

This is the IRU



*Working together
for a better future*



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Road transport drives progress

Welcome message from the IRU President

I am proud and honoured to be the President of the IRU, a global organisation that plays a pivotal role in ensuring that road transport, which is the lifeblood of ALL economies, can continue to satisfy the ever-increasing demand for the sustainable mobility of people and goods. In this globalised world, the need for road transport and the IRU has never been greater.

Globalisation was driven 700 years ago by countries with maritime fleets with direct access to the sea. Over the last 200 years, globalisation has been driven by multinational companies.

Today, due to the opening of markets and the advent of the internet, each of

us is an actor of globalisation and each of us is already in cooperation or in competition with everyone in the world! This is why road transport, which is always and everywhere at the disposal of everyone, has become a vital production tool in all economies and the motor of economic, social and environmental progress. Moreover, road transport, with its unique, door-to-door passenger and goods transport services, unites mankind and improves the distribution of wealth!

The IRU's aim in this globalised world is to interconnect all citizens, regions and businesses to all the main world markets. By doing so, road transport will

irrigate not only the hinterlands of ports, but all regions of all countries, bringing prosperity and peace.

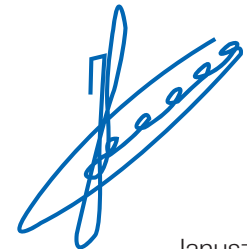
Globalisation does not necessarily mean transport over long distances. But the possibility of an end-to-end journey with the free circulation of road transport, like electricity in an electrical wire, is needed to permit the development of tourism and trade through the interconnection of people and businesses all along any route.

With this IRU objective, no country is landlocked to road transport!

Taking into account the need to open landlocked countries and the needed

development of tourism and trade, governments should recognise the vital and irreplaceable role of road transport. Priority must thus be given to further promoting, developing, facilitating and securing road transport, to drive progress!

This can only be achieved by "Working together for a better future".



Janusz Lacny

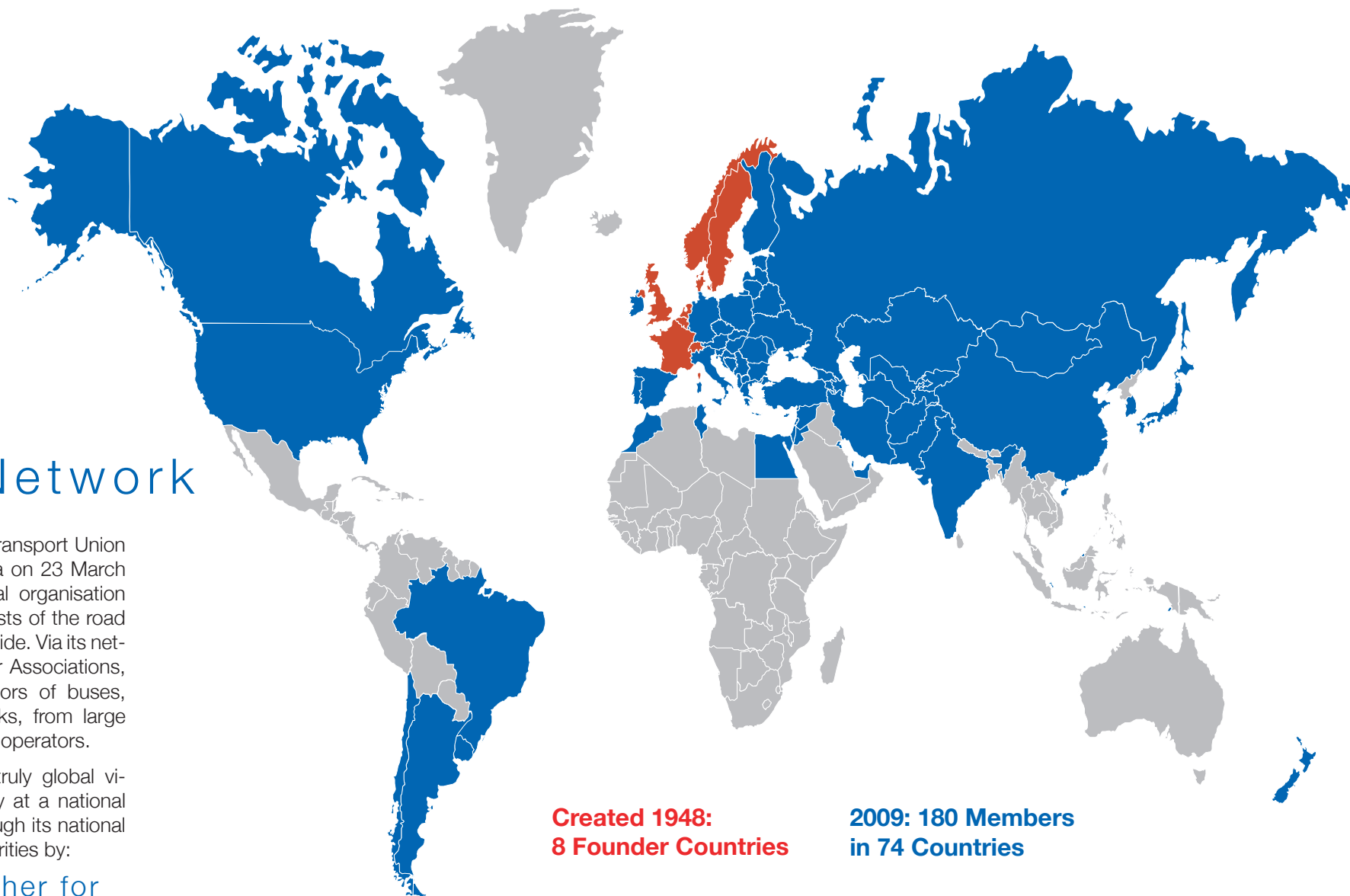


IRU Global Network

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”



**Created 1948:
8 Founder Countries**

**2009: 180 Members
in 74 Countries**

IRU 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.

The IRU 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. The IRU promotes cooperation and complementarity with other modes of transport.

IRU Membership

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

Today, it numbers 180 Members in 74 countries across all five continents.

The IRU's Active Members are the most representative national road transport Associations. Its 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, intergovernmental bodies, other industrial sectors and civil society.

IRU 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.





A global network of 180 dedicated and experienced Members in 74 countries

IRU Structure

IRU democratic structure

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

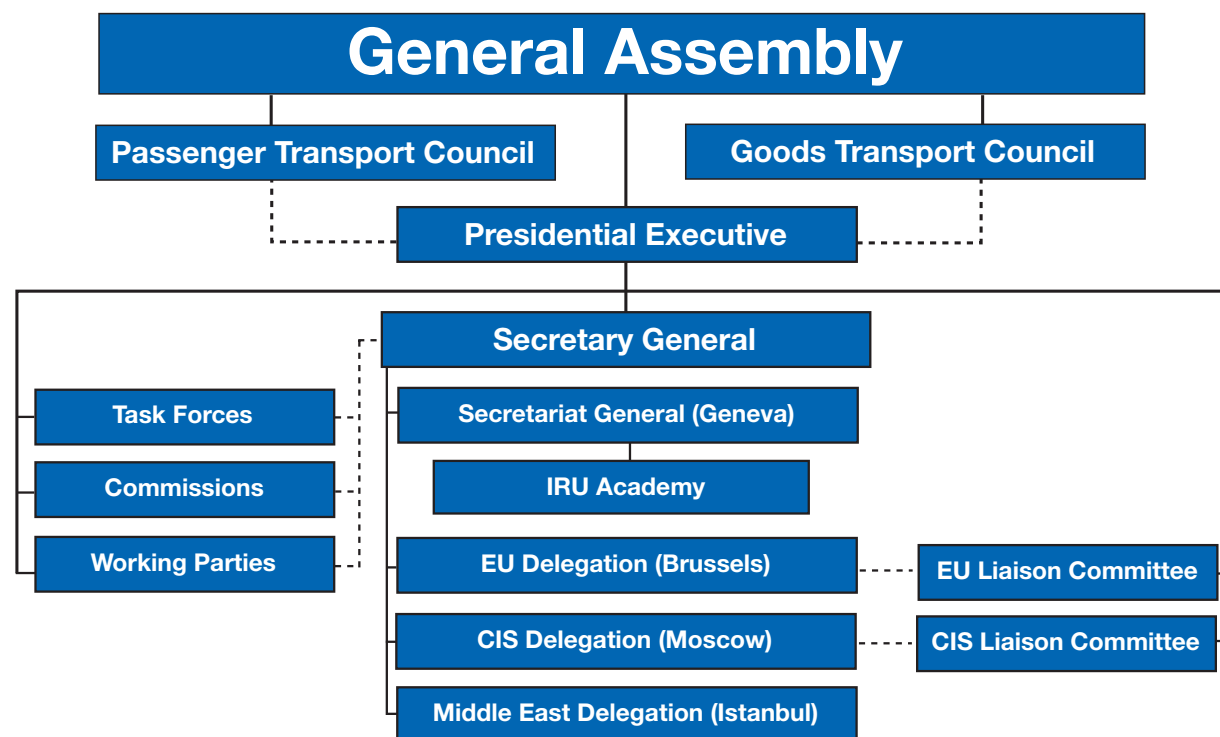
Its statutory bodies:

- **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 headquarters of the IRU in Geneva, together with the Permanent Delegations located in Brussels, Moscow and Istanbul, comprise the Secretariat General.



| 10 IRU General Assembly



The supreme authority

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 Councils, 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.

IRU Goods Transport Council



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 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.

IRU Passenger Transport Council



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

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.





The IRU Board: the 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.

From left to right (standing): Gueorgui Petrov, AEBTRI, Bulgaria, Antonio Mousinho, ANTRAM, Portugal, Martin Marmy, IRU Secretary General, Dick van den Broek Humphreij, EVO, the 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

EU Goods Transport Liaison Committee (CLTM)



The EU Goods Transport Liaison Committee (CLTM):
From left to right: Christian Labrot, CLTM Vice President, BWVL, Germany, **Bertil Dahlin, CLTM President**, SÅ, Sweden, Florence Berthelot, CLTM Vice President, FNTR, France

The CLTM is the forum for IRU EU Member Associations to address EU transport policy issues.

In 2008, the CLTM focused on European Commission (EC) proposals for regulations on access to the profession and access to the international road haulage market; the results of an EC study on weights and dimensions of heavy commercial vehicles; new developments concerning EU driving and rest time rules; a progress report on the smart tachograph project; an emergency IRU Resolution on the fuel price crisis; as well as the European Commission Greening of Transport Package which sets out a framework strategy for the internalisation of external costs in transport, including a new European Commission proposal to modify the Eurovignette Directive 1999/62.

Bertil Dahlin, SÅ was re-elected as President. Florence Berthelot, FNTR and Christian Labrot, BWVL were elected as Vice Presidents.

CIS Liaison Committee (CLCEI)



The CIS Liaison Committee (CLCEI):
From left to right: Leonid Kostyuchenko, CLCEI Vice President, AsMAP UA, Ukraine, **Vladimir Florea, CLCEI President**, AITA, Moldova, Kakhramon Sydiknazarov, CLCEI Vice President, AIRCUZ, Uzbekistan

The CLCEI holds its sessions twice a year with the participation of representatives of IRU Member Associations from 12 CIS countries plus Mongolia.

In 2008, the CLCEI meeting in Dnepropetrovsk (Ukraine) discussed issues of importance for road transport operators in the CIS region, namely, the adaptation of the AETR Agreement on driving and rest time for drivers to the new EU regulations and also technical issues arising from the mandatory introduction of the digital tachograph.

The CLCEI examined the first results of the IRU's New Eurasian Land Transport Initiative (NELTI) Project.

AITA President, Vladimir Florea, was re-elected as CLCEI President, and AsMAP UA President, Leonid Kostyuchenko and AIRCUZ President, Kakhramon Sydiknazarov, were elected Vice Presidents.



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

IRU International Commissions and their Presidents

Customs Affairs (CAD)

JAN MEJLAENDER-LARSEN (NLF, NORWAY)

Economic Affairs (CAE)

RUDOLF CHRISTIAN BAUER (AISÖ, AUSTRIA)

Finance (CF)

RON WHITTLE (CPT, UNITED KINGDOM)

Legal Affairs (CAJ)

ISABELLE BON-GARCIN (AFTRI, 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 Combined Transport Group (GETC).
From left to right: Daniel Torres, GETC Vice President, BGL, Germany, **Antoaneta Ivanova, GETC President, AEBTRI, Bulgaria**



The Board of the Dangerous Goods Group (GEMD). From left to right: Roland Meister, GEMD Vice President, ASTAG, Switzerland, **Paul Wauters, GEMD President, FEBETRA, Belgium**



The Board of the Taxi and Hire Cars with Driver Group (TA).
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, THE NETHERLANDS)





Geneva – The IRU Secretariat General headquarters

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, works in close cooperation with concerned Asian Governments, including the Chinese Government and other competent authorities, corresponding governmental agencies as well as commercial partners, to interconnect, by door-to-door road transport, all the businesses along the Silk Road to transform the IRU's New Eurasian Land Transport Initiative (NELTI) into a new "success story".

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).

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 – IRU Training

PATRICK PHILIPP

Head – Legal Affairs

CARINE RATHIER

Head – Sustainable Development

JENS HÜGEL

Head – Technical Affairs

JACQUES MARMY

Head – TIR System

JEAN ACRI



Brussels – The IRU Permanent Delegation to the EU

In 1973, the IRU established a Permanent Delegation to the EU in Brussels to support IRU EU Member Associations in monitoring and ensuring informed legislation on all issues dealt with by the EU institutions that affect road transport. Since then, it has been a significant player in the process of building a harmonised European legal framework for road transport. The IRU Permanent Delegation to the EU works in concert with all IRU EU Members to lobby all relevant General Directorates of the European Commission, the European Parliament and especially the Transport Committee (TRAN), the Council of EU Transport Ministers, its Secretariat, the Member States' Permanent Representatives to the EU and relevant Brussels-based associations and organisations to achieve the IRU's objectives and priorities.

