



This is the IRU 2008

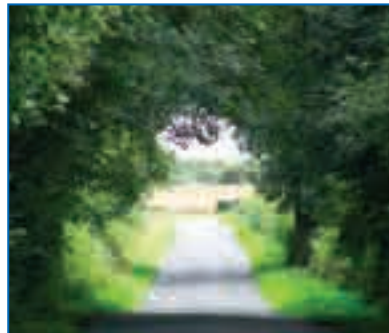


*Working together
for a better future*

IRU

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With 2008 begins my term as the newly elected President of the IRU. This is a task which I have accepted with much honour, but equally with a great sense of responsibility in light of the global challenges we must all face.

2008 equally marks the 60th anniversary of the IRU. In 1948, the founding fathers of the IRU had the right vision which is still clearly mentioned in the IRU Constitution and which is captured today by the IRU's slogan, "Working together for a better future".

Sixty years down the road, buses, coaches, taxis and trucks have become the drivers of trade and tourism around the world, but they have also become the engine of economic and social progress everywhere.

The IRU, representing the road transport industry worldwide and transport operators, such as myself, plays a

Welcome Message from the IRU President

central part in the improvement of vital transport services, to provide the requested mobility of people and goods which are the lifeblood of ALL economies and nations.

The role of the IRU is much broader than merely promoting the interests of the road transport industry. Rather, it is the IRU's statutory obligation to act for the common good, fully aware of the sector's irreplaceable role in uniting mankind and in better redistributing wealth by ensuring, with very high flexibility and quality, its unique and irreplaceable door-to-door transport services or as one of the most efficient and true partners of co-modality.

In this age of electronic communications that travel at the speed of light, changing the face and nature of trade with every transaction, time is often too short for anyone to identify and effectively respond to the strains caused by the

unparalleled IT revolution on existing transport and logistics systems, practices and procedures.

Couple with this the effects on our business of globalisation and the liberalisation of economies, where everyone today should compete with everyone everywhere, the modern road transport industry today is not only a mode of transport, but has become an efficient production tool!

If getting into the profession is still easy, managing a road transport company successfully – despite the numerous new opportunities – is becoming increasingly more difficult, notably due to the globalisation of demand and, above all, the globalisation of competition.

Because we are facing a future that is becoming ever more complex and demanding, it is obvious that modern and efficient road transport will continue to

be the primary means of transport to ensure the demand for mobility of both people and goods generated by the modernisation of the economy.

However, to promote road transport's major role as the driving force of progress, we must be able to work together, we must be able to adapt, we must be able to change, we must be able to learn to learn, or we will fall short!

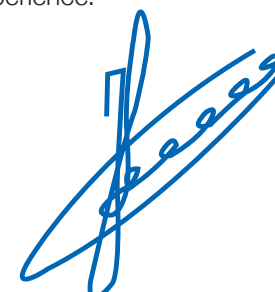
Successfully confronting today's and tomorrow's opportunities and challenges will require that we tap, more than ever in its 60 years' experience, IRU's global vision, with the ability to act locally through its unique international network of 180 dedicated IRU Member Associations in 72 countries on the five continents.

After the very successful activities assumed by my predecessor, Paul Laeremans, over the six years of his

mandate, I am fully confident that the IRU and its Members are better equipped today than they have ever been to meet together the global challenges of security, road safety, energy saving, poverty alleviation, as well as to promote the facilitation of trade and tourism, in accordance with the requirements of sustainable development.

The challenges before us all are many, but the opportunities are far bigger. Working in partnership with its Members the IRU can drive economic, social and environmental progress!

With its dynamism, dedication and determination, the IRU will start 2008 as youthful as a 20 year old, but with three times the experience!



Janusz Lacny

The IRU International Network



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

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

“Working together for a better future”



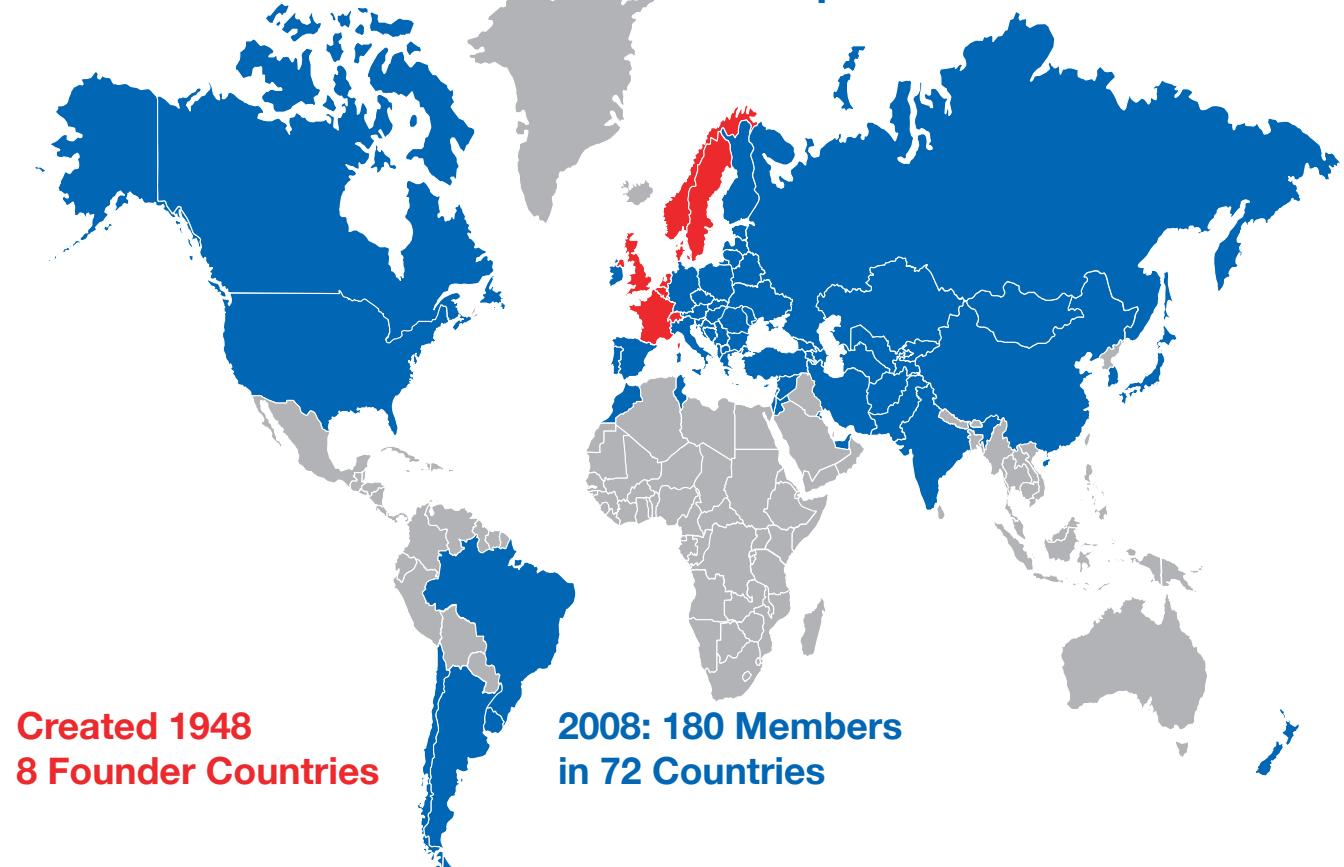
The IRU's Mission

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.

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



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 72 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.



IRU Structure

The IRU Structure

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

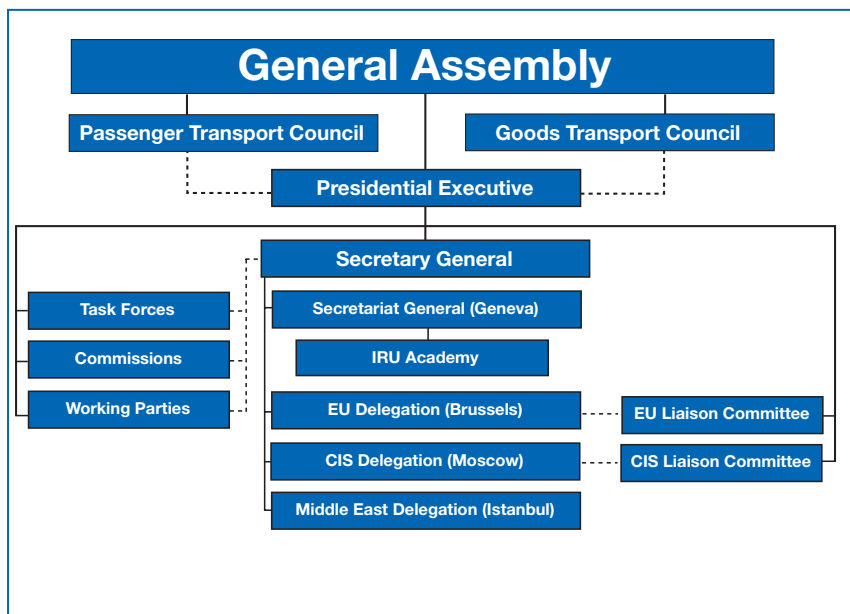
Its statutory bodies:

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

are assisted in the definition of IRU transport policy by

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

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



IRU General Assembly

The IRU General Assembly

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

Every two years, the Passenger and Goods Transport Council, which are part of the General Assembly, hold statutory elections of their President and Vice Presidents, the IRU President and the members of the Presidential Executive and appoint the Independent Auditing Body and the Accounts Commissioners.

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

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





The Goods Transport Council Board:

From left to right: Roger King, CTM Vice President, RHA, United Kingdom, **Pere Padrosa, CTM President**, ASTIC, Spain and Kakhramon Sydiknazarov, CTM Vice President, AIRCUZ, Uzbekistan



The Passenger Transport Council Board:

From left to right: Larisa Vashetkina, CTP Vice President, BAMAP, Belarus, **Graham Smith, CTP President**, CPT, United Kingdom and Yves Mannaerts, CTP Vice President, FBAA, Belgium



IRU Transport Councils

Goods Transport Council

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, which is part of the General Assembly, 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 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, which is part of the General Assembly, 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.

IRU Presidential Executive

Presidential Executive

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

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

The Presidential Executive meets whenever necessary.

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



Presidential Executive

From left to right (standing): Gueorgui Petrov, AEBTRI, Bulgaria, Antonio Mousinho, ANTRAM, Portugal, Martin Marmy, IRU Secretary General, Dick van den Broek Humphreij, EVO, Netherlands, Vladimir Florea, AITA, Moldova, Jaroslav Hanak, CESMAD Bohemia, Czech Republic, Toivo Kuldkepp, ERAA, Estonia, Florinel Andrei, ARTRI, Romania
*From left to right (seated): Yuriy Sukhin, ASMAP, Russian Federation, Graham Smith, IRU Vice President, CPT, United Kingdom, **Janusz Lacny, IRU President**, ZMPD, Poland, Pere Padrosa, IRU Vice President, ASTIC, Spain, Izzet Salah, UND, Turkey*



IRU President / Vice Presidents *From top to bottom: **Janusz Lacny, IRU President**, ZMPD, Poland and the two IRU Vice Presidents Pere Padrosa, ASTIC, Spain and Graham Smith, CPT, United Kingdom*

IRU Liaison Committees

EU Goods Transport Liaison Committee (CLTM)

The CLTM, which meets at least twice a year, brings together the IRU Member Associations of the 27 EU Member States to address within the IRU policy framework, regional issues such as: new proposals for regulations on access to the profession and access to the market; the revision of the EU social regulations 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; the EU Commission's Logistics Action Plan and the introduction of interoperability in the EU toll collection system.

The Board of the EU Goods Transport Liaison Committee (CLTM). From left to right: **Bertil Dahlin, CLTM President**, SA, Sweden and **Pere Padrosa, CLTM Vice President & IRU Vice President**, ASTIC, Spain



The Board of the CIS Liaison Committee (CLCEI). From left to right: **Vladimir Florea, CLCEI President**, AITA, Moldova, **Makhsat A. Saktaganov, CLCEI Vice President**, KAZATO, Kazakhstan and **Nikolai Borovoi, CLCEI Vice President**, BAMAP, Belarus



CIS Liaison Committee (CLCEI)

The IRU-CIS Liaison Committee incorporates representatives of the IRU member associations of international road transport carriers in the CIS member states and meets twice a year.

CLCEI meetings in Tbilisi (Georgia) and Chisinau (Moldova), discussed issues important for CIS road transport operators, such as the development of road transport legislation at national and international levels, the development of relations with regional economic associations (EurAsEC, BSEC and CIS CTC), the professional training of specialists in international road transport haulage and visa provisions for international drivers. Special attention was devoted to the development of the IRU's project to revive the Silk Road.

