

G2837

Istanbul, 9 May 2011

## 19<sup>TH</sup> MEETING OF THE BSEC-URTA GENERAL ASSEMBLY

International-Bucharest Hotel  
Bucharest -Romania  
Monday, 16 May 2011, at 10:00 hrs

### SURVEY ON FREE AND FAIR COMPETITION IN THE BSEC ROAD TRANSPORT MARKET

At the request of some Member Associations and in accordance with the decision of the BSEC-URTA Management Council at its meeting in Istanbul on 25 February 2011, the International Secretariat was instructed to conduct a special Survey on Free and Fair Competition in the BSEC Road Transport Market and present, if possible, the results of the Survey at the 19<sup>th</sup> Meeting of the BSEC-URTA General Assembly in Bucharest on 16 May 2011.

The Survey paid particular attention to matters related with access to the market and conditions of competition.

The Survey results, which are presented in Annex I, dealt with the following issues:

- Bilateral Permits
- Multilateral Licences (ECMT)
- BSEC Permit
- Accession to and Implementation of UNECE International Conventions and Agreements
- Access to the Profession
- Maximum Permitted Weights & Dimensions, Road User Charges, Other Charges & Fees
- Driver's Working Conditions, Checks and Sanctions
- Border Crossing Procedures
- Fuel Restrictions in the Tanks of Trucks Entering a BSEC Country
- Visas for Professional Drivers
- Transport Cost Factors

According to the feedback received from the BSEC-URTA Member Associations, the following conclusions can be drawn:-

- Not all BSEC countries have concluded Bilateral Road Transport Agreements between each other (out of 132 possibilities, 24 agreements are not concluded (18,2%).
- The bilateral (direct ) transport is free (no permit required) only in 22%.
- The transit transport is free (no permit required) only in 17,4%.
- The 3<sup>rd</sup> country transport is free (no permit required) only in 6,1%.
- The ECMT Basic Quota of the BSEC countries is only 1.788 (total 6090), which are multiplied according to the "greening of the fleets", reaches a total amount of 12.408 licences.
- From 12.408 ECMT licences in the BSEC region, 10.883 (87,71%) are restricted in Greece and 7.042 (56,75%) are restricted in Russia.
- The BSEC Permit is valid only in 7 BSEC countries. Its usage is improved to cover bilateral road transport of goods in addition to transit journeys.
- All 12 BSEC countries are contracting parties to: TIR Convention, Harmonization Convention, CMR Convention and E Road Network Agreement

- 11 BSEC countries are contracting parties to Road Traffic Agreement (except Turkey) and AETR Convention (except Georgia)
- 10 BSEC countries are contracting parties to the ADR Convention (except Armenia and Georgia).
- Criteria for access to the profession is similar in all BSEC countries.
- Professional training and examination is compulsory in each BSEC country.
- All BSEC hauliers engaged in international road transport must comply with the rules related to driving time, break and rest period, under the AETR Agreement and EU Regulation 561/2006
- The time to cross a border varies from 1 hour to several days due to problems related with the followings:-

**1. Control procedures:**

- the complexity of control procedures and changes to current regulations made without prior notice;
- insufficient use of controls based on risk analysis
- lack of cooperation between control agencies and the lack of joint controls;

**2. Infrastructure:**

- border crossing facilities in eastern countries are not equipped adequately;
- systems for exchange of data between different border agencies of a country, and also between authorities of two countries on a single border crossing, are not sufficient or efficient enough;

**3. Staff:**

- lack of quality and training;
- lack of motivation and low productivity;
- questionable integrity.

- In general, the trucks are allowed to enter a country with unlimited fuel in the original tanks installed by a manufacturer. However, Azerbaijan and Greece enforces a restriction of 200 litres while Turkey enforces a restriction of 550 litres
- BSEC Drivers are subject to a free visa regime in 51,16%.
- Drivers need visa in the EU BSEC Member States by 33,33% and in non-EU BSEC Member States by 66,67%.
- The cost of transport is affected significantly by the cost of diesel (€ 0,70/lit-€1,64/lit) and driver salary (€800 - €3,300)
- The cost of transport is also affected by numerous taxes and fees enforced by the national authorities.

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## SURVEY ON FREE AND FAIR COMPETITION IN THE BSEC ROAD TRANSPORT MARKET

### **Background**

Liberalization of international road transport in Europe is a logical result of the liberalization of trade.

Trading means not only trading goods but trading services, too and the international road transport is such a service, so market economy rules apply to it as apply to any other activity.

Companies which provide better services and so, meeting the customers' needs and striving for reducing their costs will remain in the competition while least efficient ones will be forced out of the market.

In Europe, forwarders from developed countries with high labor cost (so called "rich " countries) are using services of transport companies from countries where the labor cost is lower (so called "poor" countries) having lower transport costs and practicing lower prices, advantaging these companies in the disadvantage of their national hauliers and realizing in this way benefits for themselves and for their customers.

Hauliers from western ("rich")countries can resist the competition also lowering their costs by becoming shareholders in companies in eastern countries, or opening subsidiaries in these countries of subcontracting their services to hauliers of so called "poor" countries.

Beneficiaries of the competition are consumers but forwarders take their benefits, too, while in the "rich" countries there are "losers" transport companies which are not able to undertake above mentioned forms of relocation and put pressure on their government to slow or even stop the liberalization process of the road transport market.

It should be noted, however, that there are also other reasons why hauliers from Western European countries are losing market share. It is a fact that these hauliers are afraid to venture into Eastern European countries for a variety of reasons, including the time lost crossing borders and security issues. These problems hamper trade and fair competition, and dealing with them must therefore be a priority. Trade and Transport Facilitation, incl. customs reforms, streamlined procedures etc. should be combined with road transport liberalization.

At this stage, it is obvious that EU countries try to restrict liberalization between the Union and non-EU countries. The same scenario tries to be applied by some countries in the BSEC region, too.

Liberalization of road transport of goods in the BSEC region is inevitable and is a gradual one accompanied by permanent efforts of Member States to harmonize rules and conditions.