Main objectives

- to further the interests of the road transport sector in the EU;
- to proactively contribute to EU policy initiatives and legislation to secure an efficient, sustainable and economically sound operating environment for road transport now and in the future;
- to ensure fair competition in all EU policy-making processes to protect the road transport industry and, as such, the economy as a whole.

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

General Delegate

MICHAEL NIELSEN

Head – EU Goods Transport & EU Environmental Affairs

MARC BILLIET

Head – Passenger Transport

OLEG KAMBERSKI

Head – Social Affairs & EU Fiscal Affairs

DAMIAN VICCARIS

European Liaison Officer

BEN REICHERT

Junior Policy Officer

RÉMI LEBEDA





Moscow – 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 and to expedite the integration of road transport systems and the adaptation of road transport legislation in the CIS.

The IRU Permanent Delegation to the CIS is guided by policy directions from the IRU's CIS Liaison Committee (CLCEI).

Main objectives

- 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's New Eurasian Land Transport Initiative (NELTI) with the governments, intergovernmental agencies, governmental partners 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 information resources in Russian for CIS road transport operators.

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

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

General Delegate

IGOR ROUNOV

Senior Officer, Policy

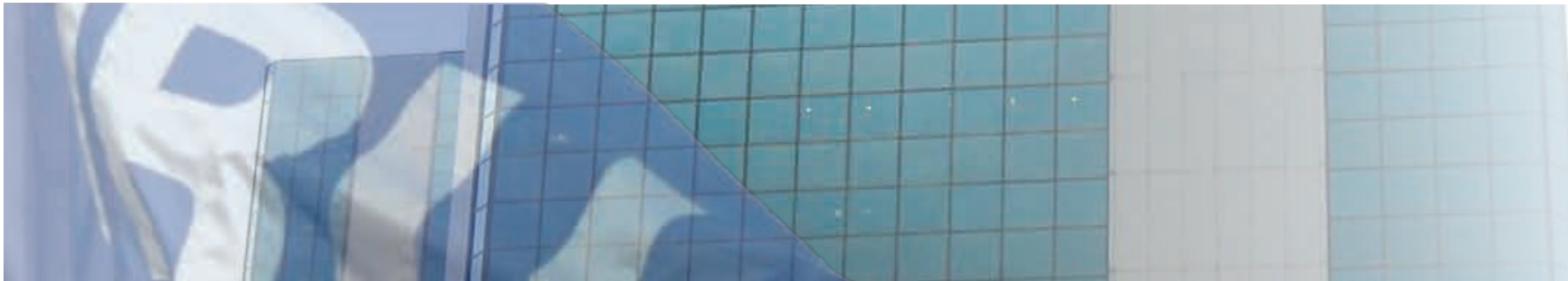
DMITRY LARIONOV

Senior Officer, Customs

ARKADY SHMELEV

Communications Officer

ELENA ANFIMOVA



Istanbul – 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 develop and facilitate, with its regional Member Associations and national authorities, 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. Benefitting from the IRU's global vision and its regional perspectives, the IRU Permanent Delegation to the Middle East and Region has the duty to work together with the regional and international organisations of this challenging part of the world.

General Delegate

HAYDAR ÖZKAN

Project Officer

LOBNA AL LAMII

Main objectives

- Promote the role of road transport in the Middle East and Region together with IRU Member Associations according to the global IRU policy;
- Support the identification and elimination of physical and non-physical barriers to road transport as well as the proper implementation of the key UN trade and road transport facilitation Conventions and Agreements in the region;
- Promote the work of the IRU Academy and notably internationally recognised vocational training with harmonised international standards;
- Finalise the agreement on the UNESCAP-IRU Asian Highway Truck Caravan from Tokyo and Bangkok to Istanbul with a view to demonstrating how road transport can interconnect every business along the 141,000 km road network criss-crossing 32 countries;
- Finalise the agreement on the MENA Road Safety Truck Caravan from Abu Dhabi to Istanbul in order to reinforce political awareness and encourage regional cooperation with a view to improving road safety in the Middle East and North Africa regions.





Global Partners

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

- [UN](#) (United Nations) bodies, including UNCTAD, UNECE, UNESCAP, UNESCWA, UNEP, UNWTO, ILO, IMO and WHO
- [WTO](#) (World Trade Organization)
- [WB](#) (World Bank)
- [WCO](#) (World Customs Organization)
- [ITF](#) (International Transport Forum)

Regional Partners

- [EU](#) (European Union) bodies including European Commission, European Parliament, European Council
- [AULT](#) (Arab Union of Land Transport)
- [BSEC](#) (Black Sea Economic Cooperation)
- [CIS CTC](#) (Commonwealth of Independent States' Transport Council)
- [CES](#) (Common Economic Space)
- [ECO](#) (Economic Cooperation Organization)

- [EurAsEC](#) (Eurasian Economic Community)
- [GUAM](#) (Georgia-Ukraine-Azerbaijan-Moldova Association)

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

This is Road Transport

Road transport: a key component of the global economy

Road transport is the best production tool to irrigate the modern, global economy, interconnecting all businesses to all major world markets while uniting people and ensuring a better distribution of wealth. Road transport thus drives economic and social development, as well as the sustainable mobility of people and goods.

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



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

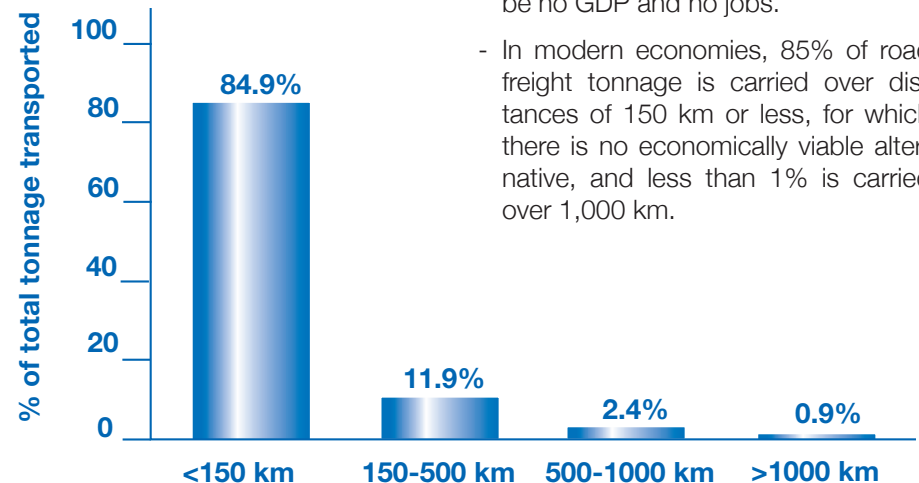
As road transport has become a vital production tool in our globalised economy, any penalty on road transport will force companies to delocalise production, creating even more transport!

Road freight transport figures

After several years of stable economic growth, world markets, including the road freight transport market, were shaken in 2008 by the global diesel fuel price and financial crises, which resulted in an economic slow-down, impacting road haulage demand. If current trends continue, over-supply of loading capacities looms on the horizon.

Key facts and figures:

- Road transport today carries more than 90% of goods in value and more than 80% in inland freight volume worldwide.
- Four million commercial vehicles are produced every year. Some 90 million commercial vehicles are operated in the world today.
- Road transport carries more than 6,000 billion tonne-kilometers of goods per year in the EU, USA, CIS, China and Japan.
- Without road transport, there would be no GDP and no jobs.
- In modern economies, 85% of road freight tonnage is carried over distances of 150 km or less, for which there is no economically viable alternative, and less than 1% is carried over 1,000 km.



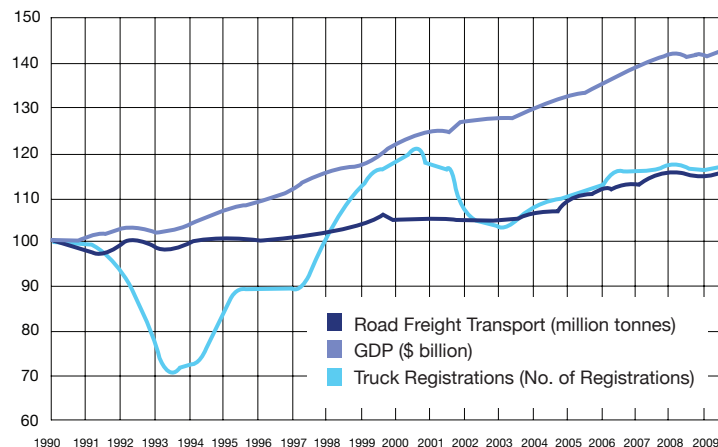
| 22 This is Road Transport

Road Transport Indices

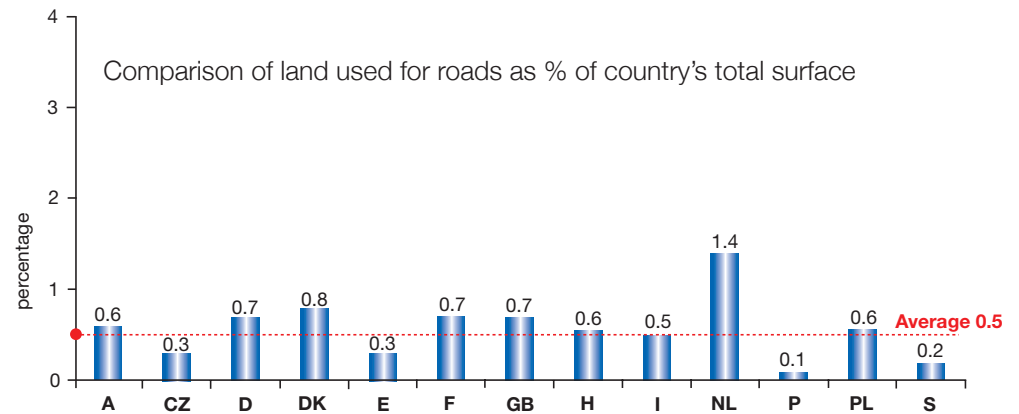
The IRU quarterly Road Transport Indices, based on gross domestic product (GDP), road freight volumes and registrations of new commercial vehicles over 3.5 tonnes in selected OECD countries, showed moderate economic growth (+1.6%) by the end of 2008, and a slight increase in new vehicle registrations (+0.8%) and road freight transported (+1.8%).

In 2008, we saw consolidation. It appears that transport operators focused on better capacity utilisation rather than new investments.

Example of Road Transport Indices at www.iru.org

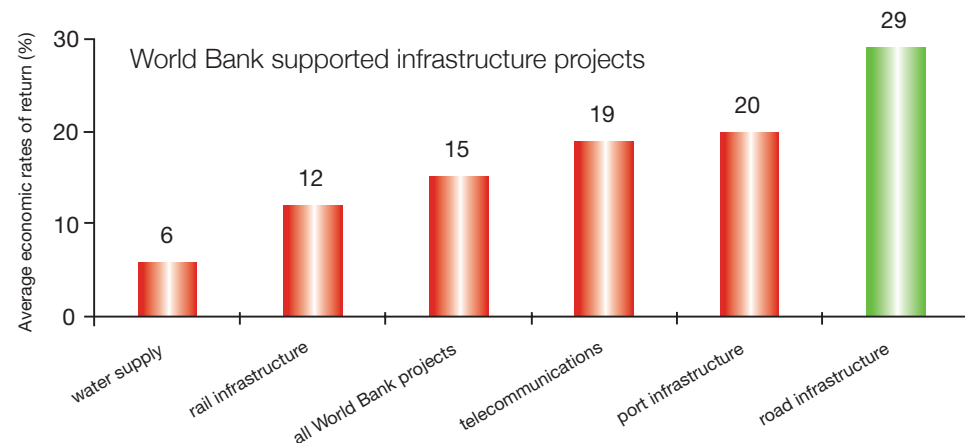


Roads account for less than 1% of land use



Sources: Eurostat and International Transport Forum

World Bank figures show that road transport infrastructure brings the greatest return on investment



Source: The World Bank, 2003

This is Road Transport

Buses, coaches and taxis in the economy

Road transport by bus, coach and taxi plays a key role in the sustainable mobility of people. It guarantees social cohesion and integration by providing citizens and tourists with safe, green, flexible and affordable mobility. Moreover, the bus, coach and taxi industry creates jobs and income throughout the economy, injects consumer spending into local economies and promotes inter-modality and seamless travel.

Buses, coaches and taxis enhance cohesion and social equality. With the ageing population in industrialised countries, bus, coach and taxi services are expected to increase by 25-30% in the next 25 years. Thanks to the tremendous improvement in comfort and quality of services, as well as tailored services, buses and coaches will remain the most affordable means of collective transport, and their market share is likely to increase.

In Europe, coach travel accounts for 15-25% of all passenger trips by collective transport. In terms of passenger-kilometres for collective land transport, bus and coach transport has a market share of 9.5%, while railways only have 6.8%. Furthermore, rail is twice as expensive, and travelling by car is almost three times as costly as using the coach.

