	449	8%	813	10%
<b>TOTAL</b>	5,793	100%	8,087	100%

### Goods Transport in 2004:

	bio tkm	%	bio tkm	%
<b>Road</b>	1,683	73%	1,845	33%
<b>Rail</b>	379	16%	2,341	42%
<b>Inland water</b>	130	6%	476	9%
<b>Pipeline</b>	124	5%	861	16%
<b>TOTAL</b>	2,316	100%	5,523	100%

\* data for 2003

Source: EU Energy and Transport in Figures, 2005 (Eurostat)



# Sustainable Development

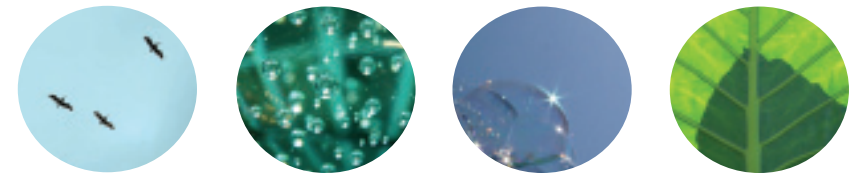
## **IRU Priority Issues: Sustainable Development**

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 1<sup>st</sup> 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.



# Sustainable Development



## 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.

## European Truck Accident Causation Study

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

Expert teams investigated more than 600 accidents in several European countries.

The draft final results show that 75% of accidents involving trucks are caused by other road users. Furthermore, the accident experts confirmed that the lack of visibility of a truck was in no case the main cause 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.



## Taxi, Coach and Truck Driver Checklist

The IRU Road Safety Charter 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. The checklists are 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 and UICR co-operate on the distribution of the Truck and Coach Driver Checklist*



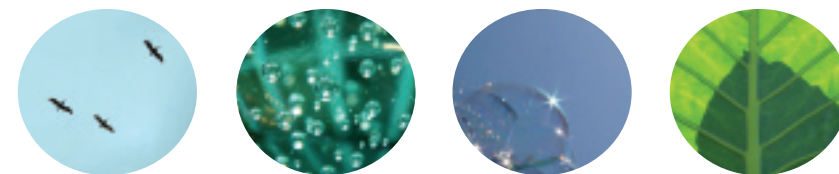
*Meeting at IRU headquarters, Geneva (from left to right): Jens Hügel, IRU, Joe Sidon, President BCL, Umberto de Pretto, IRU, Ludwig A. Büchel, UICR President, Michael Büchel, UICR Webmaster, Bruno Dingemans, IRU*

## Improving road safety by addressing the human factor

According to international statistics, professionally driven trucks and coaches are involved in fewer road accidents per km travelled than other vehicles. However, when they are involved in a crash the results can be more serious on account of their greater weight and larger dimensions. Therefore, truck and coach drivers need to drive in a highly responsible manner at all times.

In this context the President of the International Union of Professional Drivers (UICR), Mr Ludwig A. Büchel, met with IRU representatives to explore how IRU-UICR cooperation can contribute to improving road safety through better communication and professional training as provided by the IRU Academy and its Accredited Training Institutes.

# Sustainable Development



## 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 investments involved, the IRU has always supported the development of strict emission standards such as the Euro norms. However, to ensure the proper functioning of Euro IV and V vehicles, governments must ensure that the necessary fuel additive “AdBlue” is available at the pump with full geographical coverage.



AdBlue® at the pumps of filling stations

### Large scale distribution of AdBlue®: a prerequisite to clean and safe road transport

At the 61<sup>st</sup> IAA International Motor Show for Commercial Vehicles in Hanover, Germany, the IRU, in partnership with the German Automobile Industry Association (VDA), held an international seminar examining the necessity of AdBlue® distribution for commercial vehicles with the Selective Catalytic Reduction (SCR) technology to meet the latest emission standards.

Road transport operators demonstrated that the distribution of AdBlue® in Europe and in Asia is either insufficient or non-existent and that the refuelling of trucks or coaches with canisters is unprofessional.

In order to meet the latest Euro IV and V emission requirements, a majority of manufacturers are opting for the “SCR” system. This system requires the AdBlue® fuel additive. However, without AdBlue®, Euro IV and V vehicles will not meet the Euro emission norms and their speed will be significantly reduced through an engine torque limiter. These consequences could make the roads unsafe for other users. Therefore, the availability of AdBlue® at the pumps of filling stations on an extensive geographical scale must be guaranteed.

## OPINION



**Dr MIKHAIL NIZOV,**  
**PRESIDENT OF THE IRU**  
**INTERNATIONAL TECHNICAL COMMISSION (CIT)**  
AND VICE PRESIDENT OF  
THE ASSOCIATION OF INTERNATIONAL ROAD CARRIERS  
IN RUSSIA (ASMAP)

*“It is only with an easily accessible supply infrastructure for AdBlue® that the road transport industry will be able to obtain an optimal environmental performance from the latest innovative technology, which is part of the road transport industry’s strategy for achieving sustainable development.”*





## IRU Academy

The IRU 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.



*International Recognition of excellence in training*

## IRU Academy – higher quality and professionalism through training

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 international instruments as well as with the needs of the road transport industry.

The IRU Academy has released its 2<sup>nd</sup> version of the “IRU Academy Online” application. This system provides each graduate with a personalised web site providing increased career advancement and business opportunities. It equally provides each ATI with a private and secure web site, helping them to manage and promote their IRU Academy Accredited Classes online. 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.

In 2006, the IRU Academy boosted the success of the Certificate of Professional Competence for Road Transport (CPC) Manager Programme with 4,000 additional Diplomas issued. The international network of IRU Academy Accredited Training Institutes (ATIs) counted a total of 34 CPC ATIs in 30 countries. The IRU Academy piloted its Dangerous Goods (ADR) Programme through the IRU Bulgarian Member ATI AEBTRI, with some 1,000 ADR Certificates issued. The IRU Academy continued to work together with the industry and various pilot training institutes on a Tachograph Training Programme as well as CPC Driver Training.



*Sample of the IRU CPC Diploma*

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). The IRU Academy is also supported by the International Labour Organisation (ILO) and the European Parliament.



**Martine-Sophie Fouvez, ECMT, was re-elected President of the IRU Academy Advisory Committee, (ADC) for the term 2007-2008**

# This is the IRU 2007





## IRU Academy ADR Programme

The IRU Academy piloted its Dangerous Goods (ADR) Programme for Drivers transporting Dangerous Goods in Packagings and Bulk, excluding explosives (Class 1) and radioactive materials (Class 7), through IRU Bulgarian Member Association AEBTRI. This pilot programme coincided with the first use of the "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. During the pilot phase, approximately 1,000 IRU Academy ADR Certificates were issued through the AEBTRI ATI alone.



*Sample of an IRU Academy ADR Certificate, providing ADR Graduates with the international recognition of their professional competency achieved through high-quality IRU Academy ADR training*

## Tachograph Programme

The Belgian Training Institute, FCBO, official partner of the IRU Member Association FBAA, concluded an Agreement with the IRU Academy to establish an IRU Academy Tachograph Programme. This training programme will teach drivers the proper use of both the analogue and digital tachographs, and will also include the new driving and rest time rules. The programme is accompanied by a comprehensive easy-to-use brochure for drivers explaining the functions and icons of the digital tachograph.



*Murielle Daen, Director of the FCBO Training Institute attending the IRU Academy ATI Meeting in St Petersburg*



## 2007-2008 IRU Academy Accreditation Committee (AAC)

The newly elected IRU Academy Accreditation Committee Members for the term 2007-2008 are: Faruk Jasarevic (ECOS), Geert Machenil (IWT-ITR), Calin Ioan Sabau (FATII-ARTRI), Murielle Daen (FCBO) and Tatiana Minaeva (ASMAPP). The Committee is chaired by Tomislav Ivanchev (Director of the AEBTRI ATI).

### OPINION



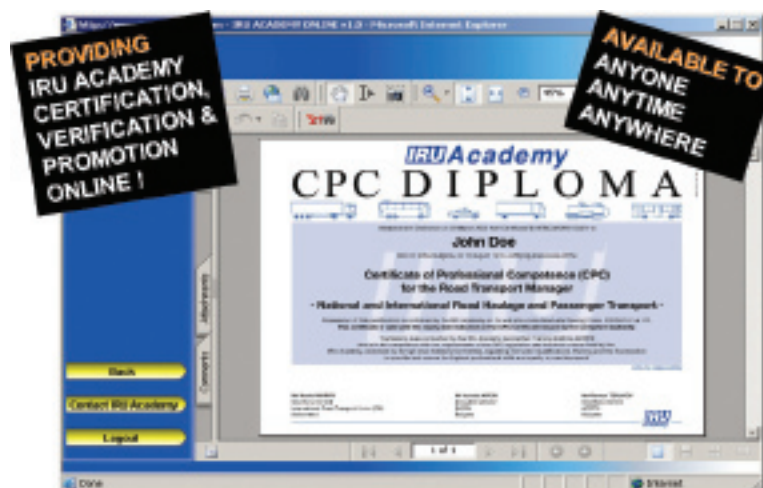
*FARUK JASAREVIC, DIRECTOR ECOS ATI (BOSNIA AND HERZEGOVINA)*

*"As a result of combined promotional efforts with the IRU Academy, including the organisation of seminars and graduation ceremonies as well as coverage in written press and on television, I was able to triple the number of students taking classes in my IRU Academy Accredited Training Institute."*



## The “IRU Academy Online” ... IT solutions for ATIs and Graduates available to anyone, anytime, anywhere!

At the IRU Academy ATI Meeting, ATIs were provided with a live Internet demonstration of the “IRU Academy Online”. This is an internet-based application through which successful ATIs, in any IRU Academy Programme, obtain their private and secure web site through which they are able to create classes, enrol students, print IRU Academy Certificates and/or Diplomas locally and promote themselves and their classes via the IRU Academy web site.