The road transport liberalization is based on the following principles:

- economic efficiency: companies offer their services freely, prices are factor of supply and demand, no party is allowed to abuse its dominant position[
- fairness : same conditions of competition apply to hauliers,
- protection of environment and safety
- role of the State as the guarantor of compliance with regulations and thus the authority responsible for enforcement and penalties in the event of non-compliance.

In other words, hauliers can offer their services at a quality level and a cheap price which cloud be achieved only by complying with certain rules laid down by the public authorities.

There are three priority areas in which the public authorities impose constraints: social security, the environment and safety.

It is the responsibility of public authorities to ensure that the rules they adopt are complied with and therefore to enforce compliance and impose penalties on those who fail to comply.

As of today, the road transport system in the BSEC region is characterized by the co-existence of three systems allowing access to the market, of very different size: the strongly dominant bilateral license system, the ECMT multilateral quota system (less than 5% of international road haulage traffic in Europe) and BSEC Permit System which is at a beginning stage.

### ***The Bilateral System of Permits***

Bilateral agreements enable the two partners entering into negotiations to set quantities, analyze trade needs and compare the strengths and weaknesses of both countries' hauliers and establish the quota and how it is shared. The system is therefore an instrument for the protection of national carriers.

Because under the bilateral agreements, quotas are negotiated annually, it is always possible, from one year to the next, to reconsider any "excessive" benefits that may have been granted to the other country and freeze any further increase of the quota. The system allows States to deal directly with problems, and in particular with violations, which cannot always be handled satisfactorily in a multilateral context. These features explain why States are so attached to the bilateral system.

One-on-one dealings between States in bilateral negotiations do not favor "small" countries, which have difficulty defending their hauliers' interests. A multilateral system affords them better protection. The cost of administering the bilateral agreements, and especially of negotiating a very large number of bilateral agreements every year, is probably substantial.

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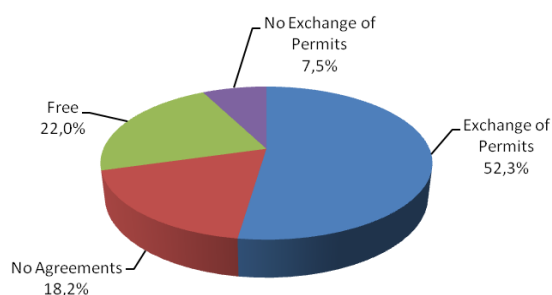
## Bilateral Agreements on Road Transport between BSEC Member States

		AL	AR	AZ	BG	GR	GE	MD	RO	RU	SRB	TR	UA
<b>Bilateral Permit</b>	AL												
	AR												
	AZ												
	BG												
	GR												
	GE												
	MD												
	RO												
	RU												
	SRB												
	TR												
	UA												
	UA												
<b>Transit Permit</b>	AL												
	AR												
	AZ												
	BG												
	GR												
	GE												
	MD												
	RO												
	RU												
	SRB												
	TR												
	UA												
	UA												
<b>Universal (direct &amp; transit) Permit</b>	AL												
	AR												
	AZ												
	BG												
	GR												
	GE												
	MD												
	RO												
	RU												
	SRB												
	TR												
	UA												
	UA												
<b>3rd Country Permit</b>	AL												
	AR												
	AZ												
	BG												
	GR												
	GE												
	MD												
	RO												
	RU												
	SRB												
	TR												
	UA												
	UA												
Permit is required													
No Agreement on Exchange of Permits													
No Permit Required													
No information													

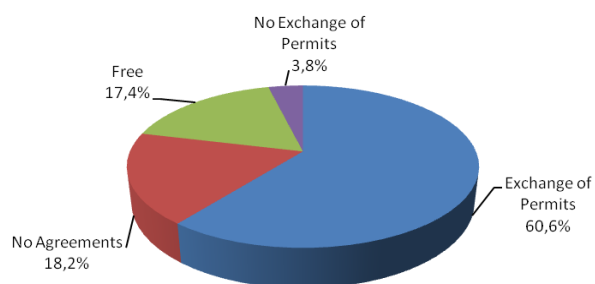
### Exchange of Permits between BSEC Member States

BSEC Countries	No Bilateral Road Trans Agreement	Exchange of Permits			No Permit Required (Free)		
		Direct	Transit	3rd C	Direct	Transit	3rd C
Albania	7	3	1	0	1	3	3
Armenia	5	2	2	2	4	4	
Azerbaijan	2	9	9	1			
Bulgaria	-	2	4	7		4	
Georgia	1	2	7	1	3	1	
Greece	-	9	9	1	2	2	2
Moldova	3	4	4	8	4	4	
Romania	-	7	8	4	4	3	3
Russia	1	7	10	3	3		
Serbia	3	7	7	3	0	0	0
Turkey	1	7	9	8	3	1	
Ukraine	1	10	10	10	1	1	
<b>132 Possibilities</b>	<b>24</b>	<b>69</b>	<b>80</b>	<b>48</b>	<b>29</b>	<b>23</b>	<b>8</b>
<b>100%</b>	<b>18,2%</b>	<b>52,3%</b>	<b>60,6%</b>	<b>36,4%</b>	<b>22%</b>	<b>17,4%</b>	<b>6,1%</b>

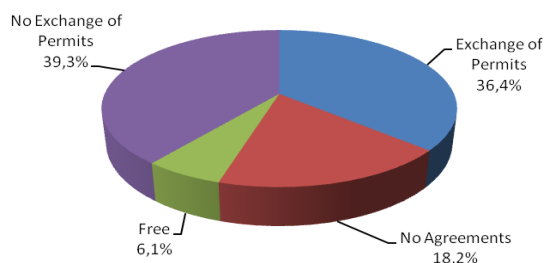
#### Bilateral Transport



#### Transit Transport



#### Third Country Transport



## ***The Multilateral System of Licences***

The ECMT licence system is complex, but its complexity originated in the restrictions that certain States wanted to impose as derogations to liberalization. Abuse exists, in the form of fake licences in particular. As for the system's administrative cost, it is certainly much lower than the cost of multiple bilateral agreements.

The system is also criticized because allows licences to be diverted from their intended use to give a greater rates of usage of the vehicles avoiding empty runs by allowing carriers to make "triangular" trips and increasing in this way the efficiency of transport.

