

Facilitation of Road Transport – Border Crossing and Driver Visas

**UNECE Workshop on “Enhancing National Capacity for
the Facilitation of Interregional Transport along the
Euro-Asian Transport Links”**

Minsk, 30-31 May 2007

**Peter Krausz, IRU, Head –
Goods Transport & Facilitation**

- Facilitate Trade and Transport!
- Improve Border Crossings!
- Streamline Driver Visa Issuance!

Facilitate Trade and Transport *Principles*

- Trade & road transport facilitation & security
- GATT and GATS go hand-in-hand
- Border crossing facilitation
- Customs transit systems
- Visa issuance to drivers



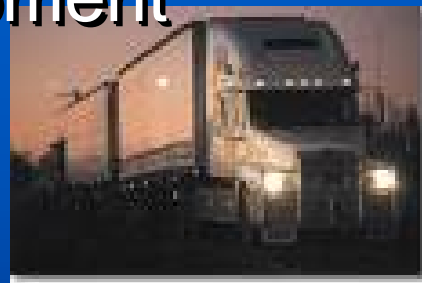
- Coach-friendly city award
- Euro-Challenge award
- International coach classification
- Partnership between public transport & taxis



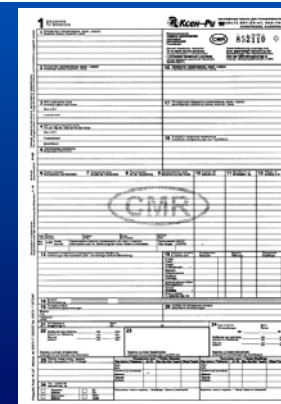
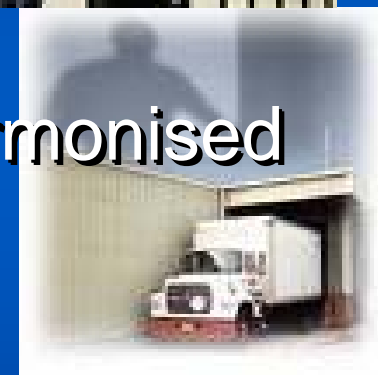
IRU *City Trophy 2007*



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- A photograph showing a long line of trucks, including a green one in the foreground, parked on a dirt road. Several people are walking in the foreground, and the background shows a hilly landscape.



- Transit or quasi transit fees
- Quasi security measures
- Measures without prior or with short notice
- Non accession to conventions and non-harmonised application
- Regional transport and transit agreements
- Deadlines too short to appeal
- Non-harmonised transport documents
- Improper application of TIR

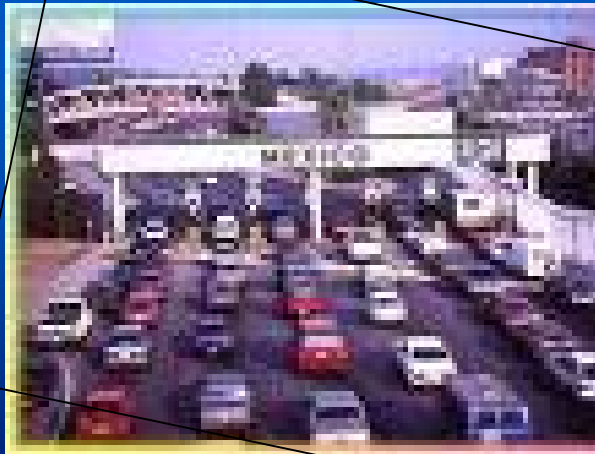
A photograph of a CMR (Convention on International Carriage of Goods by Road) form. The form is a standard document used for international road transport, containing fields for sender, receiver, vehicle details, and goods description. The "CMR" logo is visible in the center.

- Accession to and coherent implementation of UN Conventions on road transport

Most important areas:

- **TIR, other customs**
- **CMR (consignment note)**
- **AETR (social)**
- **ADR, ATP (special cargo)**
- **Border control harmonisation**
- **AGR (E roads)**
- **Road traffic**
- **Vehicle technical standards**
- Sign bilateral agreements supporting multilateral schemes

Improve Border Crossings!





Improve Border Crossings *Value of Lost**

<i>Indicator</i>	<i>Value</i>
Average number of TIR carnets issued per year	2'923'481
Minimum number of border crossings in the TIR system per year	8'770'443
Total waiting time, hour per year, for TIR traffic	8'770'443
Value of an hour lost per truck, USD per hour	50
Total lost value per year, TIR traffic, USD	438'522'188
<i>Total lost value** 1998-2005, TIR traffic, USD</i>	<i>3'508'177'500</i>

* EU25 External, EU4, CIS & Balkan Borders, 1998-2005

Direct costs can double through losses to producers and traders, including lost opportunities due to longer and unreliable transport time, thus: **total USD 7.0 billion.



