

ECO REGULAR MONITORING OF TRUCKS IN PARTNERSHIP WITH IRU NELTI – 3

Interim Project Results

IRU Permanent Delegation
to the Middle East and Region

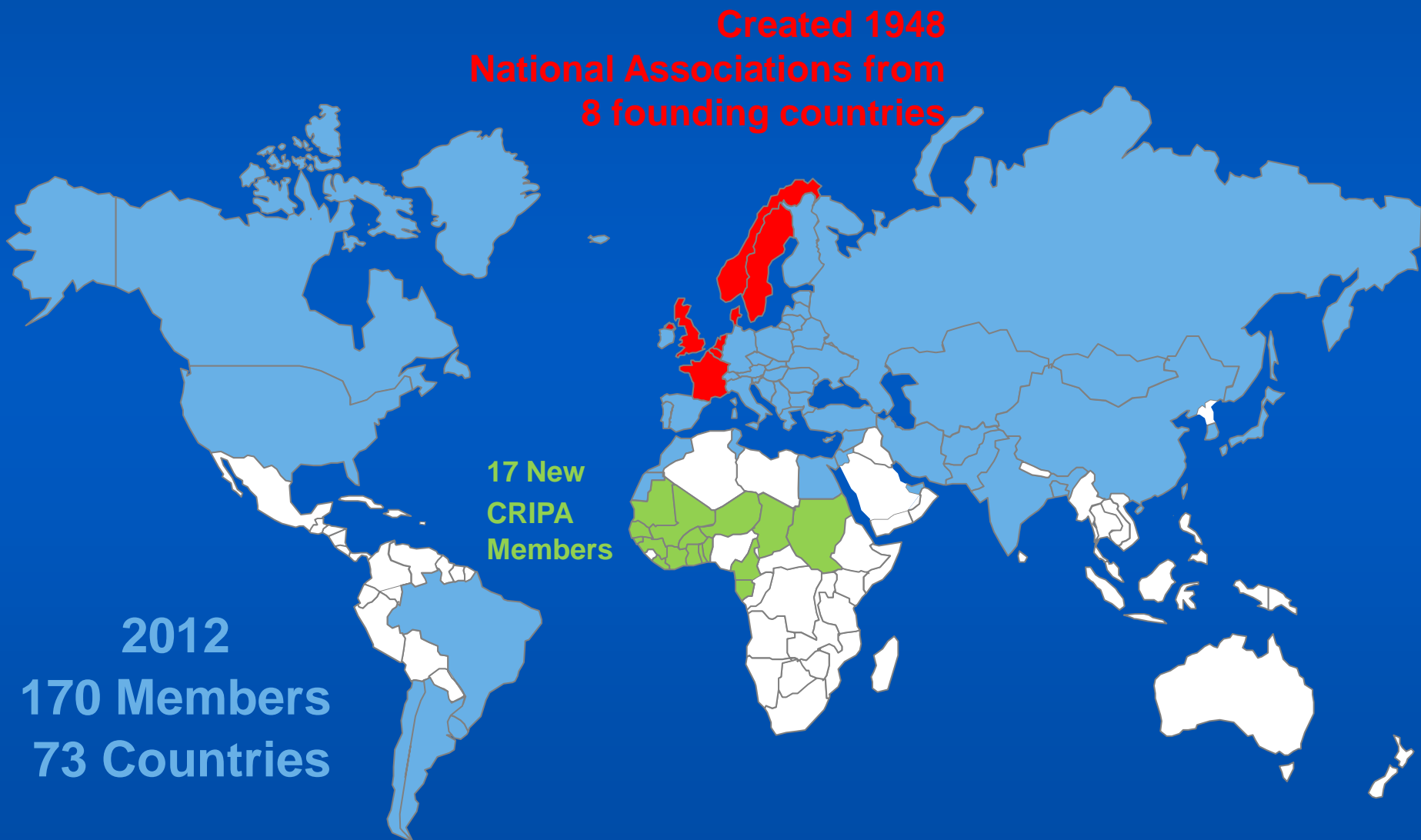


This is the IRU





Evolution of IRU Membership





In September-October 2010 the IRU organised, in public-private partnership with the Economic Cooperation Organisation (ECO), the **Silk Road Truck Caravan 2010**.