These new opportunities are also available to all IRU Academy Graduates who, through their private and individual web site often available in their own language, have online viewing of their IRU Academy Certificates and/or Diplomas in PDF format. Their web site also allows them to update their personal information, to create their CV and to allow viewing of their IRU Academy qualifications and CV by potential employers and/or clients online.

## IRU Academy ATI Meeting brings together global training network!

The 1<sup>st</sup> Meeting of IRU Academy ATIs which took place, at the invitation of ASMAP, in St Petersburg in September, gave ATIs a platform to exchange views and network and underlined their ties with the IRU Academy.



*IRU Academy ATI Meeting, St Petersburg, Russia*

## OPINION



**TOMISLAV IVANCHEV,**  
**PRESIDENT OF THE IRU**  
**ACADEMY ACCREDITA-**  
**TION COMMITTEE (AAC)**  
2007-2008, **DIRECTOR**  
**AEBTRI ATI (BULGARIA)**

*“The IRU Academy is the key for harmonising ATI curricula and improving the professional competencies of road transport graduates and professionals alike.”*





In his intervention, Bruno Dingemans, Head of the IRU Academy, emphasised the imperative need for all in the industry to be ready to implement any new road transport legislation which, he added, can only be achieved through proper training. Mr Dingemans added that "The media has responsibility to make known the need, in today's globalised economy, for professional training in order to remain competitive. Who will survive is not based on big or small, but rather who can provide the highest quality service which can only be realised by those who pursue the required training and continued education enabling them to grasp new career and business opportunities".

In partnership with



The 4<sup>th</sup> International IRU Academy Seminar held in September 2006 in St Petersburg, Russia attracted over 200 Delegates from North America, Europe, the Middle East and Asia.

## IRU Academy Seminar becomes the training event not to miss!

The 4<sup>th</sup> International IRU Academy Seminar, organised in partnership with the Association of International Road Carriers in Russia (ASMAP) looked at the following recent legislative developments:

- 2007 Agreement on the Transport of Dangerous Goods by Road (ADR),
- new Driving and Rest Time Rules Regulation (EC/561/2006),
- introduction of the Digital Tachograph (DTCO),
- Professional Driver Training Directive (2003/59/EC).

The seminar was attended by many high-level speakers, including Mathieu Grosch from the European Parliament, Helmut Rein from the German Federal Ministry of Transport and Anatoliy Voronin from the Russian Ministry of Transport, who all underlined the significance of the IRU Academy in the development of harmonised and high quality road transport education.



During his presentation Mathieu Grosch, Member of the European Parliament (MEP), Committee of Transport and Tourism, expressed the willingness of the European Parliament to work together with the IRU Academy on the mandatory professional training of drivers (EC/2003/59).



4<sup>th</sup> International IRU Academy Seminar, St Petersburg, Russia



## Road Transport and Oil

In the road transport industry, oil is not a regular but a premium strategic energy, and is even considered as “black gold”. Due to the fact that road transport has no viable alternative to oil, due also to the fact that almost no road transport services can be provided by any other mode, numerous countries impose excessive and unjustified excise duty and tax on diesel fuel and its price at the pump represents more than four times the OPEP crude oil price.

This demonstrates that while every country has an effective fiscal policy on transport fuel, almost none has an energy policy. Any energy policy requires at least improved energy and oil efficiency measures, based on energy savings and on diversification of the energy used in fixed installations, including through efficient taxation and incentives, where viable alternatives to oil exist. This should be coupled with a moderate and balanced fiscal policy where no viable alternatives to oil exist, such as in road transport.

In the current globalisation of the economy, road transport is not only a transport mode, but is above all a vital production tool to ensure competitiveness in the sustainable economic and trade development of each country. Continuous diesel supply for road transport with moderate taxation is a prerequisite to enable each country to meet the objectives of Agenda 21 and the UN millennium goals.

The reinforcement of environmental regulations represents a major global challenge. However, taking into account the massive taxation of diesel fuel, the right to emit CO<sub>2</sub> – as foreseen by the Kyoto protocol – is more a new profitable fiscal business than an effective measure to reduce pollution. This is why, if CO<sub>2</sub> taxes were really effective in reducing CO<sub>2</sub> emissions, taking into account that the oil market is global, and that CO<sub>2</sub> emissions are a global challenge, the CO<sub>2</sub> tax should be collected in the oil producing countries at the source of the global oil market where each barrel of oil is produced and not, as is the case, in the oil consuming countries where diesel fuel is already heavily taxed.

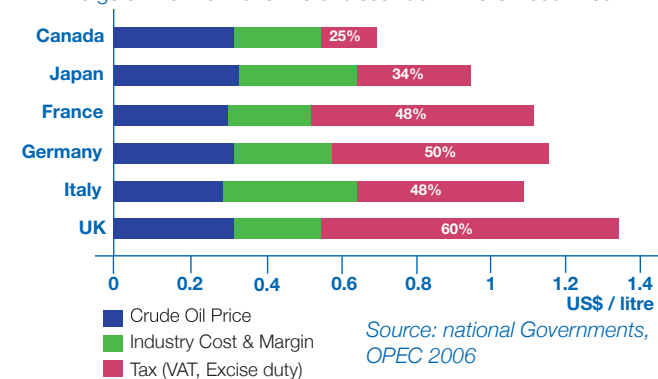
## OPINION



H.E. MOHAMMED BARKINDO,  
ACTING SECRETARY GENERAL,  
OPEC

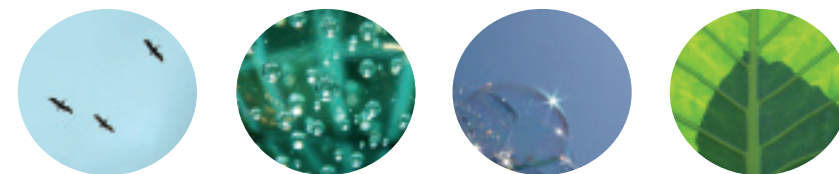
*“Substantial sums generated by fuel taxes are not spent on improving road transport infrastructure, despite the pressing need to ease traffic bottlenecks, which themselves cause a substantial waste of fuel and unnecessary pollution.”*

Who gets what from one litre of diesel fuel in the G7 countries?





# Sustainable Development

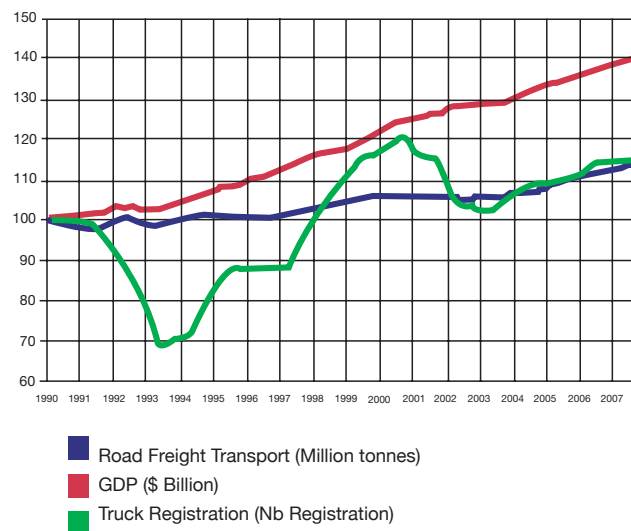


## Incentives

The IRU publishes its Road Transport Indices on a quarterly basis which show the development of GDP, road freight volumes and registrations of new commercial vehicles in the OECD countries.

For 2006, the IRU Indices forecasted an increase of 1.8% in economic growth and 1.77% in road transport growth. In order to satisfy the increase in transport volumes with clean vehicles, the registration of new commercial vehicles was expected to grow by 2.8% in 2006. Governments should therefore implement real and efficient business incentives without delay to encourage transport operators to adopt the best available technologies and practices and by doing so, decouple road transport from its environmental impact.

