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IRU SURVEY ON AUTHORISATIONS USED FOR ROAD TRANSIT TRANSPORT APPLIED BY UNECE MEMBER GOVERNMENTS IN THEIR BILATERAL RELATIONS

This survey has been conducted subsequent to an IRU initiative put forward at the latest session of the UNECE Working Party on Road Transport (UNECE SC.1) held in Geneva in October 2009. The present document contains the results of the survey. It will be presented to the UNECE SC.1 in October and the IRU Goods Transport Council meeting in November 2010.

I. THE QUESTIONNAIRE

The questionnaire was developed by the IRU which incorporated comments from UNECE Member Country Governments included in the draft via the UNECE Secretariat / Transport Division.

The final questionnaire, as published on internet for interactive submission, is attached (*Annex 1*).

II. RESPONSE RATE

In total, nine (9) responses have been received. This corresponds to a response rate of 17% if only the European and Asian UNECE Member Countries (53) are considered.

Two of the replies simply state that the Governments concerned (Czech Republic and Germany) do not wish to answer to the questionnaire. These two replies, both containing explanations, are enclosed (*Annex 2*).

Seven (7) detailed replies have been obtained from Denmark, Hungary, Latvia, the Netherlands, Portugal, Sweden and Turkey. Their effort has been much appreciated and the full replies are presented in the enclosed table (*Annex 3*). The survey's evaluation in Section III below is based on these replies.

The response rate should unfortunately be qualified as very low, hardly sufficient to draw statistically relevant conclusions.

The low response rate in itself reflects an inherent feature of bilateral agreements: contracting parties prefer not to give away "secrets" to third parties. This fact makes the analysis of this non-transparent area of road freight transport market access regulation extremely difficult.



International Road Transport Union • Secretariat General
 3, rue de Varembe • B.P. 44 • CH-1211 Geneva 20 • Switzerland
 Tel: +41-22-918 27 00 • Fax: +41-22-918 27 41 • E-mail: iru@iru.org • Web: www.iru.org

III. BRIEF EVALUATION OF SUBSTANTIAL REPLIES

1. Basic form of bilateral transit traffic regulation

In the overwhelming majority of countries, bilaterally regulated *transit is not completely free*. It is subject to bilateral *authorisations* in all the responding states. However, *no other additional special requirements* apply in any of these countries, like trans-shipment or vehicle replacement obligations.

Bilateral relations are exclusively governed by *bilateral* inter-governmental road transport *agreements*. Some of the responding countries (2) do not apply authorisations for transit traffic within the scope of bilateral agreements. *Bilateral transit quotas are widely maintained* by the responding governments, but one.

2. Operator without authorisation at the border of a transit country

If authorisation applies and an *operator arrives without such an authorisation* to a country's border with which its country of registration does *not maintain a bilateral* agreement, normally it *cannot receive* a transit authorisation at the border. In such a case, an application for an authorisation should be addressed in most cases to authorities of the transit country and it is tackled by authorities within a few hours in one country or within one week in another.

Even if in the same case there is a *bilateral agreement in place*, the chances of receiving an authorisation at the border are very *meagre* and half of the responding countries would apply *sanctions* against the faulty or ignorant transport operator.

3. Annual bilateral quota exhausted

If under bilateral agreement the *annual quota of transit permits is exhausted*, only one of the six responding countries would issue additional authorisation at the country's border. However, in such a case, all respondents but one would allow bilateral government *negotiations to start* on additional permits.

4. Special restrictions on bilateral authorisations

A minority of the responding countries apply some sort of *special limitations* on the use of issued authorisations, like time and route as well as environmental restrictions. One of the respondents applies such a restriction on a *selective* basis (danger of discrimination).

5. Factors motivating the definition of annual bilateral quotas; public access to information

The basic underlying principle for defining annual bilateral quotas is *reciprocity* valid for all the seven respondents. Some of these countries apply *strict* reciprocity (see reciprocity definitions in the attached questionnaire) and the majority prefers equivalent (or *qualified*) reciprocity, whereby the reciprocity aspect is combined by half of the respondents with the application of road *taxes* and by one reporting country with the varying interests of bilateral partner countries in the annual quantity of *bilateral* transit and *export-import operations*.