8 ECO Member States have participated with 8 trucks and 11 drivers. The Caravan had departed from Islamabad and completed a journey of 11,400 km from Pakistan to Turkey via Afghanistan in 25 days.

Caravan has shown that the main non-physical barriers mostly stem from the inefficient implementation of the key UN multilateral trade and road transport facilitation instruments.





On December 23, 2010, the 11th ECO Summit welcomed the findings of the Silk Road Caravan and instructed the ECO Secretariat to monitor regularly the movement of trucks in the region.

In March 2011, ECO and IRU Secretariats elaborated a written framework of joint action in this direction. The cooperation document and action plan for the **ECO RMT/NELTI-3** project were signed.

The Asghabat Declaration acknowledged the realization of the ECO/IRU Silk Road Truck Caravan in September-October 2010 as a major demonstration project in line with the provisions of the TTFA.



The 8th Meeting of the Ministers of Transport and Communications of the ECO Member States welcomed the joint project of ECO and IRU for “ECO Monitored Regular Run of Trucks” (**ECO RMT**) in 2011.

What is ECO RMT ?



- ❑ Continuation of the ECO/IRU Silk Road Truck Caravan of Sep-Oct 2010
- ❑ Collecting and analysing data about **actual road transport conditions** faced by professional truck drivers during commercial cargo deliveries
 - Special Questionnaires developed in line with the World Bank directives
 - The UNESCAP Time/Cost-Distance methodology for data analysis

Main Objective

- Promotion and facilitation of international road transport and trade in the ECO Member States through monitoring physical and non-physical barriers for transit transport

- 29 June 2011 **ECO RMT Project Launch Ceremony** at the 8th ECO Ministerial Meeting in Ashgabat, Turkmenistan
- July - Aug 2011 First filled in project Questionnaires received
- August 2011 Independent Dutch institute of transport research, NEA, part of Panteia Group, is mandated for data analysis



- March 2011 ECO/IRU Protocol on Joint Action Plan signed in Tehran
- May 2011 Project Focal Points are appointed in all ECO states
- June 2011 **Eight MoU's signed** by IRU Member Associations in the ECO states (except Pakistan and Uzbekistan)

Over **20 road transport companies** are identified

- July 2011 Data collection begins
- Oct 2011 Uzbek **AIRCUIZ** joins the project as **9th** participant
- Nov 2011 **PNC-ICC** signs MoU becoming the **10th** project's participant



