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## **Economic Commission for Europe**

Inland Transport Committee

**Global Forum for Road Traffic Safety**

**Working Party on Road Transport**

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

**Submitted by the Ministry of Infrastructure of Poland**

#### **I. Introduction**

1. There is a lack of international regulations what should be considered as a bilateral transport operation and the current version of the Revised Consolidated Resolution on the Facilitation of International Road Transport (REV. 4) does not include the definition of "bilateral transport". However, there are two other definitions for "transit transport" and "third country transport".

2. During the previous SC.1 session in 2017, Poland requested further elaboration on the topic of defining bilateral transport operations at the next session of SC.1 in 2018.

#### **II. Proposal**

3. Poland proposes to add to point 4.1. of Section 4 of the Revised Consolidated Resolution on the Facilitation of International Road Transport (REV.4) subpoint 4.1.9 as follows:

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. The country of origin of goods and the country of the recipient of goods could be any of the UNECE Member States. "

### III. Justification

1. With the development of logistics services international hauliers often carry goods the place of manufacturing or origin of which differ from the country where the load is taken from and where a road transport operation starts.
  2. 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.
  3. 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.
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