## IRU Indices - OECD Western Europe



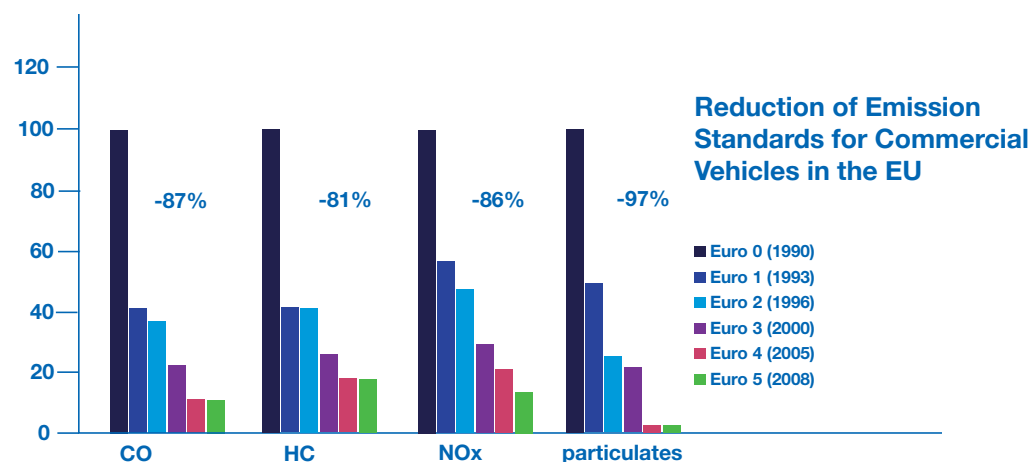
## Euro III should receive same ECMT quota as Euro IV and Euro V

In accordance with its 3 "i" (innovation, incentives and infrastructure) strategy for achieving sustainable development, the IRU has always supported the EURO standards as an efficient system to ensure a massive reduction in vehicle emissions at the source and to provide clean and safe road transport. In this context, the IRU also supports the ECMT quota system as an effective incentive accelerating the implementation of latest technologies such as the EURO norms system.

Currently EURO III vehicles are very consistent with regards to exhaust-emissions during their lifetime and have dramatically reduced emissions in comparison to EURO 0 vehicles. In addition, they are equipped with all the latest technical safety features.

EURO IV and V vehicles, which are equipped with the latest technologies such as Selective Catalytic Reduction (SCR), are on the market but do not yet offer reliable technical solutions, thus reducing road safety and environmental performance.

In November, the ECMT Member countries decided to reduce the bonus and coefficient for calculating ECMT permit quotas for Euro III vehicles as from 2008 and 2009 respectively. However, Euro III vehicles utilise technologies that have proven to be safer and cleaner, while adequate infrastructure has not yet been put in place to ensure the widespread distribution of AdBlue® which would enable Euro IV and V vehicles to operate at optimal performance. The IRU thus maintains that the same bonuses and coefficients should be applied to Euro III vehicles as foreseen for Euro IV and V vehicles, at least until 1 October 2009.



Source: EU Commission, Auto Oil II, 2001



## Grand Prix d'Honneur

The "Grand Prix d'Honneur", a distinction that was created by the IRU in 1967, is awarded by an International Jury at IRU World Congresses to a driver or drivers in national or international road transport who have performed an outstanding act of courage in the course of their professional duties. This year's winner was **Stefan Porath**, a German coach driver nominated by the Bundesverband Deutscher Omnibusunternehmer (BDO), who saved a mother who was trapped in a burning car.

The International Jury decided that special tribute should be paid to the "**Unknown Heroes**" – truck drivers who lost their lives helping to reconstruct Iraq. Every day thousands of truck drivers cross the border to Iraq delivering goods for reconstruction, medical supplies and food to reduce the suffering of the Iraqi people. This work is not without danger for the truck drivers. Incidents of robbery, kidnapping and murder have been very frequent.

*The IRU Diploma of Honour and the IRU Grand Prix d'Honneur Diploma*



## IRU Diplomas of Honour

30

At the General Assembly in November 2006, the Presidential Executive awarded the IRU Diploma of Honour to **1026 road transport drivers** from **27 countries**. For the first time the Diplomas of Honour were also awarded to **10 taxi drivers** from **5 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 20 years without causing an accident. Such a performance deserves recognition and serves as an example to younger drivers whilst enhancing the image of the profession.

## OPINION



*Stefan Porath  
Bus Driver &  
IRU Hero,  
BDO, Germany*

"For me, it was so obvious to help in the given emergency situation. A professional driver has special responsibilities towards other people. I would always act as I did in this case."

## OPINION



*Halim Mete  
Vice President,  
Union of Chambers  
and Commodity  
Exchanges (TOBB),  
Turkey*

"Trying to perform their profession, these unknown heroes lost their lives. This Grand Prix d'Honneur is an expression of our appreciation and respect for them."

**This is the IRU 2007**

## 2006 Best CIS International Road Carrier Award

The Best CIS International Road Carrier contest was held in 2006 for the fourth time. Every year, the bar of excellence for contestants has been raised, which has resulted in the competition's growing prestige. In addition to demonstrating a high level of economic efficiency in their operations, the candidates were expected to describe their social and innovative policies and environmental programmes. The 2006 contest featured contestants from international road carriers of Armenia, Belarus, Georgia, Kazakhstan, Moldova, Russia, Ukraine and Uzbekistan.

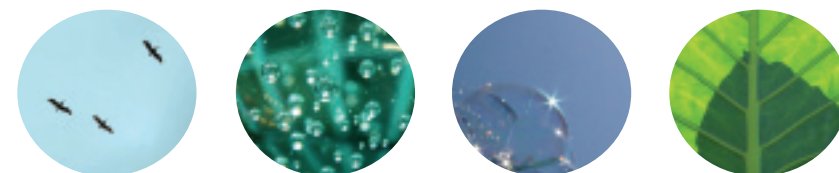
*From left to right: N. Gorbel, General Director, Belgruzmagistralavtotrans, Belarus, Y. Baranov, General Director, Novaya Linia, Russia, P. Laeremans, IRU, and V. Poznikhirenko, General Director, Trans-Group, Ukraine*



*The awards were presented at the IRU General Assembly*



*From left to right: K. Sidiknazarov, President, AIR-CUZ, Uzbekistan, T. Kaplan, Secretary General, KAZATO, Kazakhstan, N. Borovoy, President, BAMAP, Belarus, P. Laeremans, IRU, Y. Sukhin, President, ASMAP, Russia*



The **2006 winners** are:

**Belgruzmagistralavtotrans, Belarus**

(1-10 vehicles)

**TransGroup, Ukraine**

(11-50 vehicles)

**Novaya Linia, Russia**

(50+ vehicles)

**Special Certificates** were awarded to:

**Global Link, Kazakhstan**

for international standards of company management

**Hojiakbar, Uzbekistan**

for the attention paid to vocational training

**Intertransexpeditiya, Russia**

for the implementation of environmental programmes

**Sarrali Trans, Moldova**

for company safety policy

**Sovtransavto-Bryansk-Holding, Russia**

for numerous social programmes

**Vestintertrans, Belarus**

for upgrading vehicles to Euro III



## New domain name



All bus, coach or taxi operators, members of a national trade association affiliated to the International Road Transport Union (IRU), are entitled to be authenticated through the IRU. A .travel name identifies the company as a verified participant in the travel industry.



Meeting at the IRU World Congress in Dubai (from left to right): Paul Laeremans, IRU, Ron Andruuff, President & CEO, Tralliance Corporation, the creators of .travel and Martin Marmy, IRU

## 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!

Member States within the European Union are continuing to unilaterally implement new pricing mechanisms for road infrastructure use, which are not interoperable with other charging systems. The European Commission must take a leadership role here or transport operators could face the prospect of having 28 boxes installed in the cabs of their trucks to effect transport within the common market!

If nothing is done by the EU, it is certain that we will see a proliferation of non interoperable, new charging systems over the coming years. In addition to the Czech Republic and Hungary's known intentions, Poland, Slovakia and Slovenia are all considering the introduction of distance based road charges in the future, as are Sweden, Belgium and the Netherlands!

The priorities for the IRU and its Members must be to ensure that charging systems are interoperable and that commercial road users receive a fair deal from national infrastructure charging initiatives, both in terms of compensation for the introduction of new road tolls and a reduction of the fiscal burden already paid by the industry through fuel duty and vehicle taxes.





# Silk Road revitalisation project



*Pioneers of the Beijing-Brussels Caravan*



*Silk Road promotion meeting in Tashkent*

One of the priorities for the IRU Permanent Delegation to the CIS Region in 2006 was to promote a Euro-Asian land bridge which would not only interconnect all the businesses along the 15,000 km of the Silk Road, but would also enable door-to-door goods deliveries between the Far East and Europe by road transport. The implementation of this project will lead to the greater connectivity of economies and societies all along the Silk Road, bringing peace and prosperity.

Since the reopening of the Silk Road by the IRU in cooperation with the Chinese Government, numerous follow-up actions are underway. This project was endorsed at the meeting of the IRU Liaison Committee with the CIS in Tashkent and at the meeting of the CIS Transport Coordination Council and presented to CIS Transport Ministers.

In an important move, the project is on the agenda of the summit meeting of the Shanghai Cooperation Organisation.

The United States Chamber of Commerce undertook a study and prepared a report confirming the economic feasibility of road transport along the Euro-Asian land bridge. The results of this study have also been promoted fully by the IRU Permanent Delegation to the CIS countries and to the European business community at the annual Road Transport Round Table in Moscow.

The IRU Permanent Delegation to the Middle East and Region undertook the same promotional effort to the BSEC and UNESCAP organisations, where large support was obtained.