The majority of answering governments apply the factor "environmental friendliness" of *vehicles* used when defining transit quotas in their bilateral relations. The general environmental impact of transit traffic seems to be of less importance and none of the respondents considers explicitly aspects related to the state of the road network or the impact of the ECMT quota system.

Information on yearly agreed upon bilateral quotas is *publicly available* only in three responding countries (internet and newsletter) while not at all in the other four.

6. Transit taxes and charges

Transit tax of a fiscal nature applies only in two responding countries. Those exempting bilaterally regulated transit from taxes do it mostly in accordance with bilateral agreements.

In the majority of responding countries (5), transit is subject to *road user charges or tolls*. No clear replies have been received on the ways of determining the rate of such charges or tolls.

Respondents are more definitive in respect of administrative fees and inspections imposed on bilaterally regulated transit traffic: the majority believes that such fees correspond to genuine expenses and costs which are commensurate with transit traffic.

IV. CONCLUSIONS

The main conclusions drawn by the IRU Secretariat General are the following:

- (a) It is difficult to obtain substantial information on the contents of inter-governmental bilateral relations in the field of road freight transit traffic; therefore, this is a non-transparent area of road freight transport market access regulation.
- (b) Transit traffic is not free and it is regulated by bilateral government agreements.
- (c) Transit authorisations and quotas are widely maintained.
- (d) Transport operators / drivers not having the required authorisation onboard the vehicles at the border of the transit country face almost insurmountable difficulties.
- (e) In case the bilateral annual quota is exhausted, governments start bilateral negotiations on additional permits.
- (f) The basic underlying principle for defining annual bilateral quotas is qualified reciprocity.
- (g) The majority of responding governments do not publish results of annual bilateral quota negotiations.
- (h) While transit tax of a fiscal nature does not apply, road user charge does apply for bilateral road goods transit in the majority of the responding countries.

* * *



Questionnaire on Authorisations used for Road Transit Transport of Goods applied by UNECE Member Governments in their Bilateral Relations. Deadline for returning the completed form: Monday 12 July 2010.

*Obligatory fields are marked with **

1. Contact Details

a) Country *

b) Name of national authority *

c) Contact person *

d) His/her title *

e) His/her email address *

2. Regime of Road Transit Transport of Goods

a) Is transit traffic across the territory of your country

i) completely free (if Yes, please answer questions listed in this section accordingly)
 yes no

ii) subject to authorisation (including in special cases, e.g. for statistical purposes)
 yes no

iii) subject to other requirements (e.g. cargo trans-shipment from the foreign vehicle to one registered in your country or replacement of the foreign tractive unit by one registered in your country)
 yes no

b) Is the road transit transport of goods regulated by bilateral inter-governmental road transport agreements?
 yes no

c) List the countries with which you have concluded a bilateral agreement

i) exempting transit from any authorisation, if no such country please put "None"

ii) exempting transit from an authorisation quota but maintaining authorisations, if no such country please put "None"

iii) maintaining both the authorisations and the quotas, if no such country please put "None"

d) If transit is subject to authorisations with or without quota, transport operators of countries

i) with which you have no bilateral agreement

■ can receive a transit authorisation without too long a delay at your country's borders

yes no

■ must, in order to receive a transit authorisation, apply to a competent authority of your country to travel in transit across its territory

yes no

if Yes to the above question, how many days/weeks/months in advance?