An appeal initiated by the CLCEI, with the CIS CTC, was addressed to the Executive Secretary of the UNECE, regarding amendments to the AETR Agreement and the applicability of Regulation EU 561/2006 to carriers from non-EU countries.

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, informative 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 (MKFE, HUNGARY)

Services to Road Transport Operators (CSE)

JOSÉ RIBEIRO DA CRUZ (ANTRAM, PORTUGAL)

Social Affairs (CAS)

GEORGES CAUSSE (FNTR, FRANCE)

Technical Affairs (CIT)

MIKHAIL NIZOV (ASMAP, RUSSIA)



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

IRU International Working Parties and their Presidents

Combined Transport (GETC)

ANTOANETA IVANOVA (AEBTRI, BULGARIA)

Dangerous Goods (GEMD)

PAUL WAUTERS (FEBETRA, BELGIUM)

Taxis and Hire Cars with Driver (TA)

HUBERT ANDELA (KNV, NETHERLANDS)



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, as the case may be, 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 the Silk Road to transform this IRU Euro-Asian initiative into a new “success story”.

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).

Geneva

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

Secretary General

MARTIN MARMY

Deputy Secretary General

UMBERTO DE PRETTO

Head – Goods Transport, Facilitation & Events

PETER KRAUSZ

Head – Passenger Transport

OLEG KAMBERSKI

Head – Communications

JULIETTE EBÉLÉ

Head – Finance & Administration

ERIC BENOIST

Head – Information Technology

PARESH CHANDRA

Head – Legal Affairs

CHRISTIAN PIAGET

Head – Sustainable Development

JENS HÜGEL

Head – Technical Affairs

JACQUES MARMY

Head – TIR System

JEAN ACRI

Head – IRU Training

PATRICK PHILIPP



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

MICHAEL NIELSEN

Head – CLTM

MARC BILLIET

Head – Passenger Transport

OLEG KAMBERSKI

Head – Social Affairs & EU Fiscal Affairs

DAMIAN VICCARIS

Head - Administration & Events

MURIEL VANDEROOST

European Parliament Liaison Officer

RAFAEL JIMENEZ-AYBAR

Brussels

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 Middle East, Asian and Chinese Governments.

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.



The IRU Permanent Delegation to the CIS Region

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 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.

M o s c o w

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

Senior Officer, Customs

ARKADY SHMELEV

Communications Officer

ELENA ANFIMOVA



The IRU Permanent Delegation to the Middle East & Region

The mission of the IRU Permanent Delegation to the Middle East and Region, located in Istanbul, is to cooperate with regional and international organisations as well as with IRU member associations and the national authorities to develop and facilitate road transport at the crossroads of continents and regions stretching from Turkey in Europe and Egypt in Africa throughout the whole Middle East region to the fastest growing world economies in south-east Asia. 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 have interests in the different regions of this challenging part of the world.

General Delegate
HAYDAR ÖZKAN

Project Officer
LOBNA AL LAMII

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.

I s t a n b u l



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)
- International Transport Forum (ITF)
- European Commission
- European Parliament
- European Council
- Arab Union of Land Transport (AULT)
- Black Sea Economic Cooperation (BSEC)
- Commonwealth of Independent States' Transport Council (CIS CTC)
- Common Economic Space (CES)
- Economic Cooperation Organisation (ECO)
- Eurasian Economic Community (EurAsEC)
- Georgia-Ukraine-Azerbaijan-Moldova Association (GUAM)

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

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

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.

The International Road Transport Union publishes its Road Transport Indices quarterly which are based on GDP, road freight volumes and registrations of new commercial vehicles in selected OECD countries.

Road transport indices: slow down in 2007

In 2007, the IRU Indices showed a slight slow down in economic growth with a GDP increase of 2%.

At the same time, road transport volumes increased by only 1.5 %.

New vehicle registrations stabilised at around 89,000 units per quarter. Only by the end of the year did the number of new vehicle registrations pick up again resulting in a 1% increase of newly registered vehicles over the year.

While 2006 reflected the mutually dependent relationship of GDP and road transport volumes with growth rates of 2.1% and 2.0% respectively, the year 2007 showed that the road transport industry is taking measures to achieve better rather than more road transport, resulting in enhanced economic, environmental and safety performances.

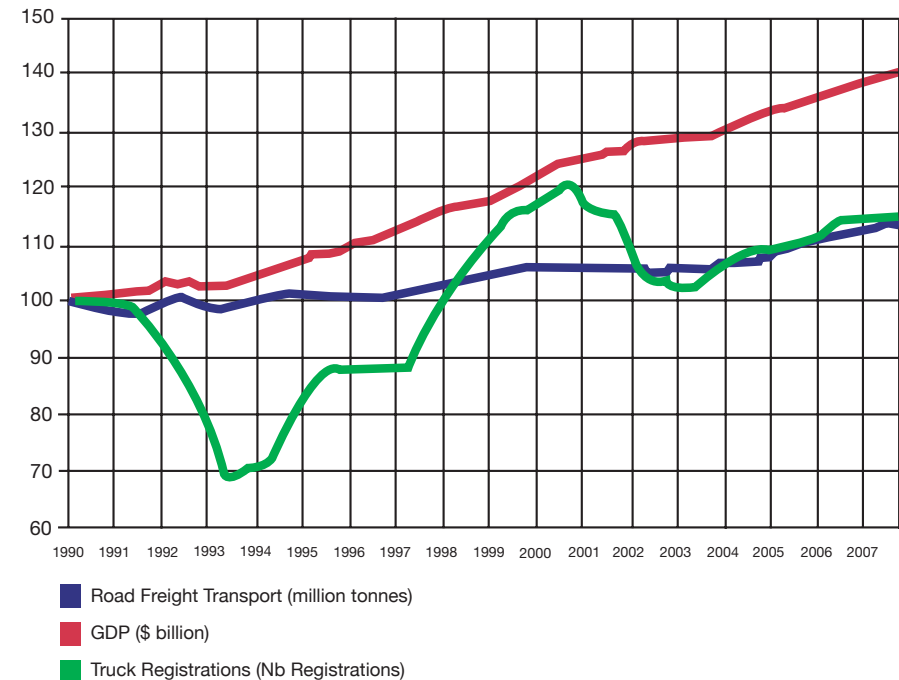
What does it take to have a cup of coffee at a café?

The collaborative effort of **29 companies** from **18 countries!**

As road transport has become a vital production tool in our globalised economy, any penalty on road transport will force companies to delocalise production, creating even more transport!



IRU Indices - OECD Western Europe





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 1st Earth Summit in Rio de Janeiro in 1992. The IRU contributes to achieving this goal through improved productivity, road safety, energy savings and at-source reductions in emissions and other environmental impacts.

The global economy cannot function without road transport; the challenge is to make this transport compatible with sustainable development – a priority issue for the IRU. The road transport sector is the only transport mode that has publicly committed itself to this goal. In this regard, the IRU has adopted what is called the 3 “i” strategy as the most cost-effective way to achieve sustainable development, based on Innovation, Incentives and Infrastructure. The 3 “i” strategy was not only endorsed by the United Nation Environment Programme (UNEP) but also recommended to be emulated by other industry groups.

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.

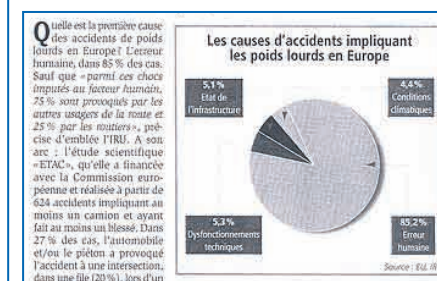
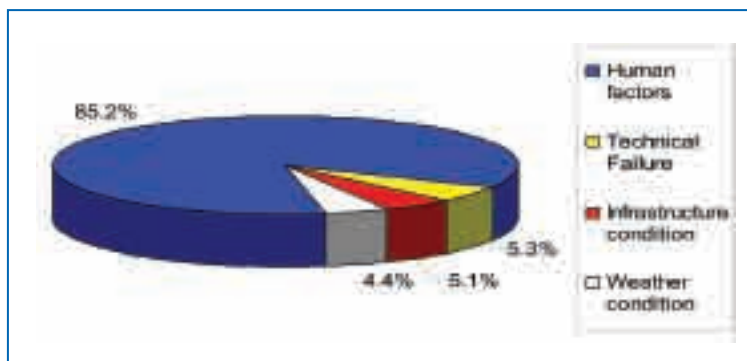
To promote road safety and best practice, the IRU works closely with numerous partners such as the World Bank, UNECE, EU bodies and the Global Road Safety Partnership.

Improve road safety? Target the right users!

A scientific study on “European Truck Accident Causation” (ETAC), jointly commissioned by the European Commission and the IRU, identified the main causes of accidents involving heavy goods vehicles in Europe. The ETAC study results show that human error, whether by the truck driver or another road user, is the main cause of 85.2% of accidents. However, among accidents linked to the human factor, 75% are caused by other road users versus 25% by the truck driver. Other factors such as technical failures, infrastructure conditions and weather conditions comparatively play a minor role, representing 5.3%, 5.1% and 4.4% respectively of the principal causes of accidents.

The in-depth analysis regarding human error showed that non-adapted speed, failure to observe intersection rules and improper manoeuvring when changing lanes are the top main causes of accidents between a truck and another road user. Whereas common belief often considers fatigue as a major factor of accidents, the ETAC study actually proves that fatigue was the main cause of accidents involving trucks in only 6% of all cases.

In order to target the main causes and to reduce the number of traffic accidents involving trucks, the study's key recommendation is to improve driver training of other road users to help new drivers to better understand truck manoeuvres and drive accordingly. As road safety is also a major problem in other parts of the world, including in the CIS countries, the IRU's intention is to seek a similar scientific partnership with the appropriate institutes in interested countries.



Sustainable Development



The rocks tell the story of the earth and its climate changes

From a palm grove to an ice desert

According to geologists, the history of the earth goes back at least four billion years. The upheaval of the Alps into an impressive mountain range happened when the European and African continents collided, probably during the last 30 million years, due to the movement of the earth's crust. Some of the highest peaks in the Swiss Alps, such as the Matterhorn, originally belonged to Africa. The Alps are therefore part of a relatively young mountain system.

The rocks are therefore the only witnesses and archivists of the history of the earth. Their composition and struc-

ture tell us about the environmental conditions which were prevalent during their creation, as well as the scale and the speed of geological and climate changes which have taken place since that time.

For example, almost 20,000 years ago, the region of Berne currently known as the Swiss capital was covered by a layer of ice almost 400 metres thick, which came from the glaciers of the Rhone and the Aar. However, some 20 million years previously this region around Berne benefited from a Mediterranean to sub-tropical climate.

According to analysis of the rocks, over the past 2 million years or so there have been numerous hot and icy periods. With each new progression, the glaciers erode part of the long-since consolidated rock deposits. The hills around Berne, made up of frontal moraines from the Aar glacier, are witness to these fluxes and refluxes of the glacier. Other moraines also bear witness to the numerous cycles of heating up / cooling down of the climate. These have resulted in continual fluxes and refluxes of the glaciers which leave perfectly visible traces today on the lateral moraines which exist in all the alpine glaciers.

However, when talking about the history of the earth, the speed of geological and climate changes is calculated by a different scale from that generally used in today's worrying media commentaries about the speed of climate change.

In fact, if we were to condense the history of the earth into one single year, and notably the history of the 25 million years which saw the birth of the Alps, and more particularly the last 20,000 years when the Berne region was created, the Swiss Alps would have clocked the day of 28 December at 17:15, while Berne would have seen 31 December at 2 minutes and 30 seconds to midnight!

Climate change and CO₂

As far as climate change is concerned, current dominant thinking, based not only on judicious use of reason, but on shock tactics used in emotional and anxiety-provoking films, consists of linking the warming of the earth solely to the production of CO₂ by man.