It is also claimed that users of multilateral licenses not always comply with the rules they are supposed to follow, especially with regard to labor and safety regulations. The enforcement system does not work properly and the "rich" countries in which violations are detected don't trust the country's authorities of hauliers which committed infringements to impose penalties for violations that are reported to them. So, these companies continue to get licences and continue to commit violations.

The apportionment of quotas is highly unequal and does not reflect the needs of non-EU countries which are claiming for more licences.

- EU countries consider that the number of licences available to them is enough and that not all of the licences attributed to them are used.
- A very large majority of non-EU consider that the number of their licences is insufficient.

In 2009, the basic quota for ECMT licences came to a total of 6 090 licences allocated to Member countries which determine the number of licences for different vehicle types and their duration. The percentage allocation by vehicle type in line with environmental standards is 49 per cent for Euro III vehicles, 40 per cent for Euro IV vehicles and 11 per cent for Euro V vehicles; annual licences account for 97 per cent of the total quota and monthly licences (or more accurately 30-day licences) for the remaining 3 per cent.

As far as the BSEC Region is concerned, countries totalize the amount of 1788 as Basic Quota of the region (sum of national Basic Quotas) with an amount of 12408 annual licences. The table below shows the situation per each BSEC Member State with regard the ECMT licences and highlights restrictions imposed by 2 BSEC countries (Greece and Russia) compared with a non BSEC country, Austria.

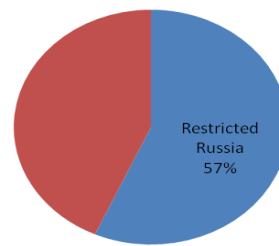
### **ECMT LICENCES 2011 OF BSEC MEMBER STATES**

	<b>Basic Quota</b>	<b>Total Licences 2011</b>	<b>Restricted Greece</b>	<b>Restricted Austria</b>	<b>Restricted Russia</b>
<b>AL</b>	128	702/2064short=874	784	778	416
<b>AR</b>	120(40)	270	180	174	68
<b>AZ</b>	153	950/576short=998	908	902	561
<b>BG</b>	149	914/2880short=1154	1064	1058	635
<b>GR</b>	149	90		10	
<b>GE</b>	120	726/720short=786	696	690	347
<b>MD</b>	132	1034/3048short=1288	1198	1192	634
<b>RO</b>	141	976	886	880	512
<b>RU</b>	67	544	0	0	
<b>SRB</b>	157	1318	1228	1222	756
<b>TR</b>	315	2360	2279	2264	1858
<b>UA</b>	237	1750	1660	1654	1255
<b>12</b>	<b>1788</b>	<b>12408</b>	<b>10883</b>	<b>10824</b>	<b>7042</b>
			90 valid from Quota	96 valid from Quota	67 valid from Basic
			(total Licences 2011)	(total Licences 2011)	Quota

ECMT LICENCES 2011 OF BSEC MEMBER STATES



ECMT LICENCES 2011 OF BSEC MEMBER STATES



### ***The BSEC Permit***

Seven BSEC Member States, namely Albania, Armenia, Georgia, Moldova, Romania, Serbia and Turkey are participating since 2010, in a Pilot Project of the BSEC Organization on Usage of a BSEC Permit.

The BSEC Permit is used for a single round trip only and the empty or loaded trucks holding such a BSEC Permit will be allowed during this single round trip to transit through the territories of all Participating Member States without having to present any other bilateral transit permit.

In this connection Participating Member States mandated the BSEC Permanent International Secretariat to print 1,400 BSEC Permits and distribute 200 copies to each of the Participating Member States.

It is the duty of competent authorities of each Participating Member State to deliver according to their own criteria, these BSEC Permits to their national transport operators.

In order to get more benefits from the usage of the BSEC Permit and to make it more attractive for other BSEC countries, six participating Member States to the Project, namely Armenia, Georgia, Moldova, Romania, Serbia and Turkey, decided during the 5<sup>th</sup> meeting of the BSEC Steering Committee on Facilitation of Road Transport in Istanbul on 12 April, 2011, to extent the usage of the permit from transit to bilateral transport operations, too.

According to this decision, during 2011, participants to the project will accept on a voluntary basis to allow holders of BSEC Permits not only to transit but to load / unload goods on their territory. Third Country transport operations are not allowed to be performed under the cover of the BSEC Permit.

On 21 April 2011, Albanian authorities informed the BSEC Secretary General on their readiness to extend in 2011, the usage of the BSEC Permit to bilateral transport operations, too, as the above mentioned six countries already decided.

### **USAGE OF BSEC PERMITS IN 2011**

Country	Beginning Date of National Distribution	Fee (if applicable)	Amount of BSEC Permits used as of 20 April 2011	Remainder
Albania	01.02.2011	6 Euro	27	173
Armenia	Not yet			200
Georgia	Not yet			200
Moldova	Not yet		1	199
Romania	Not yet			200
Serbia	19.03.2011		3	197
Turkey	1 5.02.2011		43	157
<b>Total</b>			<b>74</b>	<b>1326</b>



**Participation of BSEC Member States to UNECE Road Transport Related Agreements / Conventions**  
*Status as of 01 April 2011*