■ must, in order to receive a transit authorisation, apply to a competent authority of the country of registration of the vehicle

yes no

ii) with which you have a bilateral agreement applying quotas

■ can receive, in case of lack of authorisation onboard the lorry due to their fault or ignorance, a transit authorisation without too long a delay at your country's borders

yes no

■ a sanction would nonetheless apply to the driver / transport operator in such a case

yes no

■ can receive, when the annual quota limit has been reached, a transit authorisation without too long a delay at your country's borders

yes no

■ if you answered No above, national authorities would negotiate/exchange additional permits that would become available to the operator from the competent authorities of the country of registration of the vehicle

yes no

e) Is the use of an authorisation restricted in any of the following ways? Tick at least one or more boxes from i. to v.

i. no, it is not restricted

ii. time restrictions for the transit operation concerned

iii. route restrictions for the transit operation concerned

iv. obligatory cargo trans-shipment from the foreign vehicle to one registered in your country or replacement of the foreign tractive unit by one registered in your country

v. any other restrictions, please detail below

restriction details:

Are such restrictions applicable for all countries covered by a bilateral agreement?

yes no

f) If the number of road transit authorisations is limited, identify the factors considered to fix annual quotas. Tick at least one or more boxes from i. to v.

i. Reciprocity (tick more than one box if applicable)

If reciprocity, which one?

■ strict reciprocity (e.g. a quota of 1,000 transit authorisations for each Contracting Party)

yes no

■ equivalent reciprocity

yes no

if equivalent reciprocity, indicate its form here below:

- combined with road taxes (e.g. a quota of 1,000 transit authorisations for each Contracting Party exempted from all road taxes - except user charge or toll. Each authorisation delivered beyond the quota is fully subject to road taxes)

- combined with bilateral transport (e.g. a quota of 1,000 transit authorisations for one Contracting Party and 1,000 bilateral transport authorisations of the other Contracting Party if the first Party is not a transit country for any reason, e.g. peripheral country)

- combined with transit traffic sharing (e.g. a Contracting Party - peripheral therefore not being a transit country - needs 1,000 transit authorisations, the other Contracting Party offers 500 authorisations provided that its operators can also have a share of 500 transit transport operations)

■ formal reciprocity (e.g. delivery of authorisations without quota limitation according to the needs of each Contracting Party)

yes no

ii. vehicles technical features ("environmental friendliness")

iii. general environmental impact of road transit transport

iv. state of road network

v. impact of existing multilateral authorisation quotas (e.g. ECMT)

g) Is information on annually agreed upon quotas publicly available?

yes no

If Yes, please name the exact publicly accessible source. If No, please just write 'None' in this box

3. Transit Taxes and Charges

a) Are vehicles in transit through your country subject to taxes and/or charges?

i. Subject to taxes on transit transport operations in all circumstances (i.e. taxation means all fees, however named, of a transit tax nature, furthermore, those which concern either transit vehicles or their cargo and whose objective is to (a) subsidise state expenses and/or those of local communities without any perceivable compensation for the transport operator, (b) finance or subsidise non-road related investments projects. Highway tolls/road user charges are not included in the taxes)

Yes No

ii. Not subject to any taxes on road transit transport of goods

Yes No

If not subject to any taxes on road transit transport of goods for one of the following reasons (tick at least one or more of the following boxes):

■ vehicles of any registration are unilaterally exempt

■ vehicles registered in GATT Member Country if your country is also a GATT Member are exempt

■ vehicles are exempt only in accordance with provisions of a bilateral agreement

■ Any other reason, please detail below:

Other reason:

iii. Subject to road user charges or tolls

Yes No

b) If road user charges or tolls are applied in your country, competent authorities

i. determine these freely or let these be determined freely by the infrastructure operator

yes no

ii. limit these to and spend these on the development, construction, maintenance and operation costs of transit roads or other investments in the road transport sector

yes no

iii. also cover external costs

yes no

c) If fees to cover administrative expenses caused by international transit traffic are applied in your country, competent authorities

i. determine their amount freely

yes no

ii. limit these to the amounts corresponding to genuine expenses and costs effectively covered by your administration due to transit traffic

yes no

d) If charges to cover costs of other services rendered (e.g. weighing, sanitary, phyto-sanitary control, authorisation for transport of heavy/over-dimensional cargo) are applied in your country, competent authorities

i. fix these freely

yes no

ii. limit these to the amounts corresponding to genuine expenses generated by services rendered to transport operators in conducting transit transports

yes no

To send the completed form, press the submit button below



Czech Republic's Response

Reply given by Petr Bezvoda, Ministry of Transport, Road Transport Department, Mail: petr.bezvoda@mdcr.cz, Tel.: +420 225 131 635

"We have received the questionnaire on Authorisations used for Road Transit of Goods applied by UNECE Member Governments in their Bilateral Relations.

