



RESOLUTION

XVI International Conference

“International Road Transport: Problems, Solutions, Prospects”

Aimed at promoting road transport in order to drive global economic growth,

recognising the particular importance of road transport for international transport corridors, integrating the Trans-European transport network (TEN-T), Euro-Asian Transport Links (EATL), “Europe-Caucasus-Asia” (TRACECA) and the GUAM Organisation for Democracy and Economic Development transport corridors;

welcoming the UN Resolution “Role of transport and transit corridors in ensuring international cooperation for sustainable development”, adopted in December 2014;

noting that road transport is ideally placed to play a key role in the implementation of the UN Resolution as well as all other UN initiatives on Sustainable Transport;

although conscious of the need to further diversify road transport, particularly due to growth in international trade, the geographic expansion of the TIR Convention, 1975, as well as the obvious advantages of door-to-door transport;

committed to further improving the TIR Convention, 1975 through the accession of new Contracting Parties, as well as the development of new TIR risk management tools, i.e. eTIR, SafeTIR, TIR-EPD, iCarnet and TIR+;

calling for an immediate withdrawal of any restrictions on the application of the TIR Convention, 1975 on the territory of the Russian Federation which are negatively impacting the development of international road transport and transit;

stressing the need to minimise bureaucratic procedures related to the transport of goods under the TIR Convention, 1975 at all stages of the logistic chain;

initiating efforts to improve international road transport by gradually renewing fleets that meet high ecological and safety standards;

taking into account that gradual liberalisation of road transport market should be based on removal of bilateral permits in parallel with a better management of the multilateral permit systems;

reaffirming the need for the ongoing harmonisation of criteria and requirements referred to by international road transport operators when accessing the market of transport services;

finding it unacceptable that national legislation (EU and EEA member states) is being enforced on foreign transport operators by imposing a national minimum wage to international transport operations resulting in a drop in competitiveness and an additional financial burden on international transport operators,

the Conference participants

hereby request national governments and all stakeholders concerned by the development of international road transport to **enhance joint actions** aimed at:

- the earliest possible implementation of the UN Resolution “Role of transport and transit corridors in ensuring international cooperation for sustainable development” to promote effective and safe transport operations along the international transport corridors connecting Europe, Asia and the Middle East with the infrastructure of TRACECA, GUAM and the Black Sea Ring Highway corridors engaged;
- a proactive application of efficient UN facilitation and security instruments (TIR Convention, 1975, Harmonization Convention, 1982), as well as the new TIR risk management tools, such as eTIR, SafeTIR, TIR-EPD, iCarnet;
- updating national legislation to comply with the provisions provided by the Quality Charter for International Road Haulage Operations under the ECMT Multilateral Quota System;
- amending bilateral intergovernmental agreements on international road transport, by removing the requirement for transit permits for the transport of goods, allowing to use semi-trailers registered in third countries and subcontracted vehicles, increasing the scope of multilateral permit systems;
- a full reintroduction of the TIR Convention, 1975 on the entire territory of the Russian Federation;
- supporting freedom of transit on the entire Eurasian landmass as the basis for effectively promoting long-distance international road transport and connecting landlocked developing countries in Eurasia to global markets, thereby contributing to the implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024, adopted in November 2014;

- the promotion of fair competition and transparent access to the market of transport services;
- the promotion of energy-saving behaviours, including energy efficiency policy-making in road transport, the increased use of innovative vehicles that meet high ecological standards;
- the promotion of intermodal transport operations under cover of TIR Carnets;
- reducing downtime for vehicles at national border crossing points, facilitating controls by implementing a “single window” system, joint control procedures notably through the implementation of TIR EPD Green Lanes;
- the application of anti-corruption measures against the abuse of control bodies at customs and border crossing points;
- the facilitation of visa procedures for professional drivers, aiming to eliminate the current bilateral visa regulations between the governments concerned;
- the unification of weight and dimension variables based on Annex 8 of the UN International Convention on the Harmonization of Frontier Controls of Goods 1982;
- updating national legislation to comply with the international provisions and standards contained in UN conventions and agreements, with international best practices, including the recognition of international certificates of technical inspection, other shipping documents available onboard;
- extending international best practices, current approaches and standards in control methodology and in the supervisory functions applicable to road transport;
- creating and developing a high quality roadside infrastructure to ensure adequate driving and rest times for drivers as well as improving road safety in compliance with the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR);
- promotion of professional training of drivers and managers engaged in goods and passenger transport by introducing legal requirements on the initial qualification and periodic training and through the endorsement of the internationally recognised IRU Academy standards;
- promoting relevant training programmes for professional drivers aimed at reducing accident rates and the severity of injuries as stipulated in the UN Decade of Action for Road Safety 2011-2020;

- striving for harmonisation of professional qualification requirements for drivers and managers engaged in international transport and mutual recognition of certificates and diplomas attesting professional competence;
- promotion of the IRU Academy standards recognised by the ECMT Quality Charter as key benchmark that fully meets the requirements for professional qualifications of drivers and managers;
- eliminating the indiscriminate collection of taxes and duties as well as the imposition of unreasonable penalties and claims by regulatory authorities;
- introducing a moratorium on the implementation, by the EU and EEA member states, of the legislation on minimum wage applicable to the international road transport operations of goods and passengers.

Done in Odessa, Ukraine, on 9 September 2015