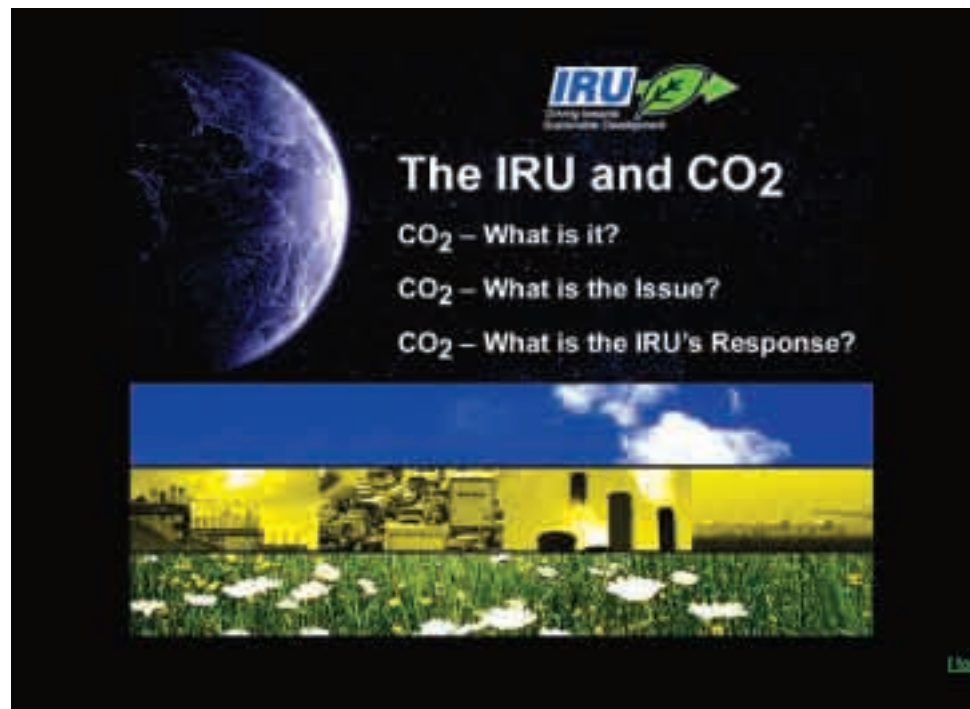
However, for thousands of years, the history of the earth as written in the rocks proves that the planet has already been subjected to many cycles of heating / cooling, evolving from a palm grove to an ice desert. This is why, and let us be objective and realistic here, the history of the earth engraved in the rocks clearly demonstrates that the supposed correlation between the production of CO₂ and the warming of climates is insufficient to prove causality.

Taking into account that the right to emit CO₂ foreseen in the Kyoto Protocol is based on biased grounds, taking into account that taxation of fossil fuels, and notably diesel fuel, is already huge everywhere, this protocol represents yet another right to cause pollution, generating in every fossil fuel consuming country not only unnecessary CO₂, but a new unfair business with highly profitable taxation schemes, in particular for the biggest fossil fuel consumers. It is therefore not surprising to note that the Montreal Protocol on the reduction of ozone-depleting substances, which is based not on an inefficient taxation policy but on serious scientific proof

which has allowed their elimination, has already contributed to a much greater extent to the reduction of ozone-depleting substances – and hence of global warming – than what was foreseen by the Kyoto protocol by 2012.

In fact, if the objective of taxation on CO₂ is to reduce the emissions thereof in an effective manner through reducing consumption of fossil energies, we must then take into account the fact that the oil market is global, and that CO₂ emissions represent a global challenge. Because of this, in order for the objectives of the Kyoto Protocol to be realised, it is indispensable to implement the following two global measures. On the one hand, taxes on CO₂ should be implemented not in the consumer countries, but exclusively at source in the oil-producing countries. On the other hand, since large industrial and commercial groups have invested in China, in India and in many other countries through asking these countries to produce the majority of consumer goods for the rest of the world, it is also indispensable that the industrial countries should now proceed to the transfer of the most energy-efficient technologies to these new factories of the world, in order to allow them to use energy, and particularly fossil energies, in the most efficient and economically viable way, in order to reduce global consumption and consequently CO₂ emissions.

Moreover, to avoid any discrimination and to integrate these rights to pollute in a fair trade dynamic, the revenue gained from CO₂ taxes must be used



Dedicated website on CO₂: www.iru.org/index/en_policy_co2_home

as a budgetary measure to compensate producing countries for the drop in oil exports which would result from a drop in consumption of fossil fuels. It must also be recognised that the taxation of CO₂, on already heavily taxed fuels as is currently the case in oil-consuming countries, has in fact the opposite effect of transforming these CO₂ taxes into a simple right to pollute rather than to reduce the use of fossil fuels.

IRU action

The IRU addressed the “Davos Conference on Climate Change and Tourism”,

organised by the World Tourism Organisation. The IRU stressed that the global economy cannot function without road transport, and that taxi, bus and coach transport has become a vital part of the international mobility chain for tourists leading the way in mitigating the environmental impact of the transport and tourism sector.

During a hearing in the European Parliament on CO₂ emissions, the IRU called for a sustainable energy policy based on diversification of energy use everywhere economically viable alternatives already exist.



Road Transport and Oil

For road transport, oil is not just another energy source; it assumes on the contrary a capital and strategic importance. Oil is even considered “black gold”, inasmuch as there is no viable short- or long-term alternative to oil for road transport, where fossil fuels are limited. This is why it is indispensable that governments of every country put into place an efficient energy policy, in order that our children’s children might continue to benefit from this energy which is indispensable for the efficient mobility of people and goods currently provided by road transport.

Such an energy policy must require an improvement of energy efficiency at all the existing sources and must be based on diversification of energies used in particular in fixed installations where there exist numerous, already profitable, alternative energy sources.

This policy of diversification of the energy market must be based on incentive measures to encourage the use of new energy sources, and on efficient fiscal measures to reduce the use of fossil fuels in fixed installations, which represent more than 70% of the total consumption of oil and for which viable and efficient alternatives already exist. We should not forget that in most countries, the majority of those fixed installations using fossil fuel are state-owned. Therefore, if governments are really committed to reduce CO2 emissions, they can act without delay because almost 3/4 of the fossil fuel consumption is under their sole control.

We should also not forget that in the current context of globalisation of the economy, road transport is the only mode capable of providing the required high-quality, door-to-door transport services. This is why road transport is not simply a mode of transport, but has become a vital production tool, allowing competition and sustainable development of economies, uniting people and better sharing wealth in every country. A continued supply of diesel for road transport, along with moderate taxation, is therefore an indispensable requirement to allow every country to achieve the objectives of Agenda 21 and the UN Millennium Goals.

In conclusion, in the field of transport, energy and climate change, Emile Zola warned us in his time of the perverse effect of uniform thought when he wrote that we end up creating a danger by proclaiming every morning that it exists. This is why for any competent and responsible scientist, professional or decision maker who is used to making judicious use of reasoning, the current dominant uniform thinking which is hostile to road transport should be a source of motivation and encouragement to persevere for, as Charles Péguy once said, “He who does not bellow the truth when he knows the truth makes himself the accomplice of liars and forgers”.

Did you know...?
Facts on Road Transport and Oil



The IRU publication “Did you know...? Facts on Road Transport and Oil” available from the IRU bookshop: www.iru.org

Need to diversify the energy market



Modular Concept

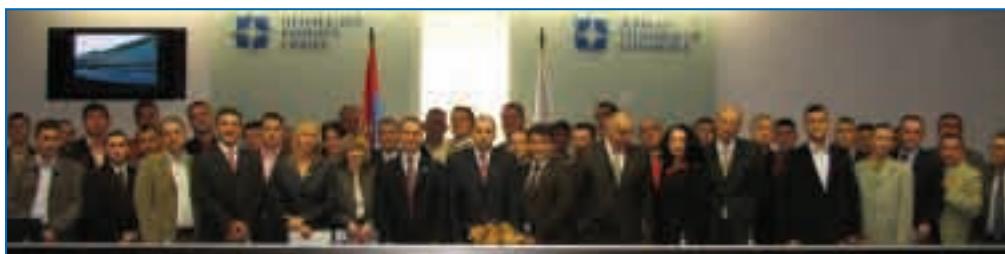
The Modular Concept, which consists of linking existing trailer combinations to achieve greater volume capacity per vehicle, has led to intense debate, extensive trials in various EU Member States and much interest from the business community.

In June 2007, in addition to the presentation of eighteen different combinations of Modular Concept, the IRU organised a seminar on the feasibility of the use of Modular Concept combinations, bringing together goods transport operators, scientists, regulators and national transport associations to examine the potential benefits and possible challenges of allowing modular concept trucks to circulate widely.

The current trials demonstrated that the Modular Concept offers better transport instead of more transport. In fact, this concept presents a number of major advantages as regards increased efficiency, the possibility of carrying the same load using fewer vehicles, better use of an increasingly limited number of professional drivers, more available transport capacity, better compatibility with other freight modes, less fuel consumption, reduced CO₂ emissions, and reduced road wear due to a higher number of axles and a reduced weight per axle. This is why States are encouraged to undertake proper tests to establish on one hand whether and which Modular Concept Combination is the most suitable and on the other hand which kind of adaptation should be undertaken to facilitate their use.

Taking into account that the use of the Modular Concept presents many advantages, its development and use should be encouraged. Therefore to ensure harmonisation of the various techniques and vehicle silhouettes currently in use or under test, the IRU requests that governments and decision makers make the best use of the current research studies and test results in order to propose optimal international harmonisation of the modular concept combination to permit the exchange of combinations in any country and their adaptation to facilitate use.





IRU Academy

The IRU ensures excellence in road transport training through its international network of IRU Academy Accredited Training Institutes (ATIs) and provides graduates with internationally recognised IRU Academy Certificates and Diplomas as testimony of their professional competence.

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.

Since the inception of the Certificate of Professional Competence (CPC) for the Road Transport Manager Programme, over 9,000 Diplomas have been issued. The international network of IRU Academy Accredited Training Institutes (ATIs) counts a total of 35 CPC ATIs in 30 countries. In 2007, ten institutes gained IRU Academy Accreditation, three of which were reaccreditations.

After successful piloting of the Dangerous Goods (ADR) Programme through the IRU Bulgarian Member ATI, AEBTRI, with over 2,000 IRU Academy ADR Certificates issued, the programme was launched. The IRU Academy also finalised a Tachograph Training Programme. The development of the IRU Academy CPC Driver Programme is well underway for implementation in 2008.

All existing and forthcoming programmes use the “IRU Academy Online”, which 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.

The IRU Academy Advisory Committee

In its many initiatives, the IRU Academy enjoys the full support of its high-level IRU Academy Advisory Committee (ADC), presided by Martine-Sophie Fouvez (ITF). The IRU ADC is composed of representatives from the World Bank, the United Nations Economic Commission for Europe (UNECE), the International Transport Forum (ITF), the European Commission, the European Transport Workers Federation (ETF) and the European Training Foundation (ETF). The IRU Academy is also supported by the International Labour Organisation (ILO) and the European Parliament.

AEBTRI ATI leads 2007-2008 IRU Academy Accreditation Committee

Tomislav Ivanchev, President of the IRU Academy Accreditation Committee (AAC) for the term 2007-2008 and Head of the AEBTRI ATI in Bulgaria, stressed the importance of IRU Academy accreditation and internationally recognised high-quality training, especially for recent EU Member States.

He will help promote the IRU Academy training programmes and networking activities, such as the forthcoming 6th International IRU Academy Seminar and Related Events.

Other AAC Members are: Faruk Jasarevic (ECOS), Geert Machenil (IWT-ITR), Calin Ioan Sabau (FATII-ARTRI), Murielle Daen (FCBO) and Tatiana Minaeva (ASMAP).

IRU Academy ADR Programme

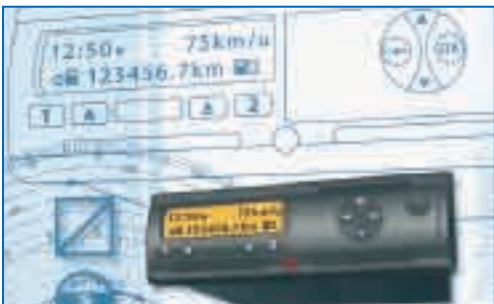
The IRU Academy launched its Dangerous Goods (ADR) Programme for Drivers transporting Dangerous Goods in Packagings and Bulk, excluding explosives (Class 1) and radioactive materials (Class 7) and this after successful piloting of the Programme through the IRU Bulgarian Member ATI, AEBTRI, with over 2,000 ADR Certificates issued. All graduates obtain access to their private and secure web sites, provided by the "IRU Academy Online", an internet-based application allowing graduates promotion of their qualifications.

The main quality control criterion in this programme is the human factor in training. All procedures and forms for ATIs to apply are printed in an easy to use Application Booklet. As from 2008, the IRU Academy will offer ADR Instructor Briefings in various languages and locations.

