

IRU 2014

Driving progress since 1948



How to read this annual report

First of all, we would like to thank you for your interest in reading our annual report. We understand that reports can mostly be quite long and full of statistics and information, which is why we have decided to make the whole process as enjoyable as possible.

There are a few things you should know before you read any further:

We love road transport!

That may sound strange, but it's true. Otherwise we wouldn't be here. We feel that road transport has incredible benefits to offer to everyone around the world and that it really can provide viable solutions to all global issues. Don't believe us? Then turn the page so you can discover concrete examples of how road transport can contribute to a better future.

We use the word "facilitate" a lot

Facilitate is just another way of saying "we are trying to make things easier".

Please keep this in mind when you read :

- Road transport facilitates trade.
- We are working to facilitate trade and international road transport.
- Facilitating border crossing procedures.

You can interact with this report

We want your reading experience to be more than just one-dimensional, so we've added a few QR codes to help you connect with our online content. Don't miss out on our exclusive video interviews and animations.



Flash this code
for the mobile
and tablet-friendly
electronic version of
this report!

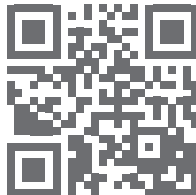


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Foreword by the IRU President

Having now proudly served as President of the IRU for three terms of office, I am truly delighted and deeply honoured that my peers unanimously decided to once again extend my mandate for a new term of office 2014-2015. It has been an incredible journey with new and reinforced partnerships in Africa, the Americas, in the Middle East, and in the Far East, but there is still much work to be done.

Indeed, many governments and businesses worldwide are still facing challenges every day due to the continuing global economic and political turmoil. To complicate matters further, others are facing challenges that have resulted from illegal and unfounded decisions taken by governmental authorities. No matter the origin of these challenges, our role as the global voice of the road transport industry is to create and reinforce partnerships with stakeholders at all levels, so that everyone can benefit from the practical solutions offered by road transport.

For the last two years, governments and governmental institutions at the highest level have continued to turn to the IRU to create new solid public-private partnerships to help realise ambitious economic, trade and road transport development objectives. We have had significant developments recently, which show that our 65 years of experience in facilitating and securing trade have not gone unnoticed.

Among our recent achievements was the official opening of the IRU Permanent Delegation to the United Nations in New York and the signing of a MoU with the UN Global Compact to promote TIR as an instrumental component of a secure and sustainable supply chain. Moreover, UN ECOSOC approved a change to the IRU's

status, which will allow us to be involved in the highest UN political processes.

Our 65 years of experience in facilitating and securing trade have not gone unnoticed.

We created new partnerships with ICDT, UNECA, the African Union and strengthened others with the UNECE, EC, WCO, TRACECA, ECO, ITF, UICR, CIT and UfM Secretariat among others. We also welcomed CANACAR, our new IRU Member in Mexico, who is seeking to implement TIR, firstly to facilitate trade with the United States, Canada and Chile who are already contracting parties, but also to access major South American markets such as Brazil and Argentina, which are equally moving towards joining TIR.

Our hard work in Afghanistan is bearing fruit and on 4 September 2013, the TIR System was reactivated after more than 30 years of interruption! This welcome development will considerably boost regional trade and economic development by opening up global trade to landlocked Central Asian countries via facilitated and secure international road transport.

The IRU's Smart Move campaign to double the use of bus and coach transport, as part of the IRU strategy to boost EU growth, has grown stronger. Indeed, one of the 16 Recommendations made by the EU public-private Smart Move High Level Group (HLG) in May 2013 was implemented at Busworld Kortrijk with the creation of the European Citizens' Mobility Forum. The Forum's objectives are to support the practical implementation of the HLG's Recommendations and come up with new concrete proposals to double the use and market share of collective passenger transport in the EU by 2025. Moreover, we

signed a MoU with Busworld International and agreed to step up our joint efforts to promote the image of the bus and coach industry and the use of its services at the global level, in line with the Smart Move campaign objectives and values.

It has been a busy year for events with our 1st Meeting of the Inter-parliamentary Dialogue on Road Transport in Eurasia and 9th IRU International Road Transport Conference, both held in Moscow, 7th IRU Euro-Asian Road Transport Conference in Amman, 3rd IRU/EU Road Transport Conference in Vilnius, a High-Level International Conference in Dushanbe, 8th IRU European Bus and Coach Forum in Kortrijk, and the organisation of a Special Event in Riyadh to present the results of the IDB-AULT-IRU Joint Project to facilitate trade and enhance road safety in the Arab world.

“Working together for a better future” is not a vain slogan. It is rather a motto that we must abide by if we are to meet all of our current and future challenges.

With all of these successes in every region of the world, we can rightly say that the IRU is a truly global organisation. Unity is our greatest strength and it has never been more vital than today that we remain united. We must effectively demonstrate to the world that no challenge – no matter how great – can divide us, for therein lies our downfall. “Working together for a better future” is not a vain slogan. It is rather a motto that we must abide by if we are to meet all of our current and future challenges.

Janusz Lacny







01

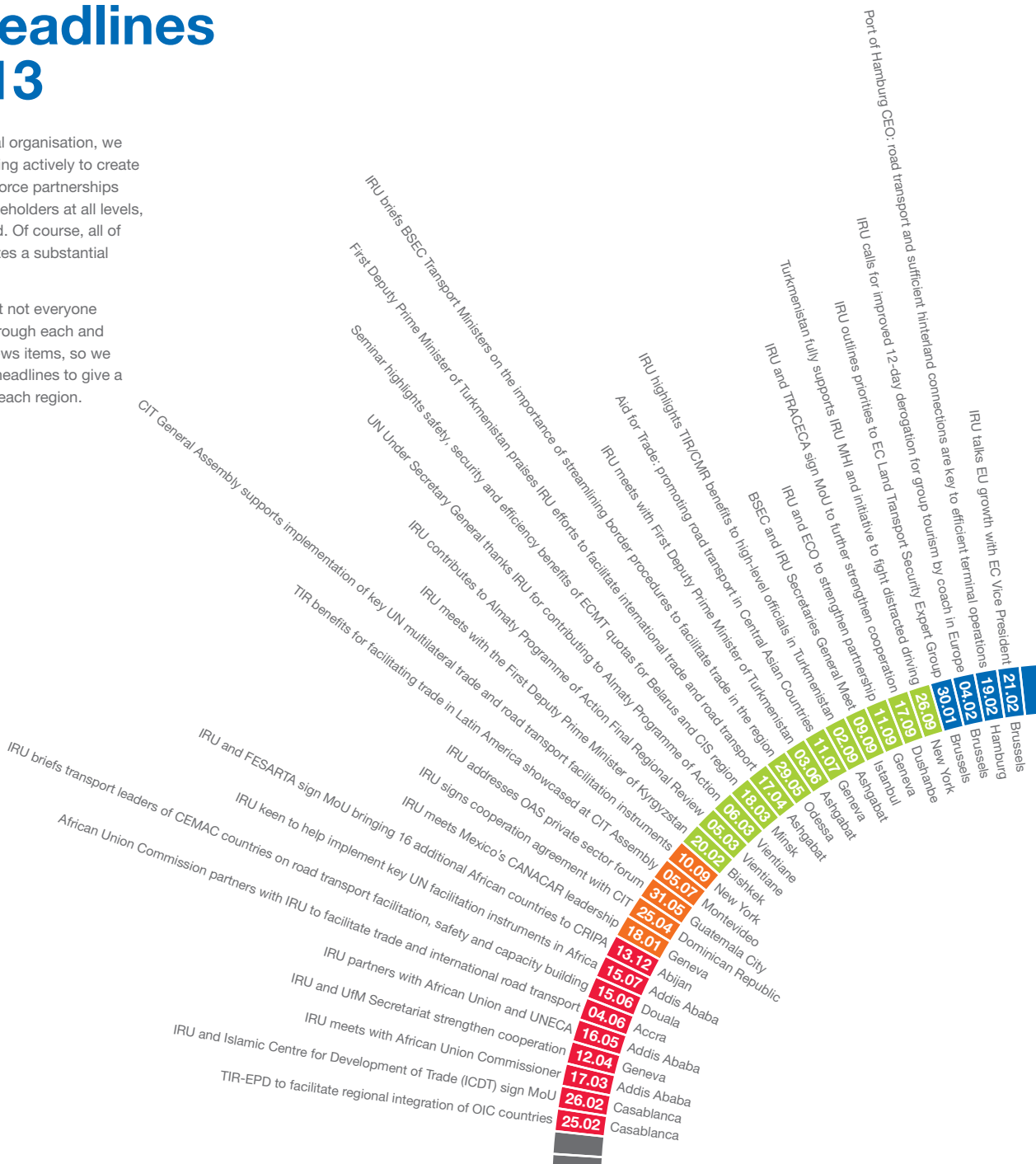
The IRU at a glance

The global voice
of the road
transport industry

IRU headlines in 2013

As a global organisation, we are working actively to create and reinforce partnerships with stakeholders at all levels, all around the world. Of course, all of this activity generates a substantial amount of news.

We understand that not everyone has time to read through each and every one of our news items, so we handpicked a few headlines to give a quick overview for each region.



Africa

Africa would greatly benefit from integrated regional trade, which is effectively achieved by allowing road transport to drive trade and tourism hence interconnecting businesses to markets. We are working together with strategic partners including the African Union Commission, the Islamic Centre for Development of Trade (ICDT), the UN Economic Commission for Africa (UNECA) and the Union for the Mediterranean (UfM), to accomplish this goal. We are also working to increase road safety and professionalism in Africa by providing high quality IRU Academy training programmes.

Americas

We work with diverse partners and stakeholders in the Americas, such as the Organization of American States (OAS) and the Cámara Interamericana de Transportes (CIT) to promote tried and tested facilitation instruments such as the TIR System and innovative projects such as the Smart Move campaign, aimed at removing administrative barriers to trade and tourism by international road transport. We are also developing professional excellence within the industry across the continent through the IRU Academy training programmes.

Eurasia

We have several projects in this region, including the IRU Model Highway Initiative (MHI) to ensure that governments implement the key UN facilitation instruments as a precondition to develop ancillary road infrastructure, including secure parking for commercial vehicles. We are also working on the Almaty Programme of Action to turn landlocked and developing countries into "land-linked" countries by road transport. We strengthened our partnerships with Transport Corridor Europe-Caucasus-Asia (TRACECA), the Economic Cooperation Organization (ECO) and the Black Sea Economic Cooperation Organization (BSEC) to streamline border crossing procedures and facilitate trade in the region.

- Brussels 28.02 IRU-ECR Unfair Sanctions Complaints Desk now available in 10 languages!
- Brussels 05.03 IRU annual Spring Cocktail
- Brussels 17.05 IRU welcomes new EU revisions to digital tachograph rules
- Belgrade 03.07 IRU signs MoU with Serbian Ministry of Transport
- Skopje 05.07 IRU meets Macedonian Transport Minister
- Vienna 18.09 IRU calls on OSCE governments to ensure continuity of TIR to secure and facilitate trade
- Ramallah 19.05 IRU calls on Palestine to implement key UN multilateral facilitation instruments
- Beirut 29.05 IRU showcases TIR benefits to facilitate growth and prosperity in the Arab world
- Amman 12.06 Road Transport: Driving Regional and Intercontinental Trade through the Middle East
- Amman 13.06 Islamic Development Bank, Arab transport industry and IRU pool resources for more growth and prosperity in the Arab World
- Amman 14.06 Transport Ministers, international organisations and financial institutions join forces with IRU to drive regional and intercontinental trade in the Arab world
- Amman 14.06 Turkish Undersecretary of the Ministry of Customs and Trade salutes IRU partnership
- Istanbul 10.09 IRU delivers keynote speech at UNECE ITC Ministerial Meeting
- Riyadh 12.11 IRU updates popular brochure: "How to fill in a TIR Carnet"
- Geneva 01.02 UNECE Executive Secretary praises road transport's role in enhancing economic development
- Geneva 26.02 ILO and IRU join forces to promote new guidelines on container safety
- Geneva 12.03 UNECE Secretary General Emeritus
- Geneva 12.04 ILO and IRU join forces to promote new guidelines on container safety
- Geneva 12.04 UNECE Executive Secretary praises road transport's role in enhancing economic development
- Geneva 12.04 Martin Marmy named IRU Secretary General
- Geneva 07.05 IRU tackles road safety at the source through professional training and driver checklists
- Leipzig 23.05 IRU highlights importance of facilitating trade and international road transport at ITF annual summit
- Geneva 27.05 IRU meets with ITF to explore synergies for global activities
- Washington DC 13.06 IRU showcases road transport facilitation initiatives for African LLDCs at UN-OHRRLLS/World Bank Conference
- Brussels 27.06 IRU and WCO to strengthen cooperation
- Geneva 27.06 IRU mobile phone road safety card now available
- Geneva 09.07 IRU addresses WTO 4th Global Review of Aid for Trade
- Addis Ababa 16.07 UN Under Secretary General highlights need for LLDCs to implement key UN Conventions and Agreements
- New York 19.09 IRU and UNGC sign MoU to strengthen cooperation
- New York 10.12 IRU and UNGC join forces to fight corruption and secure global supply chains



If you are looking for the complete collection of news items, please scan the QR code and we'll take you right there!



Europe

We have been working actively with the European Commission and European Parliament to improve the 12-day derogation for group tourism by coach, communicate the benefits of the European Modular System and improve truck aerodynamics, to name but a few initiatives. We also have innovative projects such as ECOeffect, TAXIstars, Compass4D, MOBiNet, Smartfusion as well as our Smart Move campaign to double the use of collective passenger transport.

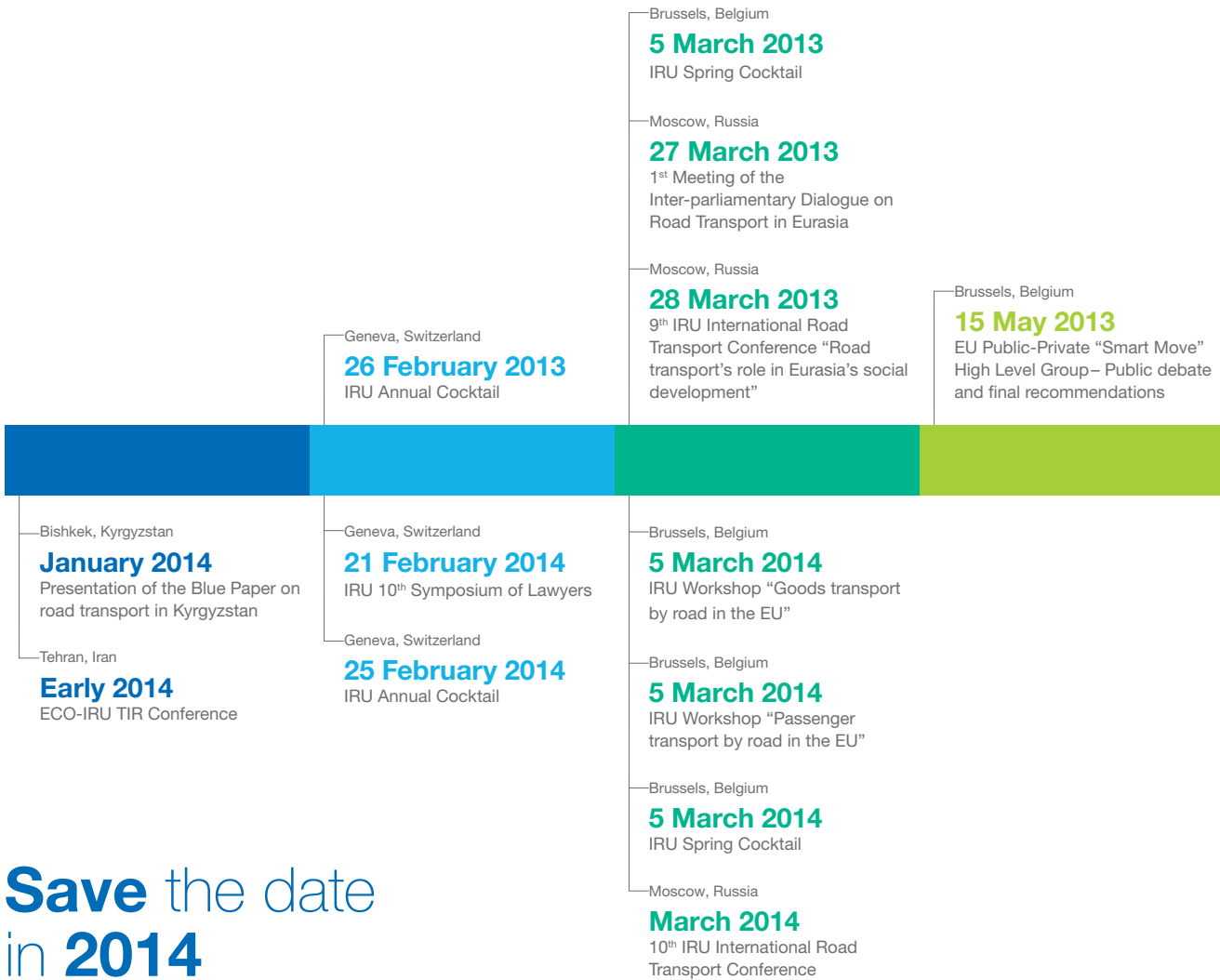
Middle East

Our main goal in the Arab world has been to facilitate and secure trade and tourism by international road transport and propose a strategy to bring growth and prosperity to the Arab world. We organised the 7th Euro-Asian Road Transport Conference in Amman and called on all Arab countries to further implement key UN multilateral facilitation instruments. We have also worked on a joint project with the Islamic Development Bank (IDB) and the Arab Union of Land Transport (AULT) to make road transport more safe, secure and efficient through the implementation of a League of Arab States Truck Accident Causation study (LASTAC), and professional IRU Academy training.

World

Our role as the global voice of the road transport industry is to create dialogue and strengthen partnerships, so that everyone benefits from efficient and sustainable road transport. We established a Delegation to the UN in New York and are working with diverse UN agencies (UNCTAD, UNDP, UNEP, UNWTO, UN-OHRRLLS, UNMAS, UN Global Compact), and the ILO, WCO, WTO and World Bank, on development, trade, environmental, safety, security and social issues. We're also tackling road safety through professional training tailored for specific world regions, new driver checklists available in Hindi and Arabic, and a mobile phone road safety card.

The IRU agenda in 2013



Save the date in 2014

Bern, Switzerland

5 September 2013Joint IRU-CIT Conference
"Multimodality"

Riga, Latvia

5 September 2013Workshop on Passenger
Terminals "The role and place of
passenger transport terminals in
the intermodal transport chain to
facilitate access of businesses and
improve customer service quality"

Yalta, Ukraine

6 September 2013ASMAM-IRU 14th joint International
Road Transport Conference

Vilnius, Lithuania

16 September 20133rd IRU/EU Road Transport
Conference "The road transport
market competitiveness and
partnership: transforming
challenges into effective solutions
for growth"

Kortrijk, Belgium

17 October 20138th IRU European Bus and Coach
Forum "European group tourism by
coach: Driving seniors' and out of
season tourism"

Vilnius, Lithuania

17 September 2013

IRU Academy Eco-driving seminar

New York, USA

23 October 2013Opening of the IRU Permanent
Delegation to the United Nations

Micevec, Croatia

6 June 2013IRU Academy Seminar &
Workshops "Smart people
and smart practices for smart
businesses"

Amman, Jordan

12-13 June 20137th IRU Euro-Asian Road
Transport Conference "Road
transport: driving regional and
intercontinental trade"

Dushanbe, Tajikistan

18 September 2013High-Level International
Conference "Development of the
Central Asian road transport and
transit potential for the period up
to 2023"

Amsterdam, The Netherlands

24 October 2013International Taxi conference "New
Mobility: Opportunities for the Taxi
and for-hire vehicle industry"

Riyadh, Kingdom of Saudi Arabia

13 November 2013IRU-AULT Special Event
"Facilitating road transport for
more growth and prosperity in the
Arab world"

Yalta, Ukraine

September 20142nd Meeting of the Inter-
parliamentary Dialogue on Road
Transport in Eurasia

Yalta, Ukraine

September 2014ASMAM-IRU 15th joint International
Road Transport Conference

Brussels, Belgium

September 2014MEP Welcome Cocktail and Best
EU Road Transport Operator
Awards presentation

New York, USA

September 2014IRU-UNGC Road Transport
Conference

Södertälje, Sweden

September 2014IRU Academy Seminar and
Practical Workshops

Cologne, Germany

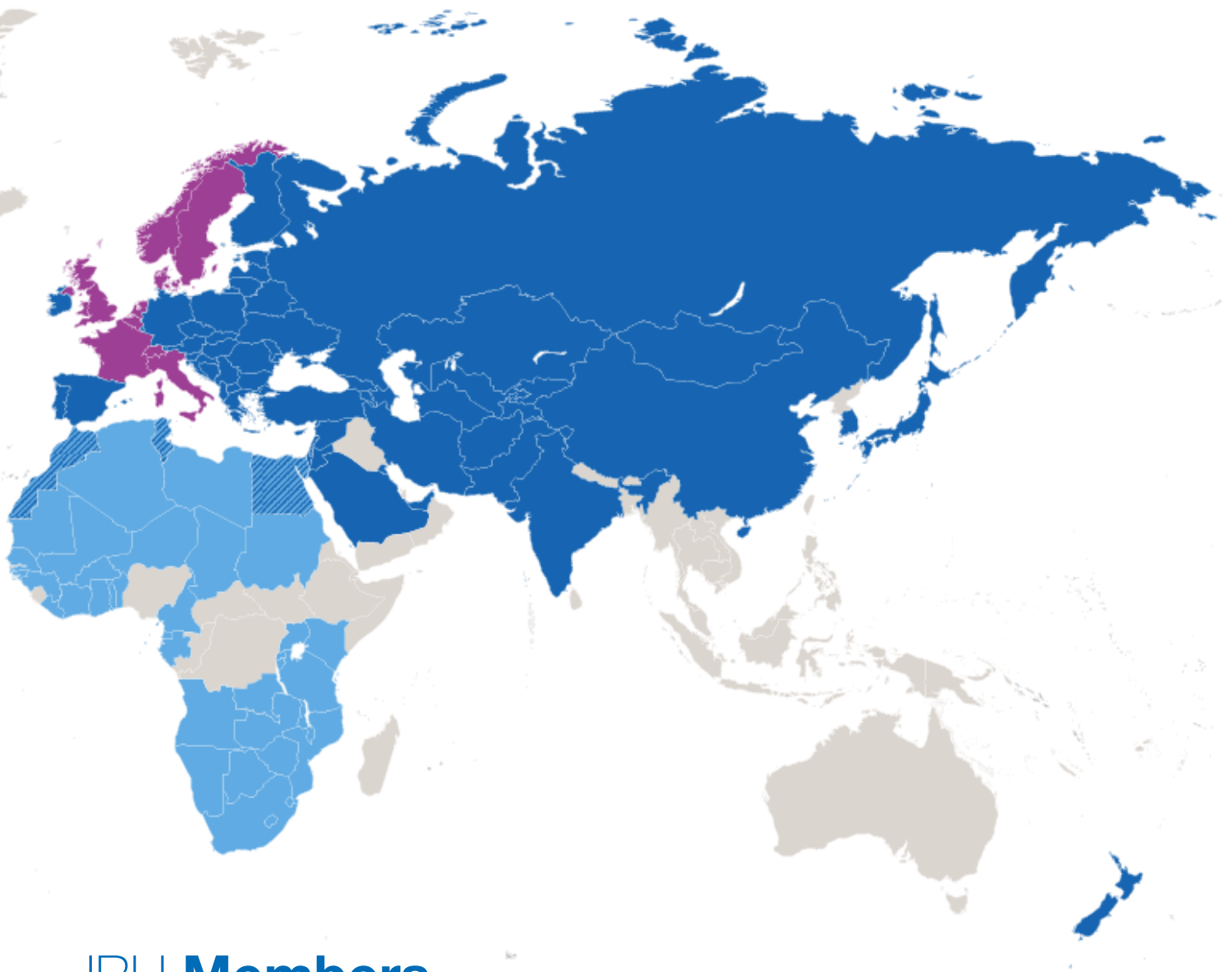
7-8 November 20146th IRU International Taxi Forum



Who we are

The International Road Transport Union (IRU), founded in Geneva, Switzerland, on 23 March 1948, is the global voice of the road transport industry.