*Beijing*



*Brussels*





# Facilitation

## IRU Priorities: Facilitation of trade, tourism and road transport

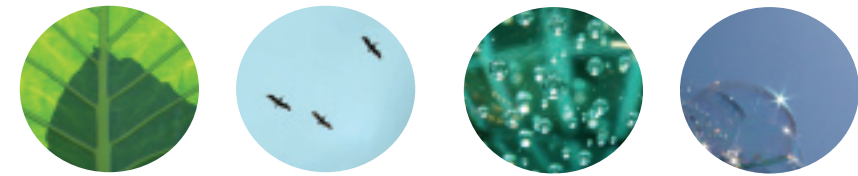
### General and Trade Issues

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 and Passenger Transport Councils continue the promotion of industry Guidelines on road freight and passenger transport security. The industry is conscious of its own tasks and obligations and calls on governments and international organisations to ensure that the new security regulations are exclusively based on the World Customs Organisation (WCO) guidelines, to prevent a chaotic situation resulting from the inconsistency of rules to be observed by transport operators.

# Facilitation



## 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.

## IRU further reinforces co-operation with China

As a follow-up to the 2005 joint Euro-Asian Conference in Beijing, the IRU met with a delegation from the Ministry of Communications of the People's Republic of China. This delegation was headed by Vice Minister Xu Zuyuan, who said "The IRU Euro-Asian Conference in Beijing increased understanding of China and helped us to recognise that road transport is a shared wealth of all people around the world"



*Meeting in Geneva (from Left to right): Martin Marmy, IRU, Xu Zuyuan, Vice Minister, Ministry of Communications, People's Republic of China*

## IRU meets with High Level Representatives from Iran

The IRU met with high level representatives from the I.R. Iran Ministry of Roads & Transportation, including its Deputy Minister, Mohammad Bokharaei and Director General, Mohammed Javad Atrchian, as well as IRU's Iranian Member Association, the Iran Chamber of Commerce, Industries and Mines (ICCIM). The mission of this delegation was to ensure the follow-up of the IRU Euro-Asian Conference organised jointly in Teheran in 2003, and to strengthen co-operation in professional training and the facilitation of trade, tourism and road transport in the region and along the ancient Silk Road.



*Signing protocol highlighting areas of further cooperation between IRU and its public and private partners in Iran (from left to right): Martin Marmy, IRU and Mohammad Bokharaei, Iranian Deputy Minister of Roads & Transportation*





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## 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, such as external EU frontiers, as well as in Asia and other continents, there is still too much bureaucracy, control practices are not based on modern technologies, 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 and cost the economy billions of dollars per year.

The IRU Border Waiting Times Observatory web page was updated by the Secretariat General in the course of 2006. The new application can easily be extended to new countries and borders according to the needs and the willingness of associations (data providers) to deliver daily waiting time data into the system. This internet tool should facilitate the daily work of drivers and company route planners.

## Security in Road Transport

At every opportunity, the IRU calls on governments to harmonise all the current security initiatives under the World Customs Organisation guidelines in order to prevent a chaotic situation as a result of the escalation of national and international security-related regulations. Such regulations are currently in the pipeline from the European Commission (EC), the World Customs Organisation (WCO) and the International Standards Organisation (ISO).

With regard to the EC's draft framework regulation on supply chain security management, the IRU has emphasised the imperative need to keep the cost of security measures reasonable. The advantages offered to certified "secure operators" should be clearly defined and applied, and the security-related responsibilities of the state need to be clearly defined.

The main thrust of the IRU's interventions at the EC, WCO and ISO is to reduce data requirements for the certification schemes and the creation of an interface, mutual recognition and complementarity among various approved economic operator (AEO) systems.



Preliminary results of the IRU-ECMT survey on attacks on international drivers show that one in six drivers has suffered an attack over the past five years causing physical or psychological injuries and several billion Euros of losses to trade and transport. The final results of the analysis will be jointly published with the ECMT in the first quarter of 2007.

The IRU has updated the IRU-ECMT List of Secure Truck Parking Areas. It will be available in printed and web (interactive) format in the first half of 2007.



# Facilitation

## Electronic goods transport documents

The IRU Legal Affairs Commission (CAJ) continues its work on a new version of the CMR consignment note, with the aim of harmonising its use by providing a model which takes into account common practices developed since the last model dating from 1976.

The development of this new model is also aimed at facilitating the creation of an electronic CMR consignment note. This second project still depends, however, on the adoption by the UNECE of the Protocol to the CMR Convention on the electronic consignment note, which is expected in 2007 with entry into force in 2008.



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

## 50<sup>th</sup> Anniversary of the CMR Convention & 6<sup>th</sup> IRU Legal Symposium, Deauville

Some 200 lawyers from the field of transport law and legal counselors from national IRU Member Associations and road transport businesses, from around 30 countries, took part in the 6<sup>th</sup> Symposium of Jurists in Deauville in May 2006. This Symposium, commemorating the 50<sup>th</sup> anniversary of the signing of the CMR Convention in Geneva on 19 May 1956, allowed the best transport law specialists to put into perspective the basic legal problems posed by international goods transport contracts and to discuss, in particular, the harmonised application of this important Convention as well as its future in the electronic era.



*Martin Marmy, IRU, Isabelle Bon Garcin, President, CAJ, and F.J. Sanchez-Gamborino, Vice President, CAJ, bid farewell to Waldemar Czapski*



*The IRU's former and new Head of Legal Affairs (from left to right): Waldemar Czapski and Christian Piaget*

## Dangerous goods

The IRU has been the Secretariat of the UNECE ad hoc working group specially established to address the results of the simplification of instructions in writing for drivers.

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

The GEMD will continue to concentrate primarily on monitoring developments in security, including risk analysis standardisation activities and the modification of existing ADR definitions, so that all parties involved in the transport chain can better assume their respective responsibilities.

In partnership with the IRU Academy, the GEMD will launch a project for the harmonisation of the ADR Certificate (Chapter 8.2) and will pursue the follow-up of tunnel classification with its members.



The IRU will also include the publication of the new ADR 2007 in the activities of the IRU Academy.



*The IRU Secretary General welcomes His Highness Sheikh Hamdan bin Rashid Al Maktoum and His Excellency Eng. Sultan bin Saeed Al Mansoori*



*Abdulla Ahmed Al Zaabi debriefing the media on the success of the IRU World Congress*



*More than 1200 participants from 70 countries attended the 30<sup>th</sup> IRU World Congress in Dubai*

## 30<sup>th</sup> IRU World Congress



### “Road Transport is the Vital Link to Progress”

The IRU's 30<sup>th</sup> World Congress held in Dubai, United Arab Emirates, on 14-16 March 2006, attracted over 1,200 participants from 70 countries, around the world. It was staged in partnership with the IRU Member Association, the International Automobile Touring Club of the UAE and under the Patronage of H.H. Sheikh Mohammed bin Rashid Al Maktoum, Vice-President and Prime Minister of the UAE, Ruler of Dubai. This event clearly stated that over and above its high quality door-to-door transport services, today, as a modern production tool and integral part of any logistics system, road transport is the only mode of transport that permits and ensures the high added value of person-to-person relations.

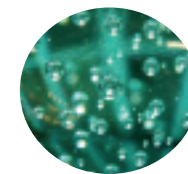


*The IRU World Congress host country trophy was handed to Binali Yildirim, Minister of Transport and Communications, Turkey. The next IRU World Congress will be held in Istanbul in 2008*



*IRU Members signed the IRU Dubai Declaration*

# Opinions on the IRU World Congress

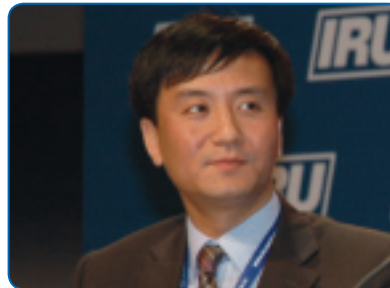


**His Highness Sheikh  
Mohammed bin Rashid Al Maktoum**  
Vice-President & Prime Minister of the UAE,  
Ruler of Dubai



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

**Fan Duanwei**  
Vice-President, Sinotrans, China



"The Chinese logistics market shows much promise but is still at the very early stage of development."

**Mohammed Barkindo**  
OPEC Acting Secretary General, Austria



"Taxation of energy products is often seen as a means of raising revenue... such taxes are not spent on improving transportation infrastructure, despite the pressing need to ease traffic bottlenecks."

**Boguslaw Liberadzki**  
Member of the European Parliament, Poland



"Road Transport has again proven its dynamics and vitality and responds to modern industry's requirements and customers' demands."

**Maryvonne Plessis-Fraissard**  
Director, The World Bank



"The World Bank has sought to promote dedicated, reliable, transparent, participatory road network management financing through Road Fund Schemes."

**Thomas J. Donohue**  
President & CEO,  
Chamber of Commerce, United States



"It's essential that we reinforce to policy makers and to the public the importance of trucking for the economy and our way of life."



# IRU Dubai Declaration

## ROAD TRANSPORT IS THE VITAL LINK TO PROGRESS!

Every modern economy or society needs transport in order to function.

Road transport is the principal means of achieving this.

Road transport has become an essential production tool in all economies, providing high quality services to its clients and ultimately to consumers and is thus a vital link to progress.