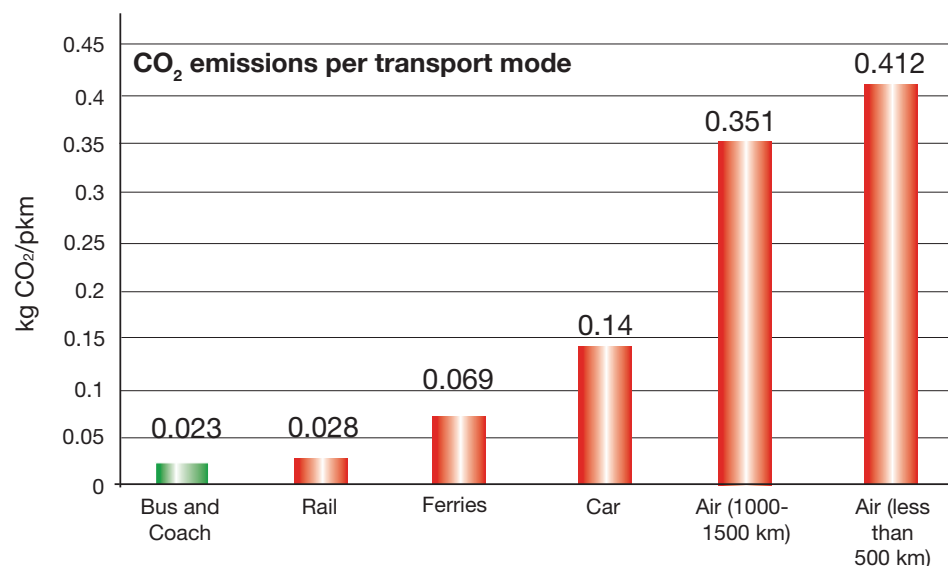
In the US and Canada, the motorcoach industry is the number one people-mover, with 631 million passengers carried in 2005. The coach transport service industry carries 25% more passengers than the airline industry and twice more than Amtrak and commuter rail combined.

Buses and coaches are the most energy and CO₂ efficient transportation mode.

Taxis significantly contribute to the sustainable mobility of people and to the economy, as an integral part of the public transport system. By offering 24-hour,

flexible and tailored door-to-door services to both local inhabitants and visitors, they complement public transport services and can even replace normal public transport services during periods of low demand.

Taxis are also essential mobility providers for sparsely populated rural areas, where they ensure social cohesion since they often constitute the only transport mode for citizens without private cars, including vulnerable, disabled and mobility-impaired passengers.



Source: The European Commission: EU Energy & Transport in Figures, 2005





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IRU Priority Issues: Sustainable Development and Facilitation of Road Transport





Sustainable development can be conceptually broken down into three constituent parts: economic development, social equity and environmental protection, recognising that without economic development, one cannot achieve the other two main objectives.

Since the 1st Earth Summit in Rio de Janeiro in 1992 where 182 countries adopted Agenda 21, the most often quoted definition of sustainable development is a development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”.

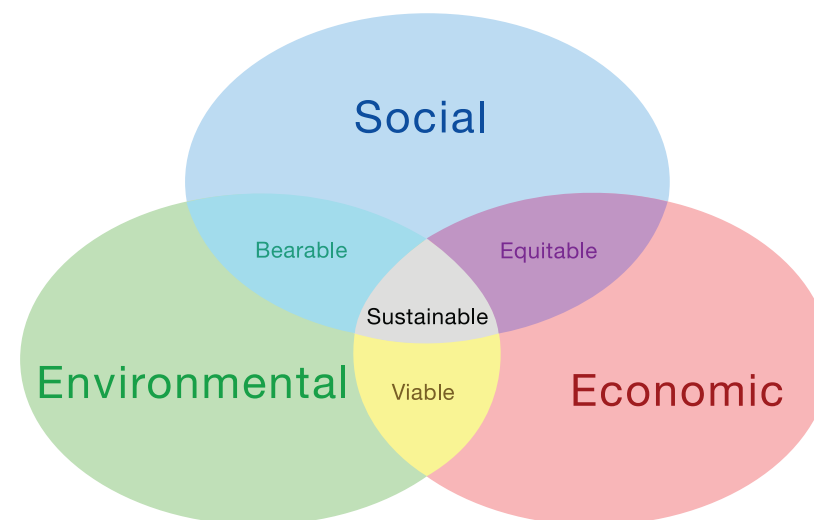
Since then, it has been recognised that in economy as in ecology, the rules of interdependence apply and that isolated actions are impossible. A policy which is not carefully thought through will have various perverse and adverse effects for ecology as much as for the economy.

According to the Swiss philosopher Jean-Jacques Rousseau (1712-1778),

nature is better than mankind, the latter being a parasite for nature. However, man is the one who protects biodiversity, where normally only the strong survive.

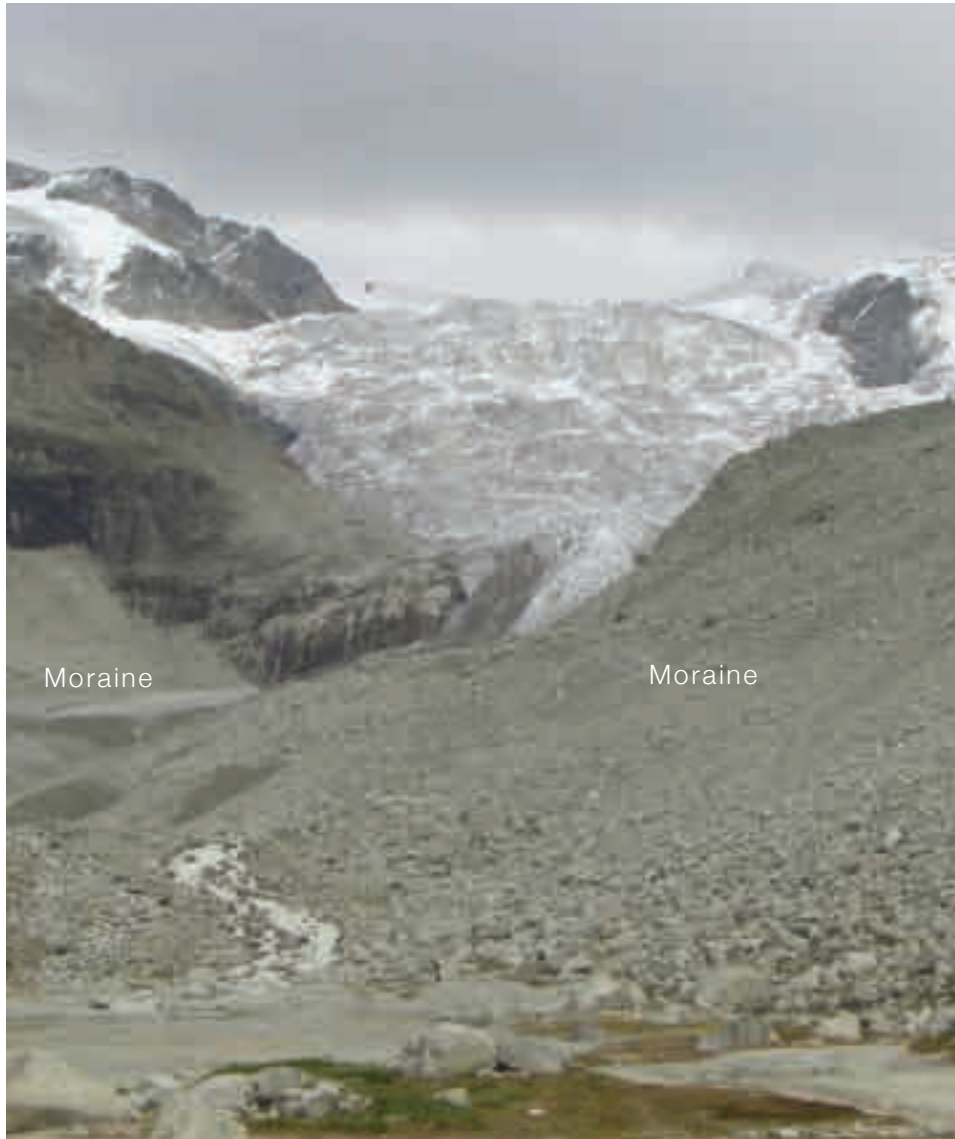
Today, an increasing number of countries consider sustainable development as a Western concept used by industrialised economies for neo-protectionist purposes, to impede the development of emerging countries. For its part, the road transport industry, under the aegis of the IRU, has made promoting the economic, social and environmental objectives of sustainable development a constitutional obligation – the first and only transport mode to do so!

The global economy cannot function without road transport; the challenge is therefore to make this transport mode compatible with sustainable development. 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 endorsed by the United Nations Environment Programme (UNEP) and recommended to be emulated by other industry groups.**



IRU 3“i” strategy endorsed by UNEP





From a palm grove to an ice desert – the rocks tell the story of the earth

According to geologists, the history of the earth goes back at least 4.5 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.

Rocks, in fact, are the only witnesses and archivists of the history of the earth. Their composition and structure tell us about the environmental conditions which were prevalent during their creation, as well as the scale and the speed of subsequent geological and climate changes.

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 eroded part of the long-since consolidated rock deposits. The hills around Berne today, made up of frontal moraines from the Aar glacier, bear witness to these fluxes and refluxes of the glacier. Other moraines also demonstrate 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 been created on 28 December at 17:15, while Berne would have emerged on 31 December at 2 minutes and 30 seconds to midnight!



Image Source: Flickr www.flickr.com

Current dominant thinking on climate change, 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. To be objective and realistic, the history of the earth engraved in the rocks clearly demonstrates that the purported correlation between the production of CO₂ and the warming of climates is insufficient to prove causality.

The Kyoto Convention, which gives the right to emit CO₂ against payment of a tax, is nothing more than a Convention based on biased grounds which maintains the right to pollute. Furthermore,

taking into account that taxation of fossil fuels, and notably diesel fuel, represents almost everywhere 3 to 4 times the OPEC market price, any additional CO₂ taxation of the diesel fuel used by road vehicles will have no effect on CO₂ emissions but will merely represent a new source of revenue for the national budget of the various countries.

In comparison, 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 Convention to be realised, it is indispensable to implement the following two global measures.

On the one hand, taxes on CO₂ should be charged 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, India and 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 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 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 reducing the use of fossil fuels.

Visit the IRU's dedicated website on CO₂ at: www.iru.org



Everyone should preserve oil by ensuring its best use, such as for road transport, instead of wasting it in fixed installations

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 in place an efficient energy policy, in order that our children’s children may 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 the usage of all existing energies and must be based on the diversification of the energies used and, above all, of the fossil fuels which are mainly used not in the road transport sector which represents only 6 to 8% of consumption, but burnt in fixed installations for the production of electricity



and heating which represent more than 70% of total oil consumption and for which viable and efficient alternatives already exist.

Diversification of energy markets requires governmental decisions and actions

This policy of diversification should be easy to implement because the large majority of fixed installations, which are big consumers of fossil fuel, are directly or indirectly in the hands of state-owned agencies.

As for these fixed installations, governments should base their policy of diversification on incentive measures to encourage the use of new energy sources, and on efficient fiscal measures to reduce the use of fossil fuels.

In the current context of globalisation of the economy and the explosion in the price of fossil fuels, governments should recognise the irreplaceable role played by road transport in each country as a production tool, interconnecting all businesses and people and driving the economic, social and environmental ob-

Need to diversify the energy market



jectives of sustainable development, the UN’s Millennium Goals. Governments should thus restore the appropriate market conditions permitting road transport operators to pass on costs to clients.

In addition, in order to level the playing field between all transport modes, governments should introduce a single professional fuel duty – with an excise duty significantly below the current rate – applicable to all passenger and goods commercial transport industries, i.e. road, air, rail and maritime transport.

In an atmosphere of global discontent at the ever-increasing oil price and related high taxation levels of fuel, the IRU took the initiative to organise an emergency fuel crisis meeting in Brussels in June 2008.

After having identified the key problems, the emergency meeting led to the adoption of an IRU Resolution calling upon governments and intergovernmental institutions to:

- Recognise the irreplaceable role that road transport plays worldwide in driving the economic, social and environmental objectives of sustainable development;
- Stop penalising road transport by withdrawing the proposal on the internalisation of external costs and reduce the overall tax burden on road transport operators;
- Permit flexibility to introduce a revision of taxation for professional road transport operators.

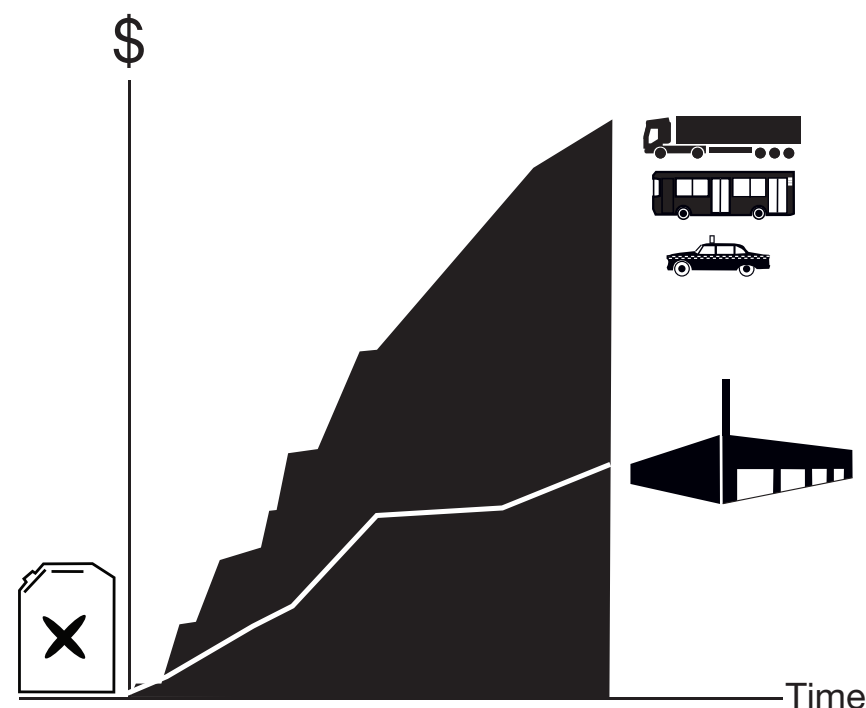
In August 2008, the Japan Trucking Association (JTA) organised a national fuel action in the country's 30 major cities, including a demonstration and an anti-tax increase rally of some 20,000 people and 2,300 trucks. Protesters also submitted a petition to the Japanese Government.

