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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Transport

(Ninety-second session, 19-21 October 1998,
agenda item 4 (c))

Working Party on Customs Questions affecting Transport

(Ninety-first session, 21-23 October 1998)

**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 between eastern and western Europe

Transmitted by the International Road Transport Union (IRU)

INTRODUCTION

1. According to a decision taken by the Principal Working Party on Road Transport (SC.1) at its ninety-first session (15-17 October 1997, Geneva), a half-day joint meeting of SC.1 and the Working Party on Customs Questions affecting Transport (WP.30) would be held in October in order to draw on the common experience of both groups towards the identification of solutions to border crossing problems (TRANS/SC.1/361, para. 30).

IRU DOCUMENTS

2. The IRU draws attention to its recently published documents (available as informal documents):

- (a) **"Resolution of the XXVith World Congress of the International Road Transport Union (IRU) on Barriers to International Transport of Passengers and Goods by Road"** (Informal document No. 1).

The IRU's World Congress held in Marrakesh in April 1998, which attracted some 1600 leading public and private representatives from the trade, tourism and road transport communities worldwide, addressed the theme "Road transport, driving trade and tourism". In this respect it adopted "The IRU Marrakesh Declaration".

Moreover, it identified the primary obstacles to the development of global trade and tourism due to the barriers with which the road transport industry is relentlessly confronted. In its Congress Resolution on Barriers to International Transport it has developed proposals to remedy problems stemming from:

- road blockades: Governments should keep transport infrastructure free of all blockages, measures should be introduced against Governments that fail to maintain free circulation;
- traffic bans: reduce restrictions to the period from 7 a.m. to 10 p.m. on Sundays and public holidays only;
- border-crossing difficulties: harmonisation, simplification and acceleration of procedures, introduction of "one-stop" technology, training, improvement of infrastructure;
- visa for professional drivers: introduce multi-entry annual visa, simplify formalities.

- (b) **"Economic Cost of Barriers to Road Transport"**, Survey by Hague Consulting Group, Executive Summary (Informal document No. 2)

To gain a more accurate appreciation of the actual costs of these barriers, the study "Economic Cost of Barriers to Road Transport" was completed in January 1998 by the Hague Consulting Group which quantified the staggering losses borne primarily by road transport's clients and the economy as a whole.

Border delays in two EEC countries (PL and CZ) account for 5-6% of total transport time.

Total losses due to congestion, borders, traffic bans, blockades, etc. vary between countries, accounting for between 1% and 7% of total transport costs in Western European countries and between 8% and 29% of transport costs in CEEC. Thus, impediment costs vary between 0.1% and 0.3% of GDP for the western European countries and 1.3% and 2.6% for CEEC.

- (c) **"Selection of IRU monthly Statistics of Truck Waiting times at Borders in EEC - 1998"** (Informal document No. 3)

The IRU Border Waiting Time Statistics is a monthly summary of waiting times based on daily reports from borders in EEC. The 1998 figures witness so far long hours of idling for trucks at:

Frankfurt-Swiecko (PL-D): averages more than 10 hours
Guben-Gubin (PL-D): averages between 5 and 10 hours
Forst-Olszyna (PL-D): averages between 9 and 13 hours
Terespol-Kozlowichi (PL-BY): averages between 10 and 28 hours
Ciesyzn-C. Tesin (PL-CZ): averages between 2 and 8 hours
Lanzhot (Breclav) û Kutý (CZ-SK): averages between 3 and 13 hours.

IRU border waiting time statistics are also accessible on the IRU website: <http://www.iru.org>