	Nr.	UNECE Convent. / Road Transport	BSEC Member States											
			AL	AR	AZ	BG	GE	GR	MD	RO	RU	SRB	TR	UA
Infrast	1	Construction Traffic Arteries 1950				X		X		X		X	X	
	2	E Road Network 1975	X	X	X	X	X	X	X	X	X	X	X	X
	3	E Comb. Tr. Network, 1991	X			X	X	X	X	X	X	X	X	X
Road traffic and road safety	4	Road Traffic, 1949	X			X	X	X		X	X	X	X	
	5	Road Traffic, 1968	X	X	X	X	X	X	X	X	X	X		X
	6	Prot. Road Signs & Signals, 1949				X		X		X	X	X		
	7	Road Signs & Signals, 1968	X			X	X	X		X	X			X
	8	Suppl. 1968 Conv. Road Traffic, 1971	X			X		X	X	X	X	X		X
	9	Suppl. 1968 Road Signs & Signals, 1971	X			X	X	X		X	X	X		X
	10	Weights and Dimens, 1950						X				X		
	11	Suppl. 1949 Conv & Protocol, 1950						X				X		
	12	Road Markings, 1957	X			X				X		X	X	
	13	Protocol Road Markings 1973	X			X	X	X			X	X		X
	14	Issue & Validity of Driving Permits				X						X		
Vehic	15	Vehicle Regulations, 1958			X	X		X		X	X	X	X	X
	16	Tech. Inspect. Vehicles, 1997	X			X	X	X	X	X	X			X
	17	Global Vehicles Reg., 1998			X				X	X	X		X	
Other legal instruments	18	Work of Crews Intl. Road Transport(AETR) 1970	X	X	X	X		X	X	X	X	X	X	X
	19	Tax Priv Road Vehic, 1956	X						X	X		X		
	20	Taxation Road Passengers Vehicles, 1956	X							X		X		
	21	Tax Road Goods Vehic 1956								X		X		
	22	Contract Road Goods Transport(CMR) 1956	X	X	X	X	X	X	X	X	X	X	X	
	23	Protocol to CMR, 1978	X	X			X	X	X	X			X	X
	24	Contract Passengers and Lugg. Road Trans(CVR)1973										X		X
	25	Protocol to CVR, 1978										X		
	26	Econ. Reg. Road Trans 1954						X						
	27	Touring Facilities, 1954				X		X		X	X	X	X	
Border crossing facilitation	28	Protocol Touring Facilities, 54				X		X		X	X	X	X	
	29	Temp. Imp. Priv. Road Vehicles, 1954	X			X				X	X	X	X	
	30	TIR Convention, 1959	X			X		X		X	X		X	
	31	TIR Convention, 1975	X	X	X	X	X	X	X	X	X	X	X	X
	32	Temp. Imp. Commercial Vehicles, 1956			X	X		X		X		X	X	
	33	Customs Cont Conv, 1956				X		X		X		X		
	34	Customs Cont Conv, 1972		X	X	X	X	X		X	X	X	X	X
	35	Customs Treatment Pallets, 1960	X			X				X		X	X	
	36	Harmonization Frontier Controls of Goods, 1982	X	X	X	X	X	X	X	X	X	X	X	X
	37	Customs Pool Cont, 1994												
Danger. Goods	38	Dang. Goods by Roads(ADR) 1957	X		X	X		X	X	X	X	X	X	X
	39	Protocol to ADR, 1993	X			X		X	X	X	X			
	40	Liab.Dang.Goods-CRTD 1989												
	41	Perishab.Foodstuff- ATP, 1970	X		X	X	X	X	X	X	X	X		X
<b>BSEC Member State participation to UNECE Road Transport related Conventions</b>			<b>23</b>	<b>8</b>	<b>12</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>15</b>	<b>32</b>	<b>24</b>	<b>32</b>	<b>20</b>	<b>17</b>

## ***Accession to and Implementation of UNECE International Conventions and Agreements***

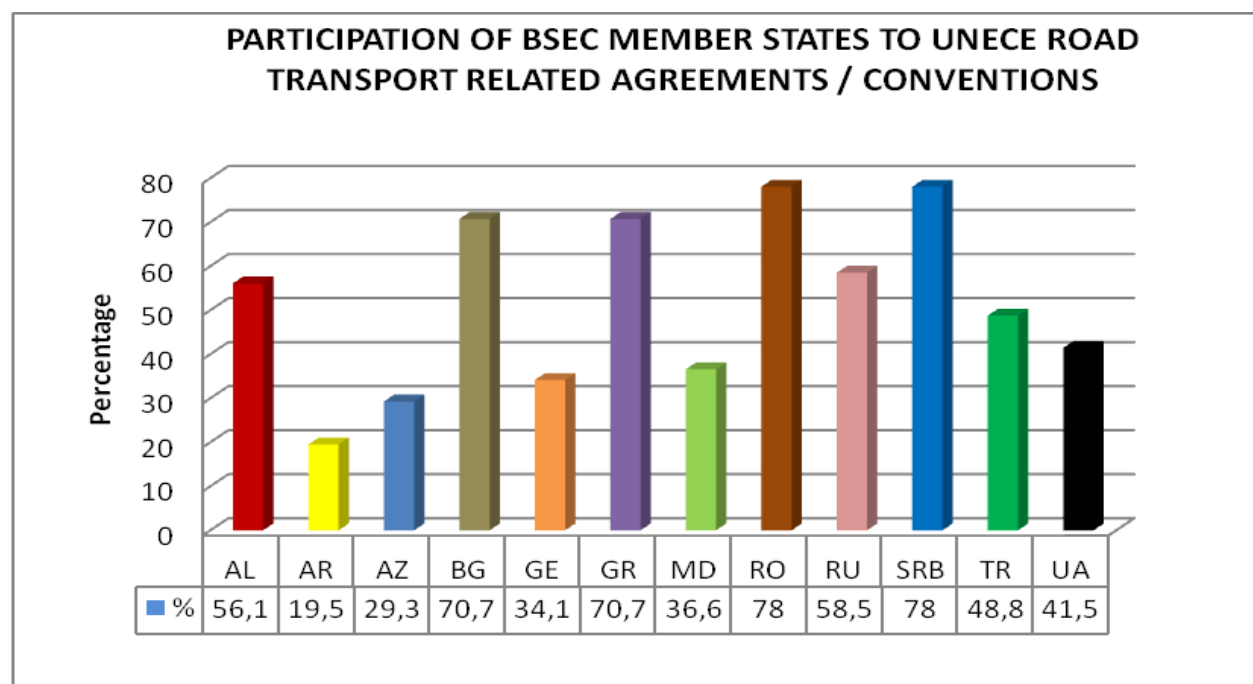
All 12 BSEC member States are signatories of the BSEC Memorandum of Understanding on Facilitation of Road Transport of Goods in the BSEC region, which has several operational paragraphs such as: gradual liberalization of the road transport market, harmonization of charges policies, facilitation of visa procedures for professional drivers and accession to and implementation of UNECE road transport related international conventions.

A number of 15 conventions and agreements are mentioned in the MoU with a request for accession and implementation.