We represent the operators of buses, coaches, taxis and trucks, from large fleets to individual owner-operators, and uphold the interests of the road transport industry worldwide to public authorities, private bodies and the media.



IRU Members

We are a global network of national Member Associations, including:

- **Active Members:**
The most representative road transport associations in their country.
- **Associate Members:**
Industries that are closely linked to road transport, such as the manufacturers

of vehicles, fuels, tyres and information systems.

IRU Members contribute know-how, experience and political weight to the global IRU network and enable us to act globally, regionally, nationally and even locally. The diversity, yet unity, of IRU Members gives the sector authority, credibility and strength when addressing governments, intergovernmental bodies, other industrial sectors and civil society.

- IRU Founding Member Countries
- IRU Member Countries
- IRU Regional Committee for Africa including FESARTA members

170 members
75 countries





GIRCA

KT

NLF

SVERIGES ÅKERFÖRETAG

2008

COCCA

KOZATO

1919

sata

TRANSLOGISTE INTERNATIONAL

TAXI

G. T. L.

ODA EKONOMIKE E KOSOVËS

NTC

SCANIA

TRANSPORTSOCIETY

THE KOREA CHAMBER OF COMMERCE & INDUSTRY

THE KOREA CHAMBER OF COMMERCE & INDUSTRY

ODRE

SKAL

OUBS UNCHECKED BUS SERVICE

ICB

KONINKLIJK NEDERLANDS VERVOER

CHAMBER OF ECONOMY OF MONTENEGRO

100 SYRIA

UNIONCAMERE

THE KOREA CHAMBER OF COMMERCE & INDUSTRY

LINJA-AUTOLIITTO

UNO

МИТОССТРАХ Ингосстрах

LATVIJAS AUTO

IRU WORKING TOGETHER FOR A BETTER FUTURE since 1948

UNIT

Itt GIZ INTERTRANSPORT

LINAVA

UNITRE

IRHA IRISH ROAD HAULAGE ASSOCIATION

MICHELIN

100 Pakistan

SVENSKA TAKFÖRBUNDET

ups

MKFE

MAGYAR KÖZÜTI PUVAROSZOK EGYESÜLETE

REGISTRUL AUTO ROMÂN

VDA

VDA

ITD International Transport Danmark

NARTAM

NEA a member of Paxos

RHA

VOLVO

ITLB

NHO TRANSPORT

1921

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TAXI, LIMOUSINE & PARATRANSPORT ASSOCIATION

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TAXI, LIMOUSINE & PARATRANSPORT ASSOCIATION

QR CODE

Our mission

We work to ensure the sustainable development and facilitation of road transport worldwide.

For the road transport industry, achieving sustainable development translates into the challenge of satisfying market demands at the lowest economic, social and environmental costs possible.

Facilitation is all about removing administrative, fiscal and physical barriers to road transport in order to considerably increase national and international trade and tourism.

The IRU is a stakeholder in the UN's Global Compact, the world's largest corporate responsibility initiative. This year marked the beginning of a more intense phase of bilateral cooperation, as we signed a Memorandum of Understanding (MoU), on a number of concrete joint projects regarding anti-corruption, supply chain sustainability, safety and security.



Our partners

World

- United Nations (UN)
- United Nations Conference on Trade and Development (UNCTAD)
- United Nations Development Programme (UNDP)
- United Nations Environmental Programme (UNEP)
- United Nations Mine Action Service (UNMAS)
- United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS)
- United Nations World Tourism Organisation (UNWTO)
- United Nations Global Compact (UNGC)
- International Labour Organisation (ILO)
- International Maritime Organisation (IMO)
- International Transport Forum (ITF)
- World Customs Organisation (WCO)
- World Health Organisation (WHO)
- World Trade Organisation (WTO)
- World Bank

Africa

- African Union (AU)
- United Nations Economic Commission for Africa (UNECA)
- Union for the Mediterranean (UfM)
- African Development Bank (AFDB)

- Economic and Monetary Community of Central Africa (CEMAC)
- Islamic Centre for Development of Trade (ICDT)
- Federation of East and Southern African Road Transport Associations (FESARTA)

Americas

- Organization of American States (OAS)
- United Nations Economic Commission for Latin America and the Caribbean (UNECLAC)
- Interamerican Transportation Chamber (CIT)

Asia

- United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)
- United Nations Economic and Social Commission for Western Asia (UNESCWA)
- Asian Development Bank (ADB)

Eurasia

- Central Asia Regional Economic Cooperation (CAREC)
- Economic Cooperation Organisation (ECO)

- Organization of the Black Sea Economic Cooperation (BSEC)
- Commonwealth of Independent States (CIS)
- Customs Union
- Eurasian Economic Commission (EEC)
- Eurasian Economic Community (EurAsEC)
- Organisation for Democracy and Economic Development (GUAM)
- Shanghai Cooperation Organization (SCO)
- Transport Corridor Europe-Caucasus-Asia (TRACECA)

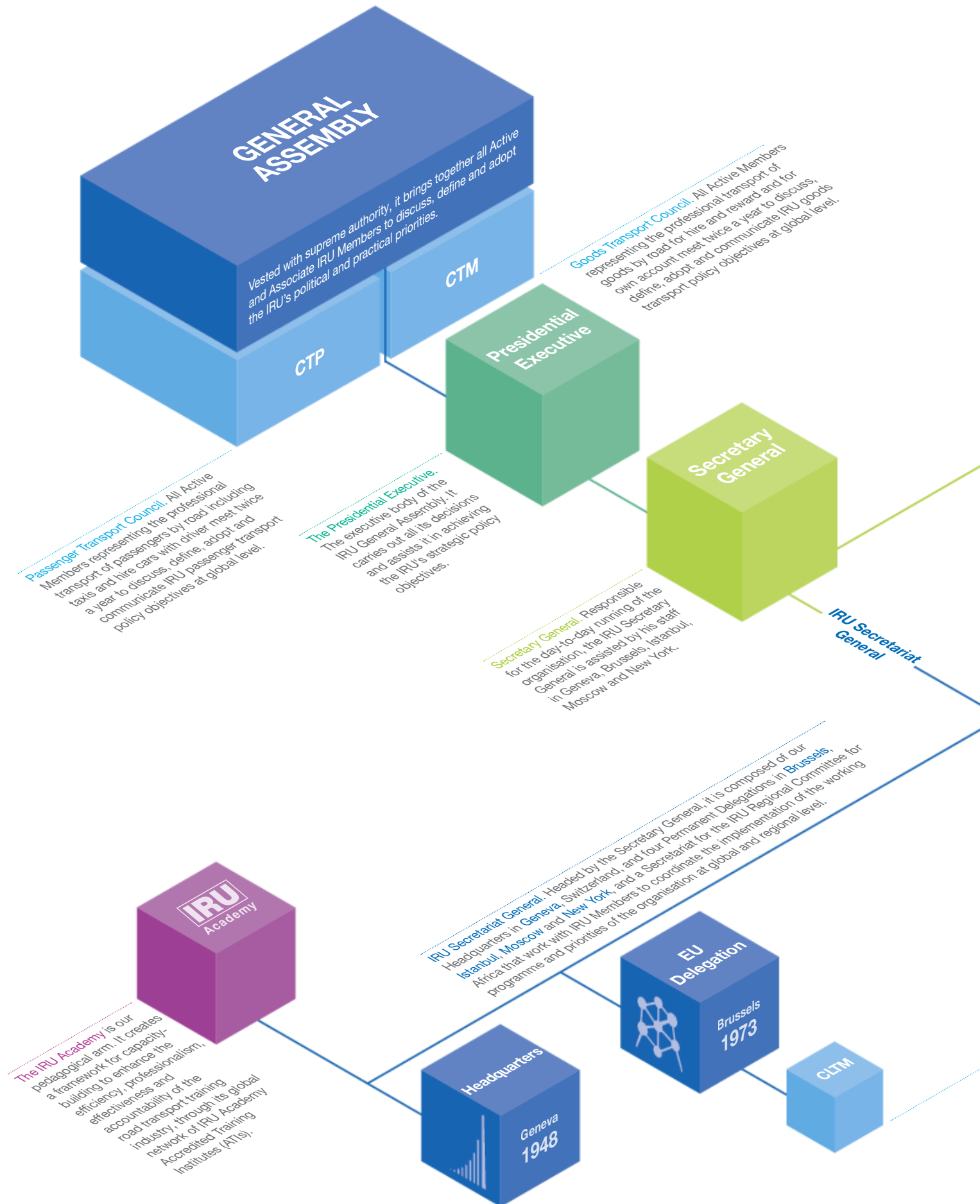
Europe

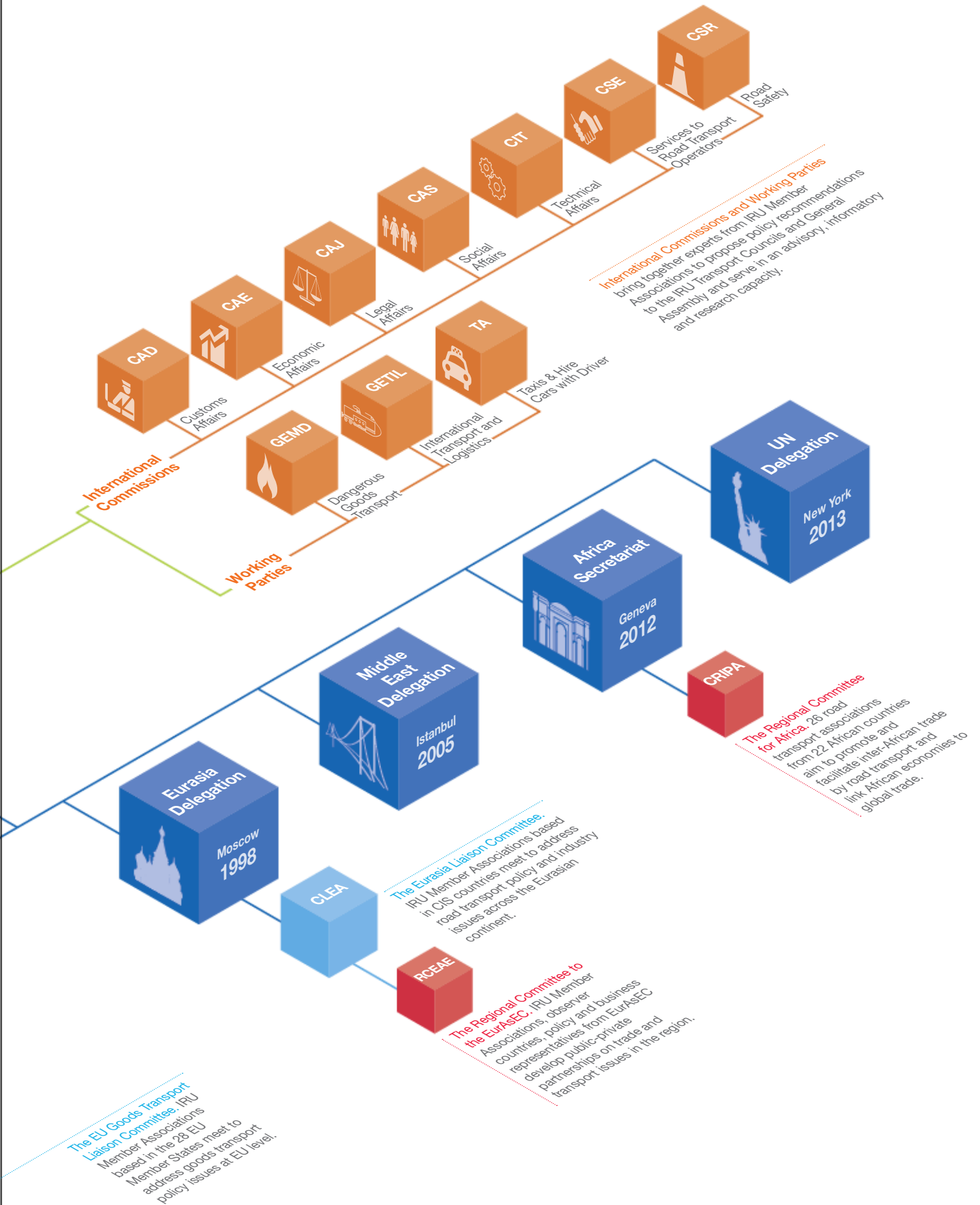
- United Nations Economic Commission for Europe (UNECE)
- Organization for Security and Co-operation in Europe (OSCE)
- European Council
- European Commission
- European Parliament

Middle East

- Arab Union of Land Transport (AULT)
- Islamic Development Bank (IDB)
- League of Arab States (LAS)

Our structure









Our **new** leadership

IRU Secretary General

In April 2013, the IRU General Assembly appointed Umberto de Pretto as the IRU's new Secretary General.

Mr de Pretto joined the IRU in 1995 and was appointed Deputy Secretary General in 2002. He previously worked for the International Chamber of Commerce (ICC) in Paris, and the Canadian Parliament in Ottawa. Born in Ottawa in 1961, Mr de Pretto is a Canadian and Italian national, is happily married and the proud father of two boys.



IRU Secretary General, Umberto de Pretto

IRU President and Boards

Janusz Laczny has been re-elected President of the IRU by the General Assembly for a new term of office 2014-2015.



IRU President, Janusz Laczny



IRU Presidential Executive. From left to right (standing): Radu Dinescu, UNTRR, Romania, Toivo Kuldkepp, ERAA, Estonia, Algimantas Kondrusevicius, LINAVAL, Lithuania, Umberto de Pretto, IRU Secretary General, Jan Buczek, ZMPD, Poland, Vladimir Florea, AITA, Moldova, Christian Labrot, BWVL, Germany and Izzet Salah, UND, Turkey

From left to right (seated): Yurii Sukhin, ASMAP, Russian Federation, Yves Mannaerts, IRU Vice President, FBAA, Belgium, Janusz Laczny, IRU President, ZMPD, Poland, Pere Padrosa, IRU Vice President, ASTIC, Spain and Leonid Kostyuchenko, AsMAP UA, Ukraine



Goods Transport Council. From left to right: Peter Cullum (RHA, UK), Pere Padrosa (ASTIC, Spain) and Huda Qasim (RACJ, Jordan)



Passenger Transport Council. From left to right: Steven Salmon (CPT, UK), Yves Mannaerts (FBAA, Belgium) and Hubert Andela (KNV, Netherlands)



IRU EVENT

Our **new** Permanent Delegation to the **United Nations**



The IRU Permanent Delegation to the United Nations officially opened on 23 October 2013 in New York. The United Nations ECOSOC's recent approval of the reclassification of the IRU's consultative status from special to general has provided the IRU with the opportunity to start systematic step-by-step involvement

in the highest UN political processes. The creation of the Permanent Delegation in New York will equally assist all other IRU Permanent Delegations in implementing specific projects and initiatives of inter-regional or global character.

Martin Marmy named IRU Secretary General Emeritus

The IRU General Assembly honoured Martin Marmy by naming him IRU Secretary General Emeritus for his outstanding contribution in serving IRU Members and the road transport industry during his 35 year career at the IRU, including 20 years as IRU Secretary General.



IRU Secretary General Emeritus, Martin Marmy and IRU Secretary General, Umberto de Pretto





Watch the
full interview



Why did the IRU open a delegation to the UN?

“The IRU’s challenge and role as the global voice of the road transport industry, is to create and reinforce partnerships with stakeholders at all levels, so that everyone benefits. The UN is actively seeking global solutions to global problems. We would like to share with the UN headquarters and through it, every region of the world, the IRU’s 65 years of experience and expertise in facilitating and securing trade and international road transport, to allow road transport to drive economic and social development, progress, prosperity and ultimately peace.”

transport organisation to enjoy a general consultative status with the United Nations. Other organisations, such as FIATA, only have consultative status with ECOSOC, and their regional office for the Americas is based in Florida. So this is a great opportunity for us to share our experience on transport-related issues and create constructive dialogue and exchanges with decision-makers. It is a huge responsibility, but one that we are prepared to tackle.”

What are the main objectives of this delegation for 2014?

“Since we are the new neighbours in town, we will start by working to further increase the IRU’s visibility in the UN political landscape. In the process, we will also start communicating the vital role that road

projects, such as the Model Highway Initiative to develop ancillary infrastructure, our Smart Move campaign to double the use of collective passenger transport, and other initiatives to further increase road safety and effectively fight corruption.”

What are the fundamental changes you wish to see happen within the UN with regard to transport and logistics?

“We would like to see a change in people’s perspectives and how they see road transport’s role in addressing global issues. Road transport is seen as part of the problem when in fact it is an irreplaceable part of the solution to almost every global challenge being addressed by the UN. We will work to help decision-makers redefine this role, so that it may be reflected in

Interview with Igor Runov, IRU Under Secretary General and General Delegate to the United Nations

Global challenges need global solutions

What is the current place of road transport and logistics in UN discussions and agendas?

“At the moment, its role at the UN HQ is underestimated and is dealt with almost exclusively on a regional level, focusing mostly on safety and security – through the UN Decade of Action for Road Safety – and the sustainability of supply chains. However, road transport is the lifeblood of all economies and a vital production tool that, if facilitated, can drive economic, social and environmental progress in every region. That is the message we want to get across.”

Are there other transport organisations represented at the UN in New York with which the IRU could work?

“Not at the moment, unfortunately, so that makes us pioneers! We are the only

transport plays in addressing global issues, so that it can be included in the decision-making process. Finally, we will work in public-private partnerships with key UN partners to facilitate and secure trade and international road transport for the benefit of all.”

What are the medium-term objectives of the IRU Permanent Delegation to the UN?

“True to the IRU’s motto of “Working together for a better future”, we will work to achieve this by building strong partnerships with country missions to the UN, the UN Secretariat and various UN specialised agencies, based on common economic, social and environmental goals. We will also participate in formulating the Almaty +10 Programme for Landlocked Developing Countries (LLDCs), as well as post-2015 Sustainable Development Goals. Moreover, we will work to promote innovative IRU

policies to be adopted by the UN in the next two years and which will define the global economic, social and environmental agenda for the next decade. Road transport should definitely be included as one of the key priorities and goals in the post-2015 Development Agenda.

As for the Almaty +10 Programme for LLDCs, it should reflect changes in the global economy, real needs and requirements of road transport, and contain a set of specific short, medium and long-term goals and targets, starting with implementing existing, tried and tested global UN facilitation instruments, such as the Harmonization and TIR Conventions. This would ensure that every landlocked economy becomes land-linked to every major economy through road transport.”





