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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Road Transport

(Ninety-seventh session, 28-30 October 2003  
agenda item 6 (b))

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

Consideration of possibilities for agreements and other measures on border crossings and  
border facilities for road transport between Eastern and Western Europe

Note by the secretariat

Following concerns regarding difficulties encountered by road carriers in obtaining visas for professional drivers reiterated at the sixty-fourth session of the Inland Transport Committee (February 2002), the Working Party on Road Transport was requested to prepare a questionnaire inviting Governments to clarify their position regarding the issuance of visas to professional drivers.

A synthesis of the replies received, broken down into two separate tables; Table I – General questions, Table II – Questions concerning documents required for issuing visas, has been prepared below.

Replies to the questionnaire on visa issues

Table I. General questions

*The numbers in brackets correspond to question numbers of the questionnaire*

Country	Countries or groups of countries in Europe for which the issuance of visas for professional drivers is required (1)	Rules applied to professional drivers for obtaining a visa different from those applied to other nationals of the country concerned (2)	Do you normally issue professional drivers with multiple entry visas? (4)	Do you normally issue professional drivers with long duration visas? (5)	Would you be in favour of the introduction of simplified procedures for the issuance of visas to professional drivers? (6 – 6.3)	Would you be in favour of the elaboration, under the auspices of the UNECE, of the conditions for issuing a passport/ booklet/laissez-passer specifically for professional road drivers? (8)	Would you be in favour of the creation of an ad hoc group within the UNECE to examine these questions? (14)
<b>Andorra</b>	In general, no visas are required, but reciprocity principle is applied if a visa is required for Andorra citizens.	-	-	-	-	-	-
<b>Armenia</b>	- All European countries (except CIS, Serbia and Montenegro) - Turkmenistan	Yes, generally	Yes, to all drivers who make a request	Yes, for 90 days to all drivers who make a request	Yes, to all proposals contained in the questionnaire (In favour of presenting requests through CC or NTA*)	Yes, if transport is under cover of TIR carnet	Yes
<b>Azerbaijan</b>	- All countries except CIS - Turkmenistan	No	Yes, to all drivers who make a request	Yes, for 1 year linked to bilateral and ECMT authorisations	Yes, - for all types of visas, - for shortening of the time for issuing, <i>on condition of reciprocity</i>	No	Yes
<b>Belarus</b>	- All European countries (except CIS, Macedonia, Serbia and Montenegro, Poland) - Turkmenistan	Yes, in certain cases	Yes, to all drivers who make a request	Yes, for 1 year to all drivers who make a request	Yes, - for all types of visas, - for shortening time for issuing <b>and</b> reduction of the cost of issuing, <i>on condition of reciprocity</i>	No (too technically complicated)	Yes

<b>Country</b>	Countries or groups of countries in Europe for which the issuance of visas for professional drivers is required (1)	Rules applied to professional drivers for obtaining a visa different from those applied to other nationals of the country concerned (2)	Do you normally issue professional drivers with multiple entry visas? (4)	Do you normally issue professional drivers with long duration visas? (5)	Would you be in favour of the introduction of simplified procedures for the issuance of visas to professional drivers? (6 – 6.3)	Would you be in favour of the elaboration, under the auspices of the UNECE, of the conditions for issuing a passport/ booklet/laissez-passer specifically for professional road drivers? (8)	Would you be in favour of the creation of an ad hoc group within the UNECE to examine these questions? (14)
<b>Belgium</b>	Application of Regulation EC/539/2001	No	Yes, to all drivers who make a request if conditions are fulfilled.	Yes, for 1 year to all drivers who make a request if conditions are fulfilled.	No	No	No
<b>Czech Republic</b>	All CIS countries + Turkey, Albania, Bosnia and Herzegovina, The FYR of Macedonia, Serbia and Montenegro	No (but multiple transit visas with unlimited number of visits can be issued (validity 180 days) provided that no transit exceeds 5 days)	No	No	No answer	No answer	No answer
<b>Denmark</b>	All CIS countries + Turkey, Albania, Bosnia and Herzegovina, The FYR of Macedonia, Serbia and Montenegro	Yes, generally	Yes, on a case by case basis	No	No answer	No answer	No answer
<b>Estonia</b>	All CIS countries + Turkey, Albania, Bosnia and Herzegovina, Romania, The FYR of Macedonia, Serbia and Montenegro	Yes, in certain cases (Russian Federation and Belarus)	Yes, for 1 year to all drivers who make a request or linked to bilateral and ECMT authorisations.	Yes for 1 year or 6 months to all drivers who make a request or linked to bilateral and ECMT authorisations	Yes - for multiple entry visas - for shortening of the time for issuing, if guarantees are given - (In favour of presenting requests through CB or NTA*)	Yes if there is a guarantee by a national road transport association	Yes

