



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.1/2001/8
1 August 2001

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Transport

(Ninety-fifth session, 16-19 October 2001,
agenda item 5 (e) (iii))

**HARMONIZATION OF REQUIREMENTS
CONCERNING INTERNATIONAL ROAD TRANSPORT AND
FACILITATION OF ITS OPERATION**

Hamonization of fiscal issues and other measures affecting road transport

Transmitted by the International Road Transport Union (IRU)

The following resolution adopted by the Sixth IRU East-West Road Transport Conference (Prague, 1 June 2001) is made available for discussion under this item.

Allowing Equal Chances for all on the Road Transport Market

Given,

- ?? the unique and irreplaceable role of road transport in driving economies, distributing wealth and uniting people;
- ?? that the demand for high quality sustainable transport of passengers and goods by road will increase substantially in the next decade due to expected global growth in trade and tourism;

It will thus be imperative that,

to provide high-quality sustainable services to society:

- ?? passenger and goods transport companies engage to implement best practices and technologies, outlined in the IRU Guide to Sustainable Development, to meet the growing demand for high quality service and to achieve sustainable development;
- ?? Governments recognise the laudable successes of the road transport industry in achieving significant reductions in polluting emissions through “at source” measures and provide incentives to accelerate the use of best practices and technologies;
- ?? road transport companies and logistics providers of all sizes and types should work in partnership to meet the growing need for complex and international services;

to eliminate continuing barriers hindering transport operations:

- ?? Governments must apply the principle of “free choice of mode” and recognise that all impediments on road transport have an even greater negative effect on the economy, society and environment;
- ?? best use should be made of existing infrastructure and government investments should be a function of transport demand and modal market share of each transport sector;
- ?? real public-private partnerships should be developed to effectively put an end to artificial barriers.

to enhance EU enlargement and pan-European integration:

- ?? a step-by-step and country-by-country opening of the markets would be most effective in function of the degree of implementation of road transport-related EU acquis in the pre-accession period, introducing freedom of establishment, leaving the opening of the cabotage market to the post-accession period;
 - ?? a parallel harmonisation and facilitation process should be implemented with regards to non-applicant countries;
 - ?? the economic health of the road transport sector must be preserved, requiring the establishment of a market monitoring system of reliable indicators.
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