As we informed you by the formation of this questionnaire, we consider the questions in the whole questionnaire too general, not corresponding to the individual situation of each country.¹ For this reason it is not possible for us to provide you clear and sufficiently definite response.

The questions, in our opinion, do not take into consideration the relations between the EU member states (or the *acquis communautaire*).² It is also not clear, if the questions relate only to the states, which are not the EU member states, or if they relate to all countries. There is different regime and cooperation between EU member states and other states, for example, between the EU member states there are no borders (Schengen regime³). It is also not evident, if we have to take into consideration the ECMT permits.⁴

Furthermore, on the basis of the aims of transport policy of the Czech Republic, we prefer not to publish the number of permits exchanged with other countries."⁵

* * *

¹ IRU comment: it is indeed difficult to draft a questionnaire which corresponds to the "individual situation" of each of the more than 50 UNECE Member Countries.

² IRU comment: in accordance with the terms of reference of this survey, the title of the questionnaire and the questions contained therein clearly refer to bilateral relations only. There has been no question put on the application of EU legislation.

³ IRU comment: Schengen visa regulations have no direct relation to regulating bilateral transit transport of goods by road.

⁴ IRU comment: in accordance with the terms of reference of this survey, the title of the questionnaire and the questions contained therein clearly refer to bilateral relations only. There has, however, been one explicit question on the impact of the ECMT quota on bilateral relations.

⁵ IRU comment: no question has been put on the number of exchanged permits between bilateral partner countries.

Federal Republic of Germany's Response

Reply given by Riccardo Berger, Bundesministerium für Verkehr, Bau und Stadtentwicklung, Referat LA 24 - Gewerblicher Straßengüterverkehr, Mail: Ref-LA25@bmvbs.bund.de Tel.: +49 (0)228 300-4354; Fax: +49 (0)228 300-1470; [IRU: two subsequent replies have been merged by the IRU Secretariat General into one single here-below].

"In Germany, there are no special regulations for road transit transport of goods.

The rules for road transit of the European Union apply for lorries from the European Union (for example a lorry from France). These companies realise the Road Transit Transport within the rules of the European Union (for example Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC)

For lorries from third countries the bilateral agreements between Germany and these third countries (for example a lorry from Macedonia) are applicable.⁶

... we will not fill in the form from the IRU."

* * *

⁶ IRU comment: in fact, the subject matter of the questionnaire and the survey has been bilateral agreements as indicated in the title of the questionnaire and the questions contained therein. There has been no question put on the application of EU legislation.

ANNEX 3

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06.09.10

Replies to the Questionnaire on Authorisations used for Road Transit Transport of Goods applied by UNECE Member Governments in their Bilateral Relations

a) Country	b) Name of national authority	c) Contact person	d) His/her title	e) His/her email address
Denmark	Danish Transport Authority	Ms Ina Josefine Jochimsen / Ms Christina Bech Godskesen Andersen	Head of Section	ibb@fstyr.dk , cga@fstyr.dk
Hungary	National transport authority	Mr Janos Schronk	Referent International Relations	schronk.janos@nkh.gov.hu
Latvia	Road Transport Administration	Ms Indra Gromule	Head of International Road Carriage Co-ordination Division	indra.gromule@atd.lv
Netherlands	NIWO	Mr Pieter Hamilton	Deputy Director	p.hamilton@niwo.nl
Portugal	Instituto da Mobilidade e dos Transportes Terrestres, IP	Ms Maria Luisa Nunes	Head of International Relations Department	lnunes@imtt.pt Tel: 00351 217949172 Fax: 00351 217949003
Sweden	Swedish Transport Agency	Ms Leila Kekkonen Hjalmarsson	Researcher	leila.hjalmarsson@transportstyrelsen.se
Turkey	Ministry of Transport, Directorate-General for Land Transport	Mr Izzet ISIK	Head of International Relations Department	iisik@ubak.gov.tr