Country	Countries or groups of countries in Europe for which the issuance of visas for professional drivers is required (1)	Rules applied to professional drivers for obtaining a visa different from those applied to other nationals of the country concerned (2)	Do you normally issue professional drivers with multiple entry visas? (4)	Do you normally issue professional drivers with long duration visas? (5)	Would you be in favour of the introduction of simplified procedures for the issuance of visas to professional drivers? (6 – 6.3)	Would you be in favour of the elaboration, under the auspices of the UNECE, of the conditions for issuing a passport/ booklet/laissez-passer specifically for professional road drivers? (8)	Would you be in favour of the creation of an ad hoc group within the UNECE to examine these questions? (14)
Finland	All CIS countries	No	Yes, on a case by case basis	Yes, for 1 year or 6 months, on a case by case basis (in particular bilateral authorizations, reputation of the transport operator)	No to all proposals contained in the questionnaire	Yes if there is a guarantee by a national road transport association.	No
France	Application of Regulation EC/539/2001	No	Yes, to all drivers who make a request if conditions are fulfilled.	Yes, for 1 year to all drivers who make a request if conditions are fulfilled.	Yes - for multiple entry/ long duration visas - for shortening of the time for issuing	Yes	No answer
Latvia	List of third countries whose citizens are required to have a visa according to Regulation EC/539/2001 + San Marino	Yes, generally	Yes to all drivers who make a request	Yes for 1 year or 6 months to all drivers who make a request	Yes - for multiple entry/ long duration visas - for shortening of the time for issuing <i>on condition of reciprocity</i>	Yes if transport is under cover of TIR carnet <b>and</b> if there is a guarantee by a national road transport association	Yes
Lithuania	Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan ( <i>no visas for Russian Federation and Belarus drivers until 01/01/2003</i> ) + Turkey, Romania, Albania, Bosnia and Herzegovina, The FYR of Macedonia, Serbia and Montenegro	Yes, generally	No	No	No to all proposals contained in the questionnaire	No	No

Country	Countries or groups of countries in Europe for which the issuance of visas for professional drivers is required (1)	Rules applied to professional drivers for obtaining a visa different from those applied to other nationals of the country concerned (2)	Do you normally issue professional drivers with multiple entry visas? (4)	Do you normally issue professional drivers with long duration visas? (5)	Would you be in favour of the introduction of simplified procedures for the issuance of visas to professional drivers? (6 – 6.3)	Would you be in favour of the elaboration, under the auspices of the UNECE, of the conditions for issuing a passport/ booklet/laissez-passer specifically for professional road drivers? (8)	Would you be in favour of the creation of an ad hoc group within the UNECE to examine these questions? (14)
<b>Malta</b>	All CIS countries + Albania, Bosnia and Herzegovina, Romania, Bulgaria, The FYR of Macedonia, Serbia and Montenegro	No	No	No	Yes to all proposals contained in the questionnaire (In favour of presenting requests through CC or NTA*)	Yes	Yes
<b>Moldavia</b>	–	–	–	–	Yes - for all types of visas, - for shortening of the time for issuing <b>and</b> reduction of the cost of issuing <i>on condition of reciprocity</i>	Yes, With the guarantee of a national road transport association	Yes
<b>Netherlands</b>	No answer	No	Yes to all drivers who make a request	No	No to all proposals contained in the questionnaire	No need, no priority	No need, no priority
<b>Norway</b>	All CIS countries + Turkey, Albania, Bosnia and Herzegovina, The FYR of Macedonia, Serbia and Montenegro	No	Yes	No	No answer Visas are delivered in accordance with the Schengen legislation	No answer This must be seen within the framework of Schengen	No answer
<b>Poland</b>	No visas required for professional drivers	No	Yes	No (3 months maximum)	Yes - for multiple entry/ long duration visas - for reduction of the cost of issuing	Yes if transport under cover of TIR carnet	Yes