The table above shows the position of each BSEC Member State with regard participation to international conventions, highlighting the situation of each country with a view to the 15 above mentioned ones.

Remarks:

1. All 12 BSEC Member States are contracting parties to: TIR Convention, Harmonization Convention, CMR Convention and E Road Network Agreement
2. 11 BSEC Member States are contracting parties to Road Traffic Agreement (-Turkey) and AETR Convention (-Georgia)
3. 10 BSEC Member States are contracting parties to the ADR Convention (-Armenia and Georgia)



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## ***Access to the profession***

The liberalization of access to the market presumes the introduction of uniform provisions regarding the access to the profession, according to which, a haulier will be issued with a license allowing it to exercise the profession if it complies with a set of rules related to professional competence, good reputation and financial standing.

In EU, these rules cover road hauliers using vehicles of over 3.5 to maximum authorized mass and commercial road passenger transport undertakings operating vehicles with seats for 9 passengers, including the driver, or more.

Admission to the occupation of road haulage operator and road passenger transport operator in the European Union is governed by Regulation (EC) No 1071/2009.

According to this regulation, operators must fulfill **four criteria** to access the profession:

- **Good reputation** criterion, which shall ensure the adequate entrepreneurial ethical conduct. Manipulating a tachograph, for example, would be considered a serious infringement leading to the loss of the good reputation.
- **Financial standing**, which requires operators to have available capital assets every annual accounting year of at least € 9.000 for the first vehicle and € 5.000 for each additional vehicle.
- **Professional competence**, which assesses the practical knowledge and aptitude of professionals in the sector by means of an obligatory exam with common arrangements, marking and certificates.
- To have an **effective** and **stable establishment** in a Member State.

A transport manager who is responsible for the respect of the road transport legislation enforced must be designated by each road transport operator.

National authorities have to carry out regular checks to ensure that transport companies continue to satisfy these four criteria.

In order to facilitate the monitoring of the road transport companies, EU Member States have to set up national electronic registers which are as of 2013 interconnected to facilitate the cooperation and exchange of information at European level.

The purpose of these rules is:

- to achieve greater harmonization of standards between EU Member States, particularly as regards levels of financial standing required and the standard of professional competence expected;
- to facilitate the right of establishment in other Member States and the mutual recognition of professional status;
- to improve the overall professional standing and quality of road transport;
- to prevent unscrupulous firms from seeking to gain market share by skimping on safety and working conditions.

In the BSEC region these rules are also governing even the strength of enforcement is not so high as in the EU. Transport companies are subject to a licensing process and can operate in international road transport if above mentioned criteria are complied with.

As far as “**Professional Competence**” is concerned, a certificate of professional competence is issued to an applicant if he (she) passes an exam of evaluation after graduating training courses in a specialized training institute. The table below shows how such a certificate could be achieved in each BSEC Country.

Training & Examination & Certification of Professional Competence of Transport Managers and Drivers													
Please fill in answers for below questions:	AL	AR	AZ	BG	GE	GR	MD	RO	RU	SRB	TR	UA	Remarks
Is it compulsory in your country the Certification of Professional Competence of Managers and Drivers?	NO	NO	Yes	Yes	yes	Yes		yes		we are in the lowmaking proces in this area	YES	yes	
Which body (authority) gives such certification?	DPSHTR R		ABADA	Executive Agency "Road Transport Administration"	training centre	Ministry Of Transport		Min of Tr.			MINISTRY OF TRANSPORT	-	
Which body(ies) (authority) gives professional training?	MPPT	AIRCA	ABADA	training centres	training centre	Private Training Schools		Training inst.			EDUCATION CENTERS WHO HAS LICENSE FROM MINISTRY OF TRANSPORT	Training Centre of ASMAP UA	
Is Your association entitled (recognized by national authorities) to give professional training?	NO	YES	Yes	Yes	yes	Yes		yes			YES	Yes	
Is Your association (training institute) recognized by the IRU Academy?	YES	NO	Yes	Yes	yes	No		No			YES(NATIONAL AND INTERNATIONAL ROAD HAULAGE)	Yes	
Training courses are done in classes or you have distant learning programs, too?	NO	IN CLASSES	in classes	In classes only	no	Classes Only		Classes			ONLY IN CLASSES	classroom	
Which body(ies) (authority) is entitled to examine graduates of training courses?	DPSHTR R	AIRCA	ABADA, Ministry of Transport	Executive Agency "Road Transport Administration"	comision	Ministry Of Transport		Min of Tr.			MINISTRY OF TRANSPORT, GAZI UNIVERSITY AND ISTANBUL UNIVERSITY	-	
Do your association's representative participate at the examination of graduates of training courses?	YES	YES	Yes	No	yes	No		Observer			YES	Yes	
Do your training institute follow the IRU methodology for training?	YES	YES	Yes	Yes, for managers	yes	No		No			YES	Yes	
How long time is valid a certificate of professional competence for transport managers?	NO LIMITS	3 YEARS	5 years	Permanent	5 year	Eternal		5 years			INDEFINITE	3 years	
How long time is valid a certificate of professional competence drivers?	NA	3 YEARS	5 years	5 years	5 year	5 years		5 years			SRC 1-2(PASSANGER TRANSPORT)-3-4(GOODS TRANSPORT) : INDEFINITE, SRC 5 (ADR TRANSPORT CERTIFICATE: 5 YEARS	3 years	
Which is the body which issues the certificates of professional competence recognized by national authorities?	DPSHTR R	AIRCA	ABADA	Executive Agency "Road Transport Administration"	training centre	Ministry of Transport		Min of Tr.			MINISTRY OF TRANSPORT-GAZI UNIVERSITY	Training Centre of ASMAP UA	

