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Item 7 (d) of the provisional agenda

Facilitation of international road transport:

The relationship between the origin of goods and transport operations

Amendments to the Revised Consolidated Resolution on the Facilitation of International Road Transport (RE. 4)

Submitted by the Ministry of Transport of Latvia and the Ministry of Infrastructure and Construction of Poland

I. Introduction

1. At the recent 111th session of the Working Party of Road Transport (25-26 October 2016), the Latvian and Polish delegations presented Informal document No 6 on the problem issue - the relationship between the origin of goods and transport operations and the existing legal framework of international legislation related to road transport.
2. It was noted that there is lack of international regulation on the issue what should be considered as a bilateral transport operation and that the current version of the Revised Consolidated Resolution on the Facilitation of International Road Transport (RE. 4) does not include the definition of "bilateral transport". However, there are definitions for "transit transport" and "third country transport".
3. Latvia and Poland requested further elaboration on the topic of defining "bilateral transport operations" at the next session of SC.1 in 2017.

II. Proposal

4. Latvia and Poland propose to add to point 4.1. of Section 4 of the Revised Consolidated Resolution on the Facilitation of International Road Transport (RE.4) subpoint 4.1.9 as follows:

5. 4.1.9 "Bilateral transport means a road transport operation undertaken by a laden or unladen vehicle registered in one country, the point of departure of which is from the territory of registration of the vehicle, and the destination of which is in the territory of the other country, or vice versa, irrespective of the country of origin of goods and the country of the final recipient of goods."

III. Justification

6. With the development of logistics services, international hauliers often carry goods from the place of manufacturing or origin which differs from the country where the load is taken from and where a road transport operation starts.

7. Transport operators, according to bilateral agreements on international road transport, upon entry the other country to deliver these goods, shall be in possession of a permit which corresponds the respective type of road transport operation therefore the basic characteristics of each type should be defined.

8. There are a number of situations when due to different interpretations of control authorities and due to lack of uniform approach as to documents to be examined in case of road transport control a vehicle movement is restricted and a penalty imposed in case of bilateral transport when carrying goods of origin differing from place of loading of them. A document which includes the place of loading of goods should be a decisive one, namely, a CMR waybill type of document.