AULT – IRU Academy Seminar

The Arab Union of Land Transport (AULT) and the IRU Academy staged a joint Seminar in Istanbul on 30 October 2007 to promote professional training in the Middle East and region. This seminar is the first step in the completion of a cooperation agreement between the two organisations, which includes the establishment by the AULT of an IRU Academy Accredited Training Institute (ATI) in Amman, in partnership with the Royal Automobile Club of Jordan (RACJ).





IRU Academy

UICR and IRU Academy join forces

On the eve of the 50th Anniversary of the International Union of Professional Drivers (UICR), the IRU Academy and the UICR organised a joint seminar on “Increased professional competencies through proper training”, to explore how the IRU Academy could help the UICR and its members cope with road transport legislation and tomorrow’s challenges.

“Appropriate training today is a prerequisite to ensure a competitive advantage to companies that are active on local and international markets. However, the current lack of harmonisation and transparency in training standards and procedures often hampers transport companies seeking effective training solutions. The IRU Academy solves this problem,” explained Bruno Dingemans, Head of the IRU Academy.

Ludwig Büchel, UICR President said, “The UICR is honoured to have the IRU Academy open its 50th UICR Anniversary celebrations. It emphasises the recent realisation of a fruitful and sustained dialogue with the IRU that will benefit all actors involved in road transport”.

Tachograph Programme

The IRU Academy, together with the Belgian Pilot Training Institute, FCBO, finalised a Tachograph Training Programme. Using an interactive learning tool made available to successful applicant institutes in this programme, drivers are taught the proper use of the analogue and digital tachographs as well as 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.

IRU Academy ATI Meeting brings together global training network!

The 2nd Meeting of IRU Academy ATIs took place in Amsterdam, the Netherlands on 26 September 2007 during which over 40 participants from as far away as India and Argentina emphasised its importance to training providers. This annual forum enables them to exchange views and to network, under the umbrella of the IRU Academy.

HIV/AIDS Project

The IRU Academy was actively involved in the ever-increasing challenges for professional drivers resulting from the spread of HIV/AIDS. It joined forces with the International Labour Organisation (ILO) and the International Transport Workers Federation (ITF) to develop a Tripartite HIV/AIDS Training Programme for Drivers, Managers and Instructors, which will be implemented in the IRU Academy CPC Driver and Manager Programmes.

New Training Centre named after IRU Secretary General

In recognition of his many contributions to road transport, the International Road Transport Carriers’ Association (AITA) opened a new training centre in Chisinau, Moldova, named after IRU Secretary General, Martin Marmy. In his inauguration speech he recalled the crucial role of training in today’s complex and highly competitive local and international road transport environment, where driver and manager training significantly impacts road safety, environmental protection, fuel consumption, efficiency, profitability and, last but not least, the image of the profession.

IRU EVENT



IRU Academy Seminar highlights the importance of Driver Training

The 5th International IRU Academy Seminar on Driver Shortage, organised with the support of CCV and in partnership with EVO (Dutch Association for Logistics), KNV (Koninklijk Nederlands Vervoer), NEA (Transport research and training centre), NIWO (Stichting Nationale en Internationale Wegvervoer Organisatie), TLN (Transport & Logistiek Nederland) and Westland Groep, examined the challenges and possible solutions related to driver shortages.

The seminar attracted 180 professionals from some 40 countries in North and South America, Africa, Europe and Asia as well as experts from the European Commission, the International Transport Forum (ITF), the International Transport Workers Federation (ITF), and the International Union of Professional Drivers (UIOR), who all presented their views on driver employment, migration, salaries, social benefits and working conditions, as well as traffic flows and public perception. It was concluded that training is key to attracting and keeping drivers.



In his closing statement, Yves Mannaerts, Director of FBAA (Belgian Federation of Bus and Coach Operators and Travel Organisers) said, "The IRU Academy and its supporting partners will contribute to create solutions, especially to ensure the smooth implementation of the new mandatory Driver Training Regulation (2003/59/EC) by making the IRU Academy CPC Driver Programme available through its international network of IRU Academy Accredited Training Institutes (ATIs), to providing drivers with international recognition of their quality road transport training!"



Sustainable Development

Incentives

IRU Diplomas of Honour

At the General Assembly in November 2007, the Presidential Executive awarded the IRU Diploma of Honour to **1400 road transport drivers** from **24 countries**, including **45 taxi drivers**.

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.

Incentive for Safe Drivers

For the third time, Scania, in partnership with the IRU, organised the Scania Young Driver Competition. More than 40,000 young drivers on five continents competed to become the world's best truck driver. Both the national rounds and the final competition in Stockholm encompassed theoretical and practical tests. The competition clearly underlined that a trained driver stands a better chance of avoiding accidents while at the same time lowering emissions as well as fuel, repair and maintenance costs for the operator.



Marek Szerenos whose company is a member of the Polish IRU Member Association, ZMPD, received a brand new Scania Truck for his victory in the Scania Young European Truck Driver Competition 2007

Picture provided by Polski Traker



IRU City Trophy & Eurochallenge 2007 Awards

The winners of this year's contests are, for the City Trophy, the city of Chester and, for the Eurochallenge, Journey Solutions – both from the United Kingdom.

The City Trophy recognised Chester's long-term political commitment to implement an efficient, forward-looking coach management policy and business-friendly strategy.

The IRU Eurochallenge Award 2007 went to PLUSBUS, a unique nationwide integrated train and bus ticketing system implemented in Britain by "Journey Solutions", a partnership of several British private bus and train companies and trade associations.

Both trophies were awarded for the first time at the official opening ceremony of the Busworld exhibition in Belgium on 18 October 2007, in the presence of several hundred policy and business leaders from Europe and Belgium.

2007 Best CIS International Road Carrier Award

The contest enjoys authority among CIS international road transport carriers' associations and road transport companies. As a rule, the associations nominate the winners of national and regional contests, but at the same time it is an open contest; its rules, terms, and materials are placed on the IRU Permanent Delegation's web site and any company has the right to take part in it.

The materials presented for the contest are evidence of considerable economic and technological progress achieved by road transport companies in the CIS countries, of increasing efficiency in road transport and of the attention paid by companies to social and environmental aspects of their performance.

The **2007 winners** are:

Avtovneshttrans, Belarus

(1-10 vehicles) for its vocational training

UTG, Ukraine

(11-50 vehicles) for its IT vehicle control system

LAA Trans, Ukraine

(50+ vehicles) for its specific training programmes

Special Certificates were awarded to:

Beltransways, Belarus

for its economic performance

TRANSFUR, Kazakhstan

for the geographical expansion of its road transport services

Balkantir of Moldova

for the high quality of its services



From left to right: Serge Nossovitch, President, Eurochallenge Jury, Secretary General, FNTV and Giles Fearney, Chairman, Journey Solutions, United Kingdom



From left to right: Francesco Pacifico, IRU, James Latham, Lord Mayor, Chester, UK and Collin Potts, Culture Park Manager, Chester, United Kingdom



From left to right: Paul Laeremans, IRU, Alla Lepkovitch, Deputy Director, Avtovneshttrans, Belarus and Janusz Lacny, IRU



From left to right: Marina Pekerman, Owner of LAA Trans, Ukraine, Sergiy Necay, CEO, LAA Trans, Paul Laeremans, IRU, Irina Lesnichevskaya, Owner of LAA Trans, and Janusz Lacny, IRU



From left to right: Martin Marmy, IRU, Leonid Kostyuchenko, President, AIRCU, receiving the prize on behalf of UTG, Ukraine and Paul Laeremans, IRU



From left to right: Vladimir Florea, President, AITA, Moldova, Theodor Kaplan, Secretary General, KAZATO, Kazakhstan, Paul Laeremans, IRU and Alexander Soloshechev, Director General, BAMAP, Belarus

Sustainable Development

Infrastructure

Road transport today is a production tool and governments worldwide must ensure that they provide this unparalleled engine of economic growth and development with the infrastructure needed to sustain our 21st century way of life. The mobility of people and goods is dependent on the efficient use of existing infrastructure and also on its proper development tailored to meet future demands for transport services.

Moreover, it is a fact that free flowing traffic can reduce fuel consumption and therefore emissions by up to a third. It is also a fact that congested routes are also the most dangerous routes. So removing bottlenecks and filling in the missing links in road infrastructure should be a priority of any safety or environmentally conscious government. It is a paradox therefore to find that road transport infrastructure, the world over, has suffered from decades of under-investment and ill considered policies.

Infrastructure charging

Infrastructure charging offers governments a means to remedy the neglect and low policy prioritisation of recent years. As such, revenues collected from road users should be put back, first and foremost, into the improvement of road infrastructure, its maintenance and amortisation.

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.

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

45ft ISO Container will Continue Circulating

The IRU promotes combined transport for capacity reasons. However, the continued poor level of freight services offered by the railways makes it almost impossible to consider combined transport solutions a valid transport alternative in today's just-in-time logistics chain.

A European Commission directive on weights and dimensions intended to prohibit the transport of 45ft ISO containers in combined transport from 2007 on. This decision would have made combined transport even less interesting.

After continuous pressure by the IRU and its partners, the European Commission decided to legalise the circulation of 45ft ISO containers on EU territory thus finally enabling transport operators to adapt more flexibly to market and customer demands.

Internalisation of External Costs

The next fiscal policy challenge facing the road transport industry is the re-launch of the debate on the internalisation of external costs.

Discrimination between transport modes must be avoided at all costs within the EU's internalisation strategy. A preliminary report requested by the Commission on this subject focused almost entirely on external cost research concerning road transport alone. The external impact of other transport modes (for example upstream electricity production to power commuter trains) was almost entirely neglected. The demand for demonstrably equal treatment between transport modes will remain central to any IRU response.

The IRU has commissioned a study to challenge the ‘polluter pays’ principle which currently dominates political thinking on this topic. The study will highlight the benefits of the ‘cheapest cost avoider principle’ This economic principle maintains that external costs should not automatically be paid by the party causing it, but by the one who could do it with the least damage to the overall economy.

Silk Road revitalisation project

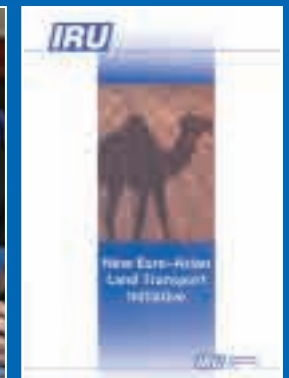
The work to revive the Great Silk Road was one of the main areas of activity of the IRU Delegation to the CIS Region in 2007.

The theme of the traditional annual conference on road transport in the CIS region, which took place in February 2007, was “Public-Private Partnership in the Development of Transit and Logistics along the Great Silk Road”. During the conference, IRU Secretary General, Martin Marmy, and EurAsEC Secretary General, Grigoriy Rapota, signed a Memorandum of Understanding in the presence of the Russian First Deputy Foreign Minister, Andrei Denisov. This is an important step on the way to reviving the Great Silk Road, since countries such as Uzbekistan, Tajikistan, Kyrgyzstan and Kazakhstan, whose territories were crossed thousands of years ago by the Great Silk Road, are members of EurAsEC. At the conference, the IRU Delegation to the CIS Region presented the New Euro-Asian Land Transport Initiative (NELTI) supported by UNESCAP and the UNECE.

The IRU's pilot project aims to launch regular commercial freight deliveries by road from China's north-western region to Europe and the USA under the aegis of the IRU, the UNECE and UNESCAP.

The IRU also presented the NELTI project at the OSCE International Conference on prospects for trans-Asian and Eurasian transit transport development in Central Asia held in Dushanbe in October 2007.

The intermodal aspect of road transport haulage via the Great Silk Road was emphasised at the conference on “Public-Private Partnership in the Revival of the Great Silk Road - the Role of Intermodal Haulage” organised by the IRU in conjunction with the Georgia International Road Transport Carriers' Association (GIRCA) and the OSCE in Batumi in May 2007.





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 that the land transport mode that currently drives economic progress everywhere in the world is not 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 bodies to reduce or even eliminate barriers to smooth trade, tourism and transport operations.

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 such as 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 Seminar concludes TIR Convention best means to implement WCO SAFE Framework

Delegates attending the IRU's security seminar in September recognised the need, post 9/11, for effective global security solutions, which cannot be realised in today's globalised economy through the proliferation of national, bilateral and regional security initiatives. It was concluded that the implementation of the World Customs Organisation's SAFE Framework of standards was the solution to end the uncoordinated spread of security initiatives. It was equally concluded that the TIR Convention was the best existing multilateral legal instrument to provide mutual recognition of all the security requirements of the WCO SAFE Framework, including mutual recognition of AEOs.