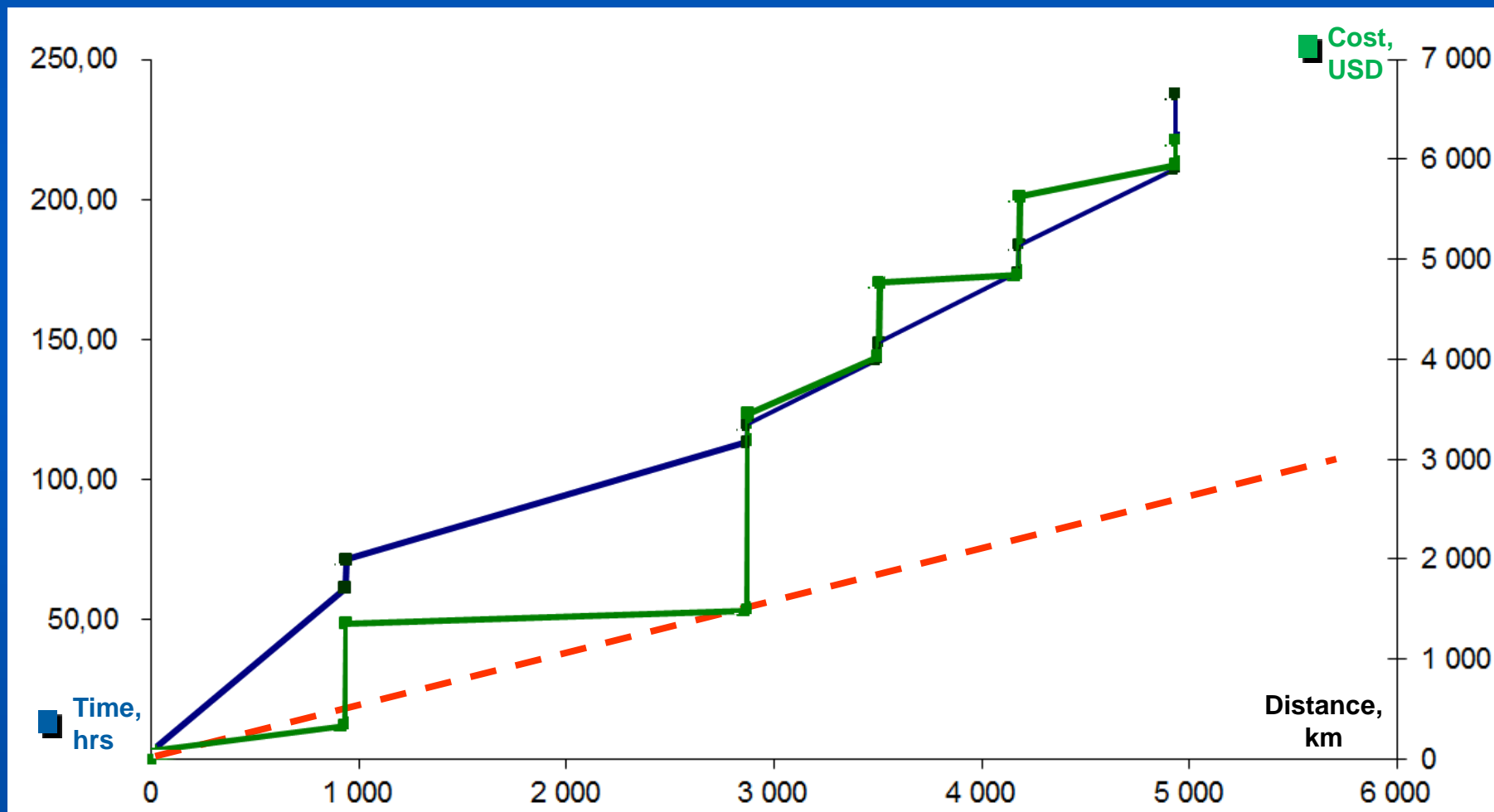
- 31 Dec 2011 137 project Questionnaires received from over 30 road transport companies of 7 ECO Member states
- 6 Jan 2012 First interim results based on the data from 40 Questionnaires presented at the 173rd ECO CPR
→ (40 data entries x 4,5 hrs = 180 working hrs; 3 officers)
- End Jan 2012 Data Analysis by NEA begins
- 1st Quarter 2012 ECO/IRU Report and recommendations for National Action Plans of the ECO Member States

1. Time spent en route	297 days
2. Distance covered	105 404 km
3. Cargo carried	860 tonnes
4. Amount of official levies paid	67 345 USD
5. Sum of unjustified levies paid	19 050 USD
6. Number of state border crossings	176
7. Average speed en route	355 km/day – 14,5 km/hrs
8. Length of downtime en route	68,4 days

