



**UNION OF ROAD TRANSPORT ASSOCIATIONS IN THE BLACK SEA ECONOMIC COOPERATION REGION
(BSEC-URTA)**

DOC/GA15/MoU-F/09

Istanbul, 29 April 2009

FIFTEENTH MEETING OF THE BSEC-URTA GENERAL ASSEMBLY

Hotel Metropol, Yerevan – ARMENIA
Tuesday, 12 May 2009, at 10:00 hrs

**IMPLEMENTATION OF THE BSEC MOU ON FACILITATION OF ROAD TRANSPORT
OF GOODS IN THE BSEC REGION**

(Information Paper prepared by the BSEC-URTA International Secretariat)

Entry into force

The BSEC Memorandum of Understanding on Facilitation of Road Goods Transport in the BSEC Region (MoU-F), is in force for eleven BSEC Member States: Albania, Armenia, Azerbaijan, Bulgaria, Georgia, Greece, Moldova, Romania, Serbia, Turkey and Ukraine.

The Russian Federation has completed the ratification procedure and the MoU will enter into force for it on 2 May 2009, so for all BSEC Member States the legal form for implementation is clearly created.

The MoU-F is administered by a Steering Committee, composed of representatives of all signatory states (SC.F).

Operative Articles of the MoU-F

- Article 3) Progressive Liberalization of International Road Transport of Goods,
- Article 4) Accession to International Agreements-Harmonization of Maximum Permitted Weights and Dimensions, Transportation of Dangerous Goods and Social Regulations,
- Article 5) Charging policies-Information system on charges related to road transport,
- Article 6) Facilitation of Visa Procedures for Professional Drivers.

First Meeting of the SC.F

At its first meeting in Istanbul on, 21-22 March 2007, the SC.F requested PERMIS and IRU to consider co-sponsoring an expert study, which could be a substantial implementing tool for the SC.F. SC.F expected to see in such a study various best practices and alternatives that could be considered for implementing in the context of the MoU-F.

PERMIS and IRU agreed to this request of the SC.F and PERMIS mandated NEA in the Netherlands to carry out this work.

NEA completed its study and delivered to the PERMIS in December 2008.

PERMIS distributed the NEA report to the Member States and decided to convene a public-private roundtable meeting to discuss the alternatives and methods provided by the NEA experts under all operative articles of the MoU-F.

Public-Private Roundtable

The public-private roundtable on implementation of the MoU-F was held at the premises of the PERMIS in Istanbul on 10 February 2009, with the participation of the representatives of the BSEC Member States, UNECE, IRU, BSEC-URTA, its Member Associations as well as NEA, which undertook the subject expert study as mentioned above.

At the meeting, the NEA representative presented the abovementioned study, which included alternative projects and activities to address each of all operative articles of the MoU-F.

Representatives of the Member States exchanged views on all these proposals but particularly extensive discussion took place on the matter of how to liberalize the bilateral road transport of goods in the BSEC region, gradually.

Roundtable was chaired by the Chairman of SC.F, which prepared a summary of the Conclusions of the Roundtable for consideration by the second meeting of the SC.F.

Third Meeting of the SC.F

SC.F held its third meeting in Istanbul on 12-13 February 2009, following the abovementioned public-private roundtable and with the participation of its members as well as representatives of the UNECE, IRU and BSEC-URTA.

Further to the Roundtable meeting in the previous day, extensive discussion took place again on how to liberalize the bilateral road transport, gradually.

NEA experts made following alternative proposals for gradual liberalization:-

- (a) use bilateral road transport agreements on a systematic manner,
- (b) create a BSEC Permit, which could be printed and distributed by the PERMIS and good for transit movement of trucks between the interested member states,
- (c) develop a regional license system similar in nature to the ECMT licenses.

SC.F took note of these alternative proposals and the general Conclusions of the Roundtable presented by its Chairman and agreed that the NEA proposals related with gradual liberalization of bilateral road transport of goods in the BSEC region, are not necessarily for selection but they should be implemented among the interested Member States, simultaneously.

Some countries expressed their interest during the meeting as follows:-

Country	Alternative (a)	Alternative (b)	Alternative (c)
Moldova	YES	YES	YES
Russia	YES	NO	NO
Turkey	YES	YES	YES

In addition, SC.F requested the remaining Member States to confirm to the BSEC PERMIS about their interest with the given three alternatives within two months.

It was decided that after this period is over, the PERMIS should convene an extraordinary meeting of the SC.F in order to make an evaluation, make decisions for certain action by the PERMIS and set up project groups, if necessary, under each of these alternatives.

In order to facilitate this road map, SC.F mandated PERMIS to prepare in consultation with the IRU and BSEC-URTA, a template of the possible BSEC Permit and its suggested usage guidelines.