UNECE and IRU sign Agreement on management of TIR System

Further to its approval by the Administrative Committee of the TIR Convention (AC.2), the agreement confirming the authorisation given to the IRU to manage the international TIR guarantee chain was signed on 29 October 2007 by the Executive Secretary of the UNECE, Mr Marek Belka, and the IRU Secretary General, Mr Martin Marmy, in the presence of Ms Eva Molnar, Director of the UNECE Transport Division.

IRU addresses UNCTAD to facilitate and secure trade

The IRU, addressing UNCTAD's Expert Meeting on Regional Cooperation in Transit Transport, said that to ensure the facilitation and security of trade and road transport in all regions, including in underdeveloped landlocked regions that have suffered from a desertification of trade, the implementation of existing multilateral legal instruments should prevail over limited regional agreements.

IRU addresses OSCE Conference to reduce waiting times

The IRU told participants at the OSCE Regional Conference on Promoting Good Governance in Customs in Central Asia that border waiting times and consequential losses to trade and transport have a very negative economic and social impact, including on drivers, border control staff and population living in the neighbourhood of blocked border crossings, therefore the reduction of waiting times at borders should be top priority for Public-Private Partnership.

IRU salutes BSEC-URTA's outstanding achievements

Addressing the 12th BSEC-URTA General Assembly, IRU Secretary General, Martin Marmy, today congratulated BSEC-URTA for its outstanding achievements in promoting road transport throughout the Black Sea region. He notably cited the completion and outcome of the Black Sea Ring Highway Caravan, the implementation of the BSEC MoU on Facilitation of Road Transport of Goods in the BSEC region, as well as the recent finalisation of the BSEC Agreement on Simplification of Visas for Professional Drivers.





Black Sea Ring Highway Truck Caravan

The IRU, in cooperation with BSEC-URTA, organised the Black Sea Ring Highway Caravan under the patronage of the BSEC Secretary General, Ambassador H.E. Leonidas Chrysanthopoulos. The caravan, composed of trucks from 12 BSEC Member States – Albania, Armenia, Azerbaijan, Bulgaria, Georgia, Greece, Moldova, Romania, Russia, Serbia, Turkey and Ukraine – drove 8,500 km in 40 days in order to promote the future Black Sea Ring Highway to the local people, to study the existing road infrastructure along the itinerary and to collect data on non-physical barriers to road transport around the Black Sea basin.

The caravan set off from Belgrade on 19 April 2007 following a farewell ceremony organised after the signing of the BSEC MoU on coordinated development of the Black Sea Ring Highway by the BSEC Ministers of Foreign Affairs; it ended on 28 May 2007 with a welcome ceremony in Istanbul, where the BSEC headquarters are located.

The conclusions of the truck caravan were presented to the BSEC Heads of States on the occasion of the BSEC 15th Anniversary Summit and at a special Press Gala in Istanbul in June 2007.

Scientific Conclusions of the Truck Caravan

Total costs (direct + indirect) of waiting time at borders in the BSEC region	EUR 208 million
Direct costs of transport trip permits	EUR 11 million
Direct costs of visas for drivers	EUR 10 million
TOTAL COSTS OF BORDER DELAYS IN THE BSEC REGION	EUR 229 million

Facilitation



The Black Sea Ring Highway Caravan was initiated and promoted by the BSEC Secretary General H.E. Ambassador Leonidas Chrysanthopoulos, with the aim of promoting the future BSEC Ring Highway and identifying the physical road conditions and the non physical barriers to road transport, in order to offer a brighter future to future BSEC generations.





International
Road Transport
Union

31st IRU World Congress
Road Transport, Driving Peace and Prosperity!
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Home

Border delays are a costly handicap for border-crossing road transport. Road carriers of passengers and goods planning their routes are invited to check waiting times at borders on this IRU webpage. Data are compiled every day from Monday to Friday, from information mainly supplied by IRU national associations.

All players, including transport companies and authorities as well as bus or truck drivers with direct experience of waiting times at the observed borders are most welcome to provide such data on this web page.

Let us know if you can also provide reliable daily data for a border crossing point not yet represented on this web



The IRU Border Waiting Time Observatory (BWTO)
www.iru.org/index/bwt-app

Facilitation

Road Transport Facilitation and Security Issues

Border Waiting Times

Border waiting times still represent a major concern for the profession and are a litmus test of the level of trade and tourism facilitation. At many borders there is still too much bureaucracy, control practices are not based on risk management and modern checking technologies, too many documents are required, there is red tape and extortion of money from drivers for unjustified services, 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 updated IRU Border Waiting Times Observatory (BWTO) internet web page contains daily waiting time information on a number of borders. This internet tool should facilitate the daily work of drivers and company route planners. The application can easily be extended to any new countries and borders according to traffic needs but its utility level widely depends on the willingness of associations and other potential data providers, such as national customs authorities and even drivers on the road, to deliver regular waiting time data to the system.

The IRU suggests reducing border waiting times by the robust method abbreviated as PMI, whereby, in order of priority, P stands for improvements of Procedures, M for changing the Mindsets of all actors involved (staff of border control services and their clients) and I for enhanced border Infrastructure. In order to implement this approach, the IRU promotes its vision in particular in UN bodies, WTO, WCO, World Bank, ILO and EC.



7th Legal Assistance Network Symposium, Saint-Petersburg

Further to the 6th Symposium of the IRU Legal Assistance Network chaired by Isabelle Bon-Garcin, held in Deauville in 2006 concurrently with the CMR's 50th Anniversary, the next biennial Symposium of the IRU Legal Assistance Network, organised jointly with ASMAP, will take place in St-Petersburg on 30 April 2008.

This new Symposium, which will bring together lawyers specialising in transport law and legal advisors to IRU national Member Associations and road transport companies from more than thirty countries, will be devoted to the degree of harmonisation of enforcement and sanction policies applicable to road hauliers. This theme will serve to review how such policies are applied in various regions of the world, from Western Europe to Central Asia. In today's global economy, this Symposium will help to compare various systems whose implementation has a daily impact on international road transport operators.

New model consignment note: towards the computerisation of goods transport documents

Based on the work of the IRU Commission on Legal Affairs (CAJ), the IRU adopted a new version of the CMR consignment note, taking into account road transport business practices since the last model was developed in 1976. This new model more aptly meets transport operators' needs which have evolved over the past thirty years.

The new model will better meet the needs of transport operators and help to focus on the electronic CMR consignment note in 2008.

Visas for professional drivers

The expansion of the Schengen agreement restrictions to the new EU Members in 2008 will drastically exacerbate the already unacceptable validity of visas. The IRU adopted a position reiterating the profession's demand for 24 month validity and smooth multi-entry visa delivery to professional drivers. The position welcomes and urges early implementation of recently signed bilateral agreements between the EU and non-EU countries on visa facilitation, which also cover professional drivers. The position calls on other Governments, like those of the BSEC region, to sign further visa facilitation agreements, and warns against visa procedures turning into neo-protectionist and discriminatory barriers to non-EU transport operators.

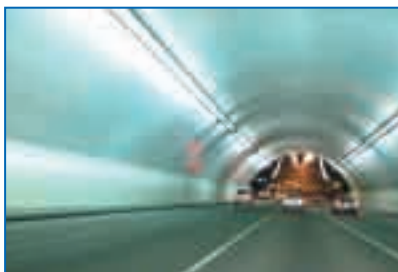


Dangerous goods

The IRU Dangerous Goods Expert Group (GEMD) follows the work of the UNECE WP.15 as well as work on the UN Orange Book concerning monitoring of new security developments, including risk analysis, in order to provide the requested security for each ADR transport.

As part of its IRU Road Transport Security Guidelines, the IRU GEMD has drafted specific guidelines for small and medium enterprises transporting dangerous goods by road.

During 2008, the IRU GEMD, in collaboration with governmental delegations to the UNECE (WP.15), will pursue the project for the harmonisation of the ADR Certificate and the follow-up of tunnel classification as well as the use of telematics to enhance the provisions for the carriage of dangerous goods.



Facilitation

Celebration of the 50th Anniversary of the UNECE's ADR agreement

Statement by José Alberto Franco to the IRU's Goods Transport Council

The President of the UNECE WP.15, Jose Alberto Franco, confirmed the importance of the IRU's role during the last 50 years to guarantee, by an appropriate regulation, the security of the carriage of dangerous goods by road.

In this framework, he recalled that, "Since the beginning, the preparation and the putting into place of rules applicable to the carriage of dangerous goods by road in Europe have been the result of a very close collaboration between Governments and the professional organisations concerned, among which the IRU has always been one of the most active." He underlined that the ADR, since its first draft in 1957 and its entry into force in 1968, had rapidly been assimilated by road transporters into their working methods, thanks to the very active contribution of the IRU to the WP.15 and through the elaboration of new solutions to practical problems raised.

Mr Franco also spoke of the commitment of the IRU to training and the promotion of new techniques, following the tragic events of Los Alfaques in the late 70s. The actions of the IRU at the beginning of the 1990s were, according to Mr Franco, decisive in ensuring the success of the restructuration of the ADR.

He concluded by confirming his willingness to continue a mutually beneficial cooperation.

IRU EVENT



4th Euro-Asian Road Transport Conference IRU Warsaw, 14-15 June 2007

The 4th Euro-Asian Road Transport Conference was organised jointly by the IRU and the Polish Minister of Transport, in cooperation with the Association of International Road Transport Operators in Poland (ZMPD), with over 600 participants attending from almost 50 countries.

The Conference was held in parallel with a Ministerial Conference of some 25 Transport Ministers addressing the theme, "The road to success: Euro-Asian freight market challenges and opportunities".

In his opening address, IRU President, Paul Laeremans, said, "Our dream is to create, with road transport, peace and prosperity not only in a handful of ports and port hinterlands, but in all the other regions. If it was possible to link these regions by transporting goods along the Silk Road 700 years ago, why would not it be possible today?"

The Conference explored the best tools to make road transport operations more profitable in Euro-Asian transport corridors, by reducing costs and increasing efficiency, and adopted two Declarations to facilitate road transport between Europe and Asia.





Jerzy Polaczek, Minister of Transport, Poland

"Warsaw, because of its geographic location at the crossroads of key transportation routes connecting the East with the West, is seen by the Polish Government as the appropriate place to make important decisions regarding the manner of conducting international policies in the sphere of transport."



Jan Buczek, ZMPD President, Poland

"Ministers who have participated in these Warsaw events have confirmed their readiness to remove existing barriers and to initiate a system to simplify a return to the "Silk Road" in the countries that they represent. In the name of transport workers, I thank them for these important declarations."



Ma Xiaodong, General Manager, Freight Transport Department, COSCO Logistics, People's Republic of China

"Recent years have witnessed a significant growth in the demand for road transportation services, along with the prominent development of the domestic economy and international trade in China. In addition, third party logistics providers such as COSCO Logistics enter into the business under the urgent requirement from clients to provide integrated services covering warehousing, distribution, road transportation, freight forwarding, etc."



Berezan Yuri Vladimirovich, Transport Operator, Kazakhstan

"For the transport operator, there are very unfortunately many factors decreasing operational profitability. These factors and other losses in international road transport are complemented by difficulties to receive visas for drivers and the slow treatment of vehicles at borders. This results in a too high proportion of empty runs. In addition, spare parts and fuel costs are increasing."



Boguslaw Marian Liberadzki, Member of the European Parliament

"Economic relations and trade between Europe and Asia will be growing. Effective transport will much contribute to economic growth. A sustainable transport system along Euro-Asian corridors requires new and equal chances for road, rail and multimodal systems run by efficient and reliable operators."