## Maximum Permitted Weights & Dimensions, Road User Charges, Other Charges & Fees

PERMISSIBLE MAXIMUM WEIGHTS IN EUROPE (in tonnes)							
Country	Weight per bearing axle	Weight per drive axle	Lorry 2 axles	Lorry 3 axles	Road Train 4 axles	Road Train 5 axles and +	Articulated Vehicle 5 axles and +
Austria	10	11.5	18	26	36	40	40
Azerbaijan	10	10	18	24	36	42	44
Belgium	10	12	19	26	39	44	44 (1)
Bosnia-Herzegovina	10	11.5	19	26	38	40	40
Bulgaria	10	11.5	18	26 (2)	36	40	40
Croatia	10	11.5	18	24	36	40	40
Czech Republic	10	11.5	18	26 (2)	36	44 (2)	42 / 48
Denmark	10	11.5 (3)	18	26 (2, 3)	38	42 / 48	42 / 48
Estonia	10	11.5	18	26 (2)	36 (4)	40 (5)	40
Finland (6)	10	11.5	18	26 (2)	36	44 / 60 (7)	42 / 48
France	13	13	19	26	38	40	40
FYROM	10	11.5	18	24	31	40	40
Georgia	10	11.5			44	44	44
Germany	10	11.5	18	26 (2)	36	40	40
Greece	7 / 10	13	19	26	33	40	40
Hungary	10	11.5	18	25	30	40	40 / 44 (8)
Iceland	10	11.5	18	26 (2)	36	40	44
Ireland	10	11.5 (9)	18	26 (2)	36	44 (2)	44 (2)
Italy	12	12	18	26 (2)	40	44	44
Latvia	10	11.5	18	26 (2)	40	40	40
Liechtenstein	10	11.5	18	26	36	40	40
Lithuania	10	11.5	18	26 (2)	36	40	40 / 44 (10)
Luxembourg	10	12 (11)	19	26	44	44	44
Malta	10	11.5	18	25	36	40	40 / 44 (8)
Moldova	10	10	18	24	36	40	40
Montenegro	10		16	24	36	40	40
Netherlands (12)	10	11.5	21.5	33	40	50	50
Norway	10	11.5	19	26	37	42	44
Poland	10	11.5	18	26 (2)	36	40	40
Portugal (4)	10	12	19	26	37	40	40
Russia	10	10	18	25 (2)	36	38	38
Slovakia	10	11.5	18	26 (2)	36	40	40
Slovenia	10	11.5	18	26 (2)	36	40	40
Spain	10	11.5	18	26	36	40	44 (13) / 42 (14)
Sweden	10	11.5	18	26 (2)	38	48/60 (10)	48/60 (10)
Switzerland	10	11.5	18	26 (2)	36	40	40
Turkey	10	11.5	18	25/26 (16)	36	40	40/44 (10)
Ukraine	11	11	16 (17)	22 (17)	38 (17)	38 (17)	38 (17)
United Kingdom	10	11.5	18	26 (2)	36	40 (18)	40 / 44 (10, 18)

### Notes

- 2 axles tractor + 3 axles semi-trailer: mechanical suspension = 43t ; pneumatic suspension = 44t
- With air suspension or similar
- Weight per drive axle: national traffic = 10t; international traffic = 11.5t; Lorry 3 axles: national traffic = 24t; international traffic = 26t
- 3 axle tractor + 1 axle trailer = 35t
- 3 and + axles tractor + 3 and + axles trailer = 44t
- For vehicles registered in an EEA member country
- 5 axles = 44t; 6 axles = 56t; 7 axles = 60t
- 44t is applicable for 40 feet long ISO containers
- Weight per drive axle: mechanical suspension (national traffic) = 10.5t; road friendly suspension (national traffic) = 11.5t; international traffic = 11.5t
- For vehicles engaged in combined transport
- Weight per drive axle: mechanical suspension = 11.5t
- Under specific conditions EMS (European Modular System) combinations may have a maximum length of 25.25 m and maximum mass of 60t
- 3-axle motor vehicle with 2 or 3 axle semi-trailer carrying a 40 feet ISO container as a combined transport operation
- 2 axle motor vehicle with 3 axle semi-trailer carrying a 40 feet ISO container as a combined transport operation
- 5 axles = 48t; 6 axles = 58t; 7 axles = 60t
- With the conditions laid down in Regulation for type approval.
- Container trucks 2 axles = 18t; 3 axles = 24t; road train 4 axles, 5 axles and + and articulated vehicles 5 axles and + = 44t; container trucks licensed by the state Motor Road service of Ukraine and State traffic Inspection Department: road trains and articulated vehicle 5 axles and + = 46t
- For general operation at 44t, at least 6 axles are required. The drive axle(s) must not exceed 10.5t and have twin tyres / road friendly suspension. Vehicles not having road friendly suspension on the drive axle(s) must have twin tyres and a maximum axle weight not exceeding 8.5t. Each part of the combination must have at least 3 axles and the trailer must have road friendly suspension

PERMISSIBLE MAXIMUM DIMENSIONS IN EUROPE					
COUNTRY	HEIGHT	WIDTH	LENGTH		
			Lorry or Trailer	Road Train	Articulated Vehicle
Austria	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Azerbaijan	4 m	2.55m	12 m	20 m	
Belgium	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Bosnia-Herzegovina	4 m	2.55m	12 m	18.75 m	16.50 m
Bulgaria	4 m	2.55 m	12 m	18.75 m	16.50 m
Croatia	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Czech Republic (4)	4 m	2.50 m (3)	16.50 m	18.75 m	18.75 m
Denmark	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Estonia	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Finland (1)	4.20 m	2.60 m (6)	12 m	25.25 m	16.50 m
France	not defined	2.55 m (3)	12 m	18.75 m	16.50 m
FYROM	4.10 m	2.60 m	12 m	18.75 m	16.50 m
Georgia	4 m	2.55 m (3)	12 m	20 m	20 m
Germany	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Greece	4 m	2.55 m	12 m	18.75 m	16.50 m
Hungary	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Iceland	4.20 m	2.55 m (3)	12 m	22 m	18.75 m
Ireland	4.65 m	2.55 m (3)	12 m	18.75 m (7)	16.50 m
Italy (2)	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Latvia	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Liechtenstein	4 m	2.55 m	12 m	18.75 m	16.50 m
Lithuania	4 m	2.55 m (3)	12 m	18.75 m (4)	16.50 m
Luxembourg	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Malta	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Moldova	4 m	2.50 m	12 m	20 m	16.50 m
Montenegro	4 m	2.50	12 m	18 m	16.50 m
Netherlands (8)	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Norway	not defined	2.55 m (3)	12 m	19.50 m	17.50 m
Poland	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Portugal (2)	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Russia	4 m	2.55 m (3)	12 m	20 m	20 m
Slovakia	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Slovenia	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Spain	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Sweden	not defined	2.55 m (3)	24 m (5)	24 m (5)	25.25 m
Switzerland	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Turkey	4 m	2.55 m (3)	12 m	18.75 m	16.50 m
Ukraine	4 m (9)	2.60 m	22 m	22 m	22 m
United Kingdom	not defined	2.55 m (3)	12 m	18.75 m	16.50 m