a) Country	2. <u>Regime of Road Transit Transport of Goods</u> a) Is transit traffic across the territory of your country i) completely free (if Yes, please answer questions listed in this section accordingly)	ii) subject to authorisation (including in special cases, e.g. for statistical purposes)	iii) subject to other requirements (e.g. cargo trans-shipment from the foreign vehicle to one registered in your country or replacement of the foreign tractive unit by one registered in your country)	b) Is the road transit transport of goods regulated by bilateral inter-governmental road transport agreements?	c) List the countries with which you have concluded a bilateral agreement i) exempting transit from any authorisation, if no such country please put "None"
Denmark	No	Yes	No	Yes	None
Hungary	No	Yes	No	Yes	AT, BA, BE, BG, CH, CZ, DE, DK, EE, ES, FI, FR, UK, GR, HR, IE, IT, LT, LU, LV, MK, NL, NO, PL, PT, RO, SE, SI, SK
Latvia		Yes		Yes	Albania, Croatia
Netherlands	No	Yes	No	Yes	None
Portugal	No	Yes	No	Yes	None
Sweden	No	Yes	No	Yes	None
Turkey	No	Yes	No	Yes	Afghanistan, Albania, Bosnia-Herzegovina, Iran, Iraq, Jordan, Kuwait, Lebanon, Macedonia, Moldova, Oman, Pakistan, Poland, Romania, Saudi Arabia, Slovenia, Switzerland, Syria, Turkmenistan, Ukraine, UK, Yemen

a) Country	ii) exempting transit from an authorisation quota but maintaining authorisations, if no such country please put "None"	iii) maintaining both the authorisations and the quotas, if no such country please put "None"	d) If transit is subject to authorisations with or without quota, transport operators of countries i) with which you have no bilateral agreement ■ can receive a transit authorisation without too long a delay at your country's borders	■ must, in order to receive a transit authorisation, apply to a competent authority of your country to travel in transit across its territory	if Yes to the above question, how many days/weeks/months in advance?
Denmark	None	Bosnia-Herzegovina, FYR Macedonia, Croatia, Belarus, Russia, Turkey, Ukraine, Moldova, Kyrgyz Republic, Kazakhstan, Morocco, Montenegro, Serbia, Switzerland	No	No	
Hungary	None	AF, AL, BY, IR, JO, KZ, KW, LB, MD, RU, TR, TN, UA, UZ, SY, (+ AZ, KG, MA, ME, RS, where authorizations issued but no bilateral agreement concluded)	No	No	
Latvia	None	Russia, Belarus, Ukraine, Moldova, Turkey, Uzbekistan, Kyrgyzstan, Kazakhstan, Iran, Georgia, Azerbaijan, Armenia, Tajikistan	No	No	
Netherlands	None	Albania, Azerbaijan, Belarus, Bosnia-Herzegovina, Croatia, Georgia, Kazakhstan, Macedonia, Morocco, Moldavia, Russia, Tunisia, Turkey, Ukraine, Uzbekistan	No	No	
Portugal	Andorra, Russian Federation, Tunisia, Turkey, Ukraine and Algeria	Morocco	Yes	Yes	A week
Sweden	None		No	Yes	3 days

a) Country	ii) exempting transit from an authorisation quota but maintaining authorisations, if no such country please put "None"	iii) maintaining both the authorisations and the quotas, if no such country please put "None"	d) If transit is subject to authorisations with or without quota, transport operators of countries i) with which you have no bilateral agreement ■ can receive a transit authorisation without too long a delay at your country's borders	■ must, in order to receive a transit authorisation, apply to a competent authority of your country to travel in transit across its territory	if Yes to the above question, how many days/weeks/months in advance?
Turkey	Latvia and Russian Federation	Austria, Azerbaijan, Bahrain, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Egypt, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Italia, Kazakhstan, Kyrgyzstan, Lithuania, Luxembourg, Mongolia, Montenegro, Norway, Portugal, Serbia, Slovakia, Spain, Sweden, Tajikistan, The Netherlands, Tunisia, Uzbekistan	Yes	Yes	After the application as made to our Ministry, he can receive a transit authorisation within a few hours