02

Sustainable road transport

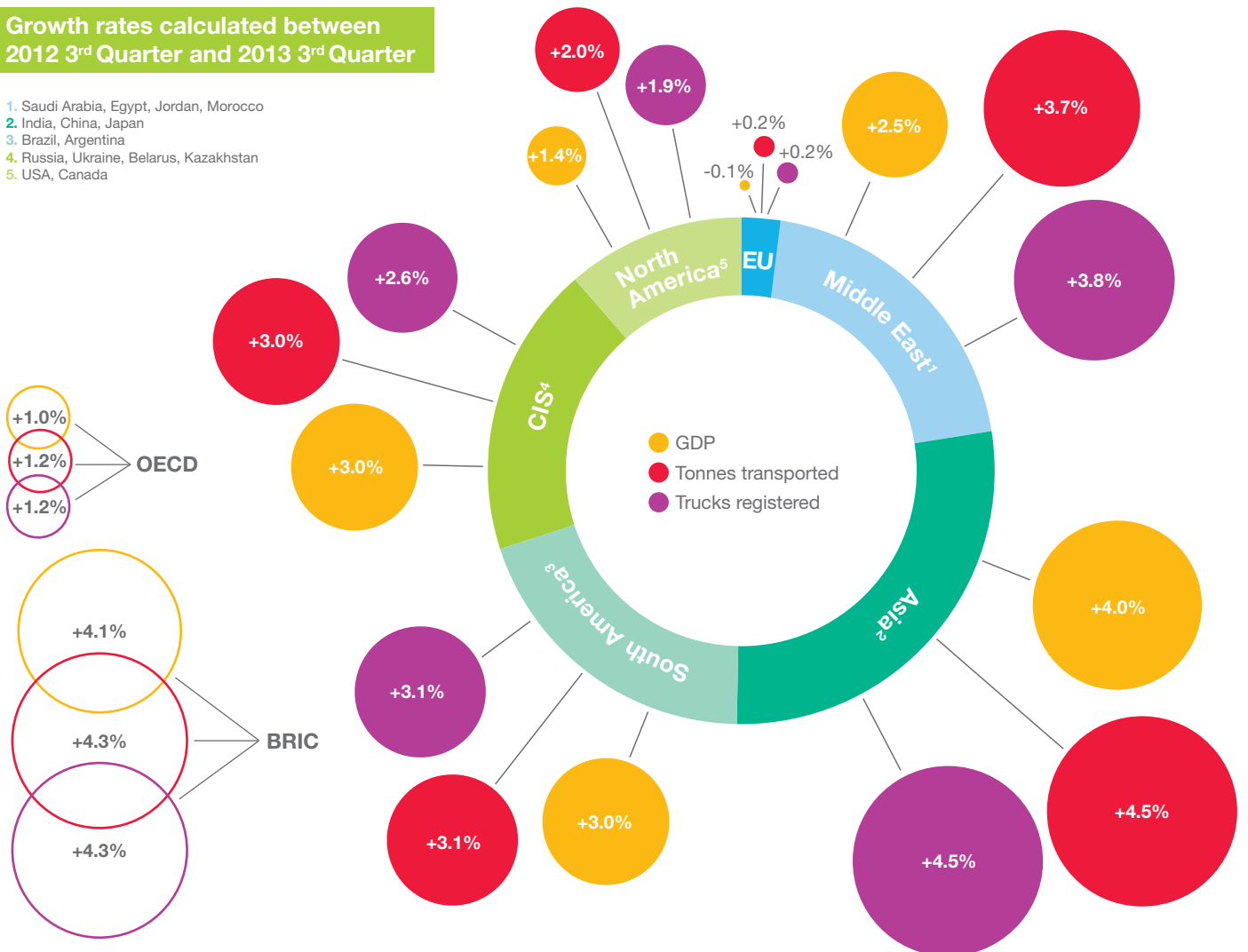
More efficient,
rather than just more
road transport

Road Transport Indices: taking the global economy's pulse

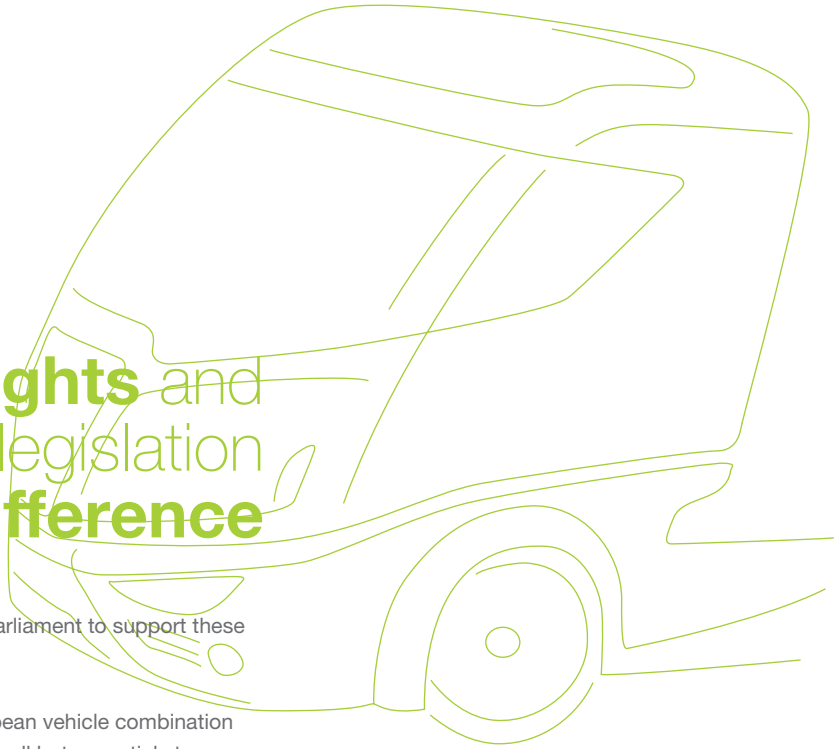
The IRU Road Transport Indices allow the comparison of GDP growth, road freight transport volumes and new vehicle registrations in 58 countries. As road transport volumes and economic growth are strongly correlated, here is a regional selection for a comparative snapshot of global economic trends.

Growth rates calculated between 2012 3rd Quarter and 2013 3rd Quarter

- 1. Saudi Arabia, Egypt, Jordan, Morocco
- 2. India, China, Japan
- 3. Brazil, Argentina
- 4. Russia, Ukraine, Belarus, Kazakhstan
- 5. USA, Canada



Weights and dimensions: legislation that makes a difference



Road safety is a top priority for the IRU and we have been working continuously to create and strengthen partnerships with diverse entities* to ensure that transport operators in the future will be able to drive the EU economy in an even more efficient, environmentally-friendly and safer manner through new EU rules on weights and dimensions.

On 15 April 2013, the European Commission adopted a new proposal to modify the weights and dimensions Directive 96/53, whose main objective, as we requested, is to allow improvements in the aerodynamics of Heavy Goods Vehicle (HGV) combinations. While changes in cabin design would improve comfort levels for drivers, it would more importantly increase driver visibility thus benefitting the safety of cyclists and pedestrians.

Aerodynamics for cleaner and safer road transport

We strongly encouraged the European Parliament Transport Committee to welcome this proposal for smarter cabin design, but also to allow the backs of trucks and trailers to be fitted with aerodynamic devices, making trucks cleaner and safer, and called on

the European Parliament to support these proposals.

Changing European vehicle combination designs are a small but essential step towards reducing the environmental footprint of HGVs. A slightly longer and more aerodynamic truck nose would reduce CO₂ by 3 to 5% and would directly translate into much-needed fuel savings for road transport operators. We see the modification of Directive 96/53 as an important signal to manufacturers to make HGV design more aerodynamic and fuel-efficient.

Moreover, extra space would make truck cabins safer by enabling the fitting of crumple zones, the elimination of blind spots around the cab and a round nose to deflect vulnerable road users in case of crashes. It would also improve the working conditions for hundreds of thousands of European truck drivers.

At the IRU, we believe that this is an enabling legislation that can make an immediate difference. These improvements cannot wait, because every delay in discussions implies further delays to improved road safety and the greening of HGVs. Truck manufacturers are eager to improve their products and should be given the opportunity to do so as soon as the legislation is enacted, rather than years later.



IRU Academy highlights need for professional training to improve road safety and reduce CO₂ emissions

Our IRU Academy organised a "Smart People and Smart Practices for Smart Business" Seminar last June in Zagreb, where some 100 participants from over 32 countries discussed the need to focus on high quality road transport training and the implementation of best practices, to effectively enhance road safety, reduce CO₂ emissions and improve professionalism within the industry.

Participants agreed that disparity in training standards is an impediment to achieving ambitious safety and environmental protection goals. They concluded that the industry needs harmonised high quality training, as provided by the IRU Academy, to develop road transport professionals' ability to cope with key aspects of road transport operations, which ultimately benefits road safety, transport efficiency and society as a whole.

* Transport & Environment (T&E), Federation of European Pedestrian Associations, European Transport Workers Federation, European Cyclists' Federation, European Federation of Road Traffic Victims



New roadworthiness package

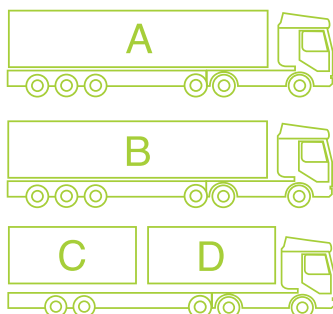


Safe transport with well-secured loads

We have developed International Guidelines on Safe Load Securing for Road Transport to effectively respond to the gap in global guidance for professionals involved in transporting loads by road. This valuable document aims to ensure that safety is put first, by providing global guidance to all persons involved in loading/unloading and securing cargo on vehicles, including carriers and shippers, for all situations that may occur in normal traffic conditions.

These IRU guidelines provide basic practical advice and instructions to serve the implementation of appropriate training to transport operators on safe and secure loading provided by the IRU Academy. They will also be useful for enforcement bodies and courts of law as a common basis for both practical application and enforcement of cargo securing.

European Modular System (EMS)



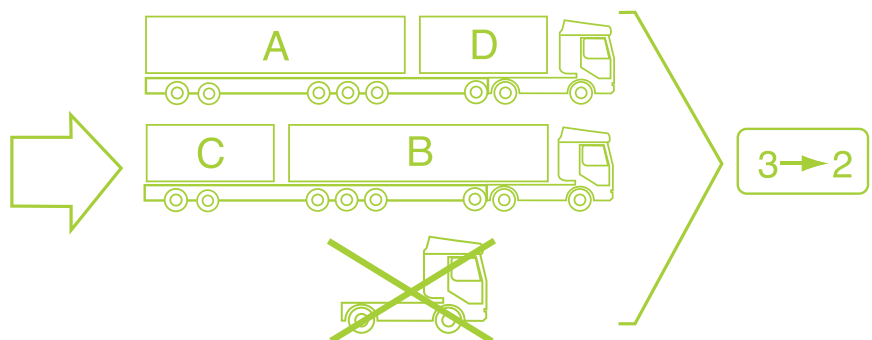
A sensitive issue... for an ambitious policy and tangible results

We are confident that adopting a strong supportive position within this Parliament would contribute very constructively to meeting the objectives of the 2011 Transport Policy White Paper and would send a positive message to EU Member States to make progress on this dossier.

Indeed, we are aware of the difficult on-going political discussions concerning the cross-border use of longer vehicles, also referred to as the European Modular System (EMS). We understand this is an important and sensitive political issue, which in our view should not jeopardise the possibility of obtaining aerodynamic improvements. However, these combinations should be used wherever possible, because they allow more goods to be transported to and from EU ports and distribution and railway terminals using fewer trucks, and strongly contribute to EU environmental goals while also alleviating congestion on EU roads.

In the summer of 2012, the European Commission (EC) presented two new proposals to update the existing Directives 2009/40 on periodic roadworthiness tests and 2000/30 on technical roadside roadworthiness inspections. These new proposals aim to reduce accidents, improve the environmental performance of vehicles, curb the distortion of competition and induce more cooperation and information exchange between EU Member States.

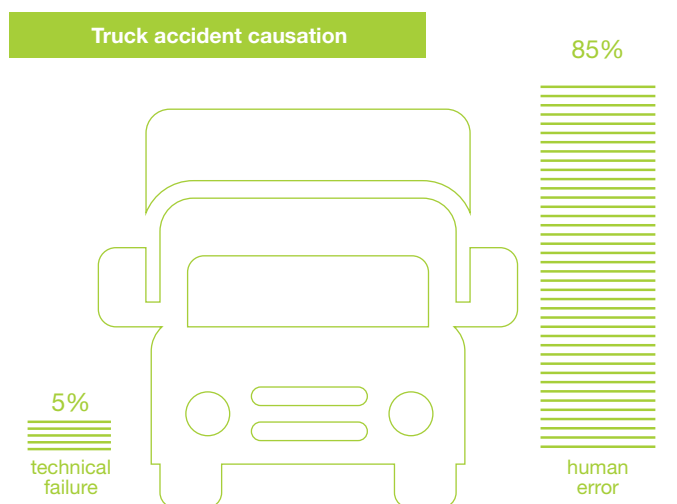
Of course, all road transport vehicles must be correctly maintained and repaired in order to effectively improve road safety and vehicles' environmental performance. For the road transport industry, road safety has been and will always remain a top priority issue, and as any true professional will tell you, every road accident is one too many. That is why we are working for a modern EU legal framework for periodic tests and roadside technical inspections. We seek to further harmonise and standardise existing national rules, without jeopardising technical progress and existing high standards for periodic testing in several Member States.



Questionable safety and societal benefits

However, scientific studies, such as the European Truck Accident Causation Study (ETAC), have highlighted that technical failure is the main cause of accidents in only 5% of cases. The EC estimates the cost of compliance with newly proposed rules at EUR 3.5 billion, which is a substantial amount, considering the little progress to be made and highly questionable safety and societal benefits.

On the contrary, the industry calls for a radical improvement of current roadworthiness package proposals, including a binding roadmap for the further harmonisation and standardisation of test procedures and the frequency of periodic tests, test equipment, test results, inspector training and enforcement.



Source: European Truck Accident Causation Study

Standardisation and mutual recognition

Establishing a system of mutual recognition of roadworthiness certificates must be the final objective. The new package should ensure that periodic tests in test centres remain the most important tool to control vehicles' roadworthiness. It should also ensure the compatibility of the two proposals in terms of scope, vehicle classes including tractors, training of inspectors, control documents and technical requirements for test centres and non-mobile and mobile equipment, to avoid distortion of competition.

The further harmonisation and standardisation of enforcement procedures is equally crucial, just as realistic objectives must be set for roadside inspections, such as:

- Control no more than 2% of vehicles registered in a given Member State;
- Minimise time lost, carry out at a safe location, and avoid inconvenience for bus and coach passengers;
- Avoid the creation of new electronic registers or databases, and favour established and proven solutions;
- Enable operators to become testers and carry out periodic roadworthiness testing on their own and others' vehicles through a harmonised accreditation scheme;

- Promote innovation in testing systems, procedures and equipment, allow for further cost reductions and optimised benefits.

Finally, the road transport industry rejects the proposal for EU rules on roadside roadworthiness inspections to serve as a basis for a harmonised EU approach to the classification of deficiencies relating to cargo securing. These two issues should be dealt with separately, since there are currently no formal EU rules stipulating how cargo should be secured.

Safety handbook and charter for the bus and coach industry



IRU creates first-ever Inter-parliamentary Dialogue on Eurasian road transport

In March 2013, with the Russian State Duma's support, we created the first Inter-parliamentary Dialogue on road transport, uniting Members of Parliament from nine Eurasian countries. Together with leaders from Eurasian IRU Member Associations, the MPs addressed key transport policy and industry issues, including collaboration on transport regulation, implementing UN facilitation instruments, notably the Harmonization and TIR Conventions, and new international legislation for passenger road transport.

Lawmakers exchanged views, experience and best practices with colleagues and representatives of the business community – the aim being to improve required legislation so that Eurasian economies can fully benefit from international road transport's competitive and high quality services. MPs concluded by adopting a joint statement on concrete steps and actions to further promote the international road transport of goods and passengers in Eurasia.

As part of the UN Global Road Safety Week, the bus and coach industry made a bold step towards enhancing its exemplary road safety record, by adopting an IRU Smart Move Road Safety Handbook and Charter, for use by companies, drivers and authorities, as a commitment to further improve its already exemplary safety record.

The Smart Move Road Safety Handbook focuses on three main issues: safe vehicles, safe drivers and safe companies. It invites bus and coach companies to sign a Road Safety Charter, while providing drivers with a set of easy-to-use safety checklists. It also provides recommendations to policy decision-makers and manufacturers on making buses and coaches even safer.

Buses and coaches have remained the indisputable road safety champions among all road transport modes for many years. Statistics show that it is seven times safer to go to school by bus than by family car.

In the EU, buses and coaches have consistently shown excellent safety records, equal to that of trains, despite sharing the road with other, lesser-trained road users, thanks to industry initiatives to continually improve safety. The Smart Move objective of doubling the use of buses and coaches in the EU, as supported by the High Level Group, alone is expected to reduce the number of fatalities on European roads by more than 1,500 per year. This figure could be improved further with more investments in safer infrastructure.

By adopting and making efforts to widely disseminate this handbook to every single company and every single driver, we want to make a concrete contribution to enhancing road safety, by raising awareness and spreading best practices within our sector. In so doing, we intend to maintain the bus and coach industry's leadership as a road safety champion among all transport modes.



IRU mobile phone road **safety card**

At the joint ITU/UNECE Workshop on "Intelligent Transportation Systems in emerging markets – drivers for safe and sustainable growth", we presented our new "Mobile Phone Road Safety Card", a pocket format guide. The safety card provides basic tips and best practices to raise awareness among professional drivers on the dangers of using mobile phones while driving, to enhance safety on roads for all users.

Take me with you!

Mobile Phone Road Safety Card

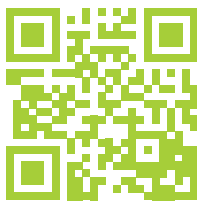


For true road transport professionals, every road accident is one too many and the road transport industry has always been and will continue to be committed to reducing the number and severity of accidents involving heavy commercial road vehicles by promoting a culture of road safety within the sector.

Nowadays, mobile telephones have become a main source of communication, but, using a mobile phone is a major cause of both physical and mental distraction, impairing driving performance and increasing the risk of vehicles being involved in accidents.



Flash this code to download IRU checklists



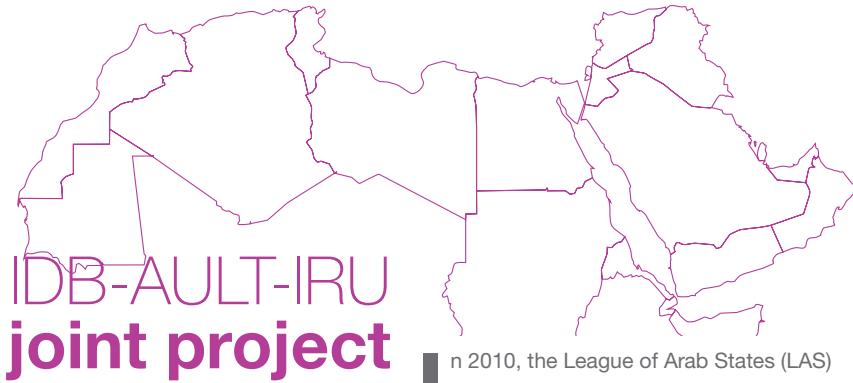




03

Focus on the Arab world

We pooled
resources with the
Islamic Development
Bank and Arab
transport industry



IDB-AULT-IRU joint project

In 2010, the League of Arab States (LAS) Council of Arab Transport Ministers called on all Arab State authorities to increase the efficiency of their national road transport industries as well as professionalism within the sector, while also enhancing road safety. In 2011, they reiterated this call after recognising road transport's vital role in driving economic growth.

We responded by implementing the Islamic Development Bank (IDB) Technical Assistance Grant to the Arab Union of Land Transport (AULT) through an 18-month joint project. The project aimed at achieving more trade and profitability, safer roads and faster border control procedures, to help the Arab world's economic integration at regional and global level.

Project Deliverables

The IDB-AULT-IRU joint project is expected to:

- a. Increase professional competence for fleet managers and drivers;
- b. Improve road safety through scientific research, identifying the main causes of accidents; and
- c. Optimise road transport facilitation strategies.

This should in turn help achieve:

- a. Efficient professional services that increase trade and profitability;
- b. Government action on the main cause of accidents, hence safer roads; and
- c. Harmonised and fast procedures at borders.

Road Transport & Trade Facilitation Strategy

Two studies were conducted over six months to contribute to the preparation of a strategy and action plan for trade and road transport facilitation in LAS countries.

They analysed the status of key UN transport conventions in LAS countries, collected data on the main impediments to international road transport within the region, identified the benefits of the TIR System for trade facilitation in LAS countries and their economic integration with world markets, and formulated a TIR Action Plan for LAS countries for accession and implementation of the TIR Convention.

Road Safety

Only limited statistics are available about the causes of accidents involving trucks in the region.

A feasibility study was therefore conducted to assess the possibility of applying the scientific model of the European Truck Accident Causation (ETAC) study to LAS countries (LASTAC), with a view to identifying and effectively addressing the main causes of accidents involving trucks and concretely enhancing road safety for all road users.