## Notes

- For vehicles registered in an EEA member country
- Increased values are applicable for certain types of transport (i.e. containers, motorcars, etc.)
- Vehicles at controlled temperatures = 2.60 m
- Road train specialised in the carriage of cars: height = 4.20 m; length = 20.75 m
- Theoretically, but in practice: 25.25 m in conformity with Directive 96/53/EC, Article 4
- Road train (total length over 22 m); width = 2.55 m as from 1 Jan 2010. Road train (>22m) units and coaches fitted with a new vehicle body on 1-Oct-2004 or later; width = 2.55 m. Vehicles at controlled temperatures
- But may be allowed up to 22 m subject to certain restrictions
- a Under specific conditions EMS (European Modular System) combinations may have a max. length of 25.25 m and max. weight of 60 tons
- b Domestic transport of 45 ft containers is accepted with combinations of vehicles (tractor – trailer – container) of max. length of 17.30 m. The maximum overhang of the container to the (rear) underrun protection shall not exceed 0.60 m
- Container trucks = 4.35 m



## ***Drivers' working conditions, Checks and sanctions***

The European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road (AETR) and European Union Regulation (EC) No. 561/06 establish strict rules to driving time, break and rest period for drivers engaged in national and international road transport. The AETR rules have been aligned with Regulation (EC) 561/2006 and entered into force on 20 September 2010.

### **Breaks**

After a period of no more than 4.5 hours of driving, a driver must take an uninterrupted break of at least 45 minutes, unless the driver begins a daily or weekly rest period. Alternatively, a full 45-minute break can be replaced by two breaks. The first break must be at least 15 minutes followed by a break of at least 30 minutes each distributed over the driving period or immediately after the driving period, as long as the total break adds up to 45 minutes.

### **Daily driving limit**

The maximum daily driving time is 9 hours, which can be increased to 10 hours twice a week.

### **Weekly driving limit**

The weekly driving time is a maximum of no more than 56 hours.

### **Fortnightly driving limit**

The maximum fortnightly driving time during any two consecutive weeks shall not exceed 90 hours.

**Daily Rest Periods** - This means the daily period during which a driver may freely dispose of his time and covers a 'regular daily rest period' and a 'reduced daily rest period' as follows:

- 'Regular daily rest period' means any period of rest of at least 11 hours. Alternatively, this regular daily rest period may be taken in two periods (split daily rest period), the first of which must be an uninterrupted period of at least 3 hours and the second an uninterrupted period of at least 9 hours;
- 'Reduced daily rest period' means any period of rest of at least 9 hours but less than 11 hours;
- A 'Reduced daily rest period' can be taken **no more** than 3 times in any week
- A daily rest period may be extended to make a 'regular weekly rest period' or a 'reduced weekly rest period'. A daily rest period may be taken in a vehicle, provided that it has suitable sleeping facilities and is stationary.

**Weekly Rest Periods** - means the weekly period during which a driver may freely dispose of his time and covers a 'regular weekly rest period' and a 'reduced weekly rest period'.

In any two consecutive weeks, a driver shall take at least:

- Two 'Regular weekly rest period' with each rest period being a minimum of 45 hours; or
- One 'Regular weekly rest period' of at least 45 hours, and One 'Reduced weekly rest period' of a minimum of 24 consecutive hours. However, any reduction shall be compensated by an equivalent period of rest taken en-bloc before the end of the third week following the week in question.

The European Union introduced standards regarding the minimum percentage of drivers' working days to be checked both at the roadside and at the premises of road transport companies.

Also, a group of European road control services (Euro Contrôle Route) cooperate to improve safety on the roads and compliance with the road transport regulations and to promote fair competition. The general objective of the collaboration is, via consultation, cooperation and common initiatives, to harmonize inspection practices with one another as much as possible in the participating countries - and ideally throughout Europe.

The Inspection (check) of a vehicle/driver is one stage in a procedure that starts with the detection of an infringement and ends with a sanction, and there is no evidence that the level of tolerance shown by control services is the same in all countries. National rules vary regarding both the procedures that follow detection of an infringement and the level of punishment, if the infringement is punished.

For example, failure to comply with driving and rest time regulations is not sanctioned with the same severity from one country to another: continuous driving time of 9 hours (i.e. 5½ hours more than the regulations permit) is subject to an administrative sanction in the form of a fine of 4 600 euro in Spain, 840 euro in Germany and 550 euro in the Netherlands.



