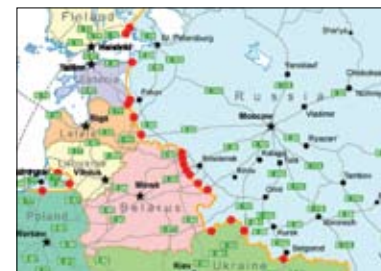


IRU Border Waiting Times Observatory (BWTO)





Join the IRU BWTO at www.iru.org



Border waiting times

Waiting at borders causes major **human suffering** for those in the queues without access to even basic facilities, which is against human rights. Furthermore, the resulting negative environmental impact, criminality and the danger of spreading diseases are unbearable for the border control staff, as well as for those living in the vicinity of the roads leading to congested border crossing points.

Waiting at borders also **costs billions** annually to the economy because of expensive equipment like trucks idling in queues; transport staff spending long hours and even days without any productive activity; cargo not moving, thus increasing the cost of those goods, not to mention lost business opportunities.

All actors, authorities and businesses thus have a common interest to act and a role to play to further facilitate trade and road transport at border crossings and should work in public-private partnership to effectively achieve this objective.

In many parts of the world, borders remain a long-term reality. Authorities should, however, endeavour to reduce the scope of border controls to the necessary minimum in accordance with their international obligations (e.g. the UN Convention on frontier controls), in particular through moving export-import procedures from borders to departure-destination points.





Information sharing on waiting times is not only a must, but a legal obligation according to the new Annex 8 of the UN Convention on frontier controls!

To be efficient in reducing waiting times, information about real waiting times at borders is a *sine qua non* condition for immediate, short or long-term decisions.

To further facilitate trade and road transport the competent authorities should provide the appropriate information on waiting times at borders. This obligation for authorities is set out in the new Annex 8 of the UN International Convention on the Harmonization of Frontier Controls of Goods, 21 October 1982. Indeed, Article 3, Paragraph 1 clearly states that:

“In order to facilitate the international movement of goods, the Contracting Parties shall regularly inform all parties involved in international transport operations in a harmonized and co-ordinated manner on border control requirements for international road transport operations in force or planned as well as on the actual situation at borders.”

To help governments and national competent authorities in meeting their legal obligation of informing all parties concerned, including the fleet operators, the IRU has developed the IRU Border Waiting Times Observatory (BWTO), a state-of-the-art IRU web-based application which enables authorities to report on border waiting times, free of charge, anywhere in the world (www.iru.org/index/bwt-app).

6 Benefits of the IRU BWTO

The benefits of using the IRU BWTO are numerous for border control authorities, as well as for the trade and road transport industry. The benefits for national economies and society as a whole are even greater.

For border control authorities:

- Meeting legal obligations:
 - Annex 8 of the UN International Convention on the Harmonization of Frontier Controls of Goods; revised Kyoto Convention; GATT and GATS (WTO), etc.
- Improving daily operational support:
 - Adjust control staff numbers as needed, even on a daily basis
 - Open/close reserve traffic lanes if available
 - Provide reliable and regular information on waiting times to senior management to redirect traffic to less congested border crossing points
- Demonstrating to competent governmental bodies the need to invest in procedural or other developments at borders concerned:
 - Identify problematic border crossing points
 - Identify major source of problems: procedural or other
 - Identify long-term staff requirements

For the trade and transport community:

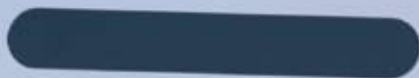
- Improving daily operational support:
 - Systematic route planning
 - *Ad hoc* route adjustments (by driver or company management)
- Inducing governments to take appropriate policy measures to further facilitate trade and road transport:
 - Identify problematic border crossing points
 - Identify major source of problems: procedural or other

For national economies and society:

- Reducing cost of transport and goods, hence reducing missed business opportunities
- Alleviating environmental impact of congested borders
- Curbing criminality and public health problems



HALTE



DOUANE

IRU BWTO electronic submission form

IRU BWTO users' choice

IRU BWTO observed border crossings in the Baltic region

Example of daily border waiting times for trucks between two countries

How does the IRU BWTO work?

Using the IRU BWTO is simple for both data providers (national competent authorities) and users (authorities and fleet operators).

The data in the IRU BWTO application give information on the waiting times in hours, from a vehicle's arrival at the end of a queue in country A to the vehicle's release from border control in country B.

- Data input (by national competent authorities, e.g. customs, ministry of transport, etc.):
 - Input via a simple e-interface
 - Input by any appointed national body (government authorities, border control staff, road transport association or other)
 - Several data input per day possible (*quasi* real time reporting)
 - Time data can be supplemented by a short textual note on causes of delay
- Data use (by authorities and fleet operators):
 - Data search by traffic mode (trucks or coaches) and direction (entry or exit)
 - Data visualisation on a daily, weekly, monthly, yearly basis, or any other selected period; graphical presentation or statistics
 - Access to textual information on specific causes of long waiting times

10 How to become an IRU BWTO Data Provider?

Once you have decided to join the IRU BWTO, the next steps are easy:

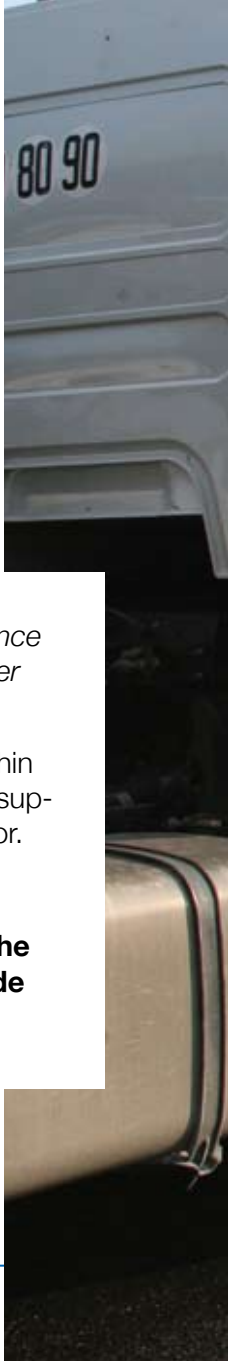
- Identify and clearly mandate the services and contact person(s) in charge of the data transmission
- Transmit the contact details of the person(s) in charge of the IRU BWTO to the IRU (iru@iru.org)
- Identify border crossing point names on both sides of the border
- Deliver the identified border crossing point details to IRU BWTO, including GPS coordinates*
- The persons in charge should start daily delivery of the waiting time data of the identified border crossing points

IRU BWTO will be pleased to provide the appointed contact person with distance training, which only takes a few minutes, and will deliver Data Supplier and User Guides (also available online).

Data are entered directly into the IRU BWTO database and become visible within seconds for all IRU BWTO users. Waiting times exceeding 10 hours and data supplied via text messages are moderated by the IRU BWTO System Administrator.

Learn more about the IRU BWTO at www.iru.org/index/bwt-app

The more data entered and the wider the geographical area covered, the better the supply of information to government authorities and the trade and road transport community. This is in everybody's interest!





*Working together
for a better future*



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