IRU Warsaw Declaration

“THE ROAD TO SUCCESS: EURO-ASIAN FREIGHT MARKET CHALLENGES AND OPPORTUNITIES”

*Adopted unanimously in Warsaw, Republic of Poland, 15 June 2007
(Extract)*

Recognition of road transport's role will guide all players to effectively address the key challenges facing the road transport industry in Euro-Asian transport relations today by:

Abolishing politically misguided and economically punitive policies of authorities in countries along the Silk Road in order to allow the free movement of commercial vehicles and their drivers, thus keeping transport and therefore production costs at competitive levels that create positive advantages and additional employment in today's global economy;

Adapting modern and harmonised fiscal, social, technical, market and administrative legislation all along the Silk Road to facilitate rather than hamper road transport, on which the mobility of people and goods is dependent;

Streamlining border crossing administrative procedures and requirements to facilitate smooth road freight traffic between regions and countries along the Silk Road through the accession to and efficient implementation of United Nations, World Trade Organisation and other trade and road transport facilitation instruments (for example the TIR System) as well as streamlining border control procedures;

Continuing and successfully concluding the World Trade Organisation's Doha Round on trade facilitation including streamlined legal conditions for the free flow of traffic, the freedom of setting up and investing in transport and logistic companies in countries along the Silk Road, the free transfer of transport and logistic know-how to the benefit of international trade and transport;

Supporting innovative industry-initiated pilot road freight transport operations as a viable and highly efficient transport option along the various branches of the Silk Road between Asia and Europe; the industry will follow up these pilots by developing a Road Map for the revitalisation of the Silk Road, which should include the most important actions to be undertaken to this end, at national, regional and international levels, during the next 3-5-year period;

Introducing incentives to modernise Euro-Asian logistic industries through inventing and applying new technological solutions for complex logistic tasks including the latest transportation techniques, computerised information and telecommunications schemes and other modern technical solutions;

Supporting the competencies and skills of transport workers, in particular drivers employed in the road transport industry, by attracting more young people to the profession and enhancing professional training provided by the IRU Academy's international network of road transport training institutes;

Facilitating visa issuance arrangements for professional drivers by generalising the use of long-term multi-entry visas requiring simplified application formalities and faster application processing subject to reasonable visa fees, as well as relying on the services of road transport associations to identify applicants as bona fide professional drivers;

Cooperating closely with all actors concerned to increase the security of the supply chain along the Silk Road by using the best methods and practices accumulated in implementing existing international conventions (e.g. the TIR System serving as a secure operator certification tool for the World Customs Organisation SAFE Framework of Standards) as well as national regulations and the transport industry's own security guidelines, the construction and operation of secure parking areas;

Maintaining and operating road and border crossing infrastructure in such an efficient way so as to absorb increasing local, regional and inter-regional road freight traffic along all the branches of the Silk Road; interconnect European and Asian networks if need be by building missing links.

Facilitation



Signing of the Warsaw Ministerial Declaration by the Transport Ministers of Afghanistan, Albania, Azerbaijan, Belarus, Bosnia and Herzegovina, Czech Republic, Finland, Greece, India, Iran, Iraq, Kazakhstan, Republic of Korea, Lithuania, Mongolia, Moldova, Poland, Slovak Republic, Slovenia, Syria, Turkey and Ukraine.



JOINT STATEMENT OF THE EURO-ASIAN MINISTERIAL CONFERENCE

*Adopted unanimously in Warsaw, Republic of Poland, 15 June 2007
(Extract)*

The Ministers:

- Considering the need to meet challenges of globalisation of trade and its impact on transport operations;
- Referring to the need to continue the WTO Doha Round on trade facilitation;
- Stressing the need for closer cooperation between South-Eastern Asia, the People's Republic of China and Europe;
- Considering the current declarations on the need to improve the networks of international transport corridors, and perceiving the need to adjust these transport corridors to increasing market requirements in respect of road freight transport services;
- Confirming that each type of transport, including maritime and other land transport modes, plays an important part in global transport networks;
- Acknowledging that road transport is an efficient and flexible tool for trans-continental transport operations, particularly the transport of valuable and timesensitive goods;
- Being aware of the significance of transport for the world economy and in order to extend the scope of cooperation on development of international road transport;
- Appreciating the involvement of governmental agencies and international organisations in the facilitation of road transport operations;
- Being fully aware of the challenges imposed by the implementation of transport projects;

have decided to enhance joint actions aimed at:

- Coordination of transport policies of particular countries towards the implementation of the above-mentioned goals;
- Accession to, development and implementation of the UN Conventions on international road transport;
- Adoption of the WTO rules in respect of the freedom of transit, simplification of documents, rationalisation of charges and taxes;
- Development of and support for new approaches concerning the promotion of road transport;
- Creation of economic incentives to apply solutions which favour development of the road transport sector;
- Establishment of legal conditions to improve efficiency of transport networks;
- Signing of bilateral and multilateral agreements on facilitated access to international transport markets;
- Development of information and communication networks for the purposes of road transport;
- Development of combined transport, including the extension of trans-shipment terminals;
- Construction of missing road connections along the Silk Road, including bypasses in urban areas;
- Promotion of cooperation between transport enterprises and/or governmental agencies involved in road transport activities.



TIR System

TIR System ready to facilitate global trade

The facilitation of the movement of goods across frontiers continues to need global solutions, which are to be found in an effective and secure Customs transit system, rationalising and reducing Customs formalities and thus accelerating the passage of vehicles and goods across national borders. The only existing global system, applicable worldwide, continues to be the TIR System, administered by the IRU and currently implemented in some 60 countries.

As a consequence, and more than ever, the IRU will work to ensure that the TIR System remains an example of constructive partnership between private and public sectors, serving both transport operators and Customs authorities through the development of the economy and prosperity in the interest of society as a whole.

TIR sustainability-related issues will remain high on the 2008 agenda, where such matters as the revision of the TIR Convention and the computerisation of the TIR procedure are still being discussed. Other important challenges are:

- the continuous geographical expansion of the TIR System in Asia, as well as the implementation of the TIR System in three new Contracting Parties to the TIR Convention (Bosnia-Herzegovina, Montenegro and the United Arab Emirates);
- the deployment of computerised tools to ensure efficient Risk Management, such as the new integrated TIR Carnet management IT application (AskTIR) to assist Associations in the management of the TIR System, the NCTS/TIR web application to contribute to the smooth functioning of the TIR System in the EU and in the EU's import/export operations with third countries;
- also linked with Risk Management, efforts to help Customs authorities to better comply with Annex 10 of the TIR Convention which requests that all relevant data relating to the termination of TIR operations be sent by Customs and received by the public and private partners on a "same day" basis and
- the necessity to balance security with trade facilitation in the scope of the World Customs Organisation's SAFE Framework of Standards to secure and facilitate global trade.

Improving Transport Security with the TIR System

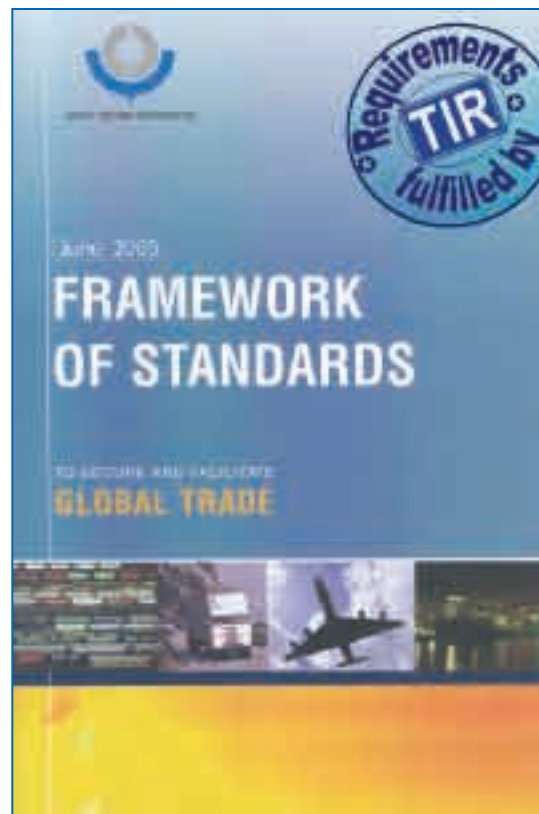
All the persons involved in the management of the logistics chain and of international transport from both the public and private sectors, recognised in all meetings and seminars the need, post 9/11, for effective global security solutions, which cannot be realised in today's globalised economy through the proliferation of national, bilateral or regional security initiatives.

Addressing the World Customs Organisation (WCO) European regional conference in Budapest, hosted by Hungarian Customs, the IRU Secretary General, Martin Marmy, told the Heads of Customs that the TIR System is a unique multilateral, legal instrument to implement in an efficient manner the WCO SAFE Framework, including the accreditation criteria of the Authorised Economic Operator (AEO). Thus the TIR System, due to the mutual recognition of the customs control, can greatly enhance facilitation and security of global trade and transport, including container movements, by providing harmonised and secure controlled access, advanced cargo information and efficient risk management.

The IRU also took part in a joint international conference organised in public-private partnership with the World Customs Organisation (WCO) and the Federal Customs Services of the Russian Federation (FCS RF), with the participation of the United Nations Economic Commission for Europe (UNECE) and the support of its Russian member association, ASMAP. The conference concluded that the TIR System could effectively and efficiently contribute to the improvement of security of foreign trade and international transport.

These events clearly concluded that the implementation of the WCO SAFE Framework was the best solution to end the uncoordinated spread of security initiatives. It was equally concluded that the TIR Convention offered the best existing multilateral legal instrument to provide mutual recognition of all the security requirements of the WCO SAFE Framework, including the recognition of Authorised Economic Operators.

Taking into account the vital necessity to improve security without penalising facilitation of trade and transport, the IRU will continue to work together with its partners, the Customs and governments, to share its experience in the management of the TIR System and to make known to decision makers that the UN TIR Convention is the best tool to implement effectively the new security requirements elaborated by the WCO including the AEO requirements.



CARNET TIR *

Other transit systems

In 2007, the IRU continued to work with the European Commission and various national Customs authorities to resolve technical difficulties encountered in the NCTS system when used for the international transport of non-community goods within the EU Customs Union. The number of Customs reservations and notifications has unfortunately continued to grow despite all attempts to solve these purely administrative difficulties. The project developed with the EU in order to use NCTS to ensure the continuity of TIR operations to, from and through the EU, is aimed at resolving this situation. The IRU will continue to work on that project with interested Contracting Parties in order to ensure that transport operators are fully aware of the implications of the forthcoming amendments to the European Customs Code, whose impact on the implementation of the TIR Convention at the EU border as of 2009 may have a very negative effect on border-crossing facilitation.

IRU's cooperation with various international organisations and institutions

One of the main objectives of the IRU in its contact with the various international or regional institutions such as UNESCAP, UNESCWA, AULT, BSEC, EurAsEc and ECO is to make known the Asian Highway network and promote the numerous UN multilateral agreements and international conventions managed by the UNECE and aimed at facilitating foreign trade and road transport.

In this framework, the IRU will continue its intensified cooperation relating to the TIR System with various public and private partners, which, in addition to the UNECE, the WCO, EU bodies and national authorities, include also the World Bank, the International Container Security Organisation, the US Chamber of Commerce, the European Shippers Council as well as scientific and academic institutions active in the field of security and trade facilitation.

Promotion of Multi-lateral and Regional Transport Facilitation Instruments

The IRU actively supported the regional seminar on the implementation of the TIR Convention jointly organised by the Customs Administrations of Italy and Jordan in Amman on 21-22 November 2007.

The seminar was also supported by the AULT, with 54 Members in 14 countries, and representatives of the public and private sectors of many Arab countries attended the event, which served to increase awareness of the substantial benefits of the TIR Convention for the Middle East region.

Development of arbitration rules for road transport operators

In 2008, in cooperation with the International Chamber of Commerce, the IRU will launch arbitration rules for transport operations of which at least part is carried out by road. Developing such rules should serve to harmonise the settlement of disputes involving road carriers, especially in areas where the courts do not necessarily have the same expertise as international arbitrators better able to apply often complex international instruments.

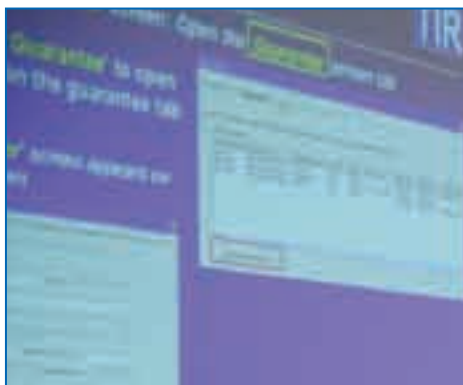
Providing these arbitration rules will thus offer an additional service to transport operators and their customers and service providers, while benefiting from the experience and practice of the International Chamber of Commerce whose skills in this field are already internationally acclaimed.

TIR System

IRU's assistance for the proper implementation of the TIR Convention

TIR training is provided by the IRU to ensure the proper implementation of the TIR Convention and the requested security of the TIR System. Recent training included TIR actors from Albania, Bosnia-Herzegovina, Denmark, Montenegro, the United Kingdom and, in cooperation with the United Nations, to North Africa, the Near and Middle East (Algeria, Bahrain, Egypt, Iran, Iraq, Kuwait, Lebanon, Libya, Morocco, Oman, Palestine, Saudi Arabia, Syria, Sudan, Tunisia, Turkey, the United Arab Emirates and Yemen).