In the face of continued high fuel prices, the American Trucking Associations (ATA) are working closely with the US Congress on this issue and have created a web page to provide the latest information on diesel prices and fuel cost management.

Meanwhile, the European Commission is reconsidering its strategy on fuel taxation and could withdraw its existing proposal on professional diesel fuel in order to present a new proposal revising the entire EU framework on energy taxation.

The European Parliament and Council will review the proposal in 2009. The IRU will call for the need to introduce a single professional fuel duty, significantly below the current minimum duty, applicable to all passenger and goods commercial transport industries in order to level the playing field between modes of transport.

The IRU also calls upon the oil majors to modernise their efficiency to produce the diesel quantity demanded by the market.





IRU Training – focus on “learning”

The aim of IRU training is to develop synergies and a culture of “learning” between all IRU training activities – the IRU Academy, TIR Training and IRU internal training.

IRU Academy – providing international recognition

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

The IRU Academy contributes to improved road safety, service quality and fuel efficiency and strengthens road professionals’ ability to respond effectively to tomorrow’s challenges, helping in turn to improve the image of the road transport profession.

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 international legal instruments, including the EU *acquis communautaire*, as well as with the needs of the road transport industry.

The global network of IRU Academy Accredited Training Institutes (ATIs) counts a total of 38 ATIs in 32 countries. Since the launch of the Certificate of Professional Competence (CPC) for the Road Transport Manager Programme, over 10,000 diplomas have been issued.

In 2008, the network of ATIs was extended to Asia and South America with the accreditation of FADEEAC FPT in Argentina and CRTA in the People’s Republic of China.





ADR Programme

Following the launch of the Dangerous Goods Programme (ADR) in 2008, six ATIs have been accredited to the programme for Drivers Transporting Dangerous Goods in Packaging and Bulk, excluding explosives (Class 1) and radioactive materials (Class 7). The first IRU Academy Dangerous Goods (ADR) Instructor Briefing took place in Geneva in April 2008. Following the success of this event another instructor briefing is scheduled for March 2009.

Tachograph Programme

In August 2008, the IRU Academy launched its Tachograph Training Programme and several ATIs have already been accredited. This programme, designed in cooperation with the Belgian Pilot Training Institute, FCBO, uses an interactive learning tool which is made available to successful applicant institutes in English, French, Dutch and Russian. The aim is to use this tool to train drivers and other interested parties on the proper use of both the analogue and digital tachographs, as well as how to comply with the new EU legislation on driving and rest time.

HIV/AIDS Project

The IRU Academy is 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. A state-of-the-art training toolkit has been distributed to all IRU Member Associations and ATIs and an HIV/AIDS module is implemented in the IRU Academy CPC Driver and Manager Programmes.

CPC Driver project

The EU Driver Training Directive 2003/59/EC, which entered into force in September 2008, requires all new bus and coach drivers to hold a Certificate of Professional Competence (CPC). The same will apply to new truck drivers in September 2009. By providing a vital stimulus for raising professional standards within the industry, this Directive should also help make it a skill-based career of choice for young workers.

This topic will be a high priority for the IRU Academy in 2009 and beyond.



IRU Academy ATI meeting creates a global training network!

The 3rd Meeting of IRU Academy ATIs will take place in Geneva on 29-30 January 2009. The theme of this meeting is “Knowledge Sharing”. The aim is to provide an opportunity to network and share experiences, know-how and best practices through presentations, interactive activities and group sessions.

IRU Academy Online

All IRU Academy programmes use the “IRU Academy Online” application, which offers each graduate a personalised website for increased career advancement and business opportunities. It also provides each ATI with a private and secure website that contributes to alleviating the ATIs’ administrative burden by offering useful features, such as managing and promoting their classes online, printing the secured Academy Diplomas and much more.

Instructor Briefings

Quality control is essential to ensure sustainable training excellence. One of the main quality control criteria in our new programmes focuses on the human factor. To this end, the IRU Academy offers Instructor Briefings in order to consolidate all the key skills required to deliver specific training and to guarantee that the training delivered by the Accredited Training Institutes meets IRU Academy standards.

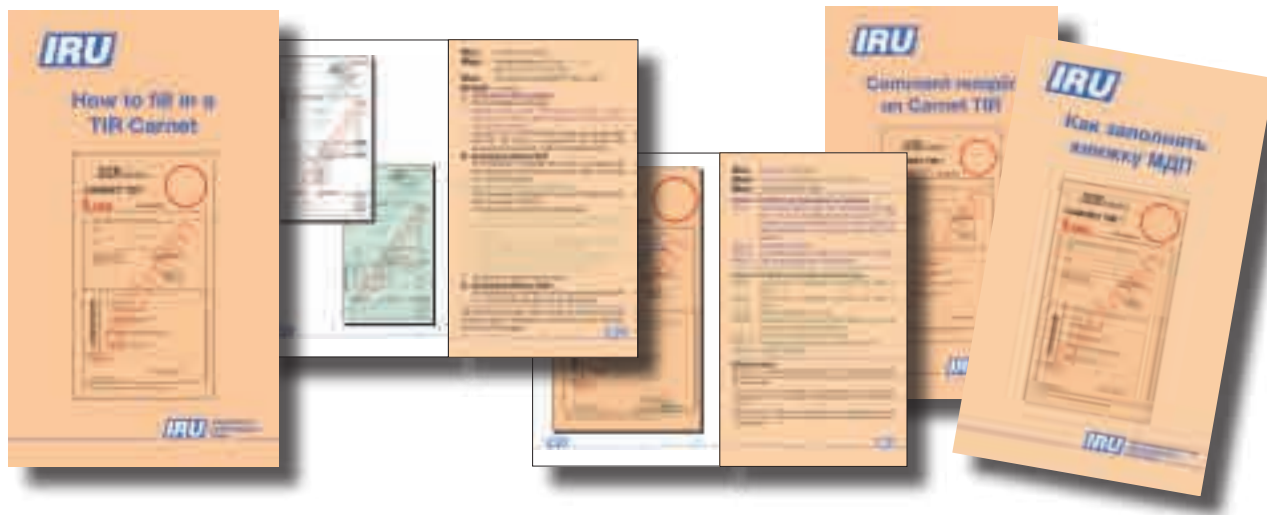


IRU Academy Advisory Committee

The IRU Academy’s activities benefit from the international recognition and support given by its high-level IRU Academy Advisory Committee (ADC). 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 (EC), 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 (EP).



Member institutions of the IRU Academy Advisory Committee



TIR Training

In order to facilitate the proper management and functioning of the TIR System, the IRU provides a training framework and relevant content so that the actors involved in the TIR System can operate in the most effective manner.

To help IRU TIR Member Associations to achieve this objective, TIR Training offers a wide range of products that include classroom training, distance learning, training videos and brochures.

Working together with partners such as the World Customs Organisation (WCO), the IRU also intends to offer a new set of comprehensive TIR Distance Training modules that can be tailored to the role of the various actors involved in the TIR System.

To ensure that TIR-related information is more readily available, the IRU web-site has been expanded to include TIR-specific material that can be used by

TIR Associations or IRU Members in their training and events.

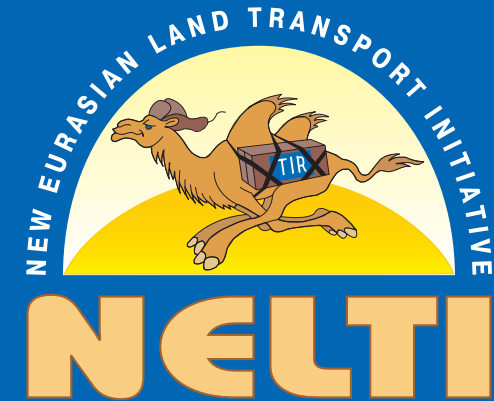
In addition, TIR Training works with TIR Associations to continuously improve "know-how" and notably by producing the brochure "How to fill in a TIR Carnet" which has been successfully translated into several languages.

Internal Training

The IRU equips its staff with the means to meet new demands and IT standards and to succeed in changing work environments, by providing them with the information and knowledge needed to learn the skills and behaviour required to effectively and efficiently fulfil their professional functions.



IRU New Eurasian Land Transport Initiative-NELTI



From vision to reality

The IRU NELTI Project is the practical implementation of tasks and principles internationally articulated by governments of the Eurasian region. The IRU has promoted road transport in this region by developing Euro-Asian transport links for more than 10 years, in partnership with its national associations, governmental authorities and international and regional organisations such as UNESCAP.

However, the IRU NELTI Project has required the implementation of UN facilitation Agreements and Conventions, including the TIR Convention, to facilitate border-crossing and harmonise customs procedures.

The IRU NELTI Project demonstrates that haulage along the Silk Road is practicable and efficient and will raise political, business and public awareness of existing alternatives to maritime transport. Today's feeble stream of trucks should soon turn into powerful transport flows from China, as well as East and Central Asia to all European countries and back. Such traffic flows will stimulate trade, investments, tourism and employment and will thereby contribute to strengthening prosperity and peace in all countries along the Great Silk Road.



IRU NELTI Presentation in China

In June 2008, delegations from the IRU and the United States Chamber of Commerce met with representatives of American, European and Chinese logistics and transport companies in Beijing and Shanghai. The business community strongly supported the IRU's New Eurasian Land Transport Initiative.

IRU NELTI demonstrated in Ashgabat, Turkmenistan

Within the framework of the second preparatory conference for the OSCE forum on economics and environment, the IRU NELTI project was demonstrated as being highly important for the landlocked countries in the Central Asian region, since no country is landlocked to road transport.

Minsk welcomes IRU NELTI

In October 2008, one of the trucks of the Russian AtrimLogistic Company which had traveled along the Northern Route from Uzbekistan through Kazakhstan, Russia and Belarus, arrived in Minsk where it was welcomed by participants of the 2nd Belarussian Transport Congress.

IRU meets Deputy Prime Minister of Uzbekistan

The IRU met with the Deputy Prime Minister of the Republic of Uzbekistan, Nodirkhon Khanov, and the Head of the Uzbek Agency for Road and River Transport, Abdurakhman Abduvaliyev, to discuss transport issues of importance to Uzbekistan, including Euro-Asian transport linkages.

The IRU stressed that road transport can drive prosperity and peace in Uzbekistan and all along the Silk Road, without spending one penny on infrastructure. However, to no longer be landlocked and to gain access to global markets, governments will have to facilitate road transport by implementing UN multilateral facilitation instruments to permit road transport to drive progress.

The IRU signed a Memorandum of Understanding with the government of Uzbekistan to further cooperation in the framework of the NELTI project.



From left to right: Martin Marmy, IRU, Nodirkhon Khanov, Deputy Prime Minister, Republic of Uzbekistan, Abdurakhman Abduvaliyev, Head of Uzbek Agency for Road and River Transport and Janusz Lacny, IRU

IRU meets Prime Minister of Kyrgyzstan

Further to a series of successful meetings with the Kyrgyz Ministers of Foreign Affairs, of Economy and Trade, of Transport and Communications, and with the Chairman of the State Customs Committee, an IRU delegation met with Kyrgyz Prime Minister, Igor Chudinov. The Prime Minister confirmed his support for the agreements concluded during two days of fruitful discussions on the revitalisation of the Silk Road by road transport, and gave the full backing of his government to the IRU's New Eurasian Land Transport Initiative (NELTI) and the implementation of the UN facilitation Conventions and Agreements in Kyrgyzstan.



From left to right: Nurlan Sulaimanov, Kyrgyz Minister of Transport and Communications, Martin Marmy, IRU, Igor Chudinov, Kyrgyz Prime Minister, Igor Rounov, IRU and Nurlan Akmatov, Chairman of the State Customs Committee



IRU NELTI presented in Trabzon

On the occasion of the 1st Trabzon Silk Road Businessmen's Summit, the IRU presented the activity report on delivery operations carried out in the framework of the IRU's NELTI Project. The arrival in Trabzon of an IRU NELTI truck belonging to the Turkish company Karadeniz, provided concrete evidence of the ongoing success of the IRU's NELTI Project.



Round Table on the IRU NELTI in Baku

An IRU NELTI Round Table was held in Baku, Azerbaijan with representatives from the Ministry of Transport of Azerbaijan, GUAM and TRACECA as well as IRU Member Associations from Azerbaijan, Georgia and Uzbekistan. An Expert Group was created under the auspices of the IRU to elaborate recommendations for governments of the region on facilitating road transport haulage along the NELTI central route.



From left to right: Igor Rounov, IRU, Andrei Denissov, First Deputy Minister of Foreign Affairs, Russia and Gary Litman, Vice President, US Chamber of Commerce

Russian Ministry of Foreign Affairs supports IRU NELTI

The IRU met with the First Deputy Minister of Foreign Affairs of the Russian Federation, Andrei Denissov, and the Vice President of the US Chamber of Commerce, Gary Litman. Mr Denissov expressed his support for the IRU's NELTI Project as a major practical step towards a better use of the transit potential of the Russian Federation, while Mr Litman stressed the urgent need to find alternative routes by road for the export of goods from south-east Asia to Europe and the USA.



Dmitry Medvedev, President of the Russian Federation was present for IRU NELTI briefing

IRU NELTI presented to EU-Russia Industrialists' Round Table

Dmitry Medvedev, President of the Russian Federation, addressed EU and Russian businesses with his vision of future trade relations. The IRU NELTI Project was selected as one of six most promising greenfield projects and was met with great interest.

3“i”strategy: Innovation

Modular Concept: Increasing transport and energy efficiency as well as combined transport



Efficient transport systems do not only support economic growth, but are also one of the most important variables to succeed in meeting environmental challenges, including health effects, emissions and global warming as well as congestion and traffic safety.

The Modular Concept, which consists of linking existing trailer combinations to achieve greater volume capacity per vehicle or to adapt vehicle combinations to different local infrastructures, modal combinations, and business situations, would increase fuel efficiency and environmental performance of road transport, while promoting co-modality as a whole.