Without efficient road transport there cannot be sustainable development as defined in the United Nations Millennium Goals. Governments must therefore put in place policies that facilitate rather than hinder road transport operations if they are to meet their agreed upon economic, social and environmental goals.

Economic and trade development all over the world would be greatly enhanced by a strengthened mutual cooperation in road infrastructure and road transport development and the establishment of a sound legal framework governing the facilitation of cross-border and transit transport by road. This should be accompanied by the removal of non-physical barriers to road transport caused by artificial and bureaucratic formalities blocking road transport in and between countries.

The IRU, its Member Associations and road transport operators – recognising the role that road transport plays in economic, social and environmental progress and in accordance with the IRU's 3 "i" strategy for achieving sustainable development calling for innovation, incentives and infrastructure – have taken their responsibilities to meet the mobility needs of progress.

The full potential of road transport's contribution to modern society can, however, only be realised if all stakeholders, including policy makers and the road transport industry, work closely together to:



## Achieve Sustainable Development by:

**Recognising that a modern society requires efficient logistics** and that road transport plays a fundamental role in efficient supply chains, passenger transport and intermodal transport systems.

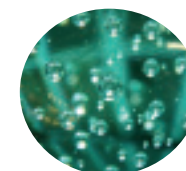
**Acknowledging and complementing the road transport sector's own initiatives.** Real business incentives should be provided to accelerate road transport operators' contribution to environmental protection through innovative, at source measures. But innovations can bring full benefits only if Governments ensure best use of existing infrastructure and invest adequately in new infrastructure to eliminate missing links and bottlenecks.

**Accepting that growing demand for road transport services is a consequence of economic growth** and cannot be decou-

This is the IRU 2007



# IRU Dubai Declaration



pled from it. At the same time, growth in road transport can be decoupled from its environmental impact. Hence Governments should renounce policies that aim to shift modal split by hindering road transport, which has an even greater negative impact on the economy as a whole.

**Establishing a sustainable energy policy** that duly takes into account that transport is totally dependent on oil and currently has no economically viable alternative source of energy. Massive investments in cleaner new road vehicles can bring environmental benefits only if the required fuel quality and additives are made available everywhere.

**Enhancing road safety** by targeting the main causes of accidents involving commercial vehicles based on scientific fact.

**Applying solutions of a sustainable and integrated transport system** paving the way for the further development of road transport thus providing a sound foundation for economic prosperity and social progress.

## Achieve Facilitation by:

**Developing further open trading, personal mobility and transport systems** that are predictable and non-discriminatory either nationally or internationally by minimising bureaucratic barriers to the movement and transit of people, goods, road vehicles and their drivers.

**Encouraging the adherence to and application of United Nations Conventions** pertaining to the facilitation of international road transport and creating favourable cross-border and transit transport conditions since non-physical barriers still remain major obstacles to the further development of road transport.

**Introducing and implementing efficient fiscal, social and technical regulations.** Governments must fully respect the principle of non-discrimination between transport modes.

**Making road transport operators fit to compete in the modern market place.** Ensure fair competition within the road transport sector and between different transport modes as a precondition for improving efficiency and competitiveness. Proper financial standing and professional excellence of transport managers as well as top-level

training for drivers are essential to offer quality service to society and the economy. Utilise, amongst other things, the international recognition provided by the IRU Academy and its wide network of accredited training institutes.

**Taking measures to effectively reduce the potential risks and dangers** to international road transport by preventing attacks on drivers and the theft of vehicles and cargo, namely by creating a network of secure parking areas.

**Providing landlocked countries**, many of which are emerging nations, with an access to road transport amenities thus fostering the economic and social development of these countries. Silk-Road-type projects can be extremely useful in this respect.

In calling on road transport's government partners to play their part via this Declaration, the IRU and its Member Associations also renew their pledge to work for the betterment of society as a whole, by providing ever more efficient and more environmentally friendly road transport services.

Dubai, 16 March 2006



## 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 IRU is the implementing partner of the only existing global system, applicable worldwide, the TIR System, currently implemented in some 60 countries.

The IRU also participates in the activities of the UNECE, WTO and notably in the work of the World Customs Organisation (WCO), driven by a mutual interest in balancing security with trade facilitation.

All through 2006, the IRU took part in various fora, such as the Russian Federation State Duma's Expert Council and the European Union Customs Code Committee, to follow changes in national and international legislation which have a bearing on the interests of international road transport carriers.

In 2006, TIR Training was provided to TIR actors from China, Iran, Jordan, Kyrgyzstan, Mongolia and Syria.

## Towards a sustainable TIR System

The IRU Membership, with the support of its Commission on Customs Affairs (CAD), is committed to ensuring the sustainability of the TIR System. To attain this objective, it is *sine qua non* to restore, at all levels, a true, effective and well-balanced partnership based on trust between the public and private sectors, represented by the Contracting Parties, 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.

The IRU is focusing its attention on TIR sustainability-related issues, such as the revision of the TIR Convention and the computerisation of the TIR procedure. 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.



Customs official sealing truck under TIR coverage

# TIR System

## New steps in the computerisation process of the TIR System

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 entered into force on 1 April 2006.

The first integrated TIR Carnet management IT application (AskTIR) was developed by the IRU. While in 2005 a first pilot was successfully completed with deployment at the RHA (UK), a second AskTIR pilot is under way with AEBTRI (Bulgaria) – an Association with multiple issuing offices. It is foreseen that deployment of AskTIR will start in 2007.

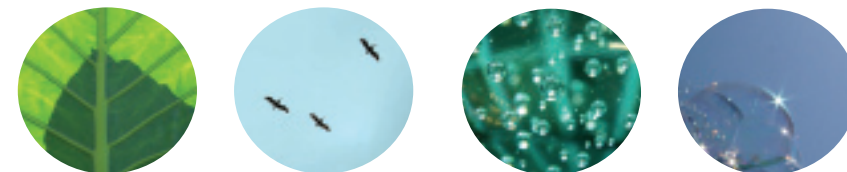
Since 1995, the IRU, at the request of the international insurers covering the guarantee chain, has fully developed and implemented SafeTIR with national customs authorities to improve risk management in the TIR System. For it to be effective, however, all requested customs data must be received and treated on a “same day” basis. To this end, the IRU continues to work closely with Contracting Parties. The entry into force of the new Annex 10 of the TIR Convention on 12 August 2006 now urges Customs to implement the necessary measures without delay in order to achieve “same day” transmission of all SafeTIR data.

In this same spirit and in a fruitful partnership with the Federal Customs Service of the Russian Federation, the IRU developed a specific project, the Real-Time SafeTIR Project 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, has developed and implemented the NCTS/TIR Project with the aim of reinforcing synergies between the T and TIR systems, thus further facilitating road transport by using NCTS to ensure the continuity of TIR operations to, from and through the EU. 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, has been developed by the IRU and implemented within a pilot-phase started in the course of 2006 in some EU Member States, with the aim of extending this project step-by-step to all EU Member States and other Contracting Parties to the TIR Convention.

[illegible]

### The IRU CUTE-Wise IT application



## Widening the TIR System

The IRU has continued to work towards the geographical expansion of the TIR System by meeting experts from the Middle East as well as eastern and southern Asia, in order to draw their attention to the trade facilitation and security benefits provided by the TIR System in the context of a growing global economy.

The IRU also intensified its cooperation with partner agencies such as the Asian Development Bank and the UN Office for Landlocked Countries (UN-OHRLLS) which all aim to put in place efficient transit systems to facilitate access of less developed countries to the world's markets.

The implementation of the NCTS/TIR Project will also go on in order to ensure the continuity of TIR operations to, from and through the EU.

## TIR: Looking forward to 2007

During 2006, the publication of various official UN documents, unjustly criticising the IRU on the financing of the UN TIR bodies, coupled with clear interference of the public partners in the IRU's bilateral TIR relations and with the development of an alternative transit system independent of the IRU and its Members, threatened the public-private partnership on which the TIR System is based and thus the IRU's role as implementing partner.

In order to restore a true, effective and well-balanced public-private partnership (PPP), a delegation of the Presidential Executive, with the full support of the IRU Membership, undertook the appropriate representations with the UNECE, EU and the few concerned Contracting Parties directly involved in this development.

The General Assembly unanimously adopted a Resolution in November calling on Contracting Parties to restore a true and effective PPP; stop the interference in the IRU's bilateral contractual relations; repudiate the repeated defamation against the IRU; put in place a legal and acceptable financing procedure for the TIR bodies; reorient the e-TIR project to ensure the step-by-step computerisation of the existing TIR procedures; and legalise all substantial amendments to the TIR Convention since 1994 through a review conference.

Following the unanimous adoption of the IRU Resolution, the main task for the IRU and its TIR Member Associations in 2007 will be to make the appropriate representations to their Customs authorities taking part in the administrative committee (AC2) in order to restore the public-private partnership on the basis of the six points of the IRU Resolution to ensure the sustainability of the TIR System.