Country	Countries or groups of countries in Europe for which the issuance of visas for professional drivers is required (1)	Rules applied to professional drivers for obtaining a visa different from those applied to other nationals of the country concerned (2)	Do you normally issue professional drivers with multiple entry visas? (4)	Do you normally issue professional drivers with long duration visas? (5)	Would you be in favour of the introduction of simplified procedures for the issuance of visas to professional drivers? (6 – 6.3)	Would you be in favour of the elaboration, under the auspices of the UNECE, of the conditions for issuing a passport/ booklet/laissez-passer specifically for professional road drivers? (8)	Would you be in favour of the creation of an ad hoc group within the UNECE to examine these questions? (14)
<b>Portugal</b>	All CIS countries + Albania, Bosnia and Herzegovina, The FYR of Macedonia, Serbia and Montenegro, Turkey (Regulation EC/539/2001)	No	No	No	Yes - for single / multiple entry visas - for shortening of the time for issuing, under all the conditions defined in points 6.1 and 6.2 of the questionnaire	No answer	Yes
<b>Romania</b>	Albania, Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Estonia, Israel, Lithuania, Monaco	No	No	No	Yes - for all types of visas, - for shortening of the time for issuing <b>and</b> reduction of the cost of issuing, <i>on condition of reciprocity</i>	Yes, if transport under cover of TIR carnet	Yes
<b>Russian Federation</b>	No answer	Yes in certain cases	Yes upon presentation of annual ECMT “green” licence and on a case by case basis, in particular linked to ECMT authorisations	Yes, for 1 year, on a case by case basis, in particular linked to ECMT authorisations	Yes - for all types of visas, - for shortening of the time for issuing and reduction of the cost of issuing, <i>on condition of reciprocity</i>	Yes (No specific criteria)	Yes
<b>Sweden</b>	Republic of Moldova, Russian Federation, Tajikistan, Turkmenistan, Ukraine, Uzbekistan, The FYR of Macedonia, Serbia and Montenegro, Turkey	No	Yes on a case by case basis (knowledge of/ reputation of the transport operator)	Yes for 6 months, on a case by case basis (knowledge of/ reputation of the transport operator)	No to all proposals contained in the questionnaire	No	No answer

Country	Countries or groups of countries in Europe for which the issuance of visas for professional drivers is required (1)	Rules applied to professional drivers for obtaining a visa different from those applied to other nationals of the country concerned (2)	Do you normally issue professional drivers with multiple entry visas? (4)	Do you normally issue professional drivers with long duration visas? (5)	Would you be in favour of the introduction of simplified procedures for the issuance of visas to professional drivers? (6 – 6.3)	Would you be in favour of the elaboration, under the auspices of the UNECE, of the conditions for issuing a passport/ booklet/laissez-passer specifically for professional road drivers? (8)	Would you be in favour of the creation of an ad hoc group within the UNECE to examine these questions? (14)
Switzerland	All CIS countries + Bulgaria, Romania, Turkey, Albania, Bosnia and Herzegovina, Croatia, The FYR of Macedonia, Serbia and Montenegro	Yes in certain cases	Yes on a case by case basis	Yes for 3 months (120 days), on a case by case basis	No to all proposals contained in the questionnaire	No	No
The Former Yugoslav Republic of Macedonia	Slovenia, Hungary, Albania, Moldova, Slovakia, Czech Republic	No	Yes to all drivers who make a request	Yes for 6 months to all drivers who make a request	Yes - for long duration visas, - for shortening of the time for issuing <b>and</b> reduction of the cost of issuing, <i>on condition of reciprocity</i>	No answer	No answer
Turkey	Austria, Belgium, Ireland, Italy, Netherlands, Portugal, Spain, United Kingdom, Norway + all CIS States (except Kazakhstan and Kyrgyzstan), Czech Republic, Hungary, Estonia, Latvia, Lithuania, Poland, Slovak Republic, Slovenia, Albania, Andorra, The FYR of Macedonia, Serbia and Montenegro and Southern Cyprus Greek Administration	No	Yes to drivers of certain countries linked to bilateral authorisations	Yes for 6 months or 1 year, to drivers of certain countries linked to bilateral authorisations	Yes - for all types of visas, - for shortening of the time for issuing <i>on condition of reciprocity</i>	No	Yes
United Kingdom	All CIS countries + Bulgaria, Romania, Turkey, Slovak Republic, Albania, Bosnia and Herzegovina, Croatia, The FYR of Macedonia, Serbia and Montenegro	No	Yes to all drivers who make a request	Yes (at least 6 months) to all drivers who make a request and on a case by case basis	Yes - for multiple entry/long duration visas, - for shortening of the time for issuing <i>on condition of reciprocity</i>	No answer	No answer