To maintain the highest level of risk management, the IRU will continue to provide training to various TIR actors including to Customs officers in cooperation with the WCO. IRU will at the same time concentrate on modern tools allowing for distance learning, thus providing an additional instrument to contribute to the improvement of knowledge related to the implementation of the TIR Convention.





Facilitation

Driving and rest time rules

In 2007, the new EU Driving and Rest Time Rules Regulation entered into force across the European Union's 27 Member States. The impact has been felt particularly hard by the EU coach tourism sector which has lost the so-called '12 day derogation' which by deferring the requirement to take weekly rest was an important pillar around which coach tour schedules were built. Tens of thousands of passenger and freight transport operators now have to find new operational strategies to accommodate the changes.

IRU members identified a list of articles and provisions in the Regulation which must be clarified to ensure fair and efficient enforcement across the EU. This list was communicated to the European Commission which then set up a Legal Working Group attended by the IRU to issue official clarifications and enforcement guidance on various aspects of the Regulation. In parallel, the IRU has also been working directly with enforcement bodies to examine the whole Regulation with the aim of producing a Memorandum of Understanding on enforcement.

In Geneva, the UNECE Secretariat is trying to manage the incorporation of these rules into the AETR Agreement, but reservations raised by non-EU contracting parties mean that this process will be no easy task.

Road Transport Social Issues

Social legislation such as the new EU Driving and Rest Time Rules and the Digital Tachograph continue to occupy an important place within the priorities of the IRU. For EU operators the new requirements are no longer a future prospect, but are a current reality. However, their future extension through the AETR Agreement to a much wider region makes these changes much more than simply an EU concern. As ever, the road transport industry is demonstrating its greatest strength: its adaptability and resilience to change. But there can be no doubt that these new requirements will test the flexibility and competitiveness of even the most efficient operators.

TAIEX Seminars on EU Social Legislation

The IRU, in cooperation with the European Commission, its member associations and the European Transport Workers Federation organised a series of seminars in September 2007 for transport operators in the three Baltic States on the new EU Driving and Rest Time Rules Regulation and the Driver Training Directive.

The seminars held in Tallinn, Riga and Vilnius brought together some 400 transport operators, drivers, trade union officials and Member State experts to analyse the differences between the old and new driving and rest time regulations, the question of its harmonised enforcement and the national transposition and practical implementation of the EU Driver Training Directive.

The IRU Academy was represented at all three seminars demonstrating its leadership role in ensuring the highest standards of professional CPC training. The seminars were funded by TAIEX, the European Commission's unit for technical and expert assistance to new EU Member States.



Coach industry requests the reestablishment of the 12-day driving derogation

The IRU handed over to the European Commission Vice-President, Jacques Barrot, a petition of almost 20,000 signatures of managers and drivers of bus and coach companies from EU Member States, requesting the reestablishment of the 12-day continuous driving derogation for international coach transport in the European Union.

Following an IRU request, a dedicated study has been launched by the European Commission on the role and place of bus and coach transport in the EU. The study will also investigate the impact of the suppression of the 12-day derogation and consider remedy actions.

The Digital Tachograph

Following the compulsory introduction of the digital tachograph in all new EU registered vehicles over 3.5 tonnes from 1 May 2006, the whole EU – apart from Greece – is now able to issue the driver cards and approve the calibration workshops needed to support the system. The EU's newest members, Bulgaria and Romania, issued their first driver cards on 1 August 2007. The complexities of putting in place tachograph type approval, card issuing and workshop infrastructure cannot be underestimated. The Governments in the AETR region, which need to complete the same technical and administrative processes by June 2010, should be well warned of the dangers.

Within the EU, after 18 months practical experience with the digital tachograph, it is certain that many problems persist. The IRU is therefore pleased to be involved in an EU supported project to improve the performance of the device and the whole system that supports it. This project, which brings together key stakeholders such as trade unions, enforcement officers and tachograph manufacturers, aims to identify key user requirements which are not met by the current device and to make recommendations to the Commission for modifications to the digital tachograph regulation and its technical specifications. Again the IRU is able to engage in this project armed with a list of issues which its members believe must be remedied.





Facilitation

Tourism & Passenger Road Transport

Weight of touring coaches

An IRU-initiated study carried out by NEA in 2007 identified a combination of factors leading to potential overweight of touring coaches, such as the constantly increasing empty weight of vehicles and documented evidence of increase in the average weight of passengers and the luggage they carry.

Joint initiatives with manufacturers are foreseen to address this issue, as well as industry proposals to the EU institutions to amend Directive 96/53/EC, establishing the maximum dimensions and maximum weights for international journeys, and Directive 97/27/EC, relating to masses and dimensions for type approval.

Access to the passenger road transport profession & market

Most IRU proposals contained in its Position on access to the profession, adopted by the IRU General Assembly, were taken up by the European Commission in its communication.

The IRU requests the inclusion of taxis in the EU access to the profession regime.

The IRU Passenger Transport Council (CTP) also adopted a detailed position on market access for bus and coach transport in the EU, placing the emphasis on the need to simplify rules and control documents, whilst ensuring better enforcement throughout the EU.

IRU EVENT

Bus and Coach Forum



IRU - Busworld Partnership

During the opening ceremony of the 19th Busworld Exhibition in Kortrijk, IRU President, Paul Laeremans, and Busworld Director, Luc Glorieux highlighted the fact that a truck is not a coach and that in the EU social regulations, the 12 days exemption should be reintroduced. In the framework of the opening ceremony, IRU Awards were given to the winner of the City Trophy and Eurochallenge contests.



In addition, 120 delegates and speakers from industry, tourist cities (Venice, Dresden) and representatives of the European Commission and the American Bus Association participated in the 5th European Bus and Coach Forum jointly organised by the IRU, UFTAA and ETOA.

Participants shared the opinion that coach travel and tourism represents a green, safe and high quality policy alternative – a genuine policy choice for the future.



bus & coach





Facilitation

IRU promotes taxi industry

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.



2nd International IRU Taxi Forum 2008 on quality of service

The Forum will be organised on 7 November 2008 in Cologne, Germany, within the framework of the largest taxi exhibition in the world, the Köln Taxi-messe. Quality of service is the topic of the Forum.



Joint ECMT-IRU Study on “Improving Access to Taxis”

The European Conference of Ministers of Transport and the IRU presented the results of their joint study on “Improving Access to Taxis”.

The study identified two design levels which can provide the basis for a policy on accessible taxis:

- Type One – Wheelchair Accessible Taxis: accessible vehicles capable of carrying the majority of, but not all, passengers who travel in their wheelchair as well as people with other disabilities.
- Type Two – Standard Accessible Taxis: vehicles with features designed to make use by disabled people easier, but which would only be able to carry a wheelchair user who can transfer to a taxi seat.

Taxi fleets used in day-to-day services should be composed of a combination of these two types of vehicle. The proportion of each type within the taxi park is likely to vary from place to place, both within and between countries. This is a matter for decision by national and local governments.

Starting from the perspective of what the user needs, the report considers what is realistic in the medium- to long-term for vehicle manufacturers and converters, identifies how operators, through comprehensive training in interfacing with disabled clients, can contribute to ensuring accessibility of taxi services, and proposes ways in which governments can provide incentives and promote improvements to vehicle design and infrastructure within this time frame.

Integration of taxis into the public transport chain

In many cities, taxis and hire cars with driver are in an integral part of the public transport system. They are complementary to public transport services and can even replace normal public transport services during periods of low demand. They can ensure a viable and safe alternative to the private car.

5th Euro-Asian Road Transport Conference



Almaty, 11-12 June 2009

In partnership with



**“The Reopening of the Silk Road:
from Vision to Reality”**

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Other Activities of the IRU Permanent Delegations

Other IRU Activities



European Union (EU)

Access to the occupation of road transport operator

The European Commission adopted a new proposal for a regulation on access to the occupation of road transport operator in the EU.

This new proposal is a very important recast of the existing legislation, consolidating and modifying the current rules on admission to the occupation and mutual recognition of diplomas.

The IRU considers that the new proposal is a step towards further simplifying the EU rules and harmonising the transposition into the Member States' national legislation, as well as improved enforcement.

Access to the road haulage market

The European Commission adopted a new proposal for a regulation on common rules for access to the road haulage market in the EU. The proposal combines and modifies the rules which are currently found in four different EU legal acts on market access.

The IRU considers that the new proposals for access to the EU international road transport market for road haulage and bus and coach services are attempts towards further harmonisation, simplification and clarification of rules, improved enforcement, a more level playing field for operators of different nationalities and more efficient, sustainable freight logistics and travel and tourism flows in the EU. One important aspect which should be pursued for road haulage is the further harmonisation of the use of the driver attestation between the Community and ECMT licence frameworks.

The new road freight cabotage definition should be fine-tuned to avoid reducing the operational efficiency of road freight transport and its contribution to sustainable freight transport logistics and co-modality in Europe. National legislation relating to the consignment letter should be further harmonised in order to improve the enforcement of cabotage and keep the administrative burden and costs for operators to a minimum.





Other IRU Activities

IRU meets with Jacques Barrot, Vice President of the European Commission

A delegation of high representatives of the IRU – composed of Paul Laeremans, IRU President, Pere Padrosa, President elect of the IRU Goods Transport Council, Dick van den Broek Humphreij, President of the European Shippers Council and member of the IRU Presidential Executive, Bertil Dahlin, President of the IRU Liaison Committee with the EU, Leonid Kostyuchenko, President, ASMAP, Ukraine and Martin Marmy and Peter Krausz of the IRU Secretariat General – met with Jacques Barrot, EU Commission Vice President and Transport Commissioner, to discuss pressing issues relating to road transport, and more specifically: the need to enhance the public-private partnership between the European Union and the IRU; waiting times at EU external borders as well as their negative impact on transport and foreign trade operators and the EU economy as a whole; the re-establishment of the 12-day derogation for international passenger transport; the modular concept; visa facilitation; and secure truck parking areas on main European transport corridors.



Green Paper “Towards a new culture for urban mobility”

The European Commission published its Green Paper entitled “Towards a new culture for urban mobility”, which is of major interest for both goods and passenger transport, including taxis. The publication triggered a new stakeholder’s consultation. So far, the IRU has participated actively in most preparatory consultations. As a result, the Green Paper takes into consideration several industry proposals, such as those on EURO norms, taxis, tourism and freight transport infrastructure. Further joint efforts with members will be needed to promote industry positions and influence future EU policy on key issues, such as urban charging, de minimis aid for the acquisition of freight transport vehicles, coach terminals and the recognition of taxis as an element of the public transport chain.

Current issues

The new proposals for regulations on access to the profession and access to the market were discussed in great detail by the Portuguese Presidency. It will be up to the incoming Slovenian and then French Presidencies to finalise these two dossiers. Further follow up work is to be expected on the Freight Logistics Action Plan which was published in October 2007 and the Urban Transport Green Paper of September 2007.

Other priority areas are the monitoring of the digital tachograph, the application of the new driving and rest time rules and the finding of solutions to outstanding problems. The IRU will take an active part in preparing for the introduction of modulated tolling for lorries on the TENs and in the discussion about the intention of Member States and local authorities to increasingly introduce environment related taxes and restrictions on heavy duty vehicles.

IRU-FTA Seminar on Enforcement

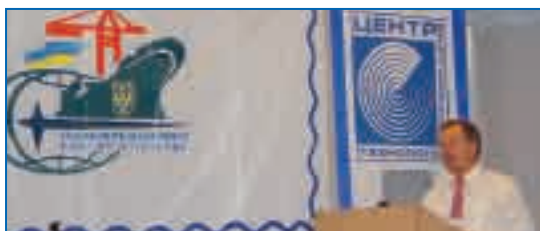
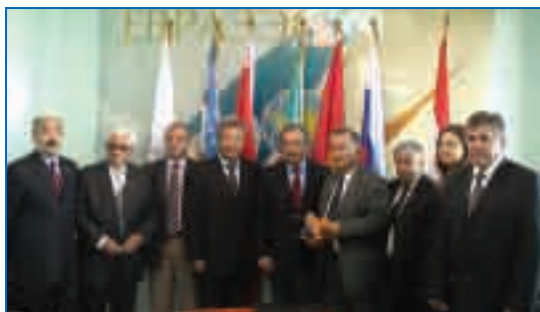
The IRU held a joint seminar on 'The Future of Enforcement for Commercial Road Transport in Europe' together with its UK member, the Freight Transport Association (FTA). The seminar was designed to stimulate dialogue and a stronger partnership between all stakeholders seeking to achieve harmonised road transport controls across Europe.