In July 2008, the Consortium of Consultants led by Transport & Mobility Leuven (TML) presented its draft report commissioned by the EU Commission, on

the “Effects of adapting the rules and dimensions of LHV as established within Directive 96/53/EC”. **The preliminary results conclude that the introduction of Longer and Heavier Vehicles (LHVs) is beneficial overall for European society as it would make road transport more efficient, safer and more environmentally-friendly, as well as reduce transport costs, with annual CO₂ savings amounting to at least 5 million tonnes.**

On the occasion of the 62nd IAA Commercial Vehicle Show in Hanover, a joint international symposium on “Efficiency in Road Transport” concluded that the use of the Modular Concept, coupled with innovative logistics strategies, represents the most appropriate solution to effectively absorb the continual growth of freight transport and to promote co-modality.

The Modular Concept would not only provide better rather than more transport, but would also ensure an increased drive towards intermodal road-rail transport solutions. By making combined transport more attractive, the road transport part would become more efficient so that overall transport costs for combined transport could be reduced. However, harmonisation and standardisation of transport units, loading equipment and terminals are key to ensuring the successful implementation and optimal use of the Modular Concept as a means to promote multi-modal interoperability of transport units and guaranteeing intra- and inter-modal compatibility of vehicles.

IRU addresses transport operators in Brazil

The IRU stressed to transport operators attending the “Volvo Traffic Safety 2008” Conference in Sao Paulo that much more needs to be done by all partners to raise the awareness of governments and the public at large about the huge progress made by the road transport industry in reducing road accidents involving commercial vehicles and dramatically cutting gaseous and noise emissions. The IRU also emphasised that it should be made known to all, and finally recognised by governments, that road transport has become a vital production tool and the driver of peace and prosperity everywhere.

| 38 3“i”strategy: Incentives



Winners of the IRU Award “Best CIS Transport Operator” 2008



Winners of the IRU 2008 Special Certificates

IRU Award “Best CIS Transport Operator” 2008

Thirty-six companies from eight CIS countries competed in the IRU “Best CIS Transport Operator” Award 2008. This contest enjoys growing recognition among CIS international road transport carriers’ associations and road transport companies. The associations nominate the winners of national and regional contests, but the contest remains open to every company willing to compete.

The submissions presented for the contest are evidence of considerable environmental and economic progress as well as professionalism achieved by road transport companies in the CIS countries.

The winners are:

[K-Avto, Ukraine](#) (1-10 vehicles)
for environmental protection and vocational training

[Sarrali-Trans, Moldova](#) (11-50 vehicles)
for environmental protection and vocational training

[Lorry, Russia](#) (+ 50 vehicles)
for its economic achievements

Special certificates were awarded to:

[TEK TransInvest - NN, Russia](#)
for its involvement in programmes to help orphanages and homeless children

[Belintertrans, Belarus](#)
for its social programmes, including building cottages to improve the living conditions of its employees

[Dial Trans, Kazakhstan](#)
for continuously upgrading vocational training for its staff



IRU Diplomas of Honour

At the IRU General Assembly in October 2008, the Presidential Executive awarded the IRU Diploma of Honour to **1,560 bus/coach and truck drivers** from **25 countries** and to **22 taxi drivers**.

These Diplomas are awarded, on the basis of nominations made by IRU 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.

IRU City Trophy & Eurochallenge 2009 Awards

In early 2009 the IRU will launch a call for candidates for its City Trophy and Eurochallenge awards.

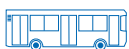
The IRU Coach Friendly City Award (“City Trophy”) recognises and rewards at a global level municipal authorities that implement policies favouring coach tourism. Cities that invest in facilities for coaches will reap economic rewards, while those that fail to do so will limit their income from tourism.

The aim of the IRU Eurochallenge Award is to promote greater use of regular urban and interurban public transport by bus and coach through cost-effective, innovative projects.

Both trophies will be awarded by an international jury in October 2009, on the occasion of Europe’s biggest bus and coach show: Busworld Kortrijk.



IRU City Trophy 2009



Internalisation of External Costs: Polluter pays, problem stays!



Professor Dieter Schmidtchen of Saarland University and Nicolette van der Jagt, Secretary General, European Shippers Council, advocate use of the CCAP based on a cost benefit analysis instead of the outdated PPP

Road transport, due to its unique door-to-door service, is not only a transport mode, but has also become a vital production tool in today's globalised economy. Road transport, which unites mankind and improves the distribution of wealth, is also the engine of social and economic development.

Road transport, like all other activities, has an effect (externality) on the environment. The road transport industry is ready to take on its responsibility, provided that the measures implemented effectively reduce its impact on the environment.

As such, governments should not introduce new obligations, new restrictions or new taxation on road transport under

the guise of environmental protection. Governments' priority should rather be to improve social and economic development, by facilitating and promoting road transport.

For an increasing number of governments, the internalisation of external costs, based on the limited and simplified approach of the Polluter Pays Principle (PPP), represents a panacea. Rather, the PPP is an erroneous justification of additional taxation on road transport, which will not effectively address environmental challenges.

Governments do not realise that any penalty on road transport is an even bigger penalty on the economy as a whole.

In full contradiction with related legislative developments, all good governance principles demand that, prior to any decision being taken, any new regulation proposal should be subject to an appropriate impact assessment.

The PPP is recognised by renowned economists as an outdated, overly simplistic and narrow approach because it discounts economic fundamentals and is never used in daily life or policy decisions – except by politicians intending to impose externalities on road transport! In scientific economic circles, the significant shortcomings of the PPP are well known. As such, the PPP has been superseded in numerous economic sectors by the Cheapest Cost Avoider Principle (CCAP) for which Economist Ronald Coase received a Nobel Prize.

The CCAP fundamental principle requires that the party which can prevent or abate the damage at the lowest cost for the overall economy should take action.

While the PPP would automatically attribute sole responsibility and all costs for the damage to the road transport sector, the CCAP would require that a calculation is made to determine how and to whom the responsibility for removing the damage can be attributed

most efficiently and at the least cost to the economy as a whole.

To be effective in achieving sustainable development, economic growth and competitiveness, the following fundamentals need to be implemented for any internalisation of external costs:

1. The internalisation of transport's external costs requires sound cost-benefit analyses, as advocated by the Cheapest Cost Avoider Principle (CCAP).
2. The internalisation of external costs and the corresponding charges should be applied to all transport modes and users at the same time.
3. Revenues from road charging must be earmarked for the road transport sector rather than lost in the overall state budget and inefficient transport modes. Revenues should serve as incentives for the introduction of new road transport technologies and road infrastructure investments, in order to significantly and effectively reduce road transport's externalities.
4. The CCAP (based on a cost benefit analysis) must be applied in all questions concerning the internalisation of external costs in road transport instead of the economically outdated and unsound PPP, as it does not address the problem.

3“i”strategy: Infrastructure

In conclusion, the internalisation of external costs, without a cost benefit analysis or with the application of the PPP, will simply result in: polluter pays, problem stays!

Governments must take action now!

The IRU requests that governments stop penalising road transport and economies as a whole, by withdrawing the current inappropriate and provocative proposal on the internalisation of external costs and by reducing the overall fiscal and heavy tax burden on road transport operators.

Current developments in EU legislation on the internalisation of external costs:

- The European Commission presented its Greening Transport Package in July 2008, setting the framework strategy for the internalisation of external costs in transport, including a proposal to modify the Eurovignette Directive 1999/62.
- Work began in the Council in July and in the European Parliament in September 2008, although the Parliament is not expected to adopt its report in first reading before March 2009.



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

Road transport is the most regulated transport mode. In order to provide its vital services to the collectivity, road transport needs to be facilitated.

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 greater penalty on the economy as a whole. It is not only important to have better rather than more road transport, but it is in the interest of society that this land transport mode, currently driving economic progress everywhere in the world, is not penalised. It is therefore imperative that road transport's vital role be better known and supported by all national and international political bodies.



Image Source: Globetrucker 2008 www.globetrucker.com



IRU calls for annual multi-entry visas for drivers

Difficulties in obtaining visas for professional drivers significantly penalise road transport and the economy as a whole. The IRU seeks annual multiple-entry visas for drivers, with quick, cheap and simple application procedures. Visa facilitated procedures should be promoted in bilateral and multilateral regional arrangements by concluding and properly implementing special agreements on visas for professional drivers.

The extension of the Schengen Agreement to new EU Members has exacerbated difficulties regarding the receipt and utilisation of visas. The IRU urges a quick finalisation of appropriate agreements between the EU and non-EU countries on visa facilitation for professional drivers and also urges other governments, like those of the BSEC region, to sign further visa facilitation agreements, and warns against visa procedures being turned into neo-protectionist and discriminatory barriers for non-EU transport operators.



IRU addresses UNECE Group of Experts on Euro-Asian Transport Links

Addressing the UNECE Group of Experts on Euro-Asian Transport Links, the IRU presented its manifold activities aimed at reviving the Silk Road, including the IRU's New Eurasian Land Transport Initiative (NELTI) and the Asian Highway Truck Caravan to be jointly organised by the IRU and UNESCAP in 2009.



IRU urges WTO to ensure freedom of transit of goods, road vehicles and their drivers!

The IRU briefed the WTO Negotiating Group on Trade Facilitation on the need to ensure that the right of freedom of transit for road transport extends not only to goods, but also to the vehicles and drivers that carry them by making the appropriate modifications to Article V of the GATT, including the reinforcement of the non-discrimination principle.

The excellent cooperation with the WTO to facilitate road transport was confirmed by the participation of the WTO Deputy Director General, Valentine Rugwabiza, who addressed the autumn IRU General Assembly in Geneva.





UNESCAP-IRU Caravan 2009



International Truck Caravans 2009

The IRU and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) announced the UNESCAP-IRU Asian Highway Truck Caravan in Istanbul in May 2008. Since then, the two organisations have formed a joint project team and sustain a structured cooperation in order to promote this major project and plan its organisation in cooperation with IRU Members and UNESCAP Member Countries.

In the framework of the Middle East and North Africa Road Safety Partnership (MENA) organised by the United Nations Economic and Social Commission for West Asia (UNESCWA) and the Global Road Safety Partnership (GRSP) in Doha it was also decided to cooperate with the IRU in the organisation of a MENA Road Safety Truck Caravan from Abu Dhabi to Istanbul in 2009. It is also noteworthy that the conclusions of this new project will be presented to the Road Safety Ministerial Conference in Moscow in November 2009.



Border waiting times need to be reduced

Join the IRU Border Waiting Times Observatory (IRU-BWTO) at www.iru.org

Border waiting times still represent a major concern for all fleet operators. Border waiting times do not result from increasing traffic nor from the lack of infrastructure, but almost exclusively from inappropriate border procedures. They can be considered as a litmus test of the level of trade, tourism and road transport 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 and red tape permits the extortion of money from drivers for unjustified services. Congested borders thus represent places of high risk with exposure to all types of illegal activity and cost the economy billions of dollars per year.

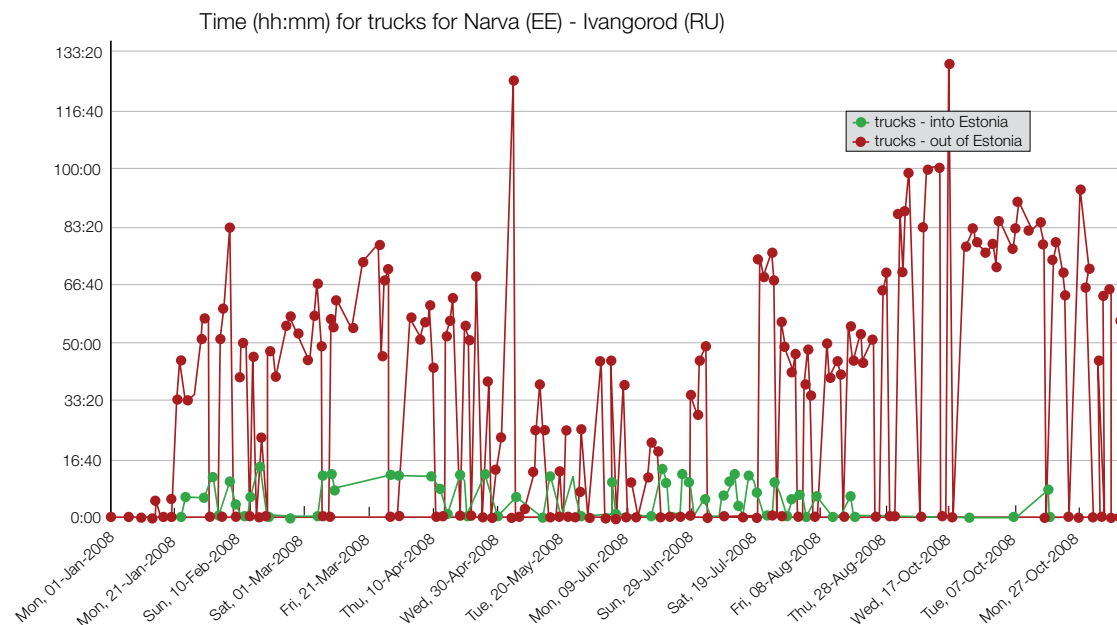
Border waiting times have a negative human impact on drivers, border control staff and the population living in the area of blocked border crossings.

The reduction of waiting times at borders must become a top priority for governments, which should provide data daily to update the IRU-BWTO internet web page, which can be expanded to any border crossing in the world subject to waiting times. This internet tool provides data to decision-makers and facilitates the daily work of drivers and company route planners.

The IRU advocates reducing border waiting times by the robust method abbreviated as PMI, i.e. P for improving Procedures (e.g. by implementation of the new Annex 8 of the UN Convention of 1982 on the harmonisation of the control of goods at borders), M for changing the Mindsets of all actors involved (staff of border control services and their clients) and I for enhanced border Infrastructure only as the last and most costly resort.