Country	Countries or groups of countries in Europe for which the issuance of visas for professional drivers is required (1)	Rules applied to professional drivers for obtaining a visa different from those applied to other nationals of the country concerned (2)	Do you normally issue professional drivers with multiple entry visas? (4)	Do you normally issue professional drivers with long duration visas? (5)	Would you be in favour of the introduction of simplified procedures for the issuance of visas to professional drivers? (6 – 6.3)	Would you be in favour of the elaboration, under the auspices of the UNECE, of the conditions for issuing a passport/ booklet/laissez-passer specifically for professional road drivers? (8)	Would you be in favour of the creation of an ad hoc group within the UNECE to examine these questions? (14)
<b>TOTAL:</b> <b>25 replies of which:</b> <b>- 8 MS of EU</b> <b>- 7 future members of EU</b> <b>- 5 CIS</b> <b>- 5 others</b>	Various replies  (3 no reply)	<b>8 Yes</b> (1) of which - 3 CIS - 4 enlarged EU - 1 other  <b>15 No</b> of which - 1 CIS - 11 enlarged EU - 3 others  <b>2 no reply</b>	<b>18 Yes</b> (2) of which - 4 CIS - 10 enlarged EU - 4 others <b>5 No</b> enlarged EU  <b>2 no reply</b>	<b>14 Yes</b> (3) of which - 4 CIS - 7 enlarged EU - 3 others <b>9 No</b> of which - 8 enlarged EU - 1 other  <b>2 no reply</b>	<b>15 Yes</b> (4) of which - 5 CIS - 8 enlarged EU - 2 others  <b>6 No</b> of which - 5 enlarged EU - 1 other  <b>4 no reply</b>	<b>10 Yes</b> (5) of which - 3 CIS - 7 enlarged EU  <b>8 No</b> of which - 2 CIS - 4 enlarged EU - 2 others  <b>7 no reply</b> of which 5 enlarged EU	<b>12 Yes</b> of which - 5 CIS - 6 enlarged EU - 1 other  <b>5 No</b> of which - 4 enlarged EU - 1 other  <b>8 no reply</b> of which -5 enlarged EU - 3 others

- 1 **4** generally (3 enlarged EU, 1 CIS)  
**4** on a case by case basis (1 enlarged EU, 2 CIS, 1 other)
- 2 **10** to all drivers who make a request (6 enlarged EU, 3 CIS, 1 other) and/or  
**7** on a case by case basis (of which 3 linked to ECMT or bilateral authorizations)
- 3 **8** one year (4 enlarged EU, 3 CIS, 1 other), **3** six months, **2** three months. These visas are issued in **7** countries for all drivers who make a request (4 enlarged EU, 2 CIS, 1 other) and for **8** on a case by case basis (in particular linked to ECMT or bilateral authorizations): 4 enlarged EU, 2 CIS, 2 others.
- 4 - **8** for all types of visas (2 enlarged EU, 5 CIS, 1 other) and 6 for multiple entry visas (6 enlarged EU) and/or  
**5** for long duration visas (4 enlarged EU, 1 other)  
- **14** in favour of shortening of time for issuing (7 enlarged EU, 5 CIS, 2 others) and/or  
**6** in favour of reduction of the cost of issuing (2 enlarged EU, 3 CIS, 1 other)  
- **3** countries (2 enlarged EU, 1 CIS) in favour of presentation of requests through a chamber of commerce or a national transport association.
- 5 **3** if transport under cover of TIR carnet (2 enlarged EU, 1 CIS)  
**2** (enlarged EU) if there is a guarantee by a national road transport association  
**1** (enlarged EU) if both the above conditions are met  
**4** without criteria (2 enlarged EU, 2 CIS)