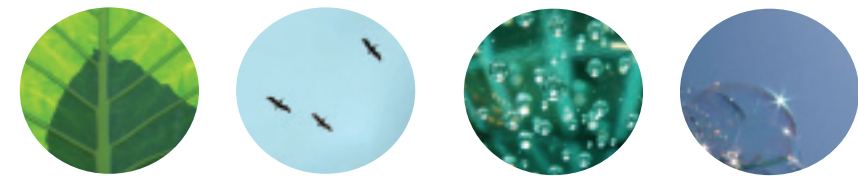
## OPINION



*Mirosław Zieliński,  
Director of Customs  
Policy, DG TAXUD,  
addressing the IRU  
General Assembly*

"I hope following the good decisions of the IRU and with a fruitful cooperation between the IRU and the UNECE, and with the support of the European Commission, that all parties can continue to work together for the benefit of international trade and the transport industry."





## Road Transport Social Issues

The New EU Driving and Rest Time Rules Regulation, the Digital Tachograph and the extension of both these profound changes to the whole AETR region continue to present the road transport industry with serious challenges. Now that most of the legislative work has been completed, it is time for the industry to put these new rules and requirements to the test. Nevertheless, neither the IRU nor regulators are in a position to consider that their work is done. The rules and requirements which we now have must be made clear and practical throughout the EU and beyond.

## Driving and rest time rules

In order to ensure clear enforcement of the Regulation a number of provisions require clarification before the legislation enters into force. Some specific concerns relate to out of scope driving, the reporting of other work carried out by drivers for second employers and now to a lesser extent – following partial clarification – the ability to take break periods in a moving vehicle. A more general but equally important clarification is needed concerning the date of entry into force of equivalent new rules in Switzerland and the practical enforcement implications for vehicles that transit Switzerland under AETR rules after 11 April 2007. The harmonisation of roadside control documents needs also to be considered following the introduction of the extra-territoriality principle for infringements, as do practical measures to ensure that shippers and other transport service contractors share responsibility with employers for breaches of the new rules.



## The Digital Tachograph

On 1 May 2006, the use of the digital tachograph became compulsory throughout the EU in all new vehicles subject to Regulation 561/2006/EC, but seven EU Member States failed to provide transport companies with the practical means to comply with this obligation. Since 1 May, some progress has been made by these Member States. Hungary, Slovenia, and Slovakia are now ready. However, at the time of writing Cyprus, Greece, Portugal and Malta were still unprepared for the new device.

The IRU wrote to the European Transport Commissioner Jacques Barrot calling upon the Commission to use all powers at its disposal to bring these national administrations to a state of readiness as fast as possible.

Separately the IRU is collecting – for submission to the European Commission and other parties – a list of problems connected to the operation of the digital tachograph. This list will be circulated to the stakeholders concerned in order to find appropriate solutions. A key element of this work will be to ensure that issues concerning the device, its operation, training and the regulatory requirements concerning downloading and storage of data do not cause problems relating to enforcement for operators.

## 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 transport a viable solution. In a study on combined transport terminals by the Swiss consultancy group RappTrans, it was confirmed that specific operational problems and infrastructure mismanagement are the key bottlenecks in improving service quality in combined transport. Based on this study, the IRU prepared a fact sheet on bottlenecks related to intermodal transport terminals and analysed the impact on road transport operators. In contrast with the present-day vertical transfer technology, the IRU has always advocated horizontal loading and unloading systems that do not require removing the train from the vicinity of overhead power lines. In addition, this technique allows simultaneous loading and unloading of all containers and swap bodies. Due to its simplicity, such a system permits terminals to be constructed outside urban agglomerations, with limited investment, in such a manner as to respond rapidly to an increase or change in demand.

## Tourism & Road Transport

### Development of passenger transport

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 major fields of activity for the IRU and its members.

### Market access

In July 2006, the European Commission, DG TREN, launched a stakeholder consultation on access to the international market, cabotage and access to the profession in bus and coach transport with the aim of obtaining the necessary input which would allow it to consider modifications to the current legal texts. The meeting was followed by a stakeholder hearing in November 2006. New legislative proposals may be expected in 2007.

## Missing data

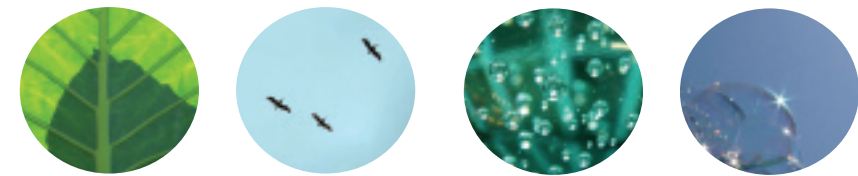
A pilot study on some basic market statistics (costs, profitability, market share, taxation etc.) for bus and coach transport in Europe has been compiled by the IRU and distributed to Member Associations in the first half of 2006. The study will also serve as a background document for future work on long distance bus and coach statistics in Europe.

## Seminar on controls

A CTP Seminar on harmonised rules and controls for international bus and coach transport was organised in February 2006 in Brussels.



*Some of the speakers of the seminar from left to right: Martin Marmy, IRU, Serge Nossovitch, Secretary General, FNTV, France, Enrico Grillo Pasquarelli, Director Land Transport, European Commission, DG TREN, Jean Wyns, President, FBAA, Belgium, Tom Jenkins, Executive Director, ETOA, Yves Marchadour, Former President, Eurocontrol Route, Paul Laremans, IRU*



## Joint IRU-DG TREN Round Table

Following the adoption and promotion among members and governmental partners of the Memorandum on controls in road transport (published in English, French, German and Russian), a joint IRU-DG TREN Round Table was organised in September, with the participation of the road transport industry (goods and passengers), competent and control authorities from the EU 25+2 countries and the European Commission. The main objective was to contribute to harmonising legislation, interpretation, enforcement and controls at the EU and international level through long term partnerships between industry and competent and control authorities at national and international level.



## Public Service Requirements

The European Commission adopted a revised version of its proposal on public service requirements on 20 July 2005. The new text 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. During the first six months of 2006, the Austrian Presidency of the Council managed to broker a political agreement among the Member States. Despite its recognition of the right of operators to organise public transport services, it has extended even further the possibilities to exempt internal operators from competition. The IRU remains 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. It will be up to the Finnish Presidency in the second half of 2006 or the German Presidency in the first half of 2007 to finalise the common position and send it to the European Parliament for Second Reading.



## Passenger Rights

Following its Communication of February 2005 on strengthening passenger rights within the European Union and its consultation of July 2005 on passenger rights in international bus and coach transport, the European Commission organised a stakeholder hearing in March 2006 which was attended by the IRU Secretariat General as well as by representatives from several of its Member Associations. The European Commission is currently undertaking an impact assessment study before taking the final decision on a new proposal. This will be published at the beginning of 2007.

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.





## Road Transport - Taxi

The Taxi Group 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 July 2005, the IRU and ECMT launched a joint study on technical aspects of taxi accessibility. After extensive consultations with the main car manufacturers and converters, the ECMT and IRU are now in the process of adopting the study. The final results will be presented during a seminar which will be organised during the first quarter of 2007.

## International Taxi Seminar, Cologne

In October 2006, the IRU, in cooperation with its German Member Association, BZP, and the Fachvereinigung Taxi und Mietwagen Nordrhein, organised the first International Taxi Seminar in the framework of the Europäische Taximesse in Cologne, Germany. It attracted some 80 participants from the taxi sector in Europe, the CIS, Asia and the United States as well as representatives from the authorities. The objective was to explore how the use of technology can help tailor taxi services to customers' needs.

Participants concluded that the latest innovative technologies, such as GPS and GPRS, are the best way to meet ever-increasing customer demand and satisfy emerging markets. Computerisation of dispatch centres means greater efficiency, lower fuel consumption and less vehicle maintenance which lead to higher quality work and improvements in driver safety. Customers receive services more promptly and which are tailor-made. It means greater customer satisfaction and a better image for the industry, thus bringing about expanded business opportunities, whilst combining sustainability with profitability.



*Speakers at the 1<sup>st</sup> Interactive Session: Anton Eberl, President, AISÖ; Brian McBride, Past-President, TLPA; Alexander Georgievich Vorobyev, Deputy Head of the Dept. in care of municipal administration of road traffic, Transport Department, Moscow City Government, Russia; Mary Crass, Principal Administrator, ECMT*





4<sup>th</sup> Euro-Asian Road Transport Conference



Warsaw, 14-15 June 2007

In partnership with

ИНГОСТРАХ  
*Ingosstrakh*

## **“The Road to Success: Euro-Asian Freight Market Challenges and Opportunities”**

An IRU Conference organised in cooperation with the Association of  
International Road Transport Operators in Poland (ZMPD)  
and Ministerial Meeting

Under the Patronage of the Minister of Transport  
of the Republic of Poland

Warsaw, 14-15 June 2007

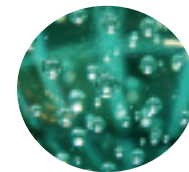




# Other Activities of the IRU Permanent Delegations



# Other IRU Activities



## European Union (EU)

### Press Conference on TransCare Study

A press conference was held in April in order to make known the results of the TransCare study published by the IRU and BGL. Ralf Jahncke of TransCare explained that the study proved that the only way Europe's railway sector can boost its share of the freight transport market is by embracing competition and improving services to customers. According to the TransCare study, only 1.22% of the volume currently carried by trucks is purely price sensitive thus creating a potential for transferral to rail. Furthermore, drastically increasing road tolls would create a delocalisation of EU businesses with the accompanying weakening of the European position in global competition.