Daily border waiting times on IRU-BWTO at www.iru.org



Additional Protocol to the CMR to allow electronic consignment note (e-CMR)

This Protocol is based on the work of the IRU Commission on Legal Affairs (CAJ), which actively participated in drafting the new model consignment note that will more appropriately meet transport operators' needs, including allowing an electronic version of the consignment note. After eight years of negotiation, the UNECE Working Party on Road Transport has adopted the text of the new Protocol.

The IRU now calls on Governments to rapidly sign and ratify the Protocol, as it will facilitate the use of electronic consignment notes in a simple and harmonised framework, as alternatives to the paper version, for international road transport.



7th Symposium of Lawyers of the IRU Legal Assistance Network

At the 7th Symposium of Lawyers of the IRU Legal Assistance Network organised jointly with IRU's Member Association ASMAP in St Petersburg in April 2008, lawyers specialising in transport law as well as road transport representatives from 25 countries concluded that the harmonised implementation of a simple and transparent

regulatory framework is a prerequisite to achieve a better understanding and more efficient enforcement of the rules applying to road transport. To attain this goal, priority must be given to simplifying, clarifying and above all improving the enforcement of existing rules rather than creating new ones.



Isabelle Bon-Garcin, AFTRI, France (centre) presides the Symposium, assisted by Francisco Sanchez-Gamborino, ASTIC, Spain and Umberto de Pretto, IRU



From left to right: Martin Marmy, IRU, Limei Wang, Secretary General, CRTA, PRC, Ju Chengzhi, Director General, Department of International Cooperation, Ministry of Communication, PRC and Janusz Lacny, IRU

IRU strengthens mutual cooperation with China

The IRU met with a high-level delegation from the People's Republic of China, headed by Ju Chengzhi, Director General of the Department of International Cooperation, Ministry of Communication of the PRC. Discussions focused on the implementation of the seven key UN global multilateral facilitation instruments, including the TIR Convention.



Umberto de Pretto, IRU, addressing AITWA Conference in New Delhi, India

IRU promotes facilitation and security in India

Addressing the international conference of the IRU's Member Association the All India Transporters Welfare Association (AITWA) in New Delhi and the University of Mumbai International Conference on Transportation System Studies in Mumbai, the IRU encouraged the Indian authorities and members of the Confederation of Indian Industries (CII) to implement global multilateral facilitation and security instruments, such as the TIR Convention, in order to remove impediments to road transport and trade with their south Asian and global trading partners.



From left to right: Julian Guenkov, IRU, Yondonsuren Jargalsaikhan, Officer of the National Security Council, Mongolia, Martin Marmy, IRU, Dagva Batmunkh, Counsellor, Permanent Mission of Mongolia to the UN Office in Geneva and Peter Krausz, IRU

IRU fosters transport facilitation and training in Mongolia

An IRU Delegation met with representatives from the National Security Council of Mongolia and the Permanent Mission of Mongolia to the United Nations to discuss how to implement the TIR Convention in Mongolia to further facilitate and develop road transport in that country. IRU Secretary General, Martin Marmy, explained, "There are no landlocked countries for road transport, provided appropriate facilitation measures are put in place. This is also true for Mongolia, which should develop the movement of goods and people by road with its neighbouring countries, in order to reap the benefits of globalisation."



Road Transport of Dangerous Goods (ADR)



Image Source: Flickr, www.flickr.com

The IRU Group of Experts on the transport of Dangerous Goods (GEMD) focuses primarily on monitoring security developments, including risk analysis, standardisation activities and the adaptation of the current requirements and definitions of the ADR, so that all parties involved in the transport chain can better assume their respective responsibilities.

In 2009, due to the new EC directive on the inland transport of dangerous goods, the IRU will follow very closely the work of the UNECE Joint Meeting on Telematics (ITS applications), in order to enhance the provisions for the carriage of dangerous goods by road. The use of ITS applications must be on a voluntary basis in order for the consignor, carrier and consignee to maintain freedom of choice of the means of transport they use, and should not become a tool to penalise one mode of transport rather than another.

The IRU GEMD, in collaboration with the IRU's Portuguese Member Association ANTRAM and the Portuguese Governmental delegation to the UNECE (WP.15), will pursue the project for the harmonisation of the ADR Certificate (Chapter 8.2) and will follow up the definition of the safety obligations for unloaders.

The IRU GEMD will also include the publication of the new ADR 2009 in the activities of the IRU Academy and translated versions of the instructions in writing will be made available on the IRU's website www.iru.org during 2009.



IRU 60th Anniversary World Congress

“Road Transport, Driving Peace and Prosperity”



The IRU World Congress attracted over 1,900 participants from almost 70 countries, including the President of the Republic of Turkey, Dr Abdullah Gül, and the President of the USSR (1990-1991), Mikhail S. Gorbachev, as well as some 30 Transport Ministers who addressed the theme “Revival of the Silk Road” in their Resolution adopted during the Ministerial Conference.



JANUSZ LACNY,
IRU President

“This Congress gives governmental authorities, policy makers, the media and the public at large a better understanding of the exceptional and irreplaceable role played by road transport in interconnecting people and businesses in all countries and regions to all world markets. 2008 is a special year. It marks the 60th Anniversary of the IRU.”



MIKHAIL S. GORBACHEV,
President of the USSR (1990-1991)

“As individuals, as ordinary citizens, we all benefit from road transport. From the cradle to the grave, we all need and use services provided by road transport. Cities are cleaned up, shops are filled up with goods delivered by road transport and when they open every morning, we can enjoy all they have to offer.”



DR ABDULLAH GÜL, President
of the Republic of Turkey

“We keep building highways, the latest example of this being the Black Sea Ring Highway. We have almost completed it to full length in Turkey. I believe it will also be completed in other regions around the Black Sea. Therefore, the Silk Road will one day reach the heart of Asia as it used to. I believe that, within ten years, probably within five years, we will see a full revival of the Silk Road.”

| 50 IRU 60th Anniversary World Congress



IRU Grand Prix d'honneur Winner – Barthel Green



JANUSZ LACNY, IRU President

"In our modern society, ordinary people still find themselves in extraordinary situations and perform heroic acts, and thanks to Mr Green's immediate, professional and courageous intervention, young children on board a runaway bus were saved."

**BARTHEL GREEN, Winner of the
IRU Grand Prix d'honneur 2008**

"I don't think I did anything extraordinary. But I am very glad to have prevented something worse from happening to those children in the runaway bus."



“ROAD TRANSPORT, DRIVING PEACE AND PROSPERITY”

Unanimously adopted by the IRU General Assembly and by the 1900 participants from 70 countries in Istanbul, Turkey, on 16 May 2008

(Extract)

The IRU with its Members and road transport operators must work in a true public-private partnership with governments to drive peace and prosperity by

1. acknowledging the irreplaceable role of road transport

- Governments

Recognising that any modern society and economy requires efficient door-to-door transport

- Road transport industry

Providing its unique door-to-door, high quality, professional and efficient services, to economies and to society as a whole;

2. facilitating road transport

- Governments

Recognising that road transport is the most regulated mode of transport, whilst it should be facilitated and promoted to drive peace and prosperity;

Implementing the United Nations Conventions and WTO Agreements to facilitate cross-border trade and the free movement of people, goods, road vehicles and their drivers;

Issuing multilateral long-term multi-entry visas for drivers;

Ensuring fair competition by adapting taxation to cover only road infrastructure and by strengthening and harmonising rules of access to the profession and market;

Increasing security of international road transport and trade by using the UN TIR Convention to implement all the requirements of the WCO SAFE Framework;

- Road transport industry

Ensuring highest quality services through training provided by the network of IRU Academy training institutes;

Committing to implementing security, safety and facilitation laws and rules as well as industry guidelines;

3. driving sustainable socio-economic and environmental development

- Governments

Providing real business incentives to expedite the penetration of innovative transport technologies and best industry practices;

Recognising that growing demand for road transport is a consequence of economic

growth and social progress and that road transport already covers costs it causes to infrastructure and the environment;

Establishing, in every country, an energy policy based on the diversification of oil use;

Enhancing road safety by targeting the scientifically identified main causes of accidents involving commercial vehicles;

Adopting social regulations to meet the needs of drivers and companies as well as society's increasing demand for mobility;

- Road transport industry

Improving road safety records by meeting safety obligations, by providing appropriate driver training;

Reducing road transport's energy consumption and environmental impact through at-the-source measures and innovative best industry practices;

Promoting co-modality among various transport modes via modern interfaces;

Creating a favourable environment, image and social conditions to attract young people to the profession;

4. interconnecting businesses in all world markets

- Governments

Promoting road transport by implementing the required multilateral facilitation instruments to permit the interconnection of businesses in all world markets as no country is landlocked to road transport;

- Road transport industry

Promoting the New Eurasian Land Transport Initiative (NELTI), with the support of governments, along tomorrow's major transport corridors;

With this Declaration, the IRU with its Members pledge to work together in Public-Private Partnership to drive peace and prosperity around the globe.



IRU 60th Anniversary World Congress

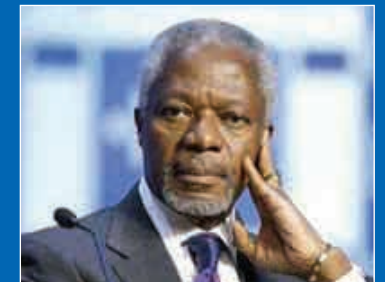


**BINALI YILDIRIM, Minister of
Transport, Turkey**

"Today, visa requirements, waiting times at borders, formalities, any sort of limitations applied to the free circulation of goods, persons and services have adverse affects not only on the transport industry but also on social and cultural interaction. Hence, abolishing barriers to road transport, which plays a significant role in economic development and welfare, will stimulate world peace and improvement of social prosperity."

**KOFI A. ANNAN, Former UN
Secretary General**

"Wherever my travels take me in the world, I see the indispensable role of road transport of people and goods. Coaches, buses, taxis and trucks, whether big or small, provide for human mobility and economic activity in developed and developing countries alike. Countries and communities that do not have adequate road networks or road transport systems are unable to grow economically or attract productive investment. I share the slogan of the IRU 60th Anniversary World Congress saying that road transport drives peace and prosperity."



JOINT DECLARATION OF THE ISTANBUL MINISTERIAL CONFERENCE ON THE REVIVAL OF THE SILK ROAD

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*Adopted in Istanbul, Republic of Turkey, 16 May 2008
(Extract)*

MINISTERS:

- Considering the need to meet challenges of globalisation with beneficial consequences on trade, tourism and transport relations in the world;
- Stressing the need for closer economic and social cooperation between various regions of the world;
- Convinced that interconnected trade routes are of great importance for interaction among regions;
- Taking note of the rapid increase of Asian economies throughout the world in the last few years, which necessitate the establishment and effective operation of trans-continental transport links;
- Confirming that growing trade between Europe and Asia urges the development of land transport corridors to facilitate trade flows;
- Considering that there are many landlocked Asian countries whose economies have not been sufficiently integrated into the global economy;
- Stressing the need to improve Euro-Asian Transport routes through both the construction of trans-national axes and the completion of missing links having inter-continental importance;

- Acknowledging that road transport represents a highly efficient and flexible mode of linking neighbouring countries and regions;
- Recognising the need for regional and international cooperation for the establishment of uninterrupted traffic;
- Confirming that the increasing demand for road transportation between Asia and Europe necessitates the use of efficient, profitable and competitive transport corridors such as the Ancient Silk Road;
- Recognising the importance of facilitating access to markets by referring to the need to continue the World Trade Organisation's Doha Round, and its favourable impact on international road transport facilitation;
- Supporting activities and initiatives being carried out by a number of platforms for the development of Euro-Asian Transport Links;
- Appreciating the involvement of governmental agencies, professional associations and international organisations in the facilitation of international road transport operations;

have decided to enhance joint actions to

- Coordinate national and regional transport policies in order to develop and maintain

high quality infrastructure along Euro-Asian inland transport routes;

- Cooperate closely to develop joint infrastructure projects and to undertake joint actions in order to remove all barriers in international road haulage;
- Share best practices in terms of infrastructure and superstructure development;
- Continue to work on the establishment and implementation of projects of common interest for the development of transport corridors of land-locked economies;
- Introduce technology improvements in transport corridor development allowing an integrated multi-modal approach;
- Focus trade facilitation efforts on corridors of vital importance for the progress of trade;
- Accede to, implement and enhance UN Conventions on international road transport;
- Implement the WTO rules in respect of the freedom of transit, simplification of documents, rationalisation of charges and taxes;
- Sign bilateral and multilateral agreements on facilitated access to international transport markets according to the principles of already existing international Conventions;

- Improve conditions of border crossing, since long waiting times at borders represent great losses for the economy and insecurity for transport operations;
- Create economic incentives to apply solutions which favour the development and implementation of sustainable logistic and technical innovations in the road transport sector;
- Develop combined transport, including the extension of trans-shipment terminals;
- Construct missing road connections in networks of high importance;
- Promote and encourage cooperation and dialogue with the transport industry;
- Develop and support new approaches to improving and promoting the image of road transport;

have invited

- All interested parties to participate in an effective and continuous dialogue in the form of a public-private partnership to achieve progress towards the goals identified in this Declaration.

The Ministerial Conference was held in the framework of the IRU World Congress held in Istanbul on 15-16 May 2008.



The TIR System is the best tool for implementing the WCO SAFE Framework, including AEO status, and facilitating trade and road transport



The TIR System is the only multi-lateral tool available today capable of facilitating international trade and transport while improving global security. It has been ratified by 68 Contracting Parties and is now operational in 56 countries and its geographical scope will continue to expand into the future.

Following the publication in 2005 of the WCO SAFE Framework of standards, countries have begun to adjust their national legislation to implement these new safety requirements.