The project in figures

3 focus points

9 training programmes

35 instructors trained

5 national workshops

7 arab Countries

18 months

Professional Training

The human factor is central to effectively improving road transport efficiency and safety. Professionals must be appropriately trained to safely perform their duties. For this reason, selected training entities in LAS countries have been identified to benefit from IRU Academy programmes.

Experts have transferred the knowledge and skills necessary to properly implement and deliver IRU Academy professional training programmes on the International Carriage of Dangerous Goods by Road (ADR) and on the Certificate of Professional Competence for Managers (CPC Manager).

“

It is all about economic growth, trade is the best way to achieve growth and improve the quality of life of the people in the Islamic world, but trade is impossible without efficient road transport.

Birama Boubacar Sidibe, Vice President, Islamic Development Bank

”

Up to **57%**
of **transport time** is **lost**
at borders in the Arab World



The joint IRU-IDB-AULT project monitored physical and non-physical barriers to trade and international road transport in the Arab world, via 62 trips to and from seven Arab countries along 14 different routes.

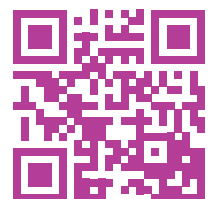
Results revealed that a stunning 57% of transport time is lost at borders, with some drivers waiting as long as two weeks. This is due to inadequate border crossing procedures, which are the main impediment to free flowing trade by road in the region. Despite this, results also showed real potential for commercial deliveries, with an overall freight volume of over 1,035 tonnes transported and an average 2,171km per round trip.

Furthermore, pilot training projects, national workshops, field data collection and scientific analyses covering the LAS Member States of Jordan, Kuwait, Morocco, Oman, Qatar, Tunisia and United Arab Emirates, all point to the same potential.

Indeed, the Greater Arab Free Trade Area of 367 million consumers offers tremendous opportunities for growth. But this can only be supported by efficient, reliable and professional road transport services, including in port hinterlands, interconnecting every business and every transport mode in the region to every major world market.



Flash this code to watch the project's movie



Next Steps

In order to improve the efficiency of road transport services in the pan-Arab region, facilitation of trade and road transport, enhancement of road safety and increased professionalism in road transport operations can be achieved by the implementation of the following key recommendations:

- Transport stakeholders must develop and increase cooperation in the road transport of goods and passengers through Public-Private Partnerships;
- Transport stakeholders must work in partnership to reduce red tape, and harmonise Customs and other inspection procedures at border crossings;
- LAS Member States should accede to the seven main global UN trade and road transport facilitation instruments, such as the TIR Convention, the International Convention on the Harmonization of Frontier Controls of Goods, the ADR, the ATP as the primary means to eliminate non-physical barriers and reduce transportation costs and facilitate economic integration;
- Create ancillary infrastructure facilities for truck and bus drivers along the international road transport corridors in LAS countries, in particular near border crossings;
- Ensure the viability of the road transport industry through the adoption and implementation of harmonised rules for access to the profession of road transport operator on the basis of existing international standards;
- Establish harmonised professional driver and manager qualification frameworks and implement high quality professional training and testing capabilities to international standards;
- A Truck Accident Causation Study is needed and feasible in the League of Arab States.

“

Having safer transport on our roads is considered to be one of the most important features of economical stability; we hope for our region safety and stability for the prosperity of transport and trade in our Arab countries.

Dr Mohammed Ben Ibrahim At-Twajjiri, Assistant Secretary General for Economic Affairs, League of Arab States

”



IRU EVENT

Supporting growth and prosperity in the Arab world



We held a closing Event in partnership with the IDB and AULT, to present the action plan to help the economic integration of the Arab world at regional and global level.

Project results have shown that the tremendous growth opened by the Greater Arab Free Trade Area of 367 million consumers can only be supported by efficient, reliable and professional road transport services that interconnect, including in port hinterlands, every business and every transport mode in the region to every major world market.



The development of professional training for managers and drivers to international standards, as provided by the IRU Academy, was also identified as key to effectively increasing the industry's efficiency and safety.

Attended by some 80 participants from Ministries in charge of transport, enforcement, Customs and trade, as well as numerous regional, national and international organisations, the event provided an invaluable opportunity to raise awareness of the current state of road transport in the region, and draw attention to the status of key UN multilateral facilitation instruments.

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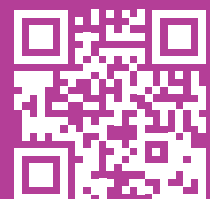
We are working to diagnose not only problems in the road transport sector but also to find solutions, these decisions must be taken on a political level for these solutions to be implemented and applied for a better transport sector and a better future.

Dr Mahmoud H. Abdallatt, Secretary General, Arab Union of Land Transport

”



Flash this code to see the event's presentations, speeches and pictures





Watch the
full interview



Your office is in Istanbul, with activities spanning the Black Sea, Middle East and Central Asian regions. Different priorities, different cultures...how do you reconcile this in your work?

"The delegation was established in Istanbul in 2005 as the IRU's response to the world's global developments, changes and new needs for more efficient road transport everywhere. Istanbul being at the crossroads of different continents and regions, it gave us an optimal outlook on the different priorities and needs. The Arab world's focus is on capacity building and implementing UN trade and transport facilitation conventions. The Black Sea region needs new facilitation tools to eliminate barriers to international trade. In Central Asia, the impact of the Indo-Chinese economies generates a great eagerness to network and bridge the markets. So governments and the cooperation processes produce different

across Albania, Armenia, Georgia, Moldova, Romania, Serbia and Turkey. But today, it's gaining momentum. Permit numbers are increasing and new countries, such as Ukraine, are strongly interested in joining the BSEC permit system. We'd like to eliminate quotas entirely, but full liberalisation requires control instruments for governments before they can open their markets.

We also work with governments to promote at UN level the implementation of UN facilitation tools, notably the Harmonization Convention, which foresees an international and mutually recognised vehicle weight certificate, so that truck weights are controlled at departure with no need for additional checks en route. Unfortunately, too many contracting parties are not yet ready to implement this, but we're working on it."

What are your projects with ECO Member States in Central Asia?

Convention, as it will significantly increase the efficiency of international trade. We must find ways of reducing the 57% waiting time lost at borders without jeopardising security. It's possible in Europe, so why not in the Arab world? The Gulf region is important for multi-modal traffic, as the port of Dubai and others are instrumental in serving world trade. We're excited that the United Arab Emirates took steps to join TIR and we're helping them implement it. Some countries, such as Saudi Arabia and Egypt, are strategically located partners for TIR's success in the Arab world and their cooperation has been extremely positive."

Is this why the IRU has a greater focus on the Middle East now?

"The Middle East is very important for the Arab world, but also for the world economy as a whole, as it's the centre of many economic activities other than the supply of energy. There is an immediate need for safer roads and more efficient transport

Interview with Haydar Özkan, IRU General Delegate to the Middle East and Region

We monitor and transfer **knowledge** and **best practices** across three continents so the wheel is not **reinvented**

solutions to meet road transport challenges. In Istanbul, we monitor these to share best practices and knowledge across regions and avoid reinventing the wheel."

Name three priorities for the regions you are monitoring?

"Improving road safety by addressing the main causes of accidents, supporting governments in the implementation of key UN facilitation instruments and expanding the IRU Academy's network of Accredited Training Institutes to deliver high quality professional training to the industry."

How does this translate in the Black Sea region?

"With the governments and BSEC-URTA, we've been working closely since 2010 to create a permit system for seven BSEC Member States. Originally, it was a simple document facilitating the transit of trucks

"At the Economic Cooperation Organization's request, we've been working since 2012 on the implementation, operation, vitalisation and facilitation of main trade itineraries across this region. ECO Member States are interested in developing an Islamabad-Tehran-Istanbul (ITI) trade corridor and a Kyrgyzstan-Tajikistan-Afghanistan-Iran (KTAI) corridor. We're helping the organisation implement the Model Highway Initiative's principles for both corridors and looking into ways to apply a regional permit system to open up markets to the industry in a controlled manner."

What's the situation for international road transport and trade in the Arab world?

"Arab countries have great potential for supporting international trade across their territories. But if your borders are blocked, how can you help yourself and others? That's why this region needs the TIR

services. That's why our Middle East priorities are different from other regions. We would like to raise governments' awareness and political commitment to start acting. We're joining forces with the Islamic Development Bank to create special regional programmes, resources and funds at the disposal of interested governments."

What do you expect from 2014?

"We'd like to see concrete results in reducing border waiting times, harmonising border procedures, and training for drivers and managers. We'd also like to see safer roads, operational trade corridors between Europe and Central Asia, and key countries in the Arab World implementing UN facilitation instruments and pioneering their expansion in the region. Finally, we would like to see the BSEC permit system become global – reaching the Eurasian level – and see the IRU Academy everywhere as a symbol of excellence in our profession."



A miniature figure of a person in a blue suit and red pants stands on a wooden surface next to a pair of glasses. The figure is positioned on the left side of the frame, looking towards the right. The glasses are partially visible, with the frame and one lens in focus. The background is a warm, textured wooden surface.

04

Training

Competence,
compliance,
performance,
excellence



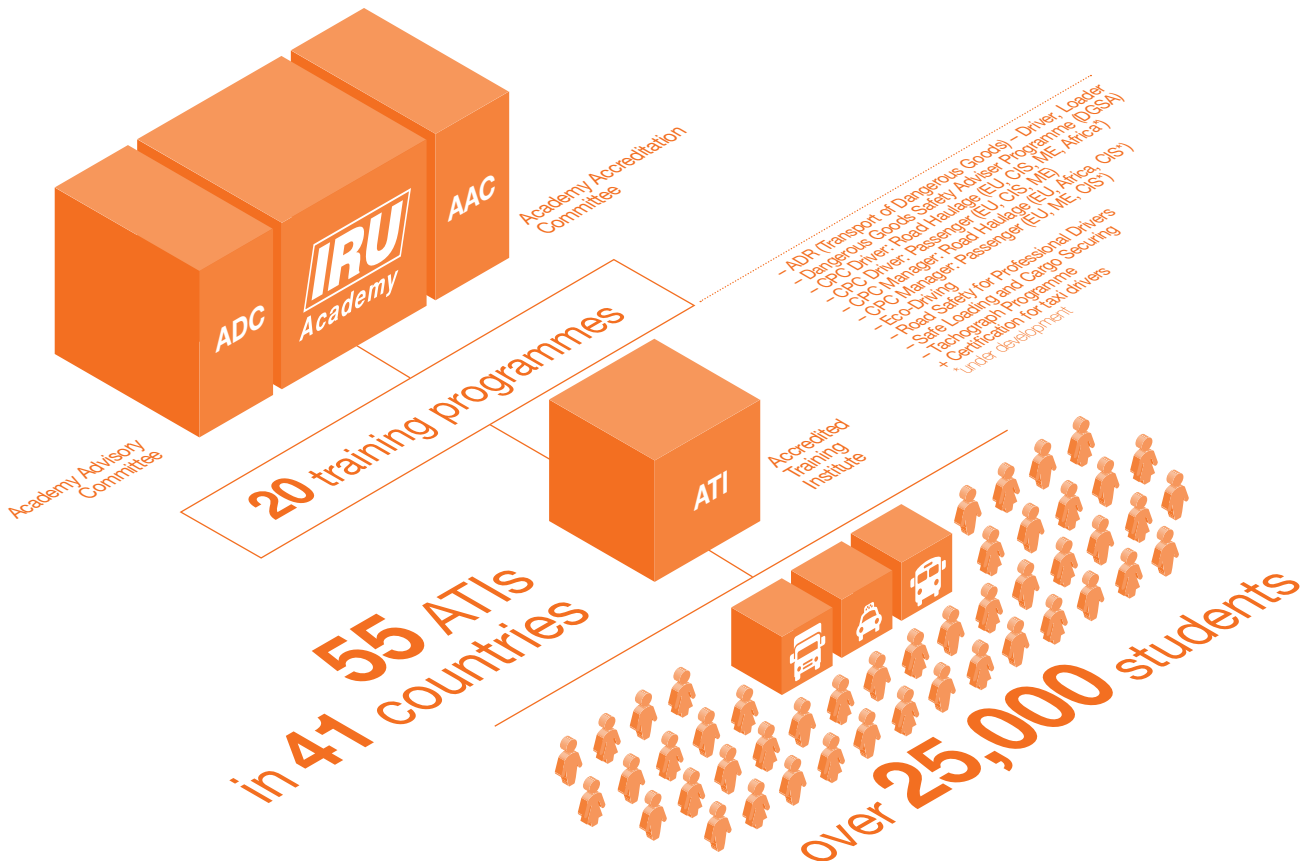
Our Academy works globally with its partners and panel of experts to provide a framework for professional road transport training. Its training programmes and network of Accredited Training Institutes (ATIs) benefit from the international recognition and support given by its high-level IRU Academy Advisory Committee (ADC).

All IRU Academy programmes are designed by internationally renowned experts under the guidance of the ADC. They focus on developing the skills and knowledge of road transport professionals to enhance their ability to deal with all key aspects of road transport operations. The programmes are continually updated to integrate best practices and guarantee compliance with applicable international, regional and national transport regulations.

The ADC is composed of the World Bank, the United Nations Economic Commission for Europe (UNECE), the International Transport Forum (ITF), the European Commission (EC) and the European Transport Workers Federation (ETF).

Our trainees, be they road transport managers, drivers, Member Associations or Customs authorities, benefit from unique access to interactive training materials and effective training management tools.

The IRU Academy structure



New training programmes

The IRU Academy works continuously to ensure that all training programmes are up-to-date. However, particular focus has been placed on updating the training programmes for drivers and loaders involved in the transport of dangerous goods by road (ADR Driver and Loader) to take into account all provisions of the ADR 2013 Agreement.

In order to further improve the safety of hazardous goods transport, the Academy has launched a Dangerous Goods Safety Adviser Programme (DGSA), to harmonise the standards and quality in Safety Adviser training for the transport of dangerous goods.

Our Academy is also developing an interactive Road Safety for Professional Drivers Training Programme, to focus on critical safety situations that professional drivers may face in daily operations. Through the use of simulations and interactive animations, drivers will be immersed in real-life situations and will learn to identify the correct behaviour to adopt when faced with such risks. The regional focus continues to be a priority and thus the development of the CPC Manager International Programme for the CIS region will be completed in 2014. This is particularly important given the increasing focus of transport operators and drivers on the quality of transport.

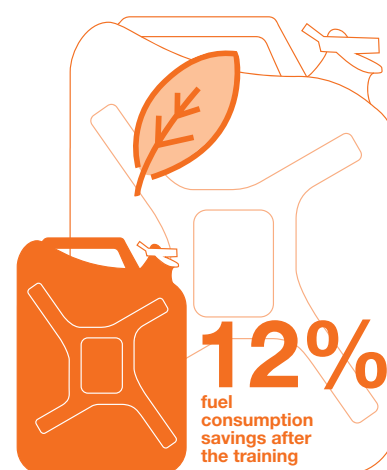
The ECOeffect

Initiated in 2011, ECOeffect is an international project implemented by the IRU Academy and nine different partners from seven different countries that teaches professional drivers how to drive in a more eco-efficient way and reduce fuel consumption. As a result, over 1,600 drivers and 80 instructors have completed the programme with a result of 12% savings in average fuel consumption.

ECOeffect is co-funded by the EC through the Intelligent Energy Europe (IEE) agency and is available in the Czech Republic, Poland and Romania. The project has clearly helped transport operators reduce fuel consumption thus reducing CO₂ emissions. It has also had a positive impact on road safety with fewer incidents and accidents observed in the companies involved. As road safety is a top IRU priority, it goes without saying that our Academy will continue to offer this training programme to interested training institutes and transport companies in the future.

The ECOeffect in figures

9 partners
7 countries
1,600 drivers
80 instructors



Eco-Driving Seminar

We organised a seminar in Vilnius, Lithuania, attended by 80 participants from 17 countries representing the road transport industry, public authorities and specialised press. The IRU Academy presented the key benefits of the ECOeffect project highlighting how environmentally-aware professional driving techniques can optimise fuel consumption, reduce CO₂ emissions and transport operators' costs.



Flash this code to download the Seminar presentations

Latest accreditations

The IRU Academy has accredited numerous training institutes that are now entitled to deliver its high quality training programmes to future IRU Academy graduates.

All newly accredited training institutes have previously undertaken 'Train the Trainer' sessions before delivering pilot training programmes, with a view to developing training capacities worldwide and ensuring international quality standards.

These sessions focus on transferring training methodology, presenting training material and sharing best practices through group activities, simulations and practical exercises. The interactive sessions are designed to equip instructors with the necessary tools and know-how to deliver high quality training to professional trainers. The aim is to establish high standard training capacity, which benefits road safety, transport efficiency and society as a whole.

Training institute	Accreditation received
ORYX Grupa D.O.O. – Croatia	ECO-Driving Programme
AASTMT-CITL – Egypt	CPC Driver (Middle East) Programme
Gills Driving School – Ireland	Safe Loading and Cargo Securing Programme
NAPESCO – Kuwait	ADR Programme
AIRTO-KR's Training Centre – Kyrgyzstan	CPC Driver Programme
Linavos Mokymo Centras – LINAVA – Lithuania	Tachograph and Safe Loading & Cargo Securing Programmes
SIZ Makedonja Soobrakaj – AMERIT – Macedonia	Safe Loading & Cargo Securing Programme
Institut Supérieur du Transport et de la Logistique (ISTL) – Morocco	CPC Manager Programme
Hi-Tech Projects – Sultanate of Oman	CPC Manager Programme
ECO Driving Academy – Poland	ECO-Driving Programme
Karwa Transportation Training & Development Centre (KTTDC) – Qatar	CPC Manager, Taxi, Safe Loading and Cargo Securing and Tachograph Programmes
RICO Training – Serbia	ECO-Driving Programme
SCC-ATT – Serbia	Safe Loading & Cargo Securing Programme

Our IRU Academy rewarded its best performing Accredited Training Institutes of 2013, AIRCU-TCC, BAMAP-VEDY, BILIMINTERTRANS, CIPTI, COB, ITLB, KTTDC and RACJ, for their excellent contributions and tireless efforts in driving learning and development initiatives. Their work is critical in building the required leadership and skills that are essential to support a sustainable, safe and efficient road transport industry.

Best performing ATIs are evaluated on the number of students trained, diversity and quality of training programmes delivered, organisation and participation in 'Train the Trainer' events and other IRU Academy seminars, and involvement in and promotion of IRU Academy projects and initiatives.

TAXIstars: Who said stars are in the sky?

The TAXIstars project, co-funded by the European Union, aims to train taxi drivers for a safer and more competitive profession that is out on the road, 24-hours a day. Training focuses on equipping drivers with the necessary tools – such as response to emergencies, customer relations, quality of service, and road safety issues – to operate professionally and efficiently in today's taxi markets.

TAXIstars designs and develops innovative, Information and Communications Technology (ICT) based educational material for professional taxi drivers, taking into consideration the training needs and special characteristics of the profession.

Indeed, the role of taxis in European urban and semi-urban environments is crucial: they are a fast and flexible transport mode that enhances mobility. Taxi drivers belong to a 24-hour on-the-road profession, while the taxi sector itself is characterised by an increasingly diverse workforce.

This project aims to improve vocational education and training in the field, working towards a safer, more efficient and competitive taxi sector, enabling professional taxi drivers to provide high quality services.

Building on a complementary consortium mix of diverse international expertise, including that of our Academy, TAXIstars seeks to foster lasting and effective synergies, setting the pace for a ground-breaking approach in the field of vocational training in the road transport sector and beyond, by introducing new learning tools, such as apps for smartphones and tablets.

The consortium's versatility ensures a strong and close link between working life and vocational training, in order to help develop training material made specifically for the target group.

Overall, TAXIstars supports our policies in the field of access to the profession, driver training, sustainability, and road safety, as well as the recommendations of the EU public-private Smart Move High Level Group, the Smart Move campaign, and the "Taxi: Anytime! Anywhere!" initiative.

Revised EU professional driver training requirements

A highly skilled workforce is the cornerstone of professionalism in road transport. We therefore support the EC plan to revise the Driver Training Directive 2003/59/EC and will be actively participating in the revision process. In our view, training schemes must represent a clear added value for drivers and companies alike, and must not impose further bureaucratic and financial burden on road transport operators.

We will work hard to ensure that the future EU legislative framework strikes the right balance between the necessary harmonisation of training requirements and retention of the flexibility for Member States and companies who know their training needs best.

We also support the establishment of a common framework for training and testing, as well as harmonised requirements for training centres and instructors. The focus should be on supporting policies and industry requirements, such as those of the EC White Paper on Transport, and the IRU Road Safety and '30 by 30' Resolutions.



Enhancing road safety in the Arab world

In the framework of a public-private partnership between the Islamic Development Bank (IDB), the Arab Union of Land Transport (AULT), and the International Road Transport Union (IRU), aimed at developing safe and efficient road transport services in the Arab world, fleet managers and drivers will now be able to benefit from IRU Academy training programmes aimed at increasing their professionalism and ability to implement measures that achieve greater road safety performance.

Over the past 18 months, IRU experts have transferred the knowledge and skills necessary for Arab instructors to properly implement and deliver the IRU Academy's CPC Manager and ADR (Transport of Dangerous Goods) training programmes to international standards, while IRU Academy Drivers' checklists were translated into Arabic. National workshops were also conducted to raise private and public stakeholders' awareness of the availability of road transport professional qualification frameworks.



Watch the
full interview



What is the transport situation in Africa?