BORDER CROSSING SURVEY									
BSEC Member State	Name of the Border Crossing Point	Average Waiting Time to enter the Border	Organization of the Border Crossing Point			Documents requested in the border, related to the goods transport	Time for processing documents	Official payments for border crossing	Corruption Bribery
			Lane for life consignm.	Lane for TIR	Lane for empty trucks				
AL									
AR	Bagratashen, Bavra, Meghri		NO	NO	NO		1 hour		
AZ	Sinigkorpu(GE) Balakan (GE) Lagodekhi(GE) Sadakhlo(RU) Sadarak(TR)		NO NO NO NO NO	Yes Yes Yes Yes Yes	NO NO NO NO NO	TIR Carnet, CMR, Invoice, Permit,	20-40 minutes	Depending on the goods carried	
BG	All Bulgarian Borders		NO	NO	NO	TIR Carnet, CMR, Invoice, Permit, MRN incl. safe and security data (submitted electronically)		Veterinary control (if needed) - the fee depends on the type and the quantity of the goods, subject to this control, as well as the services provided, starting from BGN 108,00. - Vehicle weighing fee - Payable only in case of exceeding the MPW and/or axle load or if the weighing is upon request of the vehicle's owners or of the persons carrying out the transport - EUR 5.00 per truck.	
GE	Sadakhlo(AR) Red Bridge(GE) Sarpi (TR)	2-3 hrs 4-5 hrs 1-2 hrs	NO NO NO	NO NO Yes	NO NO NO	TIR Carnet, CMR, Invoice, Permit	1 hrs 2-3 hrs 1 hrs	10 USD 70-150 USD 15-170 USD	No Yes Yes
GR	Kulata (BG) Sarpi(GE) Giurgiulesti(MD) Giurgiu(RO) Novogourkovits (RU) Ipsala(TR) Rini(UA)	1-2 hrs 2-3 hrs 20-24 hrs 1-2 hrs 5-15 hrs	no special lane, but live consignments have priority, using the left lane	NO NO NO Yes Yes NO NO	NO NO NO Yes Yes Yes Yes	TIR Carnet, CMR, Invoice, Permit. (Medical Certificate)	1-2 hrs 4-5 hrs At least 4 hrs 2-3 hrs 5 hrs	7 €/day Vign. 20\$ Insurance No official Transit 25-50€ Weighing 5€ Road tax 10€	No Yes Yes Yes Yes No Yes
MD									
RO	Orjahovo(BG) Ruse(BG) Kaptan Andreevo Lesovo (BG) Promachonas(GR) Cahul (MD) Leuseni (MD)	15 min 14 min 9 hrs 3 hrs 20 min 1 hrs 2.5 hrs	no special lane, but live consignments have priority, using the	Yes Yes yes Yes Yes Yes Yes	NO NO NO NO NO NO NO	TIR Carnet, (T1), CMR, Invoice, Permit. (Medical Certificate)	10 min 15 min 45 min 1 hrs 10 min 1hrs 1 hrs	14 € 37 € 10 €-disinfection 85 MDL No 20 € 7 €-weighing	

[illegible]

Problems observed at border crossings arise from three main areas:

**1. Control procedures:**

- the complexity of control procedures and changes to current regulations made without prior notice;
- insufficient use of controls based on risk analysis and of automated clearing systems;
- lack of cooperation between control agencies and, all too often, the lack of joint controls

**2. Infrastructure:**

- border crossing points posts in eastern countries are under-equipped;
- systems for communicating and transmitting data between all players at border crossings, and especially between different countries' control agencies are insufficient and inefficient

**3. Staff:**

- lack of quality and training;
- insufficient motivation and hence very low productivity in many cases;
- questionable ethical conduct, resulting in widespread corruption and smuggling

***Permitted fuel to be carried by trucks entering a BSEC country***

OT= Original Tank (the fuel tank(s) originally equipped by the producer of the truck)

	AL	AR	AZ	BG	GE	GR	MD	RO	RU	SRB	TR	UA
AL	X	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
AR	OT	X	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
AZ	200	200	X	200	200	200	200	200	200	200	200	200
BG	OT	OT	OT	X	OT	OT	OT	OT	OT	OT	OT	OT
GE	OT	OT	OT	OT	X	OT	OT	OT	OT	OT	OT	OT
GR	200	200	200	200	200	X	200	200	200	200	200	200
MD	OT	OT	OT	OT	OT	OT	X	OT	OT	OT	OT	OT
RO	OT	OT	OT	OT	OT	OT	OT	X	OT	OT	OT	OT
RU	OT	OT	OT	OT	OT	OT	OT	OT	X	OT	OT	OT
SRB	OT	OT	OT	OT	OT	OT	OT	OT	OT	X	OT	OT
TR	550	-	200	550	550	200	550	550	550	550	X	550
UA	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	X

\* \* \*

NECESSARY VISAS FOR PROFESSIONAL DRIVERS NATIONALS OF BSEC MEMBER STATES																
	AL	AR	AZ	BG	GR	GE	MD	RO	RU	SRB	TR	UA	Free visa regim	Visas BSEC(EU)	Visas BSEC (Non EU)	V
AL		V	V			V	V		V	V	V		4 (BG,GR,RO,UA)	0	7(AR,AZ,GE,MD,RU,SRB,TR)	
AR	V		X							V	X		4 (GE,MD,RU,UA)	3 (BG,GR,RO)	2 (AL,SRB)	
AZ	V	X								V	V		4 (GE,MD,RU,UA)	3 (BG,GR,RO)	3 (AL,SRB,TR)	
BG		V	V						V		V		7 (AL,GR,GE,MD,RO,SRB,UA)	0	4 (AR,AZ,RU,TR)	
GR		V	V						V		V	V	6 (AL,BG,GE,MD,RO,SRB,UA)	0	5 (AR,AZ,RU,TR,UA)	
GE	V								V	V			5 (AR,AZ,MD,TR,UA)	3 (BG,GR,RO)	3 (AL,RU,SRB)	
MD	V									V	V		5 (AR,AZ,GE,RU,UA)	3 (BG,GR,RO)	3 (AL,SRB,TR)	
RO		V	V						V		V		7 (AL,BG,GR,GE,MD,SRB,UA)	0	4(AR,AZ,RU,TR)	
RU	V					V							6 (AR,AZ,MD,SRB,TR,UA)	3 (BG,GR,RO)	2 (AL,GE,)	
SRB		V	V			V	V						7 (AL,BG,GR,RO,RU,TR,UA)	0	4 (AR,AZ,GE,MD)	
TR		V					V					V	5 (AL,AZ,GE,RU,SRB)	3 (BG,GR,RO)	3 (AR,MD,UA)	
UA										V	V		6 (AL,AR,AZ,GE,MD,RU)	3 (BG,GR,RO)	2 (SRB,TR)	
Possible Combinations for Granting Visas: 12 x 12 - 12- 3=129 (100%)													66 (51,16%)	63 (48,84%)		
Out of 129 Possible Combinations for Granting Visas in the BSEC Region (100%), 66 have "Free Visa Regim" (51.16%)													21 (16,28%)	42 (32,56%)	V	
In other words, visa is necessary in 48,84% of cases. In 33.33% of cases visa is required for EU-BSEC Member States and in 66.67% of cases is necessary for NonEU BSEC Member States. <b>BSEC Visa Agreement should be implemented!</b>													63 (100%)	42 (66,67%)	V	