a) Country	■ must, in order to receive a transit authorisation, apply to a competent authority of the country of registration of the vehicle	ii) with which you have a bilateral agreement applying quotas ■ can receive, in case of lack of authorisation onboard the lorry due to their fault or ignorance, a transit authorisation without too long a delay at your country's borders	■ a sanction would nonetheless apply to the driver / transport operator in such a case	■ can receive, when the annual quota limit has been reached, a transit authorisation without too long a delay at your country's borders	■ if you answered No above, national authorities would negotiate/exchange additional permits that would become available to the operator from the competent authorities of the country of registration of the vehicle
Denmark	Yes	No		No	Yes
Hungary	No	No	Yes	No	Yes
Latvia	No	No	No	No	Yes
Netherlands	Yes	No	Yes	No	Yes
Portugal	No	No	Yes	No	Yes
Sweden	No	No	No	No	Yes
Turkey	No	Yes	No	Yes	

a) Country	e) Is the use of an authorisation restricted in any of the following ways? Tick at least one or more boxes from i. to v.	restriction details:	Are such restrictions applicable for all countries covered by a bilateral agreement?	f) If the number of road transit authorisations is limited, identify the factors considered to fix annual quotas. Tick at least one or more boxes from i. to v. i. Reciprocity (tick more than one box if applicable)	If reciprocity, which one? ■ strict reciprocity (e.g. a quota of 1,000 transit authorisations for each Contracting Party)
Denmark	v. any other restrictions, please detail below	Euro Norms	Yes	Yes	Yes
Hungary	iii. route restrictions for the transit operation concerned v. any other restrictions, please detail below	Environmental Friendliness	No	Yes	Yes
Latvia	v. any other restrictions, please detail below	-for one return journey; -expiry data of authorisation (one year)	Yes	Yes	
Netherlands	i. no, it is not restricted			Yes	
Portugal	i. no, it is not restricted			Yes	Yes
Sweden	i. no, it is not restricted			Yes	
Turkey	ii. time restrictions for the transit operation concerned iii. route restrictions for the transit operation concerned v. any other restrictions, please detail below	The transit authorisations are valid until 31st January of the following year	Yes	Yes	No

a) Country	■ equivalent reciprocity	if equivalent reciprocity, indicate its form here below:	■ formal reciprocity (e.g. delivery of authorisations without quota limitation according to the needs of each Contracting Party)	ii. vehicles technical features ("environmental friendliness")	iii. general environmental impact of road transit transport
Denmark	No		No		
Hungary	Yes	<p>- combined with road taxes (e.g. a quota of 1,000 transit authorisations for each Contracting Party exempted from all road taxes - except user charge or toll. Each authorisation delivered beyond the quota is fully subject to road taxes)</p> <p>- combined with bilateral transport (e.g. a quota of 1,000 transit authorisations for one Contracting Party and 1,000 bilateral transport authorisations of the other Contracting Party if the first Party is not a transit country for any reason, e.g. peripheral country)</p>	No	Yes	
Latvia	Yes	<p>- combined with bilateral transport (e.g. a quota of 1,000 transit authorisations for one Contracting Party and 1,000 bilateral transport authorisations of the other Contracting Party if the first Party is not a transit country for any reason, e.g. peripheral country)</p>	No		
Netherlands			Yes		