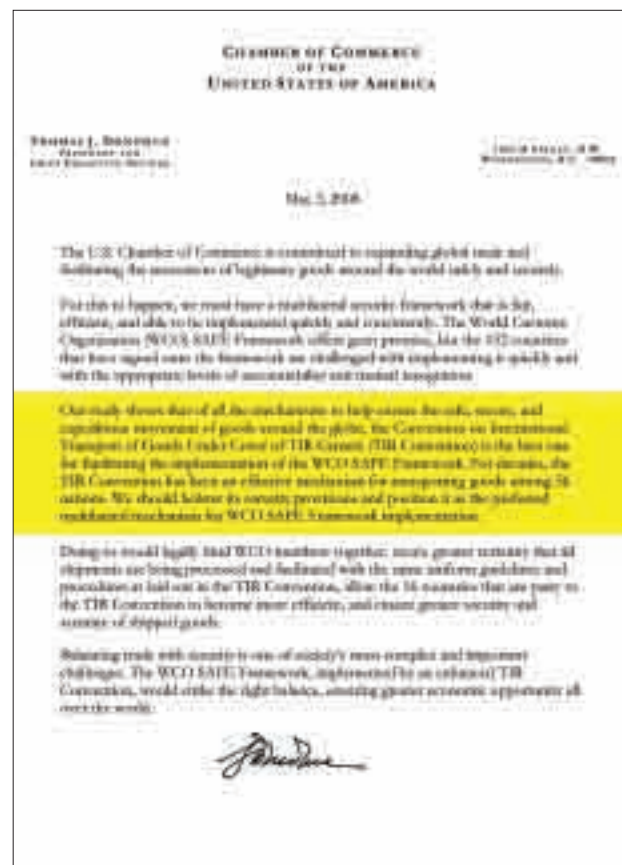
However, the WCO SAFE Framework has no provisions aimed at ensuring mutual recognition of national controls or national Authorised Economic Operators (AEO) status. As such, countries have

been left with no choice other than to enter into numerous bilateral negotiations with each of their trading partners.

The US Chamber of Commerce published a study in May 2008 which clearly concludes that the TIR Convention is the best tool for implementing the WCO SAFE Framework, including AEO status.

Since then, the UN and TIR Convention bodies have been considering minor amendments to render the TIR Convention fully compatible with the WCO SAFE Framework of standards.

The IRU will continue to work in partnership with its Members, governments, the WCO and UNECE to provide the global trade community and international road transport operators, through the TIR System, not only with an instrument to facilitate trade but also a unique multilateral tool to implement the new WCO SAFE Framework requirements.



TIR System for Security

IRU TIR Electronic Pre-Declarations (IRU TIR-EPD) enable TIR Carnet holders to meet new EU obligations as from 1 July 2009

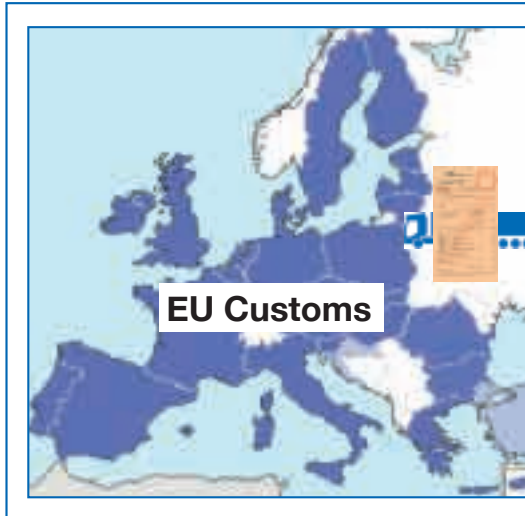
As from 1 January 2009, TIR Carnets will only be accepted on EU territory if the TIR Carnet data is submitted in advance.

The IRU, in partnership with the customs authorities of several EU Member States, has developed a web-based application to allow authorised TIR Carnet holders to submit, free of charge, their TIR Carnet data electronically without being forced to use third parties or intermediaries.

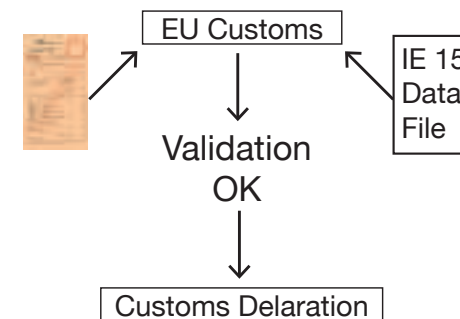
The IRU TIR electronic pre-declaration (IRU TIR-EPD) aims at providing TIR Carnet holders, irrespective of their nationality and location, with a single standard interface with customs. Authorised holders will only have to key in the required data once and send it electronically in advance to customs authorities. When the truck reaches the customs office of departure or the border-crossing point, the customs authorities need only compare the electronic data with the TIR Carnet and input the electronic declaration into their internal customs systems.

This application has already demonstrated its ability to reduce border-crossing times, thus facilitating trade and international road transport as well as the administrative procedures performed by customs.

The IRU TIR-EPD will enable TIR Carnet holders to cope with the EU obligation to lodge pre-departure / pre-arrival security declarations as from 1 July 2009.



IRU TIR Electronic Pre-Declaration



Goods Released for Transit in the NCTS system





Challenges for the TIR System

The increase by almost 100% of the limit of the TIR guarantee from USD 50,000 to EUR 60,000 decided by the UNECE TIR bodies has rendered indispensable the implementation of effective risk management tools such as data transmission to the SafeTIR System in real time as well as IRU TIR-EPD. Therefore, the IRU with its Members has multiplied its contacts with interested authorities in order to achieve these objectives.

In order to facilitate the international transport of goods, the IRU and its Member Associations will also continue to encourage governments to join the TIR Convention and the Convention on the Harmonization of Frontier Controls of Goods of 1982, and to implement its new Annex 8.

In particular, IRU cooperation with the customs authorities of the People's Republic of China and the IRU's Member Association CRTA will be reinforced through customised training modules.

The IRU will cooperate with the Economic Co-operation Organisation (ECO) on the basis of a Memorandum of Understanding to promote the use of TIR in ECO member and neighbouring countries, notably Saudi Arabia, Pakistan and India, including the reintroduction of the TIR System in Afghanistan.

Road Transport Social Issues: Need to adapt AETR and EU Rules



The implementation of the AETR Agreement from the Atlantic to the Pacific is much more than an EU concern

The drive for a balanced and sustainable regulatory framework for social issues in the road transport industry is a key priority of the IRU. The introduction of the digital tachograph and new driving and rest time rules has considerably altered this balance, stretching operational flexibility without necessarily delivering the promised gains for driver welfare. **Moreover, the future extension of these two major legislative obligations to a much wider region - stretching from the Atlantic to the Pacific Ocean - through the AETR Agreement makes them much more than simply an EU concern.**

Adaptation of the text of the EU rules and the AETR Agreement

The United Nations European Agreement Concerning the Work of Crews of Vehicles (AETR) has, since its adoption, played a vital facilitation role in the development of the Eurasian road transport market. By establishing a common framework for driving and rest time rules and standardised recording equipment for the enforcement of these rules, it has ensured equal conditions for international road transport journeys throughout the EU, the wider European continent and beyond.

However, non-EU Contracting Parties have voiced increasing concern about the proposed harmonisation of the AETR with EU driving and rest time rules and the unrealistic deadline of June 2010 for the compulsory introduction of the digital tachograph for all new vehicles used on AETR journeys.

Non-EU Contracting Parties to the AETR Agreement are challenging the current timetable for implementing the device and question the ability of non-EU countries to implement it without the same level of assistance that was enjoyed by EU Member States. Moreover, they highlight some specific provisions of the EU driving and rest time rules which cannot be transposed simply into the AETR Agreement, due to the radically different geographical and operational realities of transport journeys conducted under the two sets of rules.

The IRU aim is to request an adaptation based on a realistic consideration of current realities by all Contracting Parties, the UNECE and the European Commission.



Road Transport Social Issues: Need to ensure enforcement and fix digital tachograph

The text of EU Regulation 561 must be clarified to ensure fair enforcement

IRU Member Associations have identified a list of articles and provisions in the EU Driving and Rest Times Regulation 561/2006/EC which must be clarified to ensure fair and efficient enforcement across the EU.

It is now essential to test the practical value of the EC's guidance notes by determining if they are actually being used during roadside inspections. If not, the European Commission will then have to develop stronger instruments for ensuring harmonised enforcement in an identical manner throughout the EU.

Another related priority is to resolve problems which IRU Member Associations have identified with regard to the 'common EU driver attestation form' which must be used to declare certain activities which are not recorded by the tachograph. Contrary to its intended simplification purpose, the EU form has increased the complexity of drivers' documentation. This issue will be a priority for the IRU in 2009.



Image Source: bdo

The numerous shortcomings of the digital tachograph still need to be fixed

While the whole EU, apart from Greece, is able to issue the driver cards and approve the calibration workshops needed to support the digital tachograph system which was introduced in 2006, today many operators face practical problems in their day-to-day operation of the device. **A broad range of problems identified in the IRU Position Paper "Practical and Technical Problems concerning the Digital Tachograph" still need to be resolved.**

Efforts to obtain improvements to the technical specifications of the digital tachograph are focused on the 'SMART Tachograph project'. The project, in which the IRU is actively involved, is developing detailed proposals to resolve many of the problems that originate in the technical specifications of the device and that are listed in the IRU position. A priority list has been drawn up with the clear recommendation that

the European Commission should, in 2009, introduce such solutions into EU law via the EU comitology procedure. Additional issues and practical enforcement problems connected to the device should also be resolved via the review of the entire digital tachograph regulation, which is to be launched in 2009.

12 days to save European coach tourism

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

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

The IRU also negotiated with the European Transport Workers' Federation (ETF) the conditions to accompany the reintroduction of the 12-day continuous driving derogation in EU driving and rest time legislation.

In June 2008, the European Parliament's plenary voted, by a large majority, for a dedicated amendment requesting the introduction of the 12-day derogation in EU driving and rest time rules, based fully on the social partners' (IRU and ETF) recommendations.

The IRU urges speedy decision-making by the EU Council of Transport Ministers, so that EU coach operators can start benefiting from the derogation as of January 2009. The IRU also requests that the 12-day driving derogation be maintained in the analogous UNECE AETR Agreement on driving and rest time rules.





Image Source: MAN Group

Government action required for weight of touring coaches

Roadside checks have highlighted that buses and coaches are being driven whilst exceeding the maximum weight limit when used at full capacity. The IRU initiated a scientific study that 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 an increase in the average weight of passengers and their luggage.

Joint initiatives with manufacturers are taking place to address this issue, whilst industry proposals have been submitted to the EU institutions to amend Directive 96/53/EC, establishing the maximum dimensions and maximum weights for international journeys. These proposals request an increase in the maximum authorised weight for two-axle coaches from 18 to 19 tonnes, as well as an amendment to Directive 97/27/EC, relating to masses and dimensions for type approval.

IRU proposes OmniBUS agreement to UNECE

The IRU, in cooperation with its Member Associations and several governmental authorities from UNECE Member States, has drawn up a proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS).

A future multilateral agreement on international regular bus and coach lines is expected to significantly facilitate these services by establishing fair and harmonised legal framework, control documents and, ultimately, enforcement procedures, whilst reducing the administrative burden and costs for both authorities and operators.

Busworld Partnership

The IRU has long cooperated with Busworld to promote bus and coach services and the image of the bus and coach sector. The 6th IRU Bus and Coach Forum will take place in October 2009 in Kortrijk, Belgium, in the framework of Busworld Europe.

6th CIS Conference on Passenger Transport

The 2008 annual CIS road transport conference focused on bus and coach transport issues and the sustainable mobility of people in the CIS region. This conference, organised by the IRU in partnership with the CIS Coordinating Transport Conference and with the support of the Russian Union of Industrialists and Entrepreneurs (RSPP), brought together 150 participants (governments, researchers, trade associations, companies, travel businesses and media) from ten countries and ten Russian regions.

This conference explored passenger transport legislation in CIS countries; the development of bus and coach tourism in the region; the conclusion of an international agreement endorsed by the UNECE on regular bus and coach services in Europe; the promotion and use of the IRU star classification system for coaches; and a public-private partnership for efficient urban and inter-city passenger transport operations.

Buses and coaches: the sustainable mobility solution for the 21st Century

Addressing the international European Bus Exhibition 2008 Conference on “Keeping cities moving”, IRU Vice President Graham Smith stressed that buses and coaches are the safest mode of transport, the champions of environmental friendliness and offer the highest quality service. Despite these strengths, he said that the bus and coach industry should join forces and work together with industry and government partners to offer citizens an even better service to become the mobility choice of customers and citizens.



IRU promotes taxi industry

The IRU Group “Taxis and Hire Cars with Driver” deals with many issues of concern and interest to the taxi industry, such as professional diesel, access to the profession, road safety, taxi accessibility for disabled people, electronic onboard data collection units, environmental zones and public transport. All these questions are dealt with in the framework of the IRU Taxi Group and the CTP.

Integration of taxis into the public transport chain

In many cities and rural areas, taxis and hire cars with drivers are 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.

The IRU advocates the recognition of taxis' contribution to sustainable mobility, as an integral part of the collective and public transport chain, including in the EU's Action Plan on Urban Transport.



2nd IRU International Taxi Forum



IRU voluntary guidelines for managers and drivers to improve accessibility of taxis

At its meeting in Istanbul in May 2008, the IRU Group "Taxis and Hire Cars with Driver" adopted IRU voluntary guidelines for operators and drivers to improve the quality of their services by making taxi services more accessible to customers with disabilities. These were elaborated in partnership with organisations representing the interests of people with disabilities and impaired mobility. The guidelines were made available to IRU Member Associations and all interested users on the IRU website in English, French, German and Russian.

In 2009, these guidelines will be condensed and published in a user-friendly checklist.