**29,9% of time lost
at border
crossings!**

**Unofficial payments at
the border accounts
for 28,3% of additional
costs!**

Route: Turkey-Iran-Turkmenistan-Uzbekistan-Kazakhstan



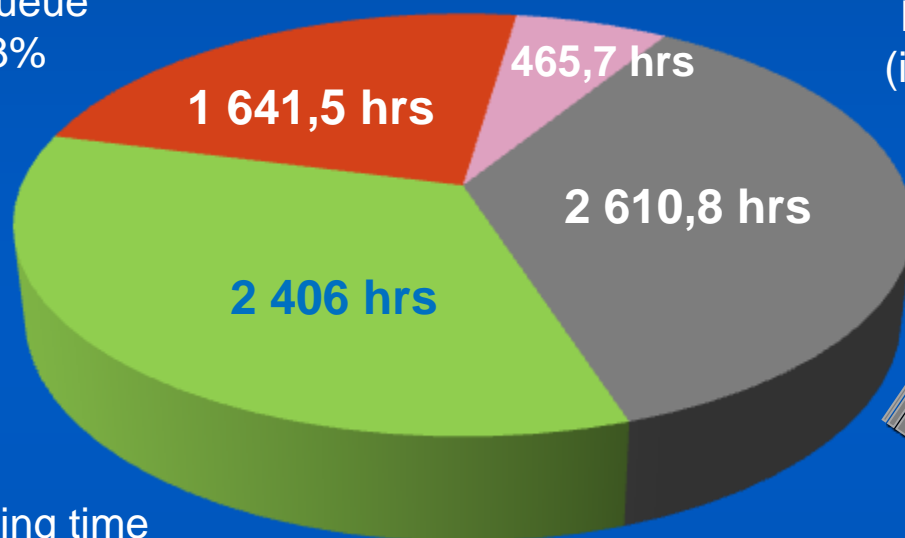


Waiting/time
in queue
23%

Loading/discharge 6%

Procedures
(inc. escort &
repairs)
37 %

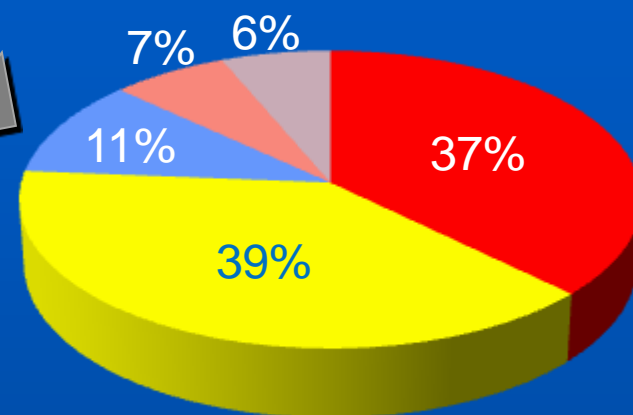
- Border control
- Customs clearance of goods
- Weight & dimensional control
- Visa / immigration
- Other



