

G3125

Istanbul, 14th November 2011



20TH MEETING OF THE BSEC-URTA GENERAL ASSEMBLY

Tüyap Fair Convention and Congress Center
Istanbul- Turkey
Thursday, 24 November 2011, at 15:00 hrs

FOLLOW UP TO THE BSEC-URTA SEARCH CONFERENCE, ANTALYA, 7-10 SEPTEMBER 2011

BSEC-URTA organised a Search Conference on Road Transport 2021 in Antalya, Turkey on 7-10 September 2011. BSEC-URTA Members and Observers, the representatives of the BSEC and BSEC Related Bodies, Ministries of Transport, Customs and Diplomatic Corps of the BSEC Member States as well as international organisations and development partners such as the IRU, UNECE, ECO and IDB participated in the meeting.

The Search Conference was led and moderated by ARAMA Consultancy (Turkey) in order to enable the participatory and collective series of plenary discussions and group works of the BSEC-URTA's internal and external stakeholders to identify national, regional and macroeconomic trends and industry performance in the past 10 years, to evaluate existing and future main threats and opportunities in comparison with available strength and weaknesses, and eventually to design an ideal future of the BSEC road transport industry in 2021 along with a strategic road map for all stakeholders to get there.

Preliminary Notes and Conclusions of the BSEC-URTA Search Conference are given in the Annex.

The Conference Conclusions constitute a framework for systematic consideration and possible implementation of the BSEC-URTA in cooperation with its main partners and Members during second 10 years of the BSEC-URTA since its foundation.

* * *

Search Conference, Antalya, 8-9 September 2011

Search Conference is a participatory methodology applied by ARAMA Participatory Management Consulting team to enable the presence of BSEC-URTA internal and external stakeholders throughout the strategic planning of BSEC-URTA and BSEC future road transport objectives. This participatory methodology is believed to serve two purposes in the future design. Firstly, it aims to reach a common ground for BSEC – URTA’s future design and change utilizing the know-how and experiences of the stakeholders. Secondly, it brings a systematic approach to change.

The following steps were realized during the flow of the Search Conference:

- Global and local trends that may affect road transport in BSEC region and in the world were listed through a brainstorming session with all participants. After the brainstorming session, participants were asked to come up with the most influential trends by using the trends listed in brainstorming session. Afterwards, the group works were presented, collectivized and evaluated.
- After the presentation of BSEC-URTA’s evolution, lessons learnt were discussed with the participants. After the plenary discussion held, participants were asked to diagnose the prouds and sorries of BSEC-URTA in the group work. Afterwards, the group works were presented, collectivized diagnose has been shared with the participants.
- The vision, the mission and the strategic pillars of BSEC-URTA such as macro economic and political transformation, free and fair competition vs. protectionism were discussed in a plenary session.
- Participants were asked to work on the future design of next ten years as far as the BSEC road transport industry is concerned. In three work groups the road map of next ten years and the future milestones during this journey were discussed. These three strategy formulation groups worked on road transport facilitation, simplification and border procedures, infrastructure and sustainable development. Participants were asked to present their road maps at the end of the group work.

FUTURE DESIGN FRAMEWORK

A. FUTURE DIRECTION

VISION

“Common Solutions for Common Problems”

MISSION

“To work better with governments and BSEC Organization, to enable road transport deliver the goods in cost efficient manner, secure, smoothly and safely in an integrated BSEC road transport market and beyond, by interconnecting businesses, markets and all stakeholders to the best interest of society”

B. STRATEGY FORMULATION

MACRO ECONOMIC AND POLITICAL TRANSFORMATION

Industry transformation, globalization and revitalization of the Silk Road, changing the rules of the game and vertical integration along the value chain, combined transportation, strategic planning, trade growth, not aligned regional vs. national interests, urgent support package to industry in case of crisis

FREE AND FAIR COMPETITION vs. PROTECTIONISM

Access to profession and market access, fair and equal enforcement of rules, industry arbitration, integrated market, stronger national fleets, strong capacity

ROAD TRANSPORT FACILITATION

Integration of the BSEC road transport market, expansion and implementation of the UN trade and road transport facilitation instruments, favourable charging policies, driver visas, driving and rest times, digital tachograph, security

ROAD TRANSPORT INFRASTRUCTURE

Black Sea Ring Highway and Motorways of the Black Sea network planning, integration with IRU Model Highway Initiative, modernisation of border crossing points

SIMPLIFICATION OF CUSTOMS PROCEDURES AT BORDERS

Harmonised weights and dimensions of road goods transport vehicles, simplified and harmonised documents and controls, TIR Green Lane, International Vehicle Weight Certificate, Single Window, Joint Border Controls, Integrity

SUSTAINABLE DEVELOPMENT OF ROAD TRANSPORT

Innovation, incentives, infrastructure, training, environment and energy concerns, renewable energy, road safety