“Intra-African trade is extremely limited – less than 10% – and African states aim to increase this share to 25% in the coming years. The lack of an integrated transport system in Africa generates huge travel times, particularly due to waiting times in ports and at borders. For example, containers may stay from 15 to 19 days in the port of Douala before leaving for the Central African Republic or Chad, not to mention additional delays at borders! African transport operations suffer from a lack of harmonised practices and legislation.”

How can UN Conventions contribute to Africa’s economic integration?

“For Africa, the challenge is to develop foreign and intra-African trade by improving

Faso, Mali and Niger are keen to have access to the sea via Abidjan, and therefore to use international facilitation instruments. We are also working with Senegal and Mauritania which would like a north-south transit connection with Morocco, on Europe’s doorstep. Therefore, in 2014, we will develop partnerships with financial and regional institutions to integrate the facilitation angle into infrastructure and technical assistance projects for these countries.”

Do corruption or poor Internet access represent barriers to the smooth deployment of these Conventions in Africa?

“Some lobbies would like to keep complex border crossing procedures, as these sources of income would disappear with the implementation of such facilitation instruments. The TIR Convention could effectively contribute to eliminating this type of corruption, as has been the case in other

on company performance, customer satisfaction, trade security, etc. Through the IRU Academy, we have tried to meet this demand and to promote existing international practices and standards.”

What progress has been made in accession to UN facilitation tools in Africa this year?

“UNECA, OIC, ICDT and CEMAC have adopted resolutions urging their Member States to adhere to the major facilitation conventions. The Conference of UfM Transport Ministers has also included accession to these conventions by African Mediterranean countries in its programme for 2014-2020. We have therefore developed an incentive reference framework to ensure that these countries consider such instruments as an integral part of their development strategy.

At pan-African level, the IRU was involved in the review of the Almaty Programme for

Interview with
Jean Acri,
Head of the
IRU Regional
Committee
for Africa

We have created a **favourable framework**. African Governments must now **take over these instruments** and **take action**

supply chain performance through reduced logistics and transport costs. International instruments, such as the Harmonization and TIR Conventions, provide turnkey solutions. The ADR Agreement for dangerous goods or ATP Agreement for the transport of perishable foodstuffs, as well as the CMR Convention on contracts of carriage are equally relevant. These UN conventions are all multimodal, and therefore represent considerable assets in developing efficient transport services. Improving transport systems and facilitating border crossing to international standards will have a direct impact on the economy and access to local markets.”

How did African Governments respond to these IRU proposals?

“Several are strongly interested since they are aware of the need to benefit from global international instruments. We are working with Cameroon and the Ivory Coast, whose neighbouring countries such as Burkina

regions. The challenge is to transform the parallel economy by supporting vocational training to create stable and sustainable jobs through an efficient transport system.

Regarding the use of online TIR-related applications such as TIR-EPD, all African Customs today have IT systems for their procedures. Systems such as the UNCTAD ASYCUDA are relatively widespread, and the infrastructure is there. The IRU also provides technical assistance for implementation, so this is not a major obstacle.”

The IRU and CRIPA have focused mostly on training this year. Why?

“Road safety is a major problem in Africa. African governments and institutions have initiated a resolute policy in this respect. In road transport, the training of professional drivers is obviously a vital aspect, and is therefore high on the African political agenda. Training also has an impact

landlocked countries, of which there are many in Africa, and this African review will also recommend accession to international conventions as a priority for post-2015 development agendas.”

What is your last message to African stakeholders?

“The IRU brings expertise on international instruments which African Governments will now be able to appropriate, integrate and manage independently. These tools will become part of their own policies for the benefit of regional economic development, which the authorities themselves will be able to supervise. These instruments, although international in practice, will be applied at national level by the governments and their local private sector partners, and they will thus become their own prerogatives. The objective is to move from recommendation to action.”





05

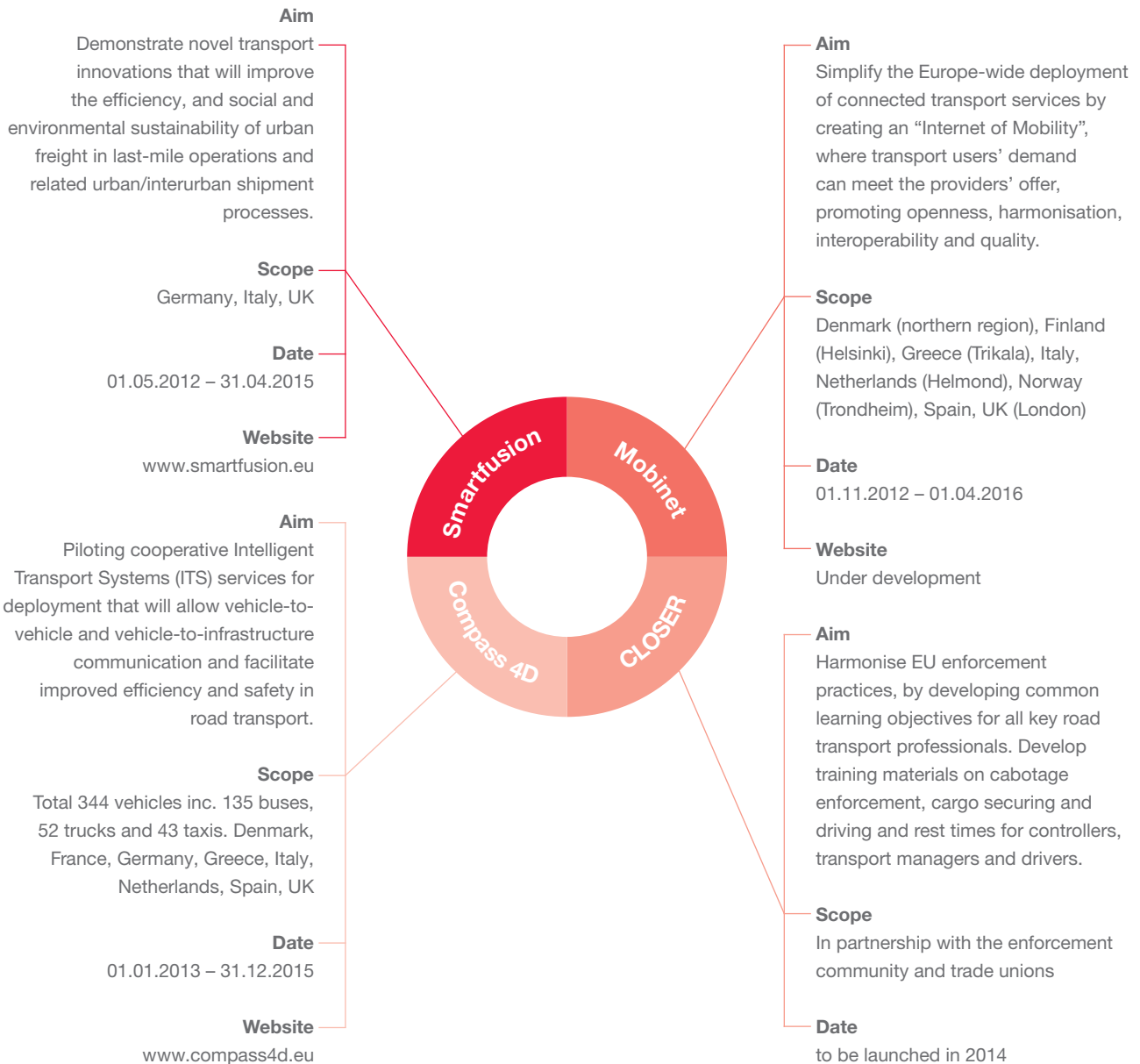
Efficiency

Creating solutions to
drive growth

IRU Projects: piloting progress

IRU Projects was established to help the IRU and its members participate in EC co-financed activities. It provides support in the long and

complex administrative procedures and offers opportunities for cooperation. The ultimate objective is to make the voice of commercial fleet operators more prominent in European Commission co-financed projects and to continue providing solutions to the real-life problems bus, coach, taxi and truck fleet operators are facing every day.



Fair sanctions for more efficiency



The Unfair Sanctions Complaints Desk that we developed together with *Euro Contrôle Route* (ECR) has been upgraded and is now available in English, French, Dutch, German, Hungarian, Lithuanian, Polish, Romanian, Slovak and Swedish.

A joint Harmony Group meeting on roadside controls for buses and coaches was also organised to discuss existing best national practices that take into account the specific nature of road passenger transport, including the duration and location of controls.

Both parties have agreed on joint IRU-ECR voluntary guidelines on how to fill in, use and control the journey form for international occasional transport in the EU. These practical guidelines aim to help bus and coach managers and drivers use the form, as well as facilitate roadside checks and checks at company premises by providing a common understanding and interpretation of the rules by coach operators and control authorities.

We also met with road transport control authorities in the Spanish region of Catalonia to discuss solutions to practical issues arising from roadside checks on

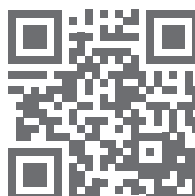
road passenger and freight transport, due to rising concerns on the frequency of roadside checks voiced by transport operators from a number of European countries.

We agreed to enhance our cooperation to improve the exchange of information on frequent infringements, and increase coordination in case of specific problems related to roadside checks.

The Unfair Sanctions Complaints Desk is not an appeals procedure. However, drivers logging their experiences help the IRU and ECR better understand the state of enforcement, as well as businesses' and drivers' roadside control experiences, to prevent abusive fines or sanctions and improve overall enforcement via information sharing regarding unfair sanctions.



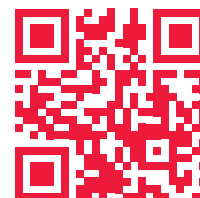
Flash this code to access the Unfair Sanctions Complaints Desk application



IRU upgrades its Legal Assistance Network, to further facilitate daily road transport operations

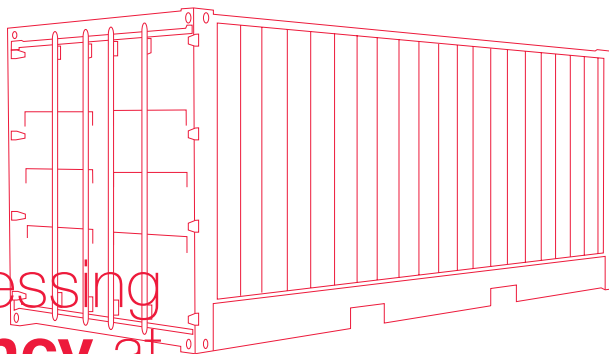
Our Legal Assistance Network (LAN) has been upgraded to an attractive and intuitive web application giving transport operators requiring specialised legal assistance a fast and easy access to contact details of more than 100 legal professionals worldwide, specialising in transport law and/or practising in different areas of law that are relevant to international road transport, such as transport fiscal, administrative, community, civil and commercial, criminal, labour and procedural law.

This network is designed so that users can rapidly identify a competent lawyer in any given country worldwide and request counsel or assistance for a fee.



Scan this code to access the app

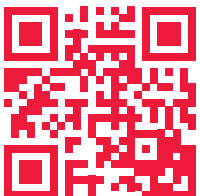
Addressing inefficiency at loading bays



IRU discusses multimodality with railways

We organised a joint conference with the International Rail Transport Committee (CIT), bringing together some 60 participants representing various modes of transport, including insurers and lawyers, to examine the legal operating conditions in the multimodal transport environment and the issues impacting multimodal transport operations today.

The conference was a first successful step towards enabling various practitioners to discuss concrete and practical solutions which will assist transport operators, including road carriers involved in multimodal transport.



Flash this code to download conference's presentations

Our Goods Transport Council has developed guidelines on loading bay operations, to remedy current inefficiencies: hour-long ramp waiting times, drivers engaged by ramp personnel in loading/unloading, and other ancillary activities which seriously hinder just-in-time transport or just-in-sequence deliveries.

As such situations conflict with drivers' specified driving and rest time periods and have highlighted the need to differentiate between the driving task and the provision of logistical services, our guidelines provide:

- a voluntary code of conduct, with best behavioural practices to adopt in case a conflict arises between the driver and ramp personnel;
- the integration of specific clauses in transport contracts, clarifying each party's responsibilities in loading and unloading, as well as the monitoring of waiting times.

IRU guidelines also recommend the use of IT applications enabling transport operators to book loading and unloading slots where feasible.

Connecting modes

Efficient transport services all along the supply chain are a prerequisite to successful trade and economies. Intermodal transport can indeed significantly improve the overall efficiency of the logistics chain, provided all transport modes are optimally used where they perform best.

For intermodal transport to be economically attractive, significant investments in transshipment terminal infrastructure, as well as the standardisation of loading units for better and faster operations through horizontal transfer techniques, are prerequisites. Equally important is the clarification of the different levels of responsibility for delivering cargo to destination in safe conditions and according to agreed schedules.

Multimodal passenger terminals for sustainable mobility

Our Smart Move workshop on passenger transport terminals, held in Latvia, stressed the need for bus and coach operators to be given free and full access to terminal infrastructure, including that of other transport modes, to support the creation of an integrated, efficient and sustainable Europe-wide passenger transport network and provide seamless multimodal, sustainable travel services to customers.

Indeed today, buses and coaches are routinely prevented from accessing the terminals of other modes, while in many European countries, bus and coach

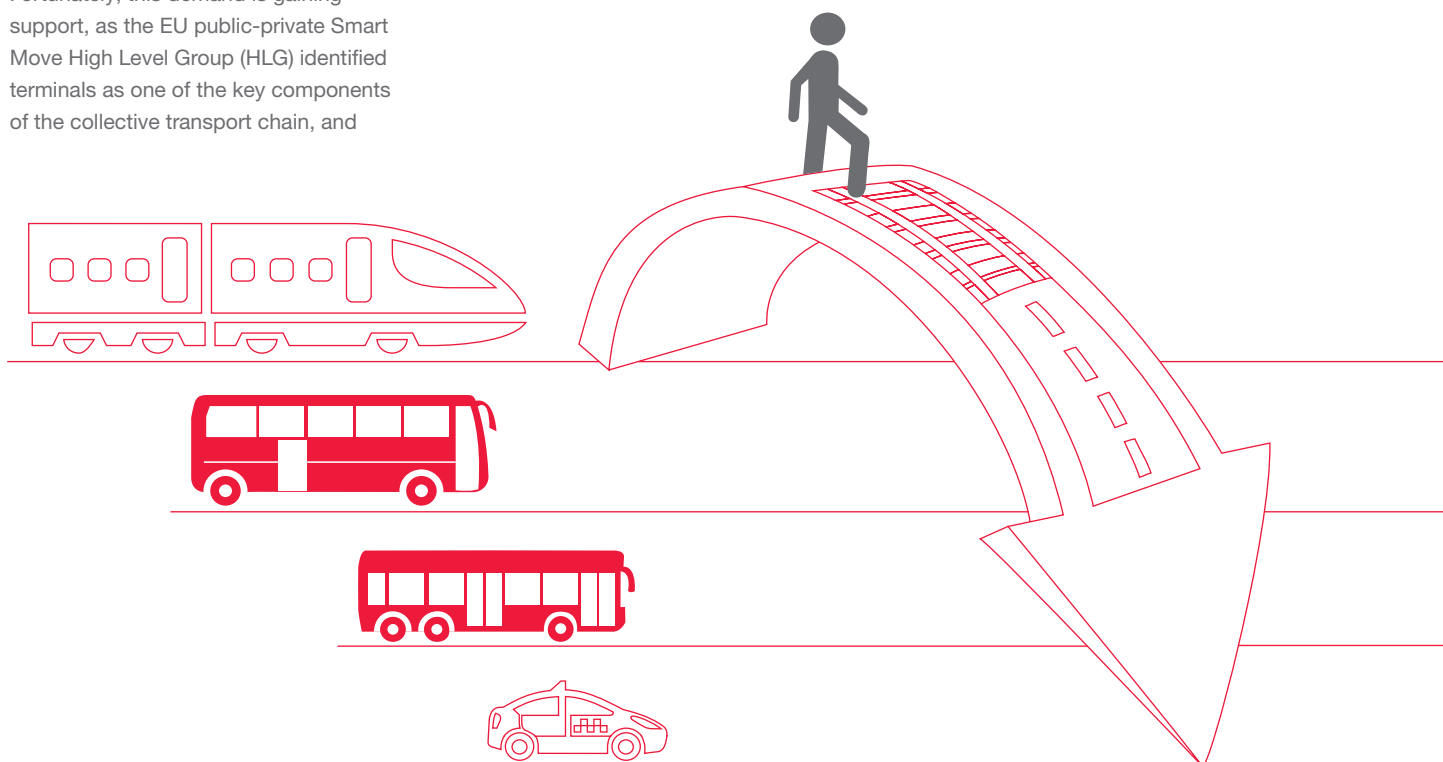
terminals simply do not exist. It is an unacceptable situation for the millions of people using buses and coaches every year.

Bus and coach access to all transport terminal infrastructure is crucial to ensure an attractive door-to-door transport solution that successfully competes with the performance and flexibility of the private car if private car users are to be encouraged to use more sustainable forms of mobility, as advocated by our Smart Move campaign.

Fortunately, this demand is gaining support, as the EU public-private Smart Move High Level Group (HLG) identified terminals as one of the key components of the collective transport chain, and

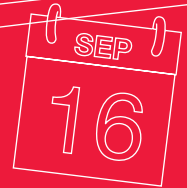
advocated concrete measures for their support, such as creating an EU-wide database of coach terminal locations and their facilities, and to make them eligible for EU TEN-T funding.

However, multimodality will require new forms of partnership and cooperation between operators and transport modes. Luckily, we stand ready to cooperate with other modes and play our full part in delivering an integrated passenger transport system. We call on other transport modes to rise to this challenge.



IRU EVENT

“The **road transport** market, **competitiveness** and partnership: transforming **challenges** into effective **solutions** for **growth**”



In September 2013, we organised the 3rd IRU/EU Road Transport Conference in Vilnius, Lithuania, in partnership with the EU Lithuanian Presidency and the European Commission. The conference brought together some 250 political, transport and trade leaders from all 28 EU Member States including the Lithuanian Minister of Transport, Rimantas Sinkevičius, the Vice President of the European Commission responsible for transport, Siim Kallas, DG MOVE Director General, Matthias Ruete, and representatives from many Eastern Partnership states.

Debates focused on the main challenges facing the road transport industry, and how to transform these challenges into effective solutions for growth, through coordinated action at political and industry level.

Conference participants agreed that increased cooperation and partnerships will be essential in order to meet ongoing challenges facing the sector, thereby stimulating growth in the EU, as well as ensuring an even more efficient road transport sector.

Participants confirmed the importance of commercial road transport as a vital production, distribution and mobility tool to support growth and meet the social and environmentally-sustainable mobility needs of all EU companies and citizens. They asserted the common willingness to continually improve road safety and the security of the transport chain through high quality training, information systems and high quality enforcement across Europe.

Also highlighted was the need for efficient crossing of external borders and for fully respecting all related international conventions, while continuously improving



traffic flows and ensuring sustainable mobility through the best use of existing infrastructure and filling the missing links was deemed essential.

Concluding without delay international passenger transport agreements was also considered crucial to ensure the free movement of European citizens across the continent.

The EC, the EU Lithuanian Presidency and the IRU agree to jointly tackle challenges and further improve road transport efficiency to support growth

With the view to achieve a more efficient road transport sector to support growth and mobility needs in the EU, the conference outlined as priorities to:

- focus on amending appropriate weights and dimensions rules to allow aerodynamic, efficiency gains and road safety improvements for vehicles and equipment, and to promote efficient connections between modes;
- ensure adequate social conditions in the road transport sector and the implementation of more harmonised and coordinated inspection regimes in relation to, for example, roadworthiness, as well as more harmonised handling of infringements, including the level of fines;
- provide support for the increased use of collective passenger transport in particular by bus, coach and taxi.



As commercial road transport is the only transport mode which provides door-to-door service and complements all other modes, we welcomed the recognition of the need for even closer partnerships with the road transport sector in order to meet the challenges of today and tomorrow.

Only by working together can we ensure that measures taken by individuals are stopped and thus avoid impediments to international trade and economic development. The IRU works to increase cooperation and avoid situations where increasing restrictions and costs, or limiting possibilities for innovation for road transport operators, will reduce competitiveness and reduce the economic viability of the many small and medium-sized road transport enterprises.

“

Roads are a key area where we can make a real difference to transport's economic and environmental efficiency, both in Europe and worldwide. I know the IRU shares these aims and I look forward to working together for the success of our various initiatives aimed at preparing our road sector for a more sustainable and efficient future.

In Europe, we are looking first at tackling pollution, congestion, road infrastructure quality, how to keep it maintained, and at completing the single European transport area. As ever, there is a strong focus on research and innovation and fully linking European roads into a joined-up network.

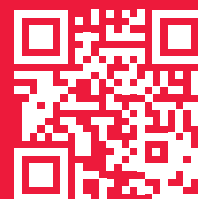
While road transport has made enormous progress in curbing its environmental impact, much work remains to be done, for which I hope to be able to rely on the IRU's continued and invaluable support, expertise and input.

Salm
Siim Kallas, Vice President
of the European Commission

”



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Watch the full interview



The Community of the European Railways (CER) published its “Rail Freight Status Report 2013 – rail freight after a decade of EU rail policy”. What are your views on it?

“Europe needs an efficient transport system where modes cooperate to meet demands from European citizens, industries and economies. Seven of the report’s 17 recommendations address rail and road’s competitive framework and five request more funding. If railway’s strategy is to gain market shares by curtailing other modes, instead of improving their own efficiency and customer service, it will delay an efficient EU transport system.”