Some 200 leading taxi operators and regulators from four continents took part in the 2nd International IRU Taxi Forum on "Markets and Quality: Government and industry initiatives to guarantee quality of taxi services" organised in Cologne, Germany, in partnership with the IRU Member Association, BZP.

Discussions focused on taxi market regulation/deregulation in Europe, Asia, America and Oceania and their impact on the quality of services offered by taxi companies. Industry own initiatives on improving service quality were also presented.



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



| 64 Regional activities of the IRU Permanent Delegations



Access to the profession of road transport operator

In 2008, the European Parliament and Council reached major milestones, beneficial for road transport, on the European Commission proposal for access to the profession.

In May 2008, the European Parliament adopted in first reading its report on the access to the profession proposal. The report presents some important amendments relating to the definition of transport managers, provides clarity on the issue of serious and repeated minor infringements, the place of establishment and financial standing.

In June 2008, EU Ministers adopted a political agreement that modifies the initial proposal in a very similar direction to the modifications proposed by the European Parliament. The political agreement is in the process of being finalised into the common position needed before the European Parliament can start the second reading.

The IRU is pushing to have the decision-making on this important piece of legislation completed before the next European elections in June 2009.

Access to the road haulage and road passenger transport market

In 2008, the European Parliament discussed the new European Commission proposals on access to the road haulage market and access to the bus and coach market. The European Parliament adopted its report in first reading and a political agreement was reached by EU Transport Ministers in the Council during the Slovenian Presidency in June 2008.

The main discussion point in this dossier was the definition of road freight cabotage, where differences remain between the European Parliament, which is in favour of seeing full liberalisation in 2014, and the Council, whose approach for opening the market is much more cautious. Negotiations to find a compromise are ongoing and will continue in 2009. The IRU is working to have the decision-making on this important piece of legislation completed before the European elections in June 2009.



Access to the profession and to the market dealt with by the European Parliament





IRU meets French Secretary of State in charge of Transport and President of the EU Transport Council

An IRU delegation met with the President of the EU Transport Council, Dominique Bussereau, French Secretary of State in charge of Transport to discuss key road transport priorities as a basis for co-operation during the French Presidency of the Council of the EU. Topics discussed included the current European Commission initiatives towards tackling climate change and sustainable development, road safety and how to best implement internal market rules. Mr Bussereau welcomed the IRU positions and agreed that the Council of the EU should work closer with the IRU on existing solutions for alleviating or eliminating the most severe problems currently facing trade and European road transport.

Greening of Transport Package and Eurovignette

In July 2008, the European Commission presented its Greening Transport Package setting the framework strategy for the internalisation of external costs in transport, including a proposal to modify the Eurovignette Directive 1999/62.

A press conference was organised by the IRU to ensure the application of the Commission's initiative on internalising external costs to all transport modes and users at the same time in order to meet the EU's environmental objectives. It was declared unacceptable that the road freight transport sector be singled out for further increases in the tax burden without parallel measures being proposed for other modes and users of transport in order to guarantee a level playing field and an effective reduction of all external costs.

Furthermore, it was clearly pointed out that the Polluter Pays Principle is an outdated economic model that will not lead to the optimal cost benefit ratio for Europe. The IRU called for the Cheapest Cost Avoider Principle to be used when conducting the necessary cost benefit analysis that should define whether any externalities still had to be internalised and if so by how much.

Finally, the IRU called for all current and potential future charges paid for by road transport to be earmarked for investment within road transport in order to effectively mitigate its external impact on the environment, which is the clear aim of the Greening of Transport Package.



EC Vice President Jacques Barrot addresses IRU Members at IRU Spring Cocktail

The IRU Spring Cocktail, held annually in Brussels in conjunction with the Spring IRU Goods Transport Liaison Committee statutory meeting, has become a must on the calendar of Brussels' transport social events. In the presence of IRU Members from the 27 EU Member States and prominent players in European transport, representatives of the European transport industry, European institutions and Member States, this year's Spring Cocktail welcomed Jacques Barrot, Vice President of the Commission and at the time Commissioner in charge of transport.



From left to right: MEP Mathieu Grosch, MEP Zita Gurmai, Janusz Lachny, IRU, Zoltan Kazatsay, Deputy Director General DG TREN, and Johann Friedrich Colsman, Member of Commissioner Tajani's Cabinet

60th IRU Anniversary debate in the European Parliament

MEPs Mathieu Grosch (Belgium), Zita Gurmai (Hungary) and Ari Vatanen (Finland), hosted IRU's 60th Anniversary dinner-debate in the European Parliament, bringing together over 160 guests from the EU institutions, as well as officials from national representations, journalists and IRU Member Associations, to discuss options and best suitable responses to the current pressing transport challenges in the EU, including growing demand for road transport, energy supply, sustainable mobility of people and goods and environmental impact.



Enrico Grillo Pasquarelli, Director Land Transport DG TREN (far right) exchanging views





Focus on regional public-private partnerships

The IRU and its CIS Members met with representatives of 10 transport government agencies to discuss a range of important issues concerning the development of road transport, including:

- accession to UNECE conventions and agreements in the area of road transport facilitation;
- maintenance of the ECMT quota system;
- introduction of a uniform international weighing certificate for road transport vehicles;
- administrative barriers and index rating of market openness;
- organisation of road transport caravans along the E-40 highway and other EurAsEC routes;
- support of the IRU NELTI Project.

IRU General Delegate to the CIS Region Igor B. Rounov was awarded the medal "CIS Honorary Transport Worker" for his outstanding contribution to the development of transport in the CIS.

EurAsEC

IRU Secretary General, Martin Marmy met with EurAsEC Secretary General, Tair Mansurov to discuss the implementation of the Memorandum of Understanding between the two organisations. They noted that considerable progress had been made, in particular with regards to the accession by EurAsEC countries to UNECE international facilitation conventions.

GUAM

Within the framework of the GUAM Summit (Organisation for Democracy and Economic Development that unites Georgia, Ukraine, Azerbaijan and Moldova), IRU Secretary General, Martin Marmy and GUAM Secretary General, Valeriy Chechelashvili signed a Memorandum of Understanding in July 2008 that will make it possible to pool the efforts of the GUAM and the IRU in the development of the region's transit potential and provide a new impetus to public-private partnership.

The Heads of State of Georgia, Ukraine and Azerbaijan attending the summit signed a joint statement in which they supported the IRU's NELTI Project.



Heads of State attending the GUAM Summit



Martin Marmy, IRU, addresses GUAM Heads of State and Ministers



Valeriy Chechelashvili, GUAM Secretary General, signed IRU-GUAM MoU with Martin Marmy, IRU





Image Source: Globetrucker 2008 www.globetrucker.com

IRU President addresses BSEC Ministers of Foreign Affairs

On the occasion of the 18th BSEC Council meeting, IRU President Janusz Lacny addressed Ministers of Foreign Affairs of the Black Sea Economic Cooperation Organisation (BSEC), highlighting the “successful public-private partnership between the BSEC Council and the IRU to further develop, facilitate and secure road transport in the BSEC region.”



Ali Babacan, Turkish Minister of Foreign Affairs (left), and Janusz Lacny, IRU

IRU and BSEC-URTA strengthen cooperation

Cooperation between the IRU and the Union of Road Transport Associations of the Black Sea Economic Cooperation Organisation (BSEC-URTA) strengthened to more effectively promote the interests of the road transport industry within BSEC.

The IRU and the BSEC Secretariat supported the realisation of an expert study to recommend to BSEC Governments pragmatic alternative ways to implement the intergovernmental BSEC MoU on the Facilitation of the Road Transport of Goods in the Region.



From left to right: Vladimir Florea, BSEC URTA President, Halim Mete, TOBB Vice President, and Martin Marmy, IRU

IRU and ECO sign MoU

The IRU signed a Memorandum of Understanding with the Economic Cooperation Organisation (ECO) in Istanbul in May 2008 in order to promote road transport facilitation and the wider implementation of the TIR System in the ECO Member States.



IRU signs MoU with ECO represented by Mohammad Mirzaei Kahag, ECO Director of Transport and Communications (centre) in the presence of Barry Cable, UNESCAP Director of Transport (far right)

IRU and AULT join forces to implement TIR in Saudi Arabia

The IRU also continued its cooperation with the Arab Union of Land Transport (AULT) in order to develop joint activities in the Middle East and Region. The two organisations held a joint meeting with representatives of the Ministry of Transport of the Kingdom of Saudi Arabia and it was agreed that a special IRU Seminar should be organised in Riyadh in order to inform representatives of the competent authorities in this country about the benefits of the TIR System for facilitating and securing trade and the need for developing professional training through the IRU Academy.



Khaled Al Namlah, AULT President, Abdulaziz Al-Ohaly, Deputy Minister of Transport, Kingdom of Saudi Arabia, Martin Marmy, IRU and Mohamed Ibrahim Al-Omran, Ministry of Transport, Kingdom of Saudi Arabia



| 72 The right to mobility is a fundamental human right

The IRU Secretary General's conclusions



“Freedom means diversity but also mobility. It preserves the opportunity for today’s disadvantaged to become tomorrow’s privileged and, in the process, enables almost everyone, from top to bottom, to enjoy a fuller and richer life.” (Milton Friedman)

Following the celebration of the IRU’s 60th Anniversary, it is most appropriate to recall that 60 years ago, the United Nations Declaration of Human Rights made mobility a fundamental human right.

In fact, the recognition and protection of freedom of movement was first acknowledged by Cyrus the Great, founder of the Achaemenid Persian Empire, in his charter of human rights documented in the Cyrus cylinder in 539 BC. Later on, in England in 1215 AD, the right to travel was enshrined in Article 42 of the Magna Carta, which mentions that any person, including merchants, can go out of the kingdom and return, safely and securely, by land or by water.

Mobility as an obvious basic human right is also demonstrated by the fact that, throughout history, one of the first things tyrants have always done when taking power is to restrict the right to travel. Even today, the worst punish-

ment according to human rights is to put someone under arrest.

As the plethora of historical evidence demonstrates time and again, mobility offers significant advantages over being sedentary. In human evolution, all anthropologists agree that Homo sapiens evolved from Homo erectus, who was the first human ancestor to walk truly upright and, due to the position of his head, to develop a larger brain. But more importantly, this fabulous human development is the direct result of an increased need for mobility.

Historically, nomadic societies long dominated sedentary ones. Nomads remained the means of communication between sedentary people, bearing news, new ideas, new cultures, new tools, goods, etc. Indeed, nomadism, and thus mobility – in short, transport – was always vital to improve economic and social development.

The development of modern economies and all their major economic and social leaps forward were always linked to the improvement of mobility or transport resulting from new communication networks – roads in the Roman Empire, the postal system in the 16th century, the railways in the 19th century – and

finally, to what explains the existence of the IRU and of its Member Associations, the combustion engine, in the early 20th century.

The appearance a few years later of the first truck and road transport's door-to-door service led to major innovations in transport, which set the pace for globalisation, economic growth and prosperity wherever mobility through road transport has been improved and facilitated.

Since the 13th century, the closing of the Ancient Silk Road, which was the main trade route in the world, has landlocked numerous countries and impeded their development due to the advent of maritime transport.

Indeed, each time road transport has been penalised – be it through destruction of networks, political restrictions or neo-protectionist measures such as new interdictions, obligations or taxation – economic and social growth has stalled.

We should not forget that the Great Depression in the 1930s which followed the financial crash of 29 October 1929, was caused by a deliberate halt in international trade and transport! We should also remember the dramatic conse-

quences of the 1970s, 1980 and 2000 oil crises on trade and transport as well as on economic development, where governments, instead of diversifying the wasteful burning of fossil fuel in fixed installations where viable alternatives exist or mitigating the diesel price by lowering their exaggerated discriminatory taxation, did little, if anything.

Given the importance of mobility for development, the huge difference in fuel taxation and regulatory treatment applied to the different modes of transport is totally incomprehensible. Maritime transport, which only provides port-to-port services, has always benefited from totally tax-free fuel and full liberalisation. Rail and air transport, which also enjoy a fully tax-free energy supply and the financial participation of governments in their national companies, function in a very friendly regulatory environment. Moreover, the regulatory framework of air transport is notably composed, not of interdictions or obligations, but of its “eight freedoms”!

Paradoxically, when comparing the importance and quality of the transport service provided, road transport has become by far the most regulated and heavily taxed of all transport modes

despite being the only transport mode capable of uniting people, producing wealth and improving its distribution, thanks to its unique door-to-door services, always available to everyone, everywhere, at any time.

Road transport, as the only mode capable of allowing governments to fulfill their primary obligation vis-à-vis their citizens to ensure their fundamental human right to mobility, should be promoted and facilitated by national legislations to ensure prosperity through the sustainable mobility of people and goods worldwide.

If the right to mobility is a human right, granted by the UN Declaration of Human Rights and by numerous national Constitutions, then most governmental policies can best be summed up as tyrannical.

Indeed, freedom of movement is a basic right which only dictatorships impair. In short, promoting mobility or transport makes tyranny difficult. In the current financial situation, it should more than ever be remembered that questioning road transport, mobility or the free choice of transport mode, including the freedom of transit for goods, vehicles and drivers, always implies increasing

economic difficulties, and, worse, challenging democracy.

If the enforcement of the right to mobility in the UN Declaration did not draw much public attention in 1948, it is certainly not because this fundamental human right was not important, but rather because at the time, just like today, this right was considered as obvious. Yet today this right needs to be made better known and enforced once again.

As demonstrated by the IRU's 60th Anniversary World Congress Declaration, dedicated to the revival of the Silk Road from the Pacific to the Atlantic, and as confirmed by the joint Ministerial Declaration, road transport today, more than ever, drives peace and prosperity. As such, the entire road transport industry, represented by the IRU, will continue to strive with governments and international organisations to enforce this fundamental human right to mobility by “Working together for a better future”.

Martin Marmy



5th Euro-Asian Road Transport Conference



Almaty, 11-12 June 2009



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