\* CC = Chamber of commerce      NTA = National Transport Association

**Table II. Questions concerning documents required for issuing visas**

*The numbers in brackets correspond to question numbers of the questionnaire*

Country	If it exists, is the distinction to issue visas to professional drivers established on specific criteria? (2.1 and 2.2)	Documents normally required for the issuing of a visa to a professional driver (3)	Concerning the introduction of simplified procedures for issuing of visas, should the conditions be agreed upon in the framework of UNECE? (7)	Linked to question 8, what should be minimum information or documents required to obtain a laissez-passer/passport/booklet for professional drivers? (10)		Could the presentation of a laissez-passer/passport/booklet for professional drivers facilitate the procedures and simplify the formalities for issuing visas? (11)	Conditions to recognise laissez-passer/passport/booklet for professional drivers (12)
				Information	Documents		
<b>Andorra</b>	No answer	No answer	No answer	No answer	No answer	No answer	No answer
<b>Armenia</b>	No distinction linked to the country of origin of the driver	<ul style="list-style-type: none"> <li>- Passport</li> <li>- Letter from a transport company</li> <li>- Visa application form</li> <li>- Photo</li> <li>- Consular fees</li> </ul> (fixed list defined in the Law on the Status of Foreigners)	Yes, in a legally binding instrument	All those which are named in the presented list + passport number	All those which are named in the presented list	Yes - by shortening the procedures and simplifying the formalities (in particular by facilitating verification at the border) - by increasing the validity period of visas	For drivers coming from a country which has adhered to the legal instrument
<b>Azerbaijan</b>	No distinction linked to the country of origin of the driver	<ul style="list-style-type: none"> <li>- Passport</li> <li>- Invitation letter</li> <li>- Visa application form</li> <li>- Photo</li> </ul>	Yes, in an <b>existing</b> legally binding instrument	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>

Country	If it exists, is the distinction to issue visas to professional drivers established on specific criteria? (2.1 and 2.2)	Documents normally required for the issuing of a visa to a professional driver (3)	Concerning the introduction of simplified procedures for issuing of visas, should the conditions be agreed upon in the framework of UNECE? (7)	Linked to question 8, what should be minimum information or documents required to obtain a laissez-passer/passport/booklet for professional drivers? (10)		Could the presentation of a laissez-passer/passport/booklet for professional drivers facilitate the procedures and simplify the formalities for issuing visas? (11)	Conditions to recognise laissez-passer/passport/booklet for professional drivers (12)
				Information	Documents		
<b>Belarus</b>	Yes In the framework of existing bilateral agreements concerning visas	<ul style="list-style-type: none"> <li>- Valid travel document</li> <li>- Transit visa of the country of the final destination or other transit visa in direction of the final direction</li> <li>- juridical person of Belarus</li> <li>- Financial means during the stay</li> <li>- Guarantees of means of return and of subsistence</li> <li>- Photo</li> </ul> <p>(fixed list defined in Aliens Act n°326/1999)</p>	Yes in a legally binding instrument <b>to be created</b>	Not relevant	Not relevant	Not relevant	Not relevant
<b>Belgium</b>	<i>Not relevant</i>	<ul style="list-style-type: none"> <li>- Valid passport</li> <li>- Invitation from the company in Belgium</li> <li>- Valid driving licence</li> <li>- Proof of financial means during the stay</li> <li>- Proof of an employment contract</li> <li>- Document supporting the purpose of the travel</li> <li>- Visa application form</li> </ul> <p>(fixed list in the Law of 15 December 1980)</p>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>

Country	If it exists, is the distinction to issue visas to professional drivers established on specific criteria? (2.1 and 2.2)	Documents normally required for the issuing of a visa to a professional driver (3)	Concerning the introduction of simplified procedures for issuing of visas, should the conditions be agreed upon in the framework of UNECE? (7)	Linked to question 8, what should be minimum information or documents required to obtain a laissez-passer/passport/booklet for professional drivers? (10)		Could the presentation of a laissez-passer/passport/booklet for professional drivers facilitate the procedures and simplify the formalities for issuing visas? (11)	Conditions to recognise laissez-passer/passport/booklet for professional drivers (12)
				Information	Documents		
<b>Czech Republic</b>	No distinction linked to the country of origin of the driver	<ul style="list-style-type: none"> <li>- Passport</li> <li>- Invitation from juridical person</li> <li>- Visa application form</li> <li>- Photo</li> </ul> (fixed list defined in the interdepartmental instruction on issuing of visas)	No answer	No answer	No answer	No answer	No answer
<b>Denmark</b>	No distinction linked to the country of origin of the driver	<ul style="list-style-type: none"> <li>- Valid passport</li> <li>- Valid driving licence</li> <li>- Valid employment</li> </ul> (list of documents adaptable to local circumstances)	No answer	No answer	No answer	No answer	No answer
<b>Estonia</b>	Yes in the framework of existing bilateral agreements concerning visas	<ul style="list-style-type: none"> <li>- Passport</li> <li>- Invitation letter or authorization if bilateral agreement</li> <li>- Visa application form</li> <li>- Photo</li> <li>- Medical insurance policy</li> </ul> (fixed list in national regulation)	Yes in a legally binding instrument <b>to be created</b>	All those which are named in the presented list except "nationality"	All those which are named in the presented list + certificate of training in international road transport	No answer	For drivers coming from a country which has adhered to the legal instrument
<b>Finland</b>	No distinction linked to the country of origin of the driver	<ul style="list-style-type: none"> <li>- Visa application form</li> <li>- Valid travel document</li> <li>- Documents supporting the purpose and conditions of the planned visit</li> <li>- Letter from truck company</li> <li>- Insurance</li> <li>- Car insurance</li> </ul> No list defined in national regulation (Schengen Regulation)	Yes	All those which are named in the presented list	All those which are named in the presented list except the certificate to the TIR system	Yes by shortening the procedures and simplifying the formalities (this document would help to issue visas)	For drivers coming from a country which has adhered to the legal instrument