Isn’t it normal to curtail other modes in a highly competitive market?

“Rail and road transport are not competitors, they complement each other. In fact, 75% of road freight is carried distances shorter than 150km. A CER study concedes that shifting from road to

Nonetheless, the 2011 EC White Paper on Transport aims to shift 50% of goods transport by road over distances above 300km to other modes, while forecasting an 80% increase in transport demand by 2050. For European railways to bear a significant part of this shift, they would have to increase tkm performance by about 300% in 2050 compared to 2011! What guarantees that further rail investments will bring performance improvements that national and EU decision-makers have expected for decades?”

What about railway’s alleged greener records? Doesn’t that justify further investments?

“Green transport doesn’t exist. Only 53% of active railway networks are electric. About 40% of trains’ electricity is produced by power plants running on coal or oil in nine of the 28 EU Member States. Road transport, however, is becoming greener every day. If railways stopped vetoing possibilities for green innovation

such as the Lkw Maut in Germany, shows that when railways receive a competitive cost advantage by increasing road freight’s operational costs, they prefer raising their own rates, rather than attracting more business. Massive investment in road transport by some publicly-owned railway companies, and the subsequent decrease in rail freight activities, may explain this trend. Despite the CER’s call for more public funds, these companies apparently do not believe in that future, as they continue investing in road transport’s efficiency for business.”

How would you explain this surprising trend?

“Maybe the rail industry simply wants to protect its current marginal role, even by blocking efficiency gains in other modes. For instance in 2012, rolling motorways represented 9.8% of all combined transport in tkm and a mere 0.15% of total EU land transport. Yet railways systematically refuse to consider the European Modular System’s

Interview with
Michael Nielsen, IRU
General Delegate to
the European Union

Rail and road are complementary modes, not competitors

rail is only feasible above 500km, so the percentage of road freight subject to a shift is marginal.”

Aren’t you playing the same game, arguing that rail’s margin for improvement is slim?

“On the contrary! We strongly support a multimodal system where each mode is used optimally to meet Europe’s future transport demands. However, multimodal rail services suffer today from unreliable performance, which makes offering professional and quality services difficult.”

What is the situation today?

“Despite massive political and financial support at national and EU level, a 61% share of TEN-T project funding compared to 4% for roads, and a 12-year-long forced modal shift policy, rail has only marginally increased its transport of goods from 386 billion tkm in 1995 to 420 billion tkm in 2011. It also lost 2.8% market share over the same period.

in our sector, such as the ‘weights and dimensions’ dossier, we could progress much faster.

Railways claim to fully cover their infrastructure and external costs, but forget that EU legislation protects them from paying more than road transport. In 2005, the OECD showed that rail infrastructure charges covered 100% of infrastructure costs in only three EU Member States. In 2007, the EEA showed that, in some countries, only 50% or less of rail infrastructure costs were covered. Indications show, however, that all taxes, charges and duties considered, road transport pays much more for infrastructure than its actual costs.”

Are you suggesting that EU legislation supports unfair competition?

“EU legislation allows reduced taxes, even full exemption, for electricity used by railways. Diesel fuel taxes for rail engines are also lower than for HGVs. Experience,

efficiency gains for the first and last stretch of combined rail-road transport.

Similarly, railways request the conditional use of multimodal aerodynamic devices for all trucks, despite only 2,000 wagons being affected, thus restricting environmental gains for hundreds of thousands of road vehicles. Maybe railways are trying not to highlight the comparable environmental performance of road and rail if aerodynamic devices are used extensively?”

Advice for the future?

“Decision-makers should reflect on the usefulness of giving unconditional support to rail and consider allocating resources so that the whole EU transport system and economy benefits.

Don’t get me wrong, we don’t want rail freight to disappear. We’re simply calling for the recognition of different approaches other than those suggested by the CER report.”





06

Passenger transport

A simple bus ride
is all it takes to
save the planet

Join the **Smart Move** community:
www.busandcoach.travel



Of all the existing travel options for getting from one place to another, none is as safe, green, efficient and affordable as buses and coaches, while taxis' flexibility competes with that of private cars... without the hassle. It is for that very reason that we are continually working to help transport policies guarantee sustainable mobility for everyone, everywhere in the world, and support behavioural change.

Protecting passenger rights

Here at the IRU, we strongly believe in high quality customer service as the key to better implementing bus and coach passenger rights, and increasing the number of our customers. We therefore led a discussion on Terminals and Passenger Rights, in Riga, Latvia, on 5 September. We provided the industry with handbooks and support materials on how best to prepare for the new EU rules.

These new EU rules on bus and coach passenger rights entered into force on 1 March 2013 and represent a step-change in the legal protection offered to passengers of regular and occasional bus and coach services.

Urban mobility package and urban access restrictions

As the European Commission is about to propose a package of initiatives for urban mobility, we will strive to promote the role of the commercial road transport industry as a positive net contributor to local economies and as a key component of efficient urban logistics, mobility and tourism, rather than a source of negative externalities.

Our priority will be the harmonisation throughout Europe of conditions for the establishment and operation of urban access restrictions and low emission zones, and to favour advance information and dialogue between city authorities and commercial road transport stakeholders, through EU-wide standardised signage and multilingual information.

IRU EVENT

Bus, coach and taxi: best sustainable mobility solutions for Eurasia



The 9th IRU International Road Transport Conference on “The role of passenger transport in Eurasia’s social development” organised in Moscow with IRU Associate Member, Rosgosstrakh, the CIS Coordinating Transport Conference and the National Taxi Council, brought together some 200 representatives from 20 Eurasian countries to discuss the main challenges and opportunities for the promotion, facilitation and further development of sustainable mobility by bus, coach and taxi in Eurasia.

The objective of the conference was to raise awareness of the Smart Move’s momentum in the EU, where the campaign ultimately became a new policy instrument, and to invite Eurasian policy and business decision makers to emulate such success. The need to place taxi’s benefits on top of the political agenda was also emphasised, as they are mostly forgotten despite their tremendous unused potential to contribute to the improved effectiveness of a high quality public transport chain by competing with the flexibility of the private car.

Conference delegates concluded that buses, coaches and taxis have an important social role to play in bringing safe, green, flexible and affordable mobility to people across Eurasia. They also agreed on the need to implement a strategy for collective passenger road transport to effectively enhance road safety, reduce congestion and pollution, increase service quality and offer the best solutions for sustainable mobility to all Eurasian citizens.

Delegates also agreed that the best way to effectively promote and develop collective passenger road transport, as shown by European experience, is for the industry and the business community to work in genuine public-private partnership with legislative and executive bodies.

Policy **best practices** for buses, coaches and taxis: from **recommendations** to **implementation**

The EU public-private Smart Move High Level Group (HLG), created in 2012 to design concrete solutions to double the number of users of collective passenger transport by bus, coach and taxi in the EU within the next 10 years and contribute to the EU Growth Agenda, has published 16 short, medium and long-term recommendations suggesting a realistic road map for decision-makers on how to achieve this objective.

Proposals, focusing on inter-city and long distance regular bus and coach services, group tourism by coach, and commuting, urban mobility and taxis, include enabling efficient, transparent EU cooperation and guidelines for city access restrictions and

Low Emission Zones, the establishment of targets to increase the use of collective transport within urban mobility plans, and the creation of a permanent European Citizens' Mobility Forum.

These recommendations were presented to European decision-makers at a concluding public debate at the European Parliament, where the HLG called on the EC to adopt the objective of doubling the use of collective passenger transport and implement the HLG proposals as a formal EU policy objective to be reached by 2025.

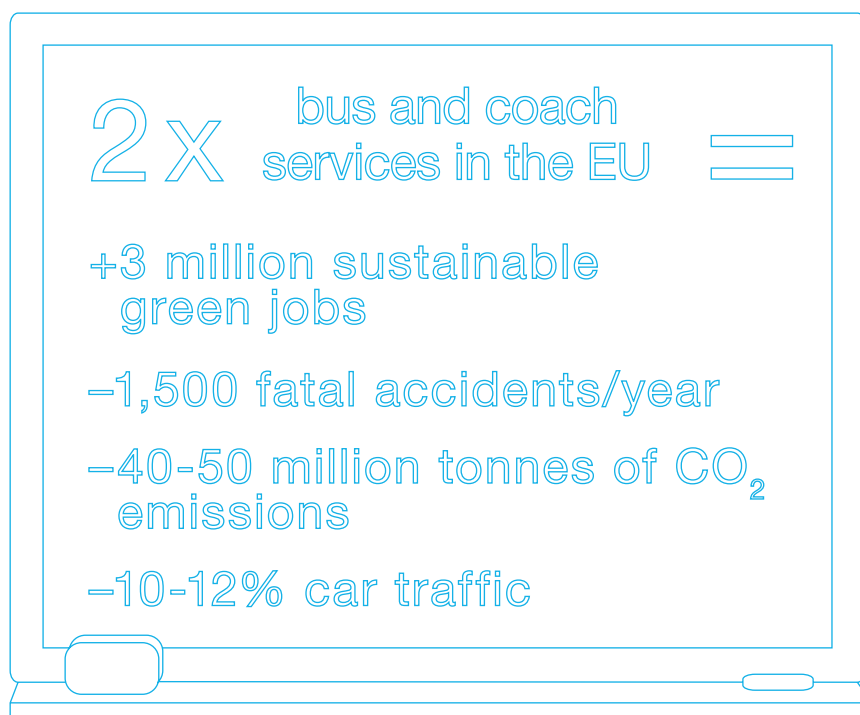
We have also published a brochure based on the HLG recommendations, specifically dedicated to taxis, which stresses the need to recognise taxis and hire cars with driver services as part of the collective public transport chain. The HLG also recommended that the role of taxis be considered in all mobility policy proposals, collective transport funding, research and, notably, urban mobility planning.



The Public-Private Smart Move High Level Group was a prime experiment in participatory policy design, whose concept, process and overall objective I could only support. I am delighted to see its recommendations publicly debated and conveyed to Vice President of the European Commission, Siim Kallas, and look forward to discussing the resulting new initiatives and legislative proposals in the European Parliament.

Isabelle Durant MEP (Green) and Vice President of the European Parliament





European Citizens' Mobility Forum

T rue to the HLG recommendations, we initiated a permanent European Citizens' Mobility Forum to stir a wider debate, and come up with new concrete proposals to double the use and market share of collective passenger transport in the EU by 2025.

Members of the Citizens' Mobility Forum include MEPs, representatives from other EU institutions, European cities, customers, organisations for people with disabilities, and bus, coach and travel industry leaders. The Forum will meet at least four times a year and benefit from expertise channelled through task forces or ad-hoc expert groups created on specific topics.

Amsterdam Taxi Conference 2013

S ome 100 participants from around the world gathered to discuss "New Mobility: Opportunities for the Taxi and For-Hire Vehicle (FHV) industry", at the Taxi-Expo Update Conference, held within the framework of the Amsterdam Taxi Expo Exhibition. Supporting the event, we urged the organised taxi industry to take the lead in implementing customer-friendly smartphone applications for taxis at global level, to improve services to customers, thus increasing the use of taxi services worldwide.

The conference prepared the ground for the 6th international IRU Taxi Forum coming up in 2014 in Cologne, Germany, within the framework of the largest global taxi exhibition, the European Taxi Fair.



Contributing to the Rio+20 agenda

We participated in a High Level Dialogue on "implementing the Rio+20 decisions on sustainable cities and urban transport" held in Berlin. Based on the HLG's recommendations and calculations the IRU urged public and private stakeholders to place bus, coach and taxi transport at the top of the global mobility agenda, in order to significantly reduce road fatalities, congestion and CO₂ emissions, while effectively achieving sustainable mobility for all.

We called for the creation of a UN public-private High Level Group of key public and private stakeholders to draw up a proposal for a UN framework on achieving this objective, as well as the development of similar public-private HLGs at regional and national level to draw up specific implementation plans, and the active involvement of the private industry and customers in this process.

Smart Move or...



It's 8am, time to go to work, and you have to decide whether to take your car or the bus.

The decision is in your hands, but be careful! Are you making the Smart Move or a Dumb Move? Play the game to find out!



Did you know
1 in 10 bus commuters would be forced to look for another job if they could no longer commute by bus!



Did you know
bus riders can save USD 9,880 annually just by leaving their cars at home!

Did you know
drivers spend 1 year of their lives just trying to park!

Dumb move?

Move forward 2 spaces **+2**

Move back 3 spaces **-3**

Smart fact **?**

? **Did you know**
your carbon footprint is the smallest when you travel by bus or coach, compared to any other form of transport!

MAKE a choice

? **Did you know**
drivers spend 3 years and 4 months of their lives in their cars!



? **Did you know**
travelling by car, rather than by bus, increases your risk of death by 116x! Distracted driving

<p>Bus drops you off right in front of work. You feel like you just won the lottery!</p> <p>+1</p>	<p>Enjoy a nice croissant and cup of coffee since you are 15 mins early to work!</p> <p>+2</p>	<p>WORK</p> <p>Traffic, car accident, stress, no social interaction, money all spent on fuel and parking, no coffee, no time, no pride...and arrived 30 mins late to work and all sweaty!</p> <p>DUMB MOVE!</p>	<p>WORK</p> <p>No traffic, nice relaxing ride listening to music, discovering the city views, taking pictures, nice reading, ate breakfast and arrived to work on time. Plus, you even managed to save money for your after work date!</p> <p>SMART MOVE!</p>
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? **Did you know**
buses rank 3rd, just after walking and cycling, in terms of making people happier during their commutes!





IRU EVENT

Driving **seniors'** and **off-season tourism** in Europe



We organised the 8th European Bus and Coach Forum in cooperation with the International Social Tourism Organisation (ISTO), the European Tour Operators' Association (ETOA) and the Belgian Federation of Bus and Coach Operators (FBAA), within the framework of the largest global exhibition of buses and coaches, Busworld Kortrijk, in Belgium.

The Forum brought together some 120 representatives of the tourism and travel industry, politicians, national competent authorities, European Commission officials, bus and coach manufacturers, researchers, and specialised journalists to seek optimal solutions for group tourism by coach to drive seniors' and off-season tourism, and ensure that enhanced senior-citizens' travel contributes to the overall objective of achieving sustainable mobility for all by doubling the use of buses and coaches by 2025 to support the EU growth agenda.

Unleashing the potential

Discussions highlighted that in order to further unleash the potential of the bus and coach industry to better serve these customer groups, it is crucial for cities and tourist destinations to guarantee accessibility of sites of interests throughout the year, including out of the high tourist season.

Indeed, presentations showed that this market potential is underexploited, with



European seniors in figures

125 million senior citizens in Europe
25% of the EU population
60% practice physical and sporting activities
50% have no car or cannot drive

only 41% of seniors travelling in Europe, despite enjoying more leisure time, higher life expectancy, better health and increased economic power than previous generations. Moreover, extending low season tourism would result in job creation and growth.

Participants also stressed the need to integrate specific requirements of the bus and coach sector into transport policies at European, national and local levels, such as authorities, tourist resorts and hotels working together to provide the necessary infrastructure for coach tourism,

recognising coach tourism as a full part of the multi-modal collective transport chain, working out an EU framework for traffic restrictions and Low Emission Zones in European cities, and increasing the maximum authorised weight for two-axle coaches in international traffic to 19.5 tonnes.



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Operators and manufacturers join forces



We signed a Memorandum of Understanding (MoU) with Busworld International (BWI), the global platform for professionals and representatives of the worldwide bus and coach building and operating industry, to jointly contribute to strengthening the private bus and coach industry's leadership worldwide, and provide sustainable mobility for all via the global Smart Move campaign and other similar actions.

A detailed joint work programme has been adopted by the IRU and BWI, to implement the objectives of this renewed and enhanced strategic partnership and enable private bus and coach businesses worldwide to maintain the strategic initiative at a global level, for the benefit of the organisations' respective partners from the public and private sector and society as a whole.





07

Road freight transport

You bought it,
trucks brought it

TIR: facilitating and securing international trade

68 contracting parties

'TIR' (*Transports Internationaux Routiers* or International Road Transport) is an international transit system based on a UN Convention implemented at global level in public-private partnership. The TIR System has been facilitating and securing trade and international road transport for over 60 years, by allowing Customs-sealed vehicles and freight containers to transit countries without border checks.



58 operational countries

And 25 interested countries

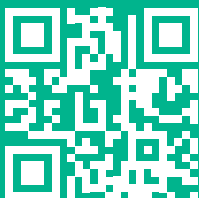
1 billion USD in financial guarantees issued every day

20 million borders crossed every year

3 million TIR Carnets issued every year

1 TIR Carnet allows a transporter to cross from 2 to 10 countries.

It represents a guarantee of up to USD 50,000 or EUR 60,000 per TIR transport, which protects the Customs duties and taxes at risk.



Watch and learn all about the TIR System

TIR reactivated in Afghanistan

After more than 30 years of interruption, TIR operations resumed to, from and across Afghanistan on 4 September 2013 – a milestone marked with an official ceremony attended by high-level Afghan officials, as well as Heads of diplomatic missions. This welcome step forward will enable the Afghan business community to trade in a facilitated and secure way, thus reducing transport times and costs. It will also open up landlocked Central Asian countries to global markets and considerable economic opportunities, by enabling trade with all TIR countries by road and facilitated access to major sea ports.

The Afghan competent authorities confirmed our Member, the Afghanistan Chamber of Commerce and Industries (ACCI), as the issuing and guaranteeing Association for TIR Carnets in the country. TIR training was provided to ACCI personnel, as well as to Afghan Customs officers and transport operators, to ensure the smooth and efficient running of the TIR System, including the use of IRU TIR-EPD – our highly secure risk management IT application for submitting advance cargo information electronically.

For over 60 years, TIR has proven beneficial in driving economic growth in many regions worldwide and we are very pleased that yet another country has decided and successfully managed to implement this tried and tested multilateral trade facilitation instrument. We warmly congratulate the Afghan Government for taking the initiative to boost not only its economy, but that of the entire Central Asian region, in the interest of all Afghan citizens.

This new development greatly contributes to achieving the UN Millennium Development Goals and is the logical follow-up to our joint action in 2011, when we teamed up with the UN Mine Action

Service (UNMAS) to demine major road transport corridors in Afghanistan and ensure safe and secure transport across the country.

Computerised risk management

New TIR-EPD improves user interface and functionalities

We upgraded our highly successful IRU TIR Electronic Pre-Declaration (IRU TIR-EPD) web-based app for submitting TIR pre-declarations free of charge, with a new, more user-friendly interface. The upgrade simplifies the process of sending advance electronic TIR cargo information to Customs authorities regardless of the transport itinerary, while also fulfilling their requirements.

New features include:

- Automatic calculation of eligible Customs authorities that can receive pre-declarations, based on the transport itinerary, as well as data fields displaying mandatory information to be submitted to the respective Customs authorities;
- Quick access to commodity codes with corresponding descriptions of the goods from TARIC and TN VED databases, which help users quickly select the right code;
- Possibility to add descriptions for goods in both Latin and Cyrillic scripts;
- Easier search function, especially when selecting Customs offices from a drop-down list containing hundreds of entries;
- Available in Arabic and Farsi.

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TIR for trade integration

We seized numerous opportunities to present the benefits of implementing key UN multilateral facilitation instruments, notably the TIR and Harmonization Conventions, to major trade, transport, political and business stakeholders from the Arab world, Latin America and Eurasia. Stakeholders recognised the importance of these instruments in facilitating economic growth and ensuring economic integration of their respective regions.

Indeed, figures show that world regions benefitting from TIR enjoy much higher rates – by up to 70% – of intra-regional trade.

TIR-EPD facts

Advantages for transport operators:

- Free of charge
- Send EPD in one click to all Customs authorities selected
- No additional hardware required, only Internet connection
- TIR-EPD assistance hotline provided by IRU
- Tailor-made enhancements based on users' needs

Advantages for Customs:

- Development and implementation within 1-3 months
- Advanced information and risk analysis aligned with WCO SAFE standards
- No manual data entry
- Security check against central TIR database
- Tailor-made enhancements according to Customs' requirements



IRU updates popular brochure "How to fill in a TIR Carnet"

We updated our practical "How to fill in a TIR Carnet" brochure with a newer, more reader-friendly design, which now includes latest legislative developments, best practices and recommendations on the use of TIR Carnets. The sample transport journey has been modified to better reflect TIR operational realities and traffic flows, and useful contact details have been added for TIR-EPD support. We updated this brochure in English, French, Russian, Arabic, Croatian, German, Macedonian, Polish, Romanian, Slovenian, Spanish and Turkish.

TIR-EPD gaining momentum

As a viable alternative to Customs broker services, TIR-EPD saves time and money by facilitating the flow of goods along the supply chain, while ensuring transport security. TIR-EPD is continuously expanding its geographical coverage and currently fulfils Customs' requirements in 27 countries with a 7% average monthly growth in users. Numerous transport operators also registered to take advantage of its benefits immediately after practical workshops organised by the IRU.

Our new TIR-EPD app won over Belarusian, Czech, Estonian, Kyrgyz, Lithuanian, Moldovan, Polish, Russian and Turkish transport operators, who expressed their appreciation for its intuitive functionalities. Transporters using TIR-EPD enjoy a much simpler and faster process for submitting advance cargo information, as well as the possibility of creating corresponding CMR Consignment Notes in parallel to TIR Electronic Pre-Declarations, translating, in turn, into increased efficiency and competitiveness of their services.