As of 30 April 2009, following countries confirmed their interest in the abovementioned alternatives as follows:-

Country	Alternative (a)	Alternative (b)	Alternative (c)
Greece	YES	NO	NO
Serbia	YES	YES	YES

To read all main recommendations of the NEA experts, the report of third meeting of the SC.F and summary conclusions of the roundtable meeting are given in the Annex 1 hereto.

BSEC Permit and its draft usage guidelines

In pursuance with subject decision of the SC.F, the PERMIS together with the IRU and BSEC-URTA, has elaborated a template specimen for a BSEC Permit and its draft usage guidelines, which were disseminated to all BSEC Member States for their review on 17 March 2009.

The abovementioned information circulated by the PERMIS is given in Annex 2 hereto.

BSEC Meeting of the Ministers of Transport

The Meeting of the BSEC Ministers of Transport was held in Yerevan on 27 March 2009, where the Ministers adopted a *Declaration on Prospects of Cooperation in the Field of Transport in the BSEC Region*.

This Ministerial Declaration, among others, welcomed the work of the SC.F and the fruitful results of the BSEC Public-Private Roundtable Meeting, and agreed to make further efforts for the implementation of the BSEC MoU on Facilitation of Road Transport of Goods.

20th Meeting of the BSEC Council of Ministers of Foreign Affairs

The Council met in Yerevan on 16 April 2009.

The BSEC Foreign Ministers in their *"Resolutions, Decisions and Recommendations"*, among others, welcomed the adoption of abovementioned "Yerevan Declaration" and the outcome of the Roundtable devoted to the NEA study.

The Ministers also welcomes elaboration of several options on the progressive liberalization of the international road transport of goods and instructed the SC.F to take further steps for facilitation of road transport of goods in the BSEC Region.

Extraordinary Meeting of the SC.F

PERMIS announced that the extraordinary meeting of the SC.F would be held at the PERMIS headquarters in Istanbul on 2-3 June 2009.

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**ROUND TABLE DEVOTED TO THE STUDY ON
THE MEMORANDUM OF UNDERSTANDING ON
FACILITATION OF ROAD TRANSPORT OF GOODS IN THE BSEC REGION**

Istanbul, 10 February 2009

1. The Round Table Devoted to the Study on the implementation of the Memorandum of Understanding on Facilitation of Road Transport of Goods in the BSEC Region (MoU) was held in Istanbul on 10 February 2009.
2. The Meeting was chaired by Mr. Izzet IŞIK, Head of Department, General Directorate of Land Transport, Ministry of Transport and Communications of the Republic of Turkey.
3. The representatives of the Contracting Parties to the MoU (Republic of Armenia, Republic of Azerbaijan, Georgia, Republic of Moldova, Romania, Russian Federation, Republic of Serbia, Republic of Turkey and Ukraine), BSEC Related Bodies (Black Sea Business Council), international organizations (UNECE, IRU, BSEC-URTA), national transport associations (ANALTIR, ABADA, AEBTRI, GIRCA, AITA, ARTRI, UNTRR, Ingosstrakh, ASMAP, PU "Medjunarodni Transport" and UND), Union of the Chambers of Commerce and Commodity Exchange of the Republic of Turkey (TOBB) and NEA attended the meeting. The list of participants is attached as Annex I.
4. The participants were addressed by H.E. Ambassador CHRYSANTHOPOULOS, Secretary General of BSEC PERMIS, Mr. Vladimir FLOREA, President of BSEC-URTA, and Mr. Haydar ÖZKAN, IRU General Delegate to the Middle East Region, and Mr. Halim METE, Vice President of TOBB. In particular, they underlined the importance of the NEA study and of the Round Table as a unique opportunity to exchange views on the problems identified and distinguish further steps for streamlining BSEC work on facilitation of road transport goods and, respectively, on the implementation of the MoU. They stressed the common opinion that the Study and the outcome of the Round Table will contribute much in to work of the Steering Committee which will hold its next session tomorrow.
5. The Draft Agenda of the Meeting was adopted. The Agenda, as adopted, is attached as Annex II.
6. Ms. Padideh GUTZKOW, NEA Senior Consultant, made a presentation of the Study. Following the description of the present developments in trade and transport in the BSEC Region, she addressed the following provisions of the MoU, informing about the problems identified and possible alternative ways for their solutions:
 - Progressive liberalization of international road transport of goods;
 - Accession to international agreements - harmonization of maximum permissible weights and dimensions, transportation o dangerous goods and social regulations;
 - Charging policies, information system on charges related to road transport;
 - Facilitation of visa procedures for professional drivers.
7. The participant discussed the Study and exchanged views on the ways of implementation of the MoU and application of better world practices in this regard.