From left to right: Prof. Dr. Karlheinz Schmidt, Hauptgeschäftsführer, BGL, Hubert Linssen, IRU, Ralf Jahnke, President, TransCare AG

### The IRU EU Goods Transport Liaison Committee

The EU Goods Transport Liaison Committee (CLTM) met in the spring and the autumn in Brussels. At these meetings, members had the opportunity to discuss the mid-term review of the White Paper on Transport, the EU Presidencies, access to the market and the profession and the digital tachograph.



At the CLTM meeting (from left to right): Hubert Linssen, IRU, Bertil Dahlin, CLTM President, Emma Tuddenham, IRU, Umberto de Pretto, IRU



### White Paper on Transport

The long-awaited mid-term review of the White Paper on Transport was finally published in June 2006. As expected, the forced modal shift policy advocated in the original White Paper in 2001, was re-balanced to reflect the vital place of the road sector in transportation throughout Europe. Despite this, it is clear that too much of the limited budget for Trans-European Networks (TENs) is being spent on railway infrastructure. A political and financial commitment to the road network needs to be shown by European level decision-makers to reflect the important contribution of road transport to the European economy. The mid-term review is expected to be discussed by the European Parliament at the end of 2006 and during the first quarter of 2007.



## EU Presidencies (Austria / Finland)

In May, the IRU General Delegate to the EU, Hubert Linssen, met the incoming Finnish Presidency in the person of Susanna Huovinen, Finnish Minister of Transport and Communications and exchanged views about the future Presidency with its focus on logistics.



*Meeting in Helsinki:  
Susanna Huovinen,  
Minister of Transport  
and Communications,  
Finland and Hubert  
Linssen, IRU*

## Seminar on lobbying

The IRU held a seminar in Brussels on "Lobbying". The seminar aimed to explain the importance of lobbying, as well as to discuss the different strategies and channels that can be used. Senior EU personalities, including Mathieu Grosch MEP and Francis Morgan, Member of the Cabinet of Commissioner Barrot, took part in the panel discussion.



*Mathieu Grosch, Member of the European Parliament  
and Francis Morgan, Member of the Barrot Cabinet*

## Seminar on enlargement

A joint EC-IRU seminar was organised on the consequences of enlargement. The three workshops at the seminar each gave a different viewpoint: from the operators, from the controllers and from the governments. Speakers included Juan-Miguel Sanchez Garcia, Director General of the Spanish Ministry of Transport and Bertil Dahlin, Chairman of the IRU's CLTM.

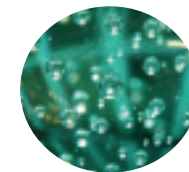
## Hungarian honours awarded to IRU

At a ceremony held at the Hungarian Embassy in September 2006, prestigious honours were presented to Paul Laeremans, President of the IRU, and Hubert Linssen, General Delegate of the IRU Permanent Delegation to the European Union, by the Hungarian Ambassador to Belgium, Ferenc Robák. The Hungarian President, László Sólyom, bestowed the Order of Merit of the Republic of Hungary, Officer's Cross, on Mr Laeremans. The same award was later presented to IRU Secretary General, Martin Marmy. The Order of Merit of the Republic of Hungary, Knight's Cross, was presented to Mr Linssen. Messrs Laeremans, Marmy and Linssen received the honours for the support they gave to Hungarian passenger and goods transport operators during the EU accession preparations of the new member states.



*From left to right: His Excellency Ferenc Robák, Hungarian Ambassador to Belgium, Szabolcs Schmidt, Head of Unit Land Transport/DG TREN European Commission, Hubert Linssen, IRU, Paul Laeremans, IRU, Zoltán Kazatsay, Deputy Director General, DG TREN, European Commission, Miklos Hinfner, Secretary General of the Hungarian Road Transport Association (MKFE)*

# Other IRU Activities



## IRU Spring Cocktail

This prestigious annual event was held in Brussels in February 2006. Around 200 participants attended, including key decision-makers from the EU Institutions such as MEPs and senior civil servants, with the IRU members from the 25 EU Member States.

*Jacques Barrot, Vice-President of the European Commission in Charge of Transport and Matthias Ruete, Director General, European Commission DG TREN*



*Paolo Costa, Chairman, Committee on Transport and Tourism of the European Parliament*

## Working objectives 2007

The launch of the logistics communication by the Finnish Presidency will be followed up by the incoming German Presidency and subsequently by the Portuguese Presidency with the publication of a logistics action plan.

Other priority areas are the follow-up of the work on access to the market and to the profession, and monitoring of the digital tachograph and of the entry into force of the new driving and rest time rules. The IRU will provide input to the consultations in the areas of urban transport and logistics and will take an active part in preparing for the introduction of modulated tolling for lorries on the TENs. The European Commission is planning its first European Road Safety Day in 2007 and the IRU intends to play an integral part in this event.

The IRU will continue to work with the key decision-makers in the EU Institutions, such as the Commission's Vice-President responsible for transport, Jacques Barrot.



*Jacques Barrot, Vice-President of the European Commission in charge of Transport highlighting the need to follow the IRU slogan "Working together for a better future"*



## Commonwealth of Independent States (CIS)

54

#	Country	Accession to UNECE conventions	Inc. accession in 2006	Exc. accession initiated
1	Armenia	7	5	
2	Azerbaijan	12	3	5
3	Belarus	14	2	4
4	Georgia	12	1	
5	Kazakhstan	9	1	5
6	Kyrgyzstan	5		2
7	Moldova	6	2	11
8	Russia	20		1
9	Tajikistan	4		
10	Turkmenistan	5		
11	Ukraine	16	2	1
12	Uzbekistan	11		

*Total number of UNECE conventions related to road transport: 26*

### Promotion of the most effective multilateral agreements such as the UN instruments

In 2006, the IRU Delegation to the CIS Region focused on enhancing the accession of the CIS member states to the most effective multilateral agreements, such as the UNECE and ECMT instruments, and this was the main theme of the 4<sup>th</sup> IRU Annual International Conference on road transport in the CIS.

An analytical study on the “Accession of the CIS Member States to UN Road Transport Conventions and Agreements Related to Road Transport” provided an analysis of each CIS country’s participation in the existing conventions and recommended a strategy to ensure broader implementation of the most effective multilateral agreements, such as the UNECE and ECMT instruments.

Meetings on this issue were held with representatives of competent authorities from Armenia, Belarus, Georgia, Moldova, Kazakhstan and Uzbekistan.

While the reduction in ECMT multilateral permits is considered by the governments and the IRU Member Associations of the CIS region as an EU neo-protectionist measure, they are pleased that their joint efforts have resulted in several countries’ accession to these important international agreements regulating the road transport sector.

### IRU-CIS Liaison Committee meetings

The IRU CIS Liaison Committee operates within the framework of and in accordance with IRU transport policy. The main objective of the Liaison Committee is, among other things, to actively promote the role and importance of road transport in the CIS countries, with an emphasis on the industry’s own initiative and self-support, and to advance the interests of its Members at the level of national governments and international organisations.

The CLCEI brings together the Presidents and representatives of 12 CIS road transport associations twice a year to discuss current objectives and share updates on CIS and international road transport issues, including improvement of road transport legislation in the CIS area, advancement of CIS member countries’ accession to international conventions and United Nations instruments pertaining to road transport, and promotion of an Asia-Europe land bridge.



*The CIS Liaison Committee meeting in Tashkent: from left to right: **Vladimir Florea, IRU CLCEI President**, Igor Rounov, IRU, and governmental guests*



# Other IRU Activities



## IRU promotes its Blue Book on Road Transport in Georgia & Armenia

During his visit to Georgia and Armenia on the occasion of the presentation of the IRU Blue Book on road transport in the South Caucasus, IRU Secretary General, Martin Marmy, together with the IRU Permanent Delegate to the CIS region, Igor Rounov, and the leading figures of the IRU Associations in these two countries, met with their highest authorities. Georgia's participation in UNECE Conventions and Agreements on road transport, the IRU project on revitalising the Great Silk Road and other road transport issues were discussed with Prime Minister, Zurab Nogaidely.



*From left to right: Igor Rounov, IRU, Alexander Chkheidze, President, GIRCA, Marmy Martin, IRU and Valery Chechelashvili, First Deputy Minister of Foreign Affairs, Georgia*

## Road transport round table

The 16<sup>th</sup> Road Transport Round Table, held in October 2006 in conjunction with the Finnish Embassy to the Russian Federation, dealt with:

- EU-Russia inter-governmental dialogue on transport and infrastructure;
- development of road transport infrastructure and logistics hubs in Russia;
- western Europe - southwest Asia transit land bridge (Russian transit).

Arrangements are being made to organise Round Tables in cooperation with the Embassies of Finland (first half of 2007) and Germany (second half).