In Moldova, TIR-EPD is an obligatory part of the CPC Manager Programme for transport operators and is particularly useful, as their most common itineraries include countries and Customs Unions with varying Customs requirements. TIR-EPD is also highly relevant to Armenian, Belarusian, Czech and Estonian TIR transport operators, who terminate 80%, 50%, 90% and 90% respectively of all TIR operations in the Russian Federation or Customs Union, where electronic pre-declarations are compulsory.

TIR-EPD Green Lanes cut border crossing times by 50%

Together with Turkish Customs authorities and the Turkish Chamber of Commerce and Commodity Exchange (TOBB), we made a field visit to Kapikule Customs at the Turkish-Bulgarian border to observe real-time border crossing operations via the TIR-EPD Green Lane that has been operational in both directions since November 2012.

TIR Carnet holders used TIR-EPD to submit preliminary cargo information to Kapikule's Customs officers and were subsequently allowed to cross the border using the TIR-EPD Green Lane. This highly-secure fast-track procedure resulted in nearly a 50% reduction of Customs formality completion time. Customs officials praised this performance, highlighting the benefits of performing advance risk assessment for faster border crossing.

Real-Time SafeTIR expands

The potential of our Real-Time SafeTIR (RTS) online app, which facilitates routine TIR-related operations for Customs administrations, has not gone unnoticed.

RTS provides Customs officers with up-to-date information on TIR Carnet status and validity for the prompt detection of possible irregularities and also automates SafeTIR data transmission in line with the requirements of Annex 10 to the TIR Convention.

In 2013, RTS was successfully integrated by Belgium, Finland, Kyrgyzstan and Latvia, making a total of 17 Customs authorities that now benefit from this IRU risk management tool.

Ever wonder why all these trucks are on the road?



Scan
for the
answer

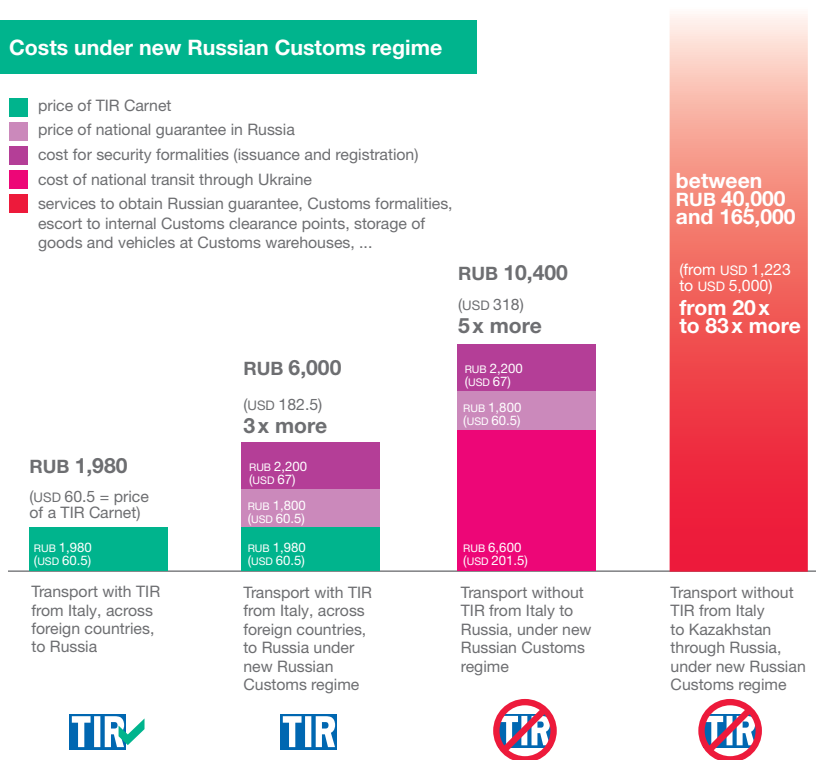




over 40%
of Russian imports under TIR
USD 135 billion
worth of trade impacted per year.

Costs under new Russian Customs regime

- price of TIR Carnet
- price of national guarantee in Russia
- cost for security formalities (issuance and registration)
- cost of national transit through Ukraine
- services to obtain Russian guarantee, Customs formalities, escort to internal Customs clearance points, storage of goods and vehicles at Customs warehouses, ...



TIR in Russia

On 4 July 2013, the Head of the Russian Federal Customs Service (FCS RF), Andrei Belyaninov, breached international and national law by deciding unilaterally, without prior notice to TIR stakeholders at Russian or international level, such as the United Nations TIR bodies, to restrict the application of the TIR System in Russia.

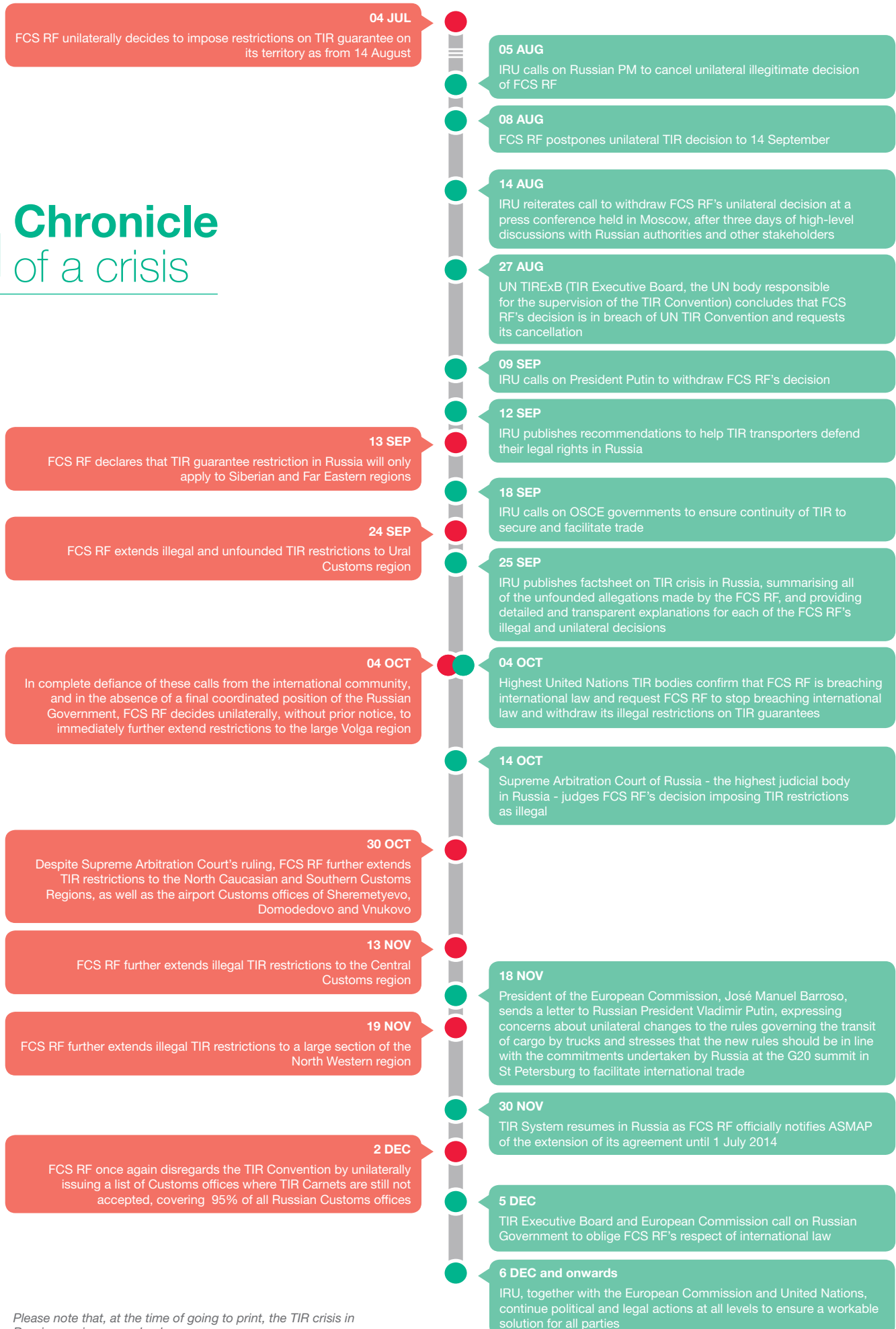
In practice, this measure means that each TIR Carnet used to transport goods to, through or from Russia is subject to a substantial additional national Customs guarantee, which does not provide any security whatsoever for traders and authorities.

The Russian Federal Customs Service has long turned a deaf ear to multiple representations and calls for withdrawal made to the highest Russian authorities including by the IRU, EU Commission President, José Manuel Barroso, EU Commissioner responsible for taxation and customs union, audit and anti-fraud, Algirdas Šemeta, and UNECE Executive Secretary, Sven Alkalaj, together with a host of national governments and the Russian business community.

This illegal and illegitimate decision to no longer accept TIR guarantees on Russian territory was to take full effect as of 1 December 2013, when ASMAP's (IRU Russian Member Association guaranteeing TIR in Russia) agreement to act as the TIR guarantor in Russia was to be cancelled by the FCS RF.



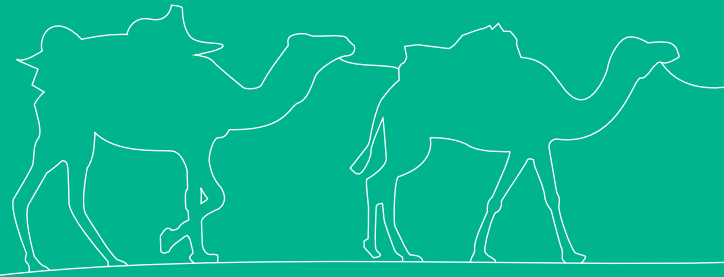
Chronicle of a crisis



Please note that, at the time of going to print, the TIR crisis in Russia remains unresolved.

IRU EVENT

Driving **regional** and **intercontinental** trade through the **Middle East**

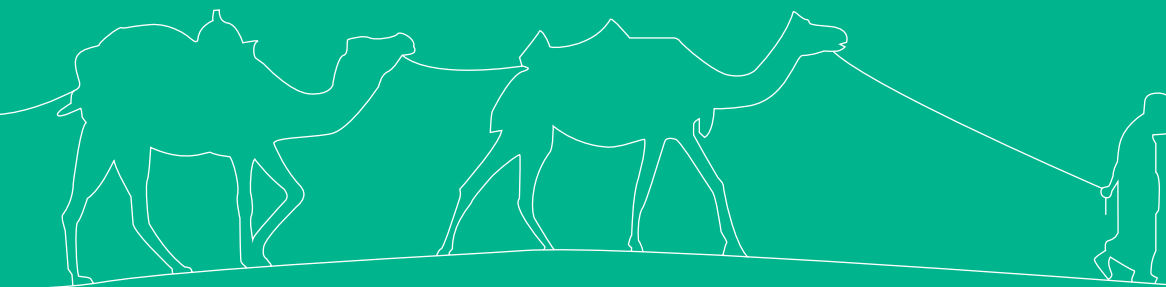
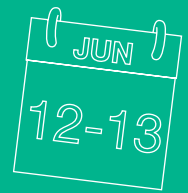


Strengthening road transport linkages between the Middle East, Europe, Asia and Africa is imperative for effectively developing intercontinental and regional trade and tourism. The solutions are simple and require political will and commitment rather than financing. If the objective is to improve the quality of life for citizens, generate trade, drive progress, prosperity and ultimately peace, then facilitating international road transport is the most effective way forward.

Our 7th IRU Euro-Asian Road Transport Conference held in Amman, Jordan, brought together over 400 leading political and business representatives from the Middle East, Europe and Asia, who gathered to identify and discuss political and operational measures that effectively facilitate trade and international road transport in the Arab world. A Ministerial meeting was held, in parallel to the conference, to discuss necessary measures required from governments in order to achieve these objectives and boost economies in the Arab world. A coordination meeting between international organisations and financial institutions was also convened to foster and coordinate concerted action among these key actors in facilitating regional and intercontinental trade.

We organised the conference under the high patronage of His Majesty King Abdullah II ibn Al Hussein, and in cooperation with the Ministry of Transport of Jordan and the Arab Union of Land Transport (AULT), and hosted by our Jordanian Member, the Royal Automobile Club of Jordan (RACJ).





Conference in figures

400 delegates
44 countries
21 transport ministers

Transport Ministers, international organisations and financial institutions join forces with the IRU

Participants unanimously adopted the Conference Declaration, highlighting that in today's globalised economy, professional road transport has become a vital production tool in every supply and logistics chain, driving economic, social and environmental progress. They called on governments to "implement, as a priority, key UN facilitation instruments, such as the TIR and Harmonization Conventions, including the IRU's risk management applications to reduce border waiting times."

In their Ministerial Declaration, 21 Transport Ministers or representatives stressed the "imperative need to bring even greater tangible results for citizens by better coordinating efforts with international organisations and financial institutions to further develop inter-regional trade, tourism

and transport linkages." They highlighted that achieving this is possible "by realising, in a coordinated manner, the necessary institutional and administrative reforms to facilitate and harmonise the frontier controls of goods, passengers and vehicles to significantly reduce border waiting times by acceding to and strictly implementing key UN multilateral trade and transport facilitation instruments."

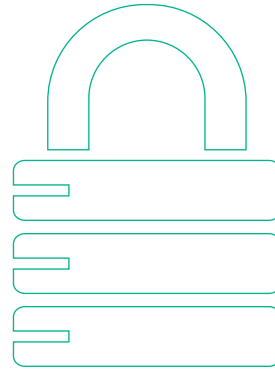
The Joint Declaration of International Organisations and Financial Institutions also highlighted their common resolve to "increase cooperation and coordination and work towards a higher level of efficiency and coherence in all aspects of development of inter-regional transport links; and focus political attention and investments on developing transport and ancillary support infrastructure to help drive trade and international road transport along the routes between Asia, Europe, the Black Sea region, the Middle East and Africa and expand existing technical assistance projects, such as the IDB Technical Assistance Grant."



Flash this code to see speeches, presentations and pictures



TRANSPark: secure parking areas, secure goods

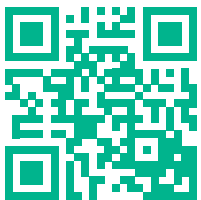


Road crime figures in Europe

1 in 6 drivers attacked
42% at night
in parking areas
63% vehicles and
loads targeted
EUR 7 billion lost



Watch the video animation introducing TRANSPark



Flash this code to access the application

In order to facilitate and secure daily road freight operations, we upgraded TRANSPark, our free-of-charge web-based app that helps locate and promote secure parking areas to enable road professionals to comply with strict driving and rest time rules, despite the acute shortage of truck parking areas, and achieve tangible progress in increasing transport supply chain security.

The new app is more user-friendly and relevant to professional drivers, parking area managers and transport operators and is available in English, French and Russian. TRANSPark helps users locate more than 4,000 parking areas in over 40 countries across Eurasia and the United States, including along planned routes. Users can also register the location of new parking areas and rate the security and comfort levels they offer. Parking managers can promote their own parking areas and self-assess security and comfort levels or request a certification.

TRANSPark also helps better control operating costs and prevent cargo crime and attacks on drivers. We therefore partnered with the UNECE at its Inland Transport Security Discussion Forum on Secure Parking Areas to tackle the great demand for secure parking areas along the road transport network and the necessity to adapt them to modern transport logistics needs, such as easy location, capacity, safety, cargo security and availability of

adequate rest facilities for drivers. Keynote speakers from Interpol, the European Secure Parking Organization and the UNECE Transport Division, to name but a few, emphasised the need for strengthened initiatives and public-private partnerships to further promote and develop secure parking areas.

Moreover, we cooperated closely with the European Commission (EC) to define how to ensure the permanent availability of updated content on EU parking areas. The best way to achieve this is to guarantee that authorities responsible for parking areas, or relevant parking managers, systematically provide the location, security and comfort information of commercial vehicle parking areas, to systems such as TRANSPark in a harmonised manner.

INTERPOL Criminal Intelligence Officer, Sebastian Schmucker, supported these conclusions when highlighting to our Goods Transport Council that one of the key prevention measures is to park a vehicle in a safe and secure location. He stressed that governments need to provide better and more secure parking areas, automatically and systematically making their locations available to transporters and drivers through platforms such as TRANSPark.

In this perspective, we welcomed the EC's adoption of the Delegated Regulation, which foresees the provision of information

on the location of safe and secure parking areas for trucks and commercial vehicles along the TEN-T network. This development will enable us to further develop TRANSPark and help strengthen the industry's fight against cargo crime

and attacks on drivers. For many years, Member States have failed to make this information available, but will now finally be forced to cooperate. We trust that non-EU States will also follow the EU's excellent example.

EU Road Haulage Market: clarification, harmonisation, enforcement

Further opening of the EU road haulage market would be premature, if appropriate conditions are not put in place.

Together with the European Transport Workers' Federation (ETF), we consider that any liberalisation of the EU rules on access to the market, including changes in cabotage rules, should be supported by harmonisation measures, especially in enforcement, social, road safety and fiscal areas. Without these preconditions, the downward spiral on road freight prices will increase with a subsequent negative effect on service quality. Currently, further liberalisation of the road freight market would likely have a negative impact on fair competition and the road transport sector's sustainability. It would only benefit shippers and forwarders, as well as strengthening the market position of large state-owned multimodal integrators.

We therefore prepared, together with the ETF, a joint policy scenario based on three pillars, which we communicated to EC Vice President, Siim Kallas and key MEPs, and which received large support within the

European Parliament and Member States:

- no further market opening, but rather clarification of existing rules;
- increased harmonisation of social, fiscal, technical and road safety rules;
- more efficient enforcement.

EU Member States, such as the Czech Republic, Hungary, Poland and Slovakia, asked that the EC first prepare a report on the application of the current Regulation before tabling any new proposal to modify the existing rules. Other Member States, including Austria, Belgium, Denmark, France and Italy, presented a resolution stressing that the situation is currently not mature enough for a further opening of the road freight transport market, with the Netherlands also in opposition.

As a result, we welcomed several EC statements refraining from market opening, as well as its decision to work on a report on the road haulage market's functioning and the application of Regulation 1072/2009, which could be accompanied by new proposals to improve the functioning of the market in early 2014.



IRU adopts guidelines on freight exchanges

Based on an analysis of freight exchange business opportunities, challenges and fraudulent practices, we developed guidelines for the safe use of online freight exchange services that represent 10-15% of day-to-day transport business. Freight exchange services are often used by small and medium-sized carriers to search for freight, increase the general load factor of their vehicles, and reduce empty return trips – a key cost saving strategy for transport operators, as such operating costs are rarely passed on to customers.

Freight exchanges are a reality, but there are certain risks in using them and a lack of guidance in dealing with these risks.

Our guidelines therefore revolve around the five following imperatives:

- Choosing a reliable freight exchange;
- Checking who you are working with and providing instructions;
- Preventing information leaks;
- Using standard contracts with dedicated amendments;
- Reporting fraudulent incidents.

Model Highway Initiative

Our Model Highway Initiative (MHI) aims to design and build an exemplary road section with ancillary infrastructure, such as secure parking areas, hotels and fuel stations, along with harmonised, appropriate procedures, in public-private partnership. The objective is to promote and further facilitate trade and transport across the Eurasian continent by supporting the coherent development of such complementary infrastructure, which is necessary to improve drivers' working conditions, transit security and efficiency, through harmonised procedures along Silk Road routes.

The Technical Secretariat of the Working Group on the creation of MHI along the Baku-Tbilisi-Batumi-Trabzon (BTBT) route, held its first meeting with the assistance of our Georgian Member, GIRCA, to discuss the legal, administrative and investment aspects of implementing MHI in the South Caucasus in order to promote and further facilitate trade and transport in the Black Sea region. The Working Group agreed to prepare a feasibility study, finalise a concept for a multilateral investment mechanism and prepare a trilateral intergovernmental agreement.

The MHI project was later presented to the leadership of Turkmenistan, which was convinced that the project could benefit the development of Turkmen road transport. Their government made a decision to join the MHI South Caucasian section and extend it over the Caspian Sea to the port of Turkmenbashi and further on by the main highway to Ashgabat. MHI would therefore

link the Caucasus with Central Asia and open regular road traffic from the border of China to Turkey and Southern Europe.

We also presented MHI's benefits to delegations from Iran, Pakistan and Turkey, in the framework of the 2nd Meeting of the Islamabad-Tehran-Istanbul (ITI) Road Transport Corridor, where the initial routing was discussed. A pre-feasibility study to apply MHI along this corridor will be launched in 2014 with assistance from the ECO Trade and Development Bank (ETDB), the IDB and other institutions.

We participated in the UN Inland Transport Committee Conference on "Making the Euro-Asian Transport Network Operational" where MHI raised high interest among conference participants, as emphasised by the Minister of Transport of the Republic of Tajikistan, Nizom Khakimov, who called on the international community to join Tajikistan in supporting MHI, stressing the imperative need to develop roadside infrastructure along with roads themselves in order to best use allocated funds.

Finally, in the framework of our High-Level International Conference organised in Dushanbe on "Development of road transport and transit potential in Central Asia for the period up to 2023", Transport Ministers from Afghanistan, Kyrgyzstan and Tajikistan signed a joint statement agreeing to work in public-private partnership to implement MHI, and allowing for the creation of high quality road infrastructure and harmonised Customs procedures to speed up cargo movement in Central Asia, while ensuring its safety and security.