Driving time
34%

Total time: 7 124 hrs

Average speed =14,5 km/hrs





28,3%

Unofficial
\$19,033

Official
\$67,345

Official costs structure

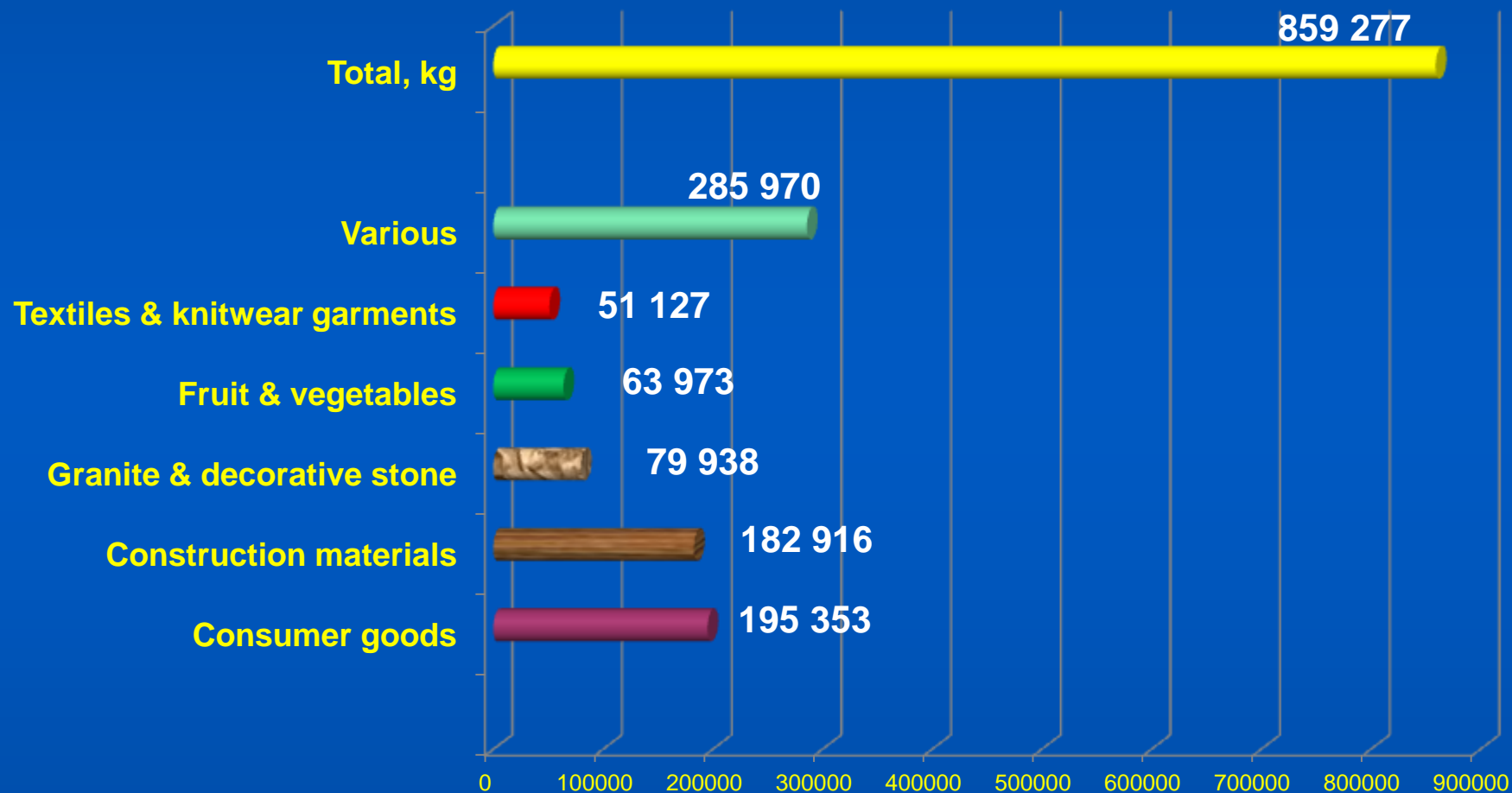
- Cost of transit
- Permit & Insurance
- Overnight stay & Meals & Repairs
- Visas, Weight controls, Vehicle registration, etc.

37%

35%

11%

17%





- Bandar-Abbas(IRN)- Sarakhs(IRN)- Farab(TKM) - Tashkent(UZB)
- Istanbul(TUR)- Bazargan(IRN)- Artyk(TKM)- Alat(UZB)- Almaty(KAZ)
- Bishkek(KGZ) - Chimkent(KAZ) - Alat(UZB) - Serakhs(TKM)-Mashad(IRN)
- Khargoz(PRC)-Almaty(KAZ)-Yallama(UZB)-Khayraton-Mazari Sharif(AFG)
- Mersin(TUR)-Batumi(GEO)-Red Bridge(AZE)-Baku(AZE)



- Implement UN trade and road transport facilitation tools
- Increase cooperation between transit States
- Introduce multilateral transport permit system
- Improve customs procedures
- Provide multi-entry and transit visas for drivers



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for a better future*



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