Country	If it exists, is the distinction to issue visas to professional drivers established on specific criteria? (2.1 and 2.2)	Documents normally required for the issuing of a visa to a professional driver (3)	Concerning the introduction of simplified procedures for issuing of visas, should the conditions be agreed upon in the framework of UNECE? (7)	Linked to question 8, what should be minimum information or documents required to obtain a laissez-passer/passport/booklet for professional drivers? (10)		Could the presentation of a laissez-passer/passport/booklet for professional drivers facilitate the procedures and simplify the formalities for issuing visas? (11)	Conditions to recognise laissez-passer/passport/booklet for professional drivers (12)
				Information	Documents		
France	No distinction linked to the country of origin of the driver	<ul style="list-style-type: none"> <li>- Passport</li> <li>- Document of the employer specifying the purpose of the travel and that travel, accommodation and repatriation expenses are covered by the company (no list defined by the national regulation)</li> </ul>	No answer	No answer	No answer	Yes by shortening the procedures and simplifying the formalities	No answer
Latvia	Yes In the framework of existing bilateral agreements concerning visas	For single visas: <ul style="list-style-type: none"> <li>- Contracts</li> <li>- Road haulage permits</li> </ul> For multiple visas: <ul style="list-style-type: none"> <li>- documents mentioned before invitation from a legal person approved by Latvian authorities or an ECMT licence, valid insurance policy, a licence card for the performance of international transportation, a certification document (such as a contract or other) and a driver's permit.</li> </ul> (fixed list defined in Regulations of the Cabinet of Ministers N° 131 of 6/04/1999 "Procedures for issuance of visas of Latvia"	Yes in an <b>existing</b> legally binding instrument	All these which are named in the presented list except "place of residence"	<ul style="list-style-type: none"> <li>- Passport</li> <li>- Photo</li> <li>- Driving permit</li> </ul>	Yes - by shortening the procedures and simplifying the formalities (in particular by facilitating verification at the border); and - by increasing the validity period of visas.	For drivers coming from a country which has adhered to the legal instrument

Country	If it exists, is the distinction to issue visas to professional drivers established on specific criteria? (2.1 and 2.2)	Documents normally required for the issuing of a visa to a professional driver (3)	Concerning the introduction of simplified procedures for issuing of visas, should the conditions be agreed upon in the framework of UNECE? (7)	Linked to question 8, what should be minimum information or documents required to obtain a laissez-passer/passport/booklet for professional drivers? (10)		Could the presentation of a laissez-passer/passport/booklet for professional drivers facilitate the procedures and simplify the formalities for issuing visas? (11)	Conditions to recognise laissez-passer/passport/booklet for professional drivers (12)
				Information	Documents		
Lithuania	Yes In the framework of existing bilateral agreements concerning visas	- Visa application form - Valid travel document - Documents supporting cargo transportation (fixed list defined in Government resolutions: N°685 of 26/06/1997 and N°228 of 28/02/2000)	No answer	No answer	No answer	No answer	No answer
Malta	No distinction linked to the country of origin of the driver	None (tourist visa issued at port of entry)	Yes in an <b>existing</b> legally binding instrument	All these which are named in the presented list	All these which are named in the presented list	Yes by shortening the procedures and simplifying the formalities (through the re-assurance that basic checks have already been carried out)	For drivers coming from a country which has adhered to the legal instrument <b>or</b> as long as it is reciprocal
Moldavia	No answer	No answer	Yes in an <b>existing</b> legally binding instrument	All those which are named in the presented list	- Passport - Photograph - Driving permit	Yes - by shortening the procedures and simplifying the formalities (in particular by facilitating verification at the border); and - by increasing the validity period of visas.	For drivers coming from a country which has adhered to the legal instrument
Netherlands	No distinction linked to the country of origin of the driver	- Employer statement - TIR carnet (no list defined in the national regulation)	No answer	No answer	No answer	No answer	No answer