Improve Border Crossings *Waiting Times Observatory*

IRU - Border Waiting Time Observatory - Home - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Back Forward Stop Home Search Favorites Internet Options

Address <http://www.iru.org> Go Links >>

IRU International Road Transport Union

You are here: [Home](#)

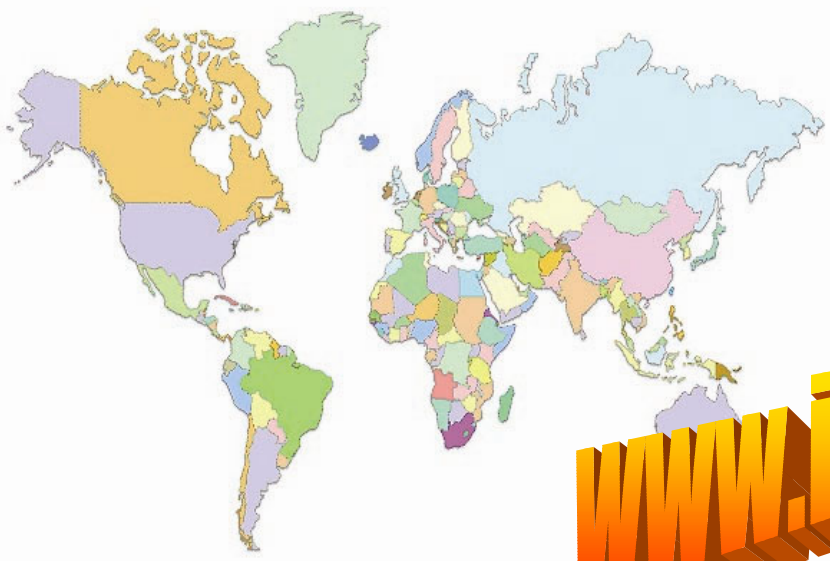
Home Select continent from list: Main menu:

Border delays are a costly handicap for border-crossing road transport. Road carriers of passengers and goods planning their routes are invited to check waiting times at borders on this IRU webpage. Data are compiled every day from Monday to Friday, from information mainly supplied by IRU national associations.

All players, including transport companies and authorities as well as bus or truck drivers with direct experience of waiting times at the observed borders are most welcome to provide such data on this web page.

Let us know if you can also provide reliable daily data for a border crossing point not yet represented on this web application!

Use these data and help us - with data input - to be able to help you!



Click on the continent that concerns you

www.iru.org

133 Items

Start | Inbox - Microsoft Outlook | New IRU website - Mess... | IRU - Border Waiting ...

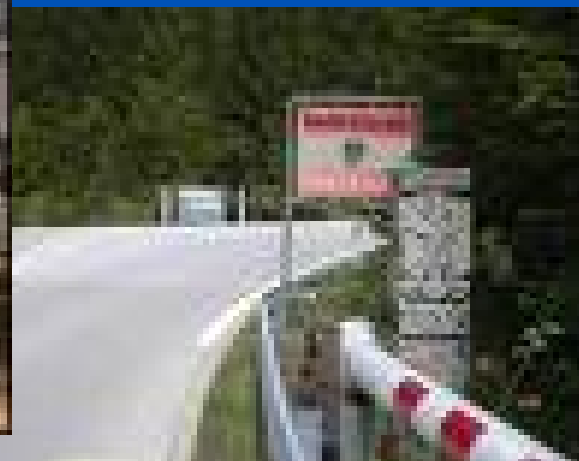
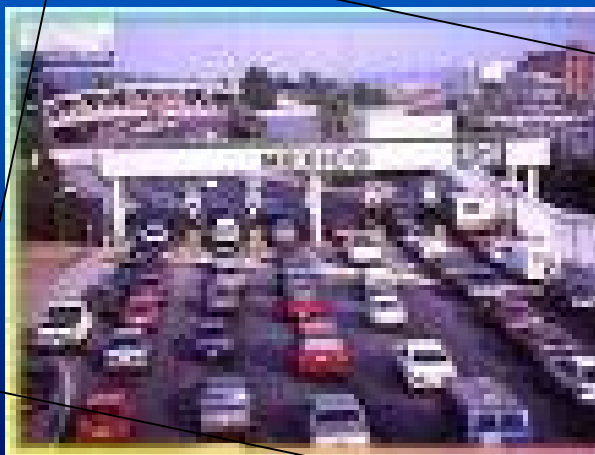
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Improve Border Crossings

What to do? => PMI

- Improve Procedures as per international standards
- Change stakeholders' Mindset
- Invest in physical Infrastructure



Streamline Driver Visa Issuance!



Streamline Driver Visa Issuance!

Why?

- Trade and Tourism are impossible without road transport!
- Trucks & Coaches are the major carriers!
- Driven by professional drivers - neither illegal immigrants nor clandestine workers
 - They belong to a special category of visa applicant
 - They should be given preferential treatment for visas (like seamen or pilots)



- Some harmonisation of issuing Schengen visas to professional drivers has recently taken place, in particular regarding visa fees, *however*
 - the number of application documents is still too high,
 - processing time is still too long,
 - procedures are still too cumbersome.



Streamline Driver Visa Issuance! *Progress Needed*

- Acceptance of acknowledged road transport associations' mediatory role
 - Identify *bona fide* drivers
 - Reduce need for drivers to apply in person
- Facilitation and harmonisation
 - Issue annual, multi-entry visas
 - Simplify application documentation
 - Apply reasonable processing time
 - Fix reasonable fees
- Bilateral agreements and ILO Convention 185



Streamline Driver Visa Issuance!

Lift Special Restrictions

- The driver must *receive the visa* from the *Consulate* of the Schengen country into which his *first entry* is planned.
- Despite the visa, the driver's stay on the territory of the state which issued the visa is limited to ten days.
- The period of the driver's single stay on the territory of the state which issued the visa is limited to ten days.

This goes against the logic of trade, tourism and transport operations!

- Facilitate Trade and Transport!
- Improve Border Crossings!
- Streamline Driver Visa Issuance!



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*Working together
for a better future*



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