The following are the conclusions of the Chairman based on the outcome of the Round Table:

8. The Study identifies and proposes alternative ways, methods, projects and activities for actual implementation of the MoU in the most efficient way for successful economic cooperation in the BSEC Region. It presents expert' views on facilitation of road transport on the basis of the main provisions of the MoU and the problems identified. The alternatives are based on best practices and experiences in other regions as well as past experiences in similar fields. Where possible each

alternative was presented with advantages and disadvantages in terms of implementation or expected outcome and effect.

9. On the issue of *Progressive Liberalization of International Road Transport of Goods* there are three alternatives which can be applied by the BSEC Member States simultaneously:

- Gradually liberalize road transport by admitting free bilateral and transit transport through bilateral agreements or protocols;
- Create a regional multilateral permit system among interested Parties ;
- Develop BSEC permit allowing to perform a single trip in transit of direct transport through concerned BSEC Member States which agreed to have such a permit.

10. The BSEC Member States could consider the issue of establishment of the relevant ad hoc working groups for countries which may wish to elaborate on the relevant alternative.

11. *Accession to international agreements - harmonization of maximum permissible weights and dimensions, transportation of dangerous goods and social regulations* is essential for the achievement of the major objectives of the MoU. The Parties to the BSEC MoU should continue the accession to the UNECE tools prioritizing the UN conventions which have a high influence on the establishment of a better transportation in the Region.

12. The Parties to the BSEC MoU, which have not yet done so, may wish to consider as a priority to join the 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and 1970 European Agreement concerning Driving and Rest Time Rules of Crews (AETR) as well as the World Customs Organization's Revised Kyoto Convention on Customs Procedures and the UN' s Harmonized System of Commodity, Coding for Goods Classification. The Parties to the BSEC MoU could benefit much from expertise and assistance of UNECE on the issues of accession to those instruments.

13. Monitoring of the border waiting times provides useful actual data to measure the situation and impact of facilitation measures at the borders. The IRU Border Waiting Times Observatory System (BWTO) is a very useful tool in this regard and the Parties to the BSEC MoU could benefit much from using BWTO.

14. On 20 May 2008 the New Annex 8 (on Road Transport) to the 1982 International Convention on Harmonization of Frontier Controls of Goods entered into force for the contracting parties. The International Vehicle Weight Certificate (IVWC) which is part of Annex 8 has a high importance for the Region. Nevertheless, introduction of Annex 8 faces some obstacles of technical character. It would be advisable to convene a joint BSEC-UNECE seminar with participation of all interested parties in order to consider the ways of introduction of the International Vehicle Weight Certificate in the BSEC Region. In this regard, experience of the CIS countries, which already applied the similar certificate, should be taken into account.

15. The issue of *harmonization of charging policies* in the BSEC Region remains in a row of major problems related to transportation. There are several systems for road levies and user charges in the Region. It is important to harmonize levy charges and user charges for domestic and international hauliers as well as to create a common framework for charging the heavy goods vehicles in the BSEC Region.

16. The Parties could gain much from expertise of IRU, which has an information system on road user charges, tolls and other charges. In order to avoid duplication of work and minimize related expenses this system could be used as a basis for creation by BSEC of its information system on charging policies.

17. *Facilitation of visa procedures for professional drivers remains the issue of utmost importance for transportation.* During the 19th Meeting of the Council of Ministers of Foreign Affairs of the BSEC Member States, held on 23 October 2008 in Tirana, approved the draft Agreement on Simplification of Visa Procedures for Professional Drivers Nationals of the BSEC Member States as finalized by the Meeting of Experts on Draft Agreement on Simplification of Visa Procedures for the Professional Drivers (Chisinau, 3 April 2007) and invited the interested BSEC Member States to sign the said Agreement. The Agreement was opened for signature and signed by the Republic of Albania, the Republic of Armenia, the Republic of Moldova and the Republic of Turkey.

18. It is important to consider the ways for accession the Agreement by all BSEC Member States and follow the provision related to visas for professional drivers, contained in the Annex 8, in order to create favourable conditions for professional drivers in obtaining visas.

19. The NEA Study presented a good research containing ideas on the solution of problems in transportation and it is a very useful source for facilitating work of the Steering Committee on the implementation of the MoU.

20. The participants of the Round Table expressed their appreciation to the NEA for making the research and presenting the Study.

**REPORT
OF THE THIRD MEETING
OF THE STEERING COMMITTEE
ON FACILITATION OF ROAD TRANSPORT OF GOODS
IN THE BSEC REGION**

Istanbul, 11 February 2009

1. The Third Meeting of the Steering Committee on Facilitation of Road Transport of Goods in the BSEC Region was held in Istanbul on 11 February 2009.
2. The Meeting was chaired by Mr. İzzet İŞİK, Head of Department, General Directorate of Land Transport, Ministry of Transport and Communications of the Republic of Turkey.
3. The representatives of the following Contracting Parties to the MoU participated in the meeting:
 - Republic of Armenia
 - Republic of Azerbaijan
 - Georgia