Country	If it exists, is the distinction to issue visas to professional drivers established on specific criteria? (2.1 and 2.2)	Documents normally required for the issuing of a visa to a professional driver (3)	Concerning the introduction of simplified procedures for issuing of visas, should the conditions be agreed upon in the framework of UNECE? (7)	Linked to question 8, what should be minimum information or documents required to obtain a laissez-passer/passport/booklet for professional drivers? (10)		Could the presentation of a laissez-passer/passport/booklet for professional drivers facilitate the procedures and simplify the formalities for issuing visas? (11)	Conditions to recognise laissez-passer/passport/booklet for professional drivers (12)
				Information	Documents		
Norway	No distinction linked to the country of origin of the driver	- Valid passport or other recognized travel document in which a visa may be affixed - If necessary, documents supporting the purpose and the conditions of the planned visit/travel and the prerequisite of leaving the country after the stay (list defined in the national regulation)	No answer	No answer	No answer	No answer	No answer
Poland	No distinction linked to the country of origin of the driver	No answer	Yes in an <b>existing</b> legally binding instrument	All those which are named in the presented list	All those which are named in the presented list	Yes - by shortening the procedures and simplifying the formalities (in particular by facilitating verification at the border); and - by increasing the validity period of visas.	As long as reciprocal
Portugal	No distinction linked to the country of origin of the driver	- Passport - Photos - Document specifying the purpose of the travel - References in the national territory (list defined in the national regulation but not specifically for professional drivers. It is adaptable to local circumstances)	No but harmonization would be desirable in EU or Schengen countries	No answer	No answer	Yes by guaranteeing the veracity of the purpose of entry into Portuguese territory and by facilitating the issuance of visas	No answer

Country	If it exists, is the distinction to issue visas to professional drivers established on specific criteria? (2.1 and 2.2)	Documents normally required for the issuing of a visa to a professional driver (3)	Concerning the introduction of simplified procedures for issuing of visas, should the conditions be agreed upon in the framework of UNECE? (7)	Linked to question 8, what should be minimum information or documents required to obtain a laissez-passer/passport/booklet for professional drivers? (10)		Could the presentation of a laissez-passer/passport/booklet for professional drivers facilitate the procedures and simplify the formalities for issuing visas? (11)	Conditions to recognise laissez-passer/passport/booklet for professional drivers (12)
				Information	Documents		
Romania	No distinction linked to the country of origin of the driver	<ul style="list-style-type: none"> <li>- Passport</li> <li>- Insurance</li> </ul> (fixed list defined in the national regulation: Law N°123/2001)	Yes in a legally binding instrument <b>to be created</b>	All those which are named in the presented list	All those which are named in the presented list	Yes by shortening the procedures and simplifying the formalities	For drivers coming from a country which has adhered to the legal instrument
Russian Federation	Yes in the framework of existing bilateral agreements concerning visas	<ul style="list-style-type: none"> <li>- Valid passport</li> <li>- Invitation registered by the Ministry of Foreign Affairs or Internal Affairs based on the application of a juridical person in Russia or the licence (application) of ECMT</li> <li>- Completed visa application</li> <li>- 3 photos</li> <li>- Medical insurance certificate (if also required by a country for Russian drivers)</li> <li>- HIV Test certificate (for visas over 90 days)</li> </ul> (fixed list defined in the national regulation)	Yes in a legally binding instrument	All these which are named in the presented list + name and position of employer	List of required documents and procedures established by national legal acts elaborated on the basis of and in accordance with the Convention or international treaty	Yes - by shortening the procedures and simplifying the formalities; and - by increasing the validity period of visas. (if set out in the Convention or a legally binding international treaty)	For drivers coming from a country which has adhered to the legal instrument or as long as it is reciprocal
Sweden	No distinction linked to the country of origin of the driver	Documents listed in article 5 in the Schengen Convention and on a case by case basis	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>