*From left to right: Andrey Tonkikh, Head of Road Transport Department, Mintrans, Russia, Igor Rounov, IRU, Jean-Louis Lavroff, Councillor, EU Delegation, Russia, Soili Mäkeläinen-Buhanist, Minister-Councillor, Head of Economy and Trade Section, Embassy of Finland*

## Working objectives 2007

The main objectives of the IRU Permanent Delegation to the CIS in 2007 are:

- to continue permanent work with governments of the CIS member states on their accession to the key UNECE Conventions and Agreements;
- to assist the development of road transport legislation in the CIS member states with the help of the Centre for Legal Expertise at the IRU PD CIS and legal departments of IRU Member Associations;
- to cooperate with the regional trade pacts inside the CIS (EurAsEC, Common Economic Space, GUAM, Shanghai Cooperation Organisation) to promote IRU priority issues ;
- to develop the Euro-Asian Land Bridge project (the re-opening of the Great Silk Road) in cooperation with the US Chamber of Commerce and IRU Member Associations;
- to dismantle non-physical barriers in CIS road transport by launching the second survey on distortions in road transport and providing updated information on indices of market protection in different countries.



## Middle East & Region

### IRU Inauguration Cocktail

A cocktail for the inauguration of the IRU Permanent Delegation to the Middle East and Region was held in Istanbul in January 2006. IRU Member Associations from some 20 countries came together with more than 100 officials, politicians and road transport operators.

### IRU Brainstorming session on Road Transport in the Middle East Region: priority challenges and solutions

Representatives of the IRU Member Associations and of other partners in the road transport industry took part in the IRU Brainstorming Session, which was held in Istanbul in January 2006. Participants from the countries in the Middle East and Region evaluated the vision, support and activities that the IRU and its Members should develop to better serve road transport and the economy of the region in light of the globalisation and liberalisation of trade.



*IRU Member Associations from the Middle East at the brainstorming session in Istanbul*

### IRU - BSEC

The signing of the MoU between the IRU and the BSEC (Organisation of the Black Sea Economic Cooperation) in Sochi in September 2006 started a new understanding of cooperation with this 12-nation bloc of countries from the Adriatic to the Black and Caspian Seas. Particular attention was drawn to the re-opening of the Silk Road and developing solutions for further integration of markets in the BSEC Member States: Albania, Armenia, Azerbaijan, Bulgaria, Georgia, Greece, Moldova, Romania, Russia, Serbia, Turkey and Ukraine.



*Haydar Özkan, IRU and His Excellency, Ambassador Leonidas Chrysanthopoulos signing the IRU-BSEC MoU in Sochi, Russia*

# Other IRU Activities



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## Cooperation between Member Associations

The IRU General Delegate to the Middle East and Region and the IRU Head of TIR External Relations visited Lebanon, Syria and Jordan in July 2006. Their visit was organised in partnership with the IRU Member Associations in these countries, namely CCIAB, SNC ICC and RACJ.

The mission was successful not only because of the fruitful outcomes obtained during high level contacts and meetings with the national authorities in these countries but particularly because of its contribution to the solidarity among IRU Member Associations, which was translated into the first real example of working together at this regional level.

## Looking forward to 2007

In 2007, the IRU Permanent Delegation to the Middle East and Region will focus on the follow up of its existing cooperation with regional and international organisations, including:

- ESCWA: Support the elaboration of an MoU on road transport facilitation, promote UNECE transport conventions and agreements, support activities on road safety;
- BSEC: Support the creation of a regional multilateral quota system, promote the re-opening of the Silk Road through the BSEC region;
- ESCAP: Support the establishment of the Asian Conference of Ministers of Transport, carry out joint regional projects for association capacity building and road transport facilitation;
- AULT: Develop regional solutions to the barriers facing the road transport industry and promote professional training at regional level.

2007 will also see more efforts to mobilise the interest and support of various regional governmental organisations and financial institutions in the Middle East and Region with a view to obtaining their active support to achieve the above-mentioned goals and the working objectives for 2007.

## Working Objectives 2007

The main objectives of the IRU Permanent Delegation to the Middle East and Region in 2007 will be as follows:

- to promote actively the role of road transport in the Middle East and Region within the framework of IRU policies and, together with IRU Member Associations, to safeguard its interests vis-à-vis national governments, and regional and international organisations;
- to support the activities of UN bodies with regard to the expansion and proper implementation of the UNECE transport-related conventions and agreements in the region;
- to build general awareness of the regional need for and the global importance of internationally recognised professional training with harmonised international standards for a better performing industry to the benefit of the economy and society as a whole;
- to facilitate the access of transport operators to services, which take their needs into consideration and increase the quality of their operations management as well as their profitability.



# The Secretary General's Conclusions



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## Our immediate experience is not reality, but only our perception of reality

The liberalisation of economies, associated with the globalisation of markets, has created a new economy based on the free movement of people, goods, capital, knowledge, technologies and services. These important changes affect not only many rules and legislations, but also the functioning and organisation of public institutions and private businesses.

This force of change is due in part to the economic revolution engendered by the massive, meteoric growth of new players on the market, and to the technological revolution in information technology. It notably affects the services, logistics and transport sectors.

According to available statistics, between 1950 and 2004 the value of world trade rose from 375 billion to 8,200 billion dollars, that is 22-fold or by 5.9% per year during this period.

In every country, but particularly in the large industrialised countries, a growing gap can be seen between the functioning of this new economy and that of public institutions. In fact, while the new economy functions globally in today's information era, allowing each entrepreneur to better seize new opportunities, public institutions, whether national or international, are evolving according to the principles of last century's industrial era!

Thus, governments which have the task of adapting framework conditions to these major changes are today completely overtaken by the growing problems which they nevertheless have to govern. In fact, the liberalisation of economies and globalisation of markets are based on the rules contained in the WTO Agreements signed in 1994. According to the rules in force in all WTO member states, exchanges of goods are protected against subsidies by the GATT Agreements. These same rules equally ensure freedom of transit of goods.

However, trade in services does not benefit from the same protection, unless it is linked to exported goods.

While in most developed countries, 85% of road transport is carried out over distances shorter than 150 km, less than 1% is over distances greater than 1000 km. Thus the factors of distortion of competition do not essentially derive from the globalisation of trade. They result rather from inequalities in the treatment of different modes of transport and a lack of harmonisation of the rules which regulate them.

Indeed, contrary to trade and road transport, State enterprises, where privatisation is still not on the agenda, continue to steer market forces in very many transport service sectors with total impunity, notably through the State subsidies generously granted to them.

In the international context, even if the effects of the failure of the Doha Round in December 2005 and July 2006 are not yet quantifiable, this failure is certainly the result of a crisis of confidence in supra-national agreements on economic liberalisation.

The blockage of the multilateral agreements and the recent burgeoning of bilateral free trade agreements demonstrate that every State wishes to better control its relations with its partners. Even so, in



order to benefit from the advantages of a bilateral agreement, the multilateral system must work. The bilateral agreement must remain a complement and not become a substitute to multilateral rules, and it must remain compatible with them. Indeed, certain issues, such as harmonising border controls, the application of social regulations and customs transit procedures, can only be regulated through multilateral agreements.

Road transport has been liberalised without any accompanying measures. Today, even if its services are very much in demand in order to satisfy the mobility needs of people and goods, road transport is the victim of distortion of competition which penalises not only its activities, but also economic development as a whole.

An appropriate legal framework to effectively facilitate road transport, both cross-border and in transit by giving equal opportunity to everyone on the market, would thus enormously benefit economic and social development. Moreover, the abolition of non-physical barriers, due to burdensome artificial and bureaucratic formalities, would also constitute a major advancement. Indeed, such a framework would encourage entrepreneurial spirit and create successful inter-company partnerships, at both the national and international level.

Concerning sustainable development, even if fiscal policies on fuel exist everywhere, almost no oil-

consuming country currently has a genuine energy policy. However, any sustainable energy policy should be based on incentives to reduce the consumption of non-renewable energy sources, and on the diversification of fossil fuels used in fixed installations, where many viable alternatives to oil exist.

As there is no viable alternative to fossil fuels for road transport, and oil has always been regarded as black gold, it is inconceivable that totally abusive taxation – with no incentives in favour of greener and safer vehicles – results in prices of diesel at the pump of 100 dollars per barrel in Russia or in the USA, and even 270 dollars per barrel in the UK, when the OPEC price is no more than 58 dollars per barrel.

To summarise, transport policy, which is too often based on dogma instead of facts, totally hides the vital contribution of road transport to sustainable development, and is embodied by restrictive, even punitive, measures against it.

To allow each country to achieve the objectives of Agenda 21 and the UN Millennium Development goals, the scientific community everywhere should be encouraged to examine in detail, with courage and complete independence, the unjustified penalties and growing distortion of competition which are impacting national and international road transport.

Road transport in a liberalised and globalised economy has become an efficient and irreplaceable production tool. As such, any penalty imposed on road transport is an even bigger penalty on trade and the economy as a whole. Thanks to its flexibility and the quality of service offered, road transport, which is accessible to everyone everywhere, remains the best placed to take on the challenges of sustainable development while at the same time contributing to global economic development.

Consistent with Plato's allegory of the cave some 2,400 years ago, our immediate experience is not reality, but only our perception of reality! This holds true today, especially given the pace of change and the continuous need to adapt to better seize new opportunities.

Martin Marmy

# **31<sup>st</sup> IRU World Congress**

**Road Transport, Driving Peace and Prosperity!**

**Istanbul, 15-16 May 2008**











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