Transporters adopt resolution for Eurasian integration

The 14th International Road Transport Conference, which we held jointly with the Association of International Road Transport Carriers of Ukraine (AsMAP UA), brought together some 150 participants from 22 Eurasian countries who adopted a resolution calling on governments, international organisations and all stakeholders to contribute to the Eurasian transport integration process on the basis of international law. The resolution calls for eliminating discriminatory taxes and fees and neo-protectionist barriers to international road transport, as well as developing regional cooperation, as a key factor in the integration process, using experience from the IRU and other international organisations.

Conference participants discussed the further development of Eurasian road transport links, including multimodal transport in Eurasia, prospects of ECMT and TIR development, regulation and control of international transport by competent authorities, as well as improving border crossing procedures to ensure the safety and security of road transport.

IRU EVENT

Increasing road transport's contribution to the **development** of Central Asian **economies**



Our High-level International Conference in Tajikistan on the “Development of Road Transport and Transit Potential in Central Asia for the Period up to 2023” confirmed road transport’s untapped potential in contributing to the Central Asian region’s economic development. Moreover, an action plan was adopted to further develop trade and international road transport in Central Asian countries.

Conference debates emphasised the region’s potential in supporting the development of trade and transport between Asia and the CIS, the Middle East and Europe, and particularly between Central Asia, China and Afghanistan. Discussions clearly confirmed the need to turn currently landlocked countries into ‘land-linked’ countries to trade by further facilitating road transport. Participants agreed that the development of road transport links between different regions of the world is an issue of global importance, which can be effectively addressed by implementing UN multilateral trade and transport facilitation instruments.

Participants therefore adopted a resolution stressing the need to integrate regional transport in the Euro-Asian land transport links and called on governments in the region to harmonise international road transport and border crossing procedures by fully implementing tried and tested multilateral UN trade and transport facilitation agreements and conventions. They also called for the implementation of the OSCE’s “Handbook of Best Practices at Border Crossings” in Central

Asian countries, while progressively liberalising bilateral and multilateral road transport operations across the region and facilitating visa issuance procedures for professional drivers.

The Conference was organised by the Government of Tajikistan in cooperation with the IRU, the UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS), the Intergovernmental Commission for the Transport Corridor Europe-Caucasus-Asia (TRACECA), the Organization for Security and Co-operation in Europe (OSCE), and our Tajik Member, the Association of International Road Transport Carriers of the Republic of Tajikistan (ABBAT).



Today the development of transport infrastructure in the Republic is actively being implemented, so that road transport can help our country escape from transport deadlock and become an active participant in regional and transcontinental cooperation. Only a coordinated approach to regional development ... and the harmonisation of procedures may attract trade by road to the Central Asian region.

Matlubhon Davlatov, First Deputy Prime Minister of the Republic of Tajikistan



Conference in figures

150 business and political experts

16 countries

12 international organisations





Watch the
full interview



Why has the Central Asian region become so important for the IRU and the road transport industry?

“According to the WTO, China’s share in world exports is 11%, which represents over USD 2 trillion. As an importer, China holds second place after the United States. The international community has been working on revitalising the Ancient Silk Road to transport goods, not only by sea, but by road as well, by developing road transport links between China and Europe. This idea was recently supported by Chinese President, Xi Jinping, who pledged last September to deepen cooperation in the region by creating a “belt of economic development” along the Silk Road. As road transport dominates the region with almost 90% of deliveries, there is undoubtedly great potential for developing international road transport across Eurasia.”

that the implementation of the project will contribute to more efficiency, safety and security of road transport in Central Asia. We are also collaborating with UN-OHRLS in the process of reviewing the Almaty Programme of Action, which monitors and supports development and cooperation issues for landlocked countries, especially in Central Asia.”

You launched the Model Highway Initiative (MHI) a couple of years ago. Where are you with it today? Are there signs of seeing it effectively built in the near future?

“The project is moving on quite well. In 2013, Turkmenistan decided to join the South Caucasus stretch of the Model Highway Initiative. This important step opens up the possibility for multimodal transport through the Caspian Sea. Ukraine and Moldova are also considering joining the project.

At the end of October, truck congestion appeared at the border with Azerbaijan, Georgia and Ukraine, caused by the restrictions set by the FCS RF in the South and North Caucasus Customs districts of Russia.

These illegal and unilateral steps by the FCS RF are damaging the Russian economy and hampering international trade and the transit of goods in Eurasia and that’s not even mentioning the considerable losses that Russian and foreign road transport businesses will suffer.”

What are the main challenges for road transport in Central Asia?

“In my view, the main challenge for the region is to establish a regional dialogue aimed at further developing Central Asian road transport in all of its aspects: legislation, infrastructure, Customs and border procedures.

Interview with
Dmitry Larionov,
IRU General
Delegate to
Eurasia

Governments across Eurasia must **hear each other**, develop regional **dialogue** and **integrate** their economies

What are the IRU’s priorities in your region for 2014?

“Our main priority is to create the most favourable conditions possible for the sustainable development of international trade and road transport. We will accomplish this by harmonising road transport legislation, developing roadside infrastructure, and by facilitating border crossing procedures.”

What do you concretely expect from your regional partners? What are the next steps of your common activities to achieve your 2014 priority objectives?

“Our greatest wish and expectation concerning the Shanghai Cooperation Organization (SCO), is the adoption of its Agreement on the facilitation of road transport in the SCO region, which will facilitate and boost road transport there. We are working with TRACECA on digital maps for drivers and are sure

Decisions to join MHI are taken by national governments and therefore a demonstration of support is a sign that these countries understand the project’s values and benefits. We are also currently negotiating with international financial institutions to create Regional Infrastructure Funds for both the Central Asian and South Caucasus stretches of the Model Highway Initiative.”

What has been the concrete impact on trade and transport operations in your region due to the TIR crisis in Russia?

“Since the publication of the letter of the Russian FCS dated the 4 July 2013, the issuance of TIR Carnets in Russia has decreased by 20% in comparison with previous years. Moreover, transport operators, who used the national guarantees promoted by the FCS RF instead of the TIR System, noted an increase of at least three times the normal total costs for a single delivery.

The world is becoming more and more globalised and in order to build an effective national economy, it is necessary to be part of the globalised system, and that starts with regional integration. But the challenge in this regional dialogue is to hear each other, to be ready to compromise and to follow the direction once it is adopted.”

How do you see the IRU’s future role and activities in the region?

“The IRU is a global organisation with rich experience based on best practices from our Member Associations. We will continue to serve our Members in order to consolidate the whole international road transport industry. As a global organisation, we are destined to lead our Members and find the best solutions to industry problems. In Central Asia we will work with our allies at national and international levels, to further develop road transport, which plays a very important role in this region.”



08

IRU Awards



Rewarding people
who build
a better future



Rewarding professionalism

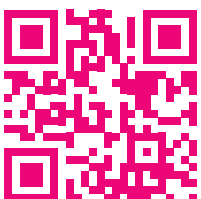
We like to think of an award as more than just a beautiful glass sculpture sitting on an office shelf or an elegantly crafted piece of metal hanging around someone's neck. For us, an award represents an idea and a belief in the people and companies worldwide who are working together to create a better future.

IRU Awards serve as incentives to reward best drivers, company managers, as well as best policy and industry practices that increase the safety, security, efficiency and environmental, social and business performance of road transport.

We proudly share these achievements and outcomes worldwide, so that these best practices can be mirrored by the entire industry.



Watch the tribute movie for Andrey Damirovich Dilmukhametov



Watch the tribute movie for the Japan Trucking Association

IRU Grand Prix d'Honneur

Created in 1967, this is the IRU's highest distinction awarded by an international jury to a driver, personality or body in international road transport, who performs an outstanding act of courage during their professional duties.

We were honoured to award Andrey Damirovich Dilmukhametov — a 42-year-old professional driver for the KAB transport company based in the Republic of Tatarstan, Russia — for his heroic actions in rescuing two injured people from a burning van. When asked if he realised what risks he faced when rescuing the two van passengers, Andrey simply answered, "I did what anyone would have done in my situation. I saw that the people in the van needed help, so I helped them."

It was also an honour to award the Japan Trucking Association (JTA) for their outstanding work in spearheading relief efforts after the 2011 tsunami that struck Japan following a massive earthquake.

When asked if they ever felt the job was too big for them or overwhelmed by the task, JTA President, Mr Yoshimi Hoshino, replied, "It was a matter of national pride for us to help our fellow countrymen when confronted with such a dire situation."



The IRU Diploma of Honour in figures

1,085 bus/coach and truck drivers
27 countries

1 million kilometres
26 taxi drivers
20 years

IRU Top Road Transport Manager Award

We awarded the IRU "Top Road Transport Manager" to 70 managers from 15 countries worldwide, engaged in the national or international transport of goods or passengers by road, including taxi companies, for their promotion of safe, secure, environmentally-friendly and efficient road transport through their professional competence and managerial achievements.

IRU Diploma of Honour

The IRU Diploma of Honour was awarded to 1,085 bus/coach and truck drivers and to 26 taxi drivers from 27 countries. Each award winner has driven a minimum of one million kilometres during a career of at least 20 years in national or international goods or passenger road transport, without causing an accident or committing any serious violation of traffic, Customs or administrative regulations during the last five years. Such performance deserves recognition and serves as an example to younger drivers while raising the profile of the profession.

Best Eurasian Road Transport Operator

Every year we organise an international contest recognising Eurasian road transport companies for their implementation of best practices in environmental protection, corporate social responsibility and economic performance.

For 2013, we held an Awards Ceremony in the framework of the IRU-AsMAP UA 14th International Road Transport Conference in Yalta, to reward:

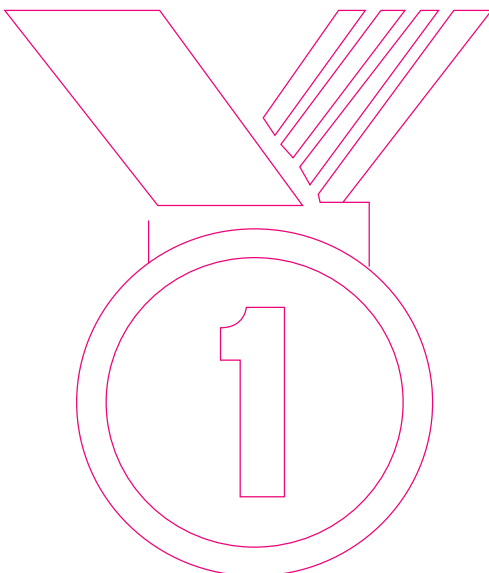
- **Start Plus**, Russia (1-10 vehicles)
- **Gileya**, Ukraine (11-50 vehicles)
- **SP Raizing**, Belarus (50+ vehicles)
- **KK Timskor-Com**, Moldova, was also rewarded for implementing high environmental standards for vehicles
- **Euro Truck**, Kazakhstan, was recognised for high quality company standards

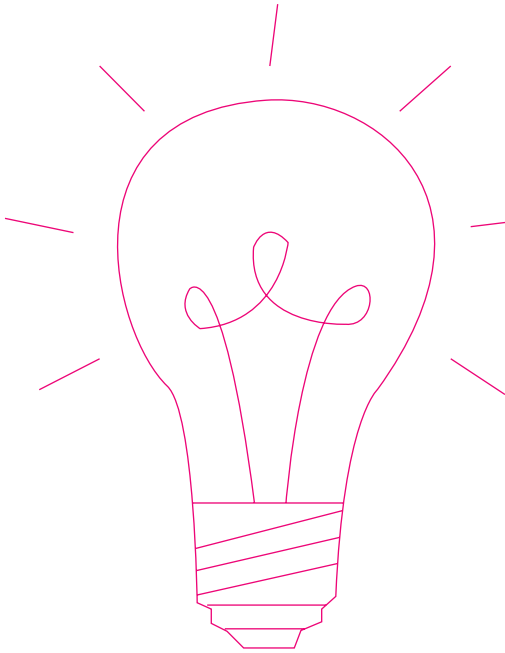


Best EU Road Transport Operator

We have decided to expand on the success and popularity of the "Best Eurasian Road Transport Operator" Award, by creating the new "IRU Award to the Best EU Road Transport Operator". Similar to its counterpart, this award will recognise and showcase the professionalism and considerable environmental, safety, and social achievements of road freight transport operators in Europe.

Stay tuned in 2014 for more info!





IRU Bus Excellence Award

This global biennial award aims to promote greater use of regular urban and inter-urban public transport by bus and coach, through high quality and cost-effective innovative projects.

The 2013 award went to Romanian company, Societatea de Transport Public SA Alba Iulia, for its extremely high quality standards in terms of customer care, environmental responsibility, and use of new technologies and innovative solutions.



IRU Coach Tourism Innovation Award

Launched in 2011, this biennial global award recognises and promotes industry practices leading to a greater use of group tourism by coach, through innovative, high quality and cost-effective projects and services.

The 2013 award went to Danish family-owned coach company Papuga A/S for its “Let’s Cycle Together” concept, which allows cycling enthusiasts – clubs, companies, individuals – to tour Europe by coach with their bicycles, revealing a market potential that can attract completely new customer segments to the tourist coach market.



IRU City Trophy Award

Also awarded biennially, the IRU City Trophy acknowledges and rewards municipal authorities anywhere in the world that implement exemplary proactive policies favouring sustainable group tourism by coach.

The 2013 winner was the city of Skopje, the capital of the FYR of Macedonia, for its overall ambitious policy to promote group tourism by coach as an integral part of the city’s public transport system.



Flash this code to read more about this year’s winners



IRU WORKING
TOGETHER
FOR A BETTER FUTURE
since 1948





Australia and Oceania
Area: 8.5 mill. sq km
Inhabitants: 30.5 mill.
Density of Population: 4 inh./sq km
Biggest town: Sydney
Highest mountain: 4,100 m; Mt. Cook 3,754 m
Longest river: Darling 2,700 km

Anyone who has spent time around me can tell you that if there is one thing besides my family and road transport that I am passionate about, it's rugby. Having played at a competitive level for 17 years, I can tell you that there are many values as well as practical life and work lessons that you acquire on the pitch on top of being extremely combative. These include the importance of discipline, respect, trust and team work. Importantly, you also learn that to win, you must dare to look beyond – beyond your opponent, beyond your original game plan, and beyond your fatigue and pain!

Road transport has a vital role to play in addressing key global issues.

People, and even organisations, have a natural tendency of accepting things as they are and not as they can or should be. They tend to dislike and even repel change and will do whatever it takes to maintain the status quo. You cannot afford to do that in rugby, or anywhere else, as every road transport operator knows all too well. You have to look beyond if you want to stay in business, to stay competitive, to win!

As in any team sport, the key to success is to adjust your game strategy and not be afraid to collectively embrace change. It shows strength of character to be able to recognise your limitations, but true strength is being able to look beyond limitations and see the potential of what you as an individual, an organisation, or a company can become by working together with a common vision.

No other transport mode can drive economic growth, social development, and the sustainable mobility of people and goods like road transport can. We should have pride in our unique ability to interconnect all modes, whether by air, rail or sea. We should be the drivers of

effective intermodality. We also need to be more daring in how we actually drive sustainable development and effectively not only improve everyone's daily lives, but give genuine hope to our youth and future generations.

Dare to look beyond

In my first six months as Secretary General, I have been working worldwide with governments, organisations, and various stakeholders, including the IRU staff, to ensure that we all work towards the same goals with the common vision that road transport has a vital role to play in addressing key global issues.

My rugby experience and 19 years at the IRU have prepared me to rise to the current and future challenges of the IRU, looking beyond our opponents, beyond our original game plan, and beyond our fatigue and pain!

Driving forward as Secretary General, I will do my utmost to help our organisation come together as a winning team to achieve its full potential, as we dare to look beyond our limitations and redefine where we stand on the pitch of today's globalised economy.

The IRU will listen, we will connect, and we will dedicate all our energy to meet the real interests of our Member Associations, the road transport industry and society as a whole, by “working together for a better future”.



Umberto de Pretto

Acronyms

AAC	IRU Academy Accreditation Committee	CLTM	EU Goods Transport Liaison Committee	ERRU	Electronic Register of Road Transport Undertakings
AASTMT	Arab Academy of Science, Technology and Maritime Transport	CMR	UN Convention on the Contract for the International Carriage of Goods by Road	ETAC	European Truck Accident Causation Study
ADB	Asian Development Bank	CO₂	Carbon Dioxide	ETAG	European Travel & Tourism Action Group
ADC	IRU Academy Advisory Committee	CPC	Certificate of Professional Competence	ETF	European Transport Workers Federation
ADR	UN Agreement on Dangerous Goods	CRIPA	IRU Regional Committee for Africa	ETOA	European Tour Operators Association
AfDB	African Development Bank	CSE	Commission on Services to Road Transport Operators	EU	European Union
AMU	Arab Maghreb Union	CSR	Road Safety Commission	EurAsEC	Eurasian Economic Community
ATI	Accredited Training Institute	CTC	Coordinating Transport Conference	FEDCOC	Federation of Egyptian Chambers of Commerce
AU	Arab Union	CTM	Goods Transport Council	FESARTA	Federation of East and Southern African Road Transport Associations
AULT	Arab Union of Land Transport	CTP	Passenger Transport Council	FIA	International Automobile Federation
BRIC	Brazil, Russia, India, China	CUTE-Wise	Customs Utility for TIR Transaction Entry - Worldwide Information System for Enquiry and Transport	FIATA	International Federation of Freight Forwarders Associations
BSEC	Black Sea Economic Cooperation Organization	DG MOVE	Directorate-General for Mobility and Transport	GEMD	Group of Experts on Dangerous Goods Transport
BWTO	Border Waiting Times Observatory	DRIVEN	Drivers and Road Transport Instructors Vocational European Network	GETIL	Group of Experts on Intermodal Transport and Logistics
CAD	Customs Affairs Commission	EAU	Eurasian Union and Common Economic Space	GNSS	Global Navigation Satellite System
CAE	Economic Affairs Commission	EC	European Commission	GTMO 5+5	Transport Group of the Western Mediterranean
CAJ	Legal Affairs Commission	e-CMR	Electronic consignment note	GUAM	Organisation for Democracy and Economic Development
CAREC	Central Asia Regional Economic Cooperation	ECMT	European Conference of Ministers of Transport	HLG	High-Level Group
CAS	Social Affairs Commission	ECO	Economic Cooperation Organization	IATA	International Air Transport Association
CEPIC	European Chemical Industry Council	ECOSOC	UN Economic and Social Council	ICDT	Islamic Centre for Development of Trade
CETMO	Centre for Transportation Studies for the Western Mediterranean	ECR	Euro Control Route	IDB	Islamic Development Bank
CFCFA	CAREC Federation of Carrier and Forwarder Associations	EEC	Eurasian Economic Commission	ILO	International Labour Organization
CIS	Commonwealth of Independent States	EFTA	European Free Trade Association	IMO	International Maritime Organization
CIT	International Rail Transport Committee	EIA	Energy Information Administration	IRF	International Road Federation
CIT	International Technical Commission	EMS	European Modular System	IRU	International Road Transport Union
CIT	Interamerican Transportation Chamber	EPTO	European Passenger Transport Operators	ITF	International Transport Forum
CLEA	Liaison Committee to Eurasia	ERF	European Road Workers Federation		
CLECAT	Association of European Transit Companies				

ITS	Information Technology System	TEN	Trans-European Transport Network	UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
LARTI	Latin American Road Transport Initiative	TIR	UN Customs Convention on the International Transport of Goods Under Cover of TIR Carnets	UNESCWA	United Nations Economic and Social Commission for Western Asia
LAS	League of Arab States	TIR-EPD	TIR Electronic Pre-Declaration	UNMAS	United Nations Mine Action Service
LASTAC	League of Arab States Truck Accident Causation Study	TISPOL	European Traffic Police Network	UN-OHRLLS	United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States
LEZ	Low Emission Zone	TRACECA	Transport Corridor Europe-Caucasus-Asia	UNWTO	United Nations World Tourism Organization
LLDC	Landlocked Developing Country	UATL	African Union of Transport and Logistics	USAID	United States Agency for International Development
MC	Modular Concept	UfM	Union for the Mediterranean	VAT	Value Added Tax
MDG	Millenium Development Goals	UFTAA	United Federation of Travel Agents' Associations	WB	World Bank
MEP	Member of the European Parliament	UIC	International Union of Railways	WCO	World Customs Organization
MHI	Model Highway Initiative	UICR	International Union of Professional Drivers	WHO	World Health Organization
MoU	Memorandum of Understanding	UIRR	International Union of Combined Road-Rail Transport Companies	WTO	World Trade Organization
NELTI	New Eurasian Land Transport Initiative	UITP	International Association of Public Transport		
OAS	Organization of American States	UN	United Nations		
OECD	Organisation for Economic Co-operation and Development	UNCTAD	United Nations Conference on Trade and Development		
OSCE	Organization for Security and Co-operation in Europe	UNDP	United Nations Development Programme		
PPP	Public-private partnership	UNECA	United Nations Economic Commission for Africa		
RCEAE	Regional Committee to the EurAsEC	UNECE	United Nations Economic Commission for Europe		
ro-ro	Roll on-roll off	UNECLAC	United Nations Economic Commission for Latin America and the Caribbean		
RTS	Real-Time SafeTIR	UNEP	United Nations Environment Programme		
SCO	Shanghai Cooperation Organization				
SEETAC	South-East European Transport Axis Cooperation				
SME	Small and medium-sized enterprises				
STARTS	Skills, Training and the Road Transport Sector				
TA	Taxis & Hire Cars with Driver				
TA	Technical Assistance				



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