Country	If it exists, is the distinction to issue visas to professional drivers established on specific criteria? (2.1 and 2.2)	Documents normally required for the issuing of a visa to a professional driver (3)	Concerning the introduction of simplified procedures for issuing of visas, should the conditions be agreed upon in the framework of UNECE? (7)	Linked to question 8, what should be minimum information or documents required to obtain a laissez-passer/passport/booklet for professional drivers? (10)		Could the presentation of a laissez-passer/passport/booklet for professional drivers facilitate the procedures and simplify the formalities for issuing visas? (11)	Conditions to recognise laissez-passer/passport/booklet for professional drivers (12)
				Information	Documents		
Switzerland	No distinction linked to the country of origin of the driver	- Valid passport (fixed list defined in the national regulation: Art. 2 of "Ordonnance concernant l'entrée et la déclaration d'arrivée des étrangers".  Derogations are possible on the basis of international agreements	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>
The Former Yugoslav Republic of Macedonia	No distinction linked to the country of origin of the driver	- Passport - Photo - Visa application form - Documentation of the company - Tax (fixed list defined in the national regulation: Law on movement and stay of foreigners)	No answer	No answer	No answer	No answer	No answer
Turkey	No distinction linked to the country of origin of the driver	- Employment contract (no list defined by the national regulation)	No answer	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>
United Kingdom	No distinction linked to the country of origin of the driver	- Passport/Travel document - Letter from the employer/Driving permit - Evidence of funds/salary (no list defined in the national regulation)	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>	<i>Not relevant</i>

Country	If it exists, is the distinction to issue visas to professional drivers established on specific criteria? (2.1 and 2.2)	Documents normally required for the issuing of a visa to a professional driver (3)	Concerning the introduction of simplified procedures for issuing of visas, should the conditions be agreed upon in the framework of UNECE? (7)	Linked to question 8, what should be minimum information or documents required to obtain a laissez-passer/passport/booklet for professional drivers? (10)		Could the presentation of a laissez-passer/passport/booklet for professional drivers facilitate the procedures and simplify the formalities for issuing visas? (11)	Conditions to recognise laissez-passer/passport/booklet for professional drivers (12)
				Information	Documents		
<b>TOTAL:</b> 25 replies of which: - 8 MS of EU - 7 future MS of EU - 5 countries of CIS - 5 others	<b>5 Yes</b> (linked to bilateral agreements concerning visas)  <b>17</b> No distinction  <b>2</b> No reply  <b>1</b> Not relevant	<b>22</b> Various replies on required documents (1)  <b>3</b> No reply	<b>11 Yes</b> of which 6 enlarged EU, 5 CIS (2)  <b>1</b> No  <b>4</b> Not relevant (3)  <b>9</b> No reply	<b>9</b> replies in favour of the documents named in the presented list (4)  <b>7</b> Not relevant (3)  <b>9</b> No reply	<b>8</b> replies in favour of the documents named in the presented list (4)  <b>1</b> other reply  <b>7</b> Not relevant (3)  <b>9</b> No reply	<b>10 Yes</b> (5)  <b>7</b> Not relevant (3)  <b>8</b> No reply	<b>9 Yes</b> (6)  <b>7</b> Not relevant (3)  <b>9</b> No reply

- 1 **13** countries (7 enlarged EU, 3 CIS, 3 others) have a fixed list defined in a national regulation  
7 countries (6 enlarged EU, 1 other) do not have a fixed list defined in a national regulation  
1 no answer (CIS) and 1 (other) no required document
- 2 **5** countries (3 enlarged EU, 2 CIS) are in favour of an **existing** legally binding instrument  
3 countries (2 enlarged EU, 1 CIS) are in favour of a legally binding instrument **to be created**  
3 countries (1 enlarged EU, 2 CIS) without position on the status to be given
- 3 “Not relevant” is the consequence of the negative respond to question **6.1.2**: “*if the conditions are defined at the international level*”
- 4 Sometimes with some additions or differences
- 5 For **5** countries (2 enlarged EU, 3 CIS), the presentation of a laissez-passer/passport/booklet would facilitate the procedures for the issuance of visas **and** allow for longer validity periods  
For **5** countries (enlarged EU), the presentation of a laissez-passer/passport/booklet would facilitate the procedures for the issuance of visas
- 6 **6** countries (4 enlarged EU, 2 CIS) are in favour of giving the benefit of the measure to “*drivers coming from a country which has adhered to the legal instrument*”  
**2** countries (1 enlarged EU, 1 CIS) are in favour of giving the benefit of the measure to “*drivers coming from a country which has adhered to the legal instrument or as long as it is reciprocal*”  
**1** country (enlarged EU) is in favour of giving the benefit of the measure “*as long as it is reciprocal*”.