IMPLEMENTATION STRUCTURES

Systematic monitoring of border crossing points, enabling structures for current and new projects, project oriented BSEC

POSITIVE COMMUNICATION and COLLABORATION

Society, decision makers, business community, international organizations, policy makers

FUTURE DESIGN GROUP WORK

The participants agreed that the Future Design should be worked out under the following strategic activities:

- *Road Transport Facilitation*
- *Simplification of Customs Procedures*
- *Implementation and Sustainable Development*

GROUP 1 – ROAD TRANSPORT FACILITATION

Main Goal: Full implementation of BSEC MoU on facilitation of Road Transport of Goods by 2021

- From Permits to liberalization
- Visa (no or free, multiple entry)
- Harmonized charges

Strategy

Priority I – Liberalization of BSEC Road Transport Market at least by 2021

- Transform BSEC Permit to a Regional License similar with ECMT (i.e. multiple use)
- Full liberalization transit: 2015 and full liberalization of bilateral transport: 2016
- Liberalize the market at bilateral level through bilateral agreements where and as soon as possible
- Bring in new/all BSEC Member States into BSEC Permit until full liberalization
- At liberal market, there is not any permit/license. 2021

Priority II – Professional Drivers are exempted from visas under guarantee of IRU/BSEC-URTA.

- OR visa exemption on a bilateral exchange of list of professional drivers between the countries.
- OR they are granted free-of-charge, long-term, multiple entry visas by 2021.
- OR a regional BSEC Visa for Professional Drivers valid for 12 months minimum.
 - Work for expanding the best practice of visa issuance on basis of exchange of Government lists of drivers at bilateral level OR centrally through the BSEC PERMIS
 - Immediate implementation by promotion to countries
 - Lobby for signature of new Member States of the Visa Agreement
 - Entry into force 2013
 - Using one or few of the many options/strategies above, ensure abolishing or professional visa across whole region
 - By 2021

Priority III – Fundraising for successful implementation of Facilitation Projects should be ensured/planned in partnership with related organizations.

- Identify political resources/stakeholders (eg. BSTDB, Association, revenues from TIR etc.)
 - By 2012
- Coordinate resources of organizations, governments, associations
 - Subject to success of creation of sustainable resources a panel of WG/T+BSEC SG + IRU SG + President of BSEC-URTA + Presidents of Member Associations can decide how to use these funds for right projects

Communication Strategy

- Role of BSEC PERMIS should be reinforced for efficient follow up and decision making at BSEC Competent Organs on Transport as well as at national level
- BSEC PERMIS should make frequent road shows with national activities
- BSEC-URTA Members should make more efficient lobbying at national level
- BSEC-URTA International Secretariat should make more frequent bilateral contacts with authorities at national level
- BSEC PERMIS and BSEC-URTA International Secretariat should appear more in the media to put legitimate pressures and attention.

GROUP 2 – SIMPLIFICATION OF CUSTOM PROCEDURES

- Become party and apply
 - UNECE1982 International Convention on Harmonization of Frontier Controls of Goods
 - WCO Revised Kyoto Convention (BSEC Countries)
 - Other UNECE, WCO, WTO Conventions related to road transport
 - Support BSEC - URTA Initiatives/Support Activities (Workshop)
 - To increase awareness
 - To monitor the progress through progress reports
 - In cooperation:
 - National customs authorities
 - IRU
 - WCO
 - UNECE
 - National associations
 - Workshops on annual basis
 - Organization of a major conference until 2014
 - Implementation of all related conventions until 2016
- Apply WCO Risk Assessment tools by using by countries same methodology
 - Bring the issue to the agenda of the BSEC WG/Customs
 - Work with national customs administration
 - Cooperation: customs to customs, public-private
 - Organization of thematic workshop until 2012

- Evaluation of current situation until 2013
- Organization of major conference until 2014

- Avoid duplication of X ray controls in the borders by implementation of a BSEC Check Document to record an already performed control and limit several exposure at radiations of driver and vehicle during an in international transport operation.
 - Bring the issue to the agenda of the BSEC WG/Customs
 - Work with national customs administration
 - Cooperation: customs to customs, public-private
 - Till 2013 draft a sample document and a BSEC Agreement on X-Ray controls of professional drivers and vehicles
 - Till 2015 implement the BSEC Check Document on X ray Controls

GROUP 3 - INFRASTRUCTURE & SUSTAINABLE DEVELOPMENT

- BSRH (Ring Highway): finished by 2020
 - Modernization of border crossing points
 - IRU Model Highway Initiative
- Motorways of the Sea
 - Upgrading of ports, Ro-Ro to connect with BSRH: Finish before 2020
- Energy concerns
 - Energy policy by member states (Diversification of energy market, energy saving through innovation and training)
 - Innovation for better use of solar, wind, water energy source for possible use in transport industry
- Road safety. Emphasis on training, implementation of rules and infrastructural