a) Country	■ equivalent reciprocity	if equivalent reciprocity, indicate its form here below:	■ formal reciprocity (e.g. delivery of authorisations without quota limitation according to the needs of each Contracting Party)	ii. vehicles technical features ("environmental friendliness")	iii. general environmental impact of road transit transport
Portugal	Yes	- combined with road taxes (e.g. a quota of 1,000 transit authorisations for each Contracting Party exempted from all road taxes - except user charge or toll. Each authorisation delivered beyond the quota is fully subject to road taxes)	No	Yes	Yes
Sweden				Yes	
Turkey	Yes	<p>- combined with road taxes (e.g. a quota of 1,000 transit authorisations for each Contracting Party exempted from all road taxes - except user charge or toll. Each authorisation delivered beyond the quota is fully subject to road taxes)</p> <p>- combined with bilateral transport (e.g. a quota of 1,000 transit authorisations for one Contracting Party and 1,000 bilateral transport authorisations of the other Contracting Party if the first Party is not a transit country for any reason, e.g. peripheral country)</p> <p>- combined with transit traffic sharing (e.g. a Contracting Party - peripheral therefore not being a transit country - needs 1,000 transit authorisations, the other Contracting Party offers 500 authorisations provided that its operators can also have a share of 500</p>	Yes	Yes	Yes

		transit transport operations)			
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a) Country	iv. state of road network	v. impact of existing multilateral authorisation quotas (e.g. ECMT)	g) Is information on annually agreed upon quotas publicly available?	If Yes, please name the exact publicly accessible source. If No, please just write 'None' in this box	3. Transit Taxes and Charges a) Are vehicles in transit through your country subject to taxes and/or charges? i. Subject to taxes on transit transport operations in all circumstances (i.e. taxation means all fees, however named, of a transit tax nature, furthermore, those which concern either transit vehicles or their cargo and whose objective is to (a) subsidise state expenses and/or those of local communities without any perceivable compensation for the transport operators, (b) finance or subsidise non-road related investments projects. Highway tolls/road user charges are not included in the taxes)
Denmark			No	None	No
Hungary			No	None	Yes
Latvia			Yes	www.atd.lv	No
Netherlands			Yes	NIWO newsletter	No
Sweden			No		Yes
Portugal			No	None	No
Turkey			Yes	www.kugm.gov.tr	No

a) Country	ii. Not subject to any taxes on road transit transport of goods	If not subject to any taxes on road transit transport of goods for one of the following reasons (tick at least one or more of the following boxes):	Other reason:	iii. Subject to road user charges or tolls	b) If road user charges or tolls are applied in your country, competent authorities i. determine these freely or let these be determined freely by the infrastructure operator
Denmark	No	<ul style="list-style-type: none"> ■ vehicles of any registration are unilaterally exempt 		Yes	No
Hungary	Yes	<ul style="list-style-type: none"> ■ vehicles are exempt only in accordance with provisions of a bilateral agreement 		Yes	
Latvia	No	<ul style="list-style-type: none"> ■ vehicles of any registration are unilaterally exempt 		No	
Netherlands				Yes	No
Portugal	Yes	<ul style="list-style-type: none"> ■ vehicles are exempt only in accordance with provisions of a bilateral agreement 		Yes	
Sweden				No	
Turkey	Yes	<ul style="list-style-type: none"> ■ vehicles registered in GATT Member Country if your country is also a GATT Member are exempt ■ vehicles are exempt only in accordance with provisions of a bilateral agreement 		Yes	No

a) Country	ii. limit these to and spend these on the development, construction, maintenance and operation costs of transit roads or other investments in the road transport sector	iii. also cover external costs	c) if fees to cover administrative expenses caused by international transit traffic are applied in your country, competent authorities i. determine their amount freely	ii. limit these to the amounts corresponding to genuine expenses and costs effectively covered by your administration due to transit traffic	d) If charges to cover costs of other services rendered (e.g. weighing, sanitary, phytosanitary control, authorisation for transport of heavy/over-dimensional cargo) are applied in your country, competent authorities i. fix these freely
Denmark	No	No	No	No	No
Hungary	Yes			Yes	
Latvia					
Netherlands	No	No			No
Portugal				Yes	
Sweden			No	Yes	
Turkey	Yes	No	No	Yes	No

a) Country	ii. limit these to the amounts corresponding to genuine expenses generated by services rendered to transport operators in conducting transit transports				
Denmark	No				
Hungary	Yes				
Latvia	Yes				
Netherlands	Yes				
Portugal					
Sweden					
Turkey	Yes				