The seminar was attended by almost 100 representatives of the European Commission, the Parliament, Member State governments, national road enforcement bodies, IRU members and industry. It identified targeted and harmonised controls on road transport, from compliance with driving and rest time rules to vehicle road worthiness, as crucial elements to ensure smooth and competitive operation of road transport throughout the EU.

IRU Spring Cocktail

This prestigious annual Spring Cocktail event was held in Brussels and was attended by more than 250 representatives of the European Transport Industry, EU institutions, IRU Members and EU Member States with notably the Minister of Transport of Bulgaria, Petar Mutafchiev.





Commonwealth of Independent States (CIS)



Other IRU Activities

Harmonisation of Road Transport Legislation of CIS Member States

After 2006, a successful year when many CIS member states stepped up their participation in the UNECE multilateral conventions and agreements for the facilitation of road transport, the IRU Permanent Delegation to the CIS Region raised its activities in this area to a new level. The main attention was focused on the advantages that a country acquires by participating in the UN conventions, with the commitments that this participation entails. This was the subject of the latest analytical report produced as a separate publication by the IRU.

With regard to the harmonisation of technical standards in the CIS member states, work was continued to create conditions for the implementation throughout the CIS region of uniform weight certificates for road transport vehicles and a Certificate of Professional Competence for road transport operators, both of which were initiated by the IRU-CIS Liaison Committee.

Missions to China

An important event was a visit to China by representatives of four associations from Georgia, Kazakhstan, Ukraine and Moldova. Launching road transport haulage from China to Europe is one of the objectives of the Chinese government that has proclaimed the accelerated industrial development of China's north-west a priority. "Connecting with the East, exporting to the West, to revive the old time glory of the ancient Silk Road" is how they formulate their goal in the Xinjiang Uygur autonomous region of China.

The IRU delegation comprising representatives of international road transport operators from Belarus, Kazakhstan, Poland, Russia, Turkey and Uzbekistan made a trip to crossing points at the Chinese-Kazakh border. In its meetings with Chinese customs officers in Urumqi, the capital of the Xinjiang Uygur Region, and at the international road transport check-points of Dulat, Alashenkou and Khorgos, the delegation had a chance to learn about the technical aspects of the international transport of passengers and goods by road from China to Kazakhstan. Meetings with members of the Chinese business community provided further confirmation of the timeliness of the IRU's activities aimed at reviving the Great Silk Road. All those who took part in the trip share the opinion that China is actively preparing to enter the international road transport market: it is investing in infrastructure and logistics centres, it is preparing to ratify the TIR Convention and is modernising its road transport fleet.

Development of Cooperation with Regional Organisations

A Memorandum of Understanding was signed between IRU Secretary General, Martin Marmy, and EurAsEC Secretary General, Grigoriy Rapota. The MoU brings the three-year-old relationship between the IRU and EurAsEC to a new level and lays down the main directions of joint work and priority projects.

A promising Cooperation Agreement was signed by IRU Secretary General, Martin Marmy, and the Chairman of the Executive Committee of the Coordinating Transport Conference (CIS CTC), Chingis Izmailov. The agreement envisages collaboration to develop three infrastructure projects for the CIS region, including the project to revive the Great Silk Road.

Round Tables

The IRU's contacts with the Organisation for Security and Cooperation in Europe (OSCE) were considerably intensified. A round table was organised jointly by the IRU Permanent Delegation and the OSCE in Batumi, Georgia. This was devoted to the infrastructure problems of land-locked countries. Later, there followed a series of joint events in Dushanbe, Tajikistan.

Current issues

- to further develop road transport legislation in the countries of the CIS region and further accession to the UNECE conventions and agreements related to road transport;
- to cooperate with inter-state economic organisations in the CIS region, EurAsEC, the Shanghai Cooperation Organisation, BSEC, GUAM and the CIS Executive Committee as well as with incorporated organisations such as the Coordinating Transport Conference and Interstate Road Industry Council;
- to promote the revival of the Silk Road, in particular through the NELTI pilot project and regional conferences devoted to the project;
- to assess road freight traffic in the CIS region, including studying problems at internal and external CIS border crossings;
- providing regular information services to associations of the CIS region through the IRU Russian-language web site, publication of Blue Papers, the Transmission newsletter, surveys, analytical reports on key matters in the industry, etc.





Middle East & Region



Other IRU Activities

Cooperation with Member Associations

An annual meeting with Members from the Middle East and Region was held in Istanbul. The meeting gave the member associations the opportunity to discuss the future activities of the Permanent Delegation and to exchange their ideas and information about the substantial road transport issues in the region.

The IRU also encouraged the national associations in the region to cooperate in the re-opening of the historic Silk Road through the Caucasus and Middle East regions.

Cooperation with International Partners

UNESCWA: The IRU participated in the UN Interregional Seminars organised in Cairo and in Abu Dhabi, which were hosted by the UNESCWA. At the Cairo meeting, the IRU was invited to present the conclusions of the Black Sea Ring Highway Caravan.

UNESCAP: The IRU took part in various UNESCAP meetings and events which were mainly related to the development of the Asian Highway, the improvement of road safety in Asia and the Pacific region as well as managing globalisation. As an outcome of these meetings and parallel bilateral contacts, the UNESCAP and the IRU agreed to organise a joint truck caravan in 2008 from Tokyo to Istanbul via Bangkok in conjunction with the 31st IRU World Congress.

AULT: Cooperation with the Arab Union of Land Transport began with the signing of a MoU by the IRU and AULT Secretaries General in Geneva. The AULT President visited the IRU in Geneva. The IRU also held various bilateral meetings and joint activities with the AULT for the immediate and successful implementation of this MoU.

BSEC: Following the signature of the MoU between the IRU and the BSEC in Sochi, the BSEC Secretary General visited the IRU in Geneva. On this occasion, the Secretaries General of the two organisations agreed to organise the Black Sea Ring Highway Caravan. The organisation of the truck caravan significantly strengthened IRU-BSEC cooperation.

Current issues

The main objective of the IRU Permanent Delegation to the Middle East and Region in 2008 will be to promote actively the role of road transport in the Middle East and Region and, together with the IRU Member Associations, to safeguard its interests vis-à-vis national governments, and regional and international organisations. To this end, the Permanent Delegation will:

- 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;
- build general awareness of the regional need for and the global importance of internationally recognised professional training with harmonised international standards as provided by the IRU Academy for a better performing industry to the benefit of the economy and society as a whole;
- facilitate the access of transport operators to services, as provided by Vialtis, which take their needs into consideration and increase the quality of their operations management as well as their profitability;
- coordinate the organisation of the UNESCAP-IRU Asian Highway Truck Caravan in two legs from Tokyo (Japan) and Bangkok (Thailand) to Istanbul (Turkey). The caravan, which was approved by the UNESCAP Committee on Managing Globalisation in Bangkok, will be organised in conjunction with the opening ceremony of the 31st IRU World Congress to be held in Istanbul on 15 May 2008.

The main objective of the Asian Highway Truck Caravan will be to demonstrate the regional connectivity made possible by the 141,000 km Asian Highway network, which criss-crosses 32 Asian countries stretching from Tokyo in the east to Istanbul in the west.





Change is life!

“What is incomprehensible is that the universe is comprehensible.” Albert Einstein

The 21st century, often referred to as the century of communication, has in fact become the century of disinformation due to too much information.

This is so true that, on all of today's most important issues, this explosion of information through all the media eventually boils down, most of the time, to uniform thought and politically correct dogma dictated by fluctuating fashions.

Thus while continuous progress was being made since the Age of Enlightenment in the realms of knowledge, technical expertise and moral values – thanks to judicial use of reasoning and discernment to distinguish what is right and good – today diversity of opinion and critical thinking have given way to the comfort afforded by search engines surfing on the waves of the dominant uniform thought and the precautionary principle.

According to Denis Diderot, “Only passion, great passion, can elevate the soul to great things.” We must therefore, day after day, distinguish between myth and reality.

As far as transport infrastructure is concerned, after the fall of the Berlin Wall and the end of a bipolarised world, major decisions were made to bring together the peoples and economies of Europe and Asia. It was in this context that in 1993, the European Union launched the TRACECA programme (Transport Corridor Europe-Caucasus-Asia). However, despite the 100 or so assistance and investment projects, to the tune of hundreds of millions of Euros paid to the numerous consultants involved in the programme, and although international road transport is set to double between 2000 and 2020, we can only observe today, with astonishment and regret, that TRACECA is but a myth: none of the planned infrastructure has been built.

The paradoxical reality is that during the same time, thanks to its vision and determination, China has built motorways not only throughout its own territory, but also towards the ports of neighbouring countries and towards the major world markets.

The reality is that today one can travel from Bangkok to northern China without leaving the motorway. Another reality is that the project which has been brewing since 1997 to rebuild the legendary Silk Road has just taken a giant leap to-

The Secretary General's Conclusions

wards concretisation. Indeed, under the leadership of China, an agreement has just been signed by Afghanistan, Azerbaijan, China, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan and Uzbekistan, in order to realise, over the next ten years, a road infrastructure network to link Asia with Europe, without forgetting the Middle East, Turkey and Russia. Financing for this project - around 20 billion dollars - will be provided under the aegis of the Asian Development Bank.

The totally hidden reality is that currently, for dogmatic reasons, less than 1% of trade between European and Asian countries is carried by land through these countries which were, in earlier days, at the heart of world exchange. The reality is that the importance of road transport, at the service of trade with the new emerging powers of Asia and the Middle East, has been grossly underestimated, in particular by European countries.

As far as climate change is concerned, the myth created by uniform thought and politically correct dogma is to attribute global warming solely to man's use of fossil fuels and the ensuing CO₂ emissions. But the reality is that the earth's history written in stone proves that for thousands of years, the planet

has already undergone many global warming/cooling cycles, even passing from a subtropical climate with palm trees to multiple glaciations at the heart of Europe. But as for using the alleged correlation between CO₂ production and climate warming as evidence of a causal relation, there are limits which reason cannot exceed.

The myth is that biofuels or hydrogen can very well replace fossil fuels in road transport. But the reality is that fossil fuels, which are taxed so much that they are still considered black gold in road transport, have no cost-effective alternative. However, a truly global energy policy would easily make it possible to replace fossil fuels in fixed installations where cost-effective alternatives have long existed, such as in the electricity and heat production sectors – generally managed by public authorities – which, alone, account for over three-quarters of total oil consumption.

The myth in transport and environmental policy in many countries is to carry goods by rail and sea whenever possible and to establish rail links between sea ports while restricting road transport to final delivery only.

The reality is that China has become the world's main factory. Up to 80% of goods sold by the major supply chains are being produced in China. The ensuing reality is that all the trade between the major world markets such as the USA, Europe, Asia, the Middle East and Africa is carried out between a very limited number of increasingly saturated ports, supplied by larger and larger container ships.

The reality is that this concentration of the major part of world trade in only 30 to 40 ports has not only generated bottlenecks, waiting times and unnecessary costs, but has also had the adverse effect of causing increasing and preoccupying desertification in the hinterland of those regions and countries without direct access to these ports.

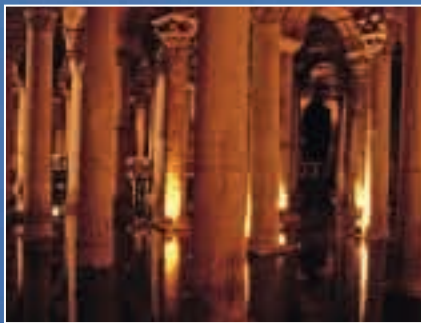
Another totally unrecognised reality, and in all cases ignored by too many governments, is that road transport – thanks to the professionalism of transport operators and to the high quality of its irreplaceable door-to-door service – is the only mode able not only to carry goods from China to the major world markets, but also to interconnect all the businesses and companies of those countries open to world trade.

The reality is that road transport, which is the only transport mode which meets the most stringent anti-pollution standards, is not only environmentally-friendly; it is the only transport mode which serves to unite people and better distribute wealth.

In conclusion, in the field of transport, energy and climate change, Emile Zola warned us in his time of the perverse effect of uniform thought when he wrote, "We end up creating a danger by proclaiming every morning that it exists." This is why for any competent and responsible scientist, professional or decision maker, who is used to making judicious use of reasoning, the current dominant uniform thinking which is hostile to road transport should remain a source of motivation and encouragement to persevere for, as Charles Péguy once said, "He who does not bellow the truth when he knows the truth makes himself the accomplice of liars and forgers."



Martin Marmy



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**International Road Transport Union,
Secretariat General**

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

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

**IRU Permanent Delegation to the
European Union**

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

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

**IRU Permanent Delegation to the
CIS Region**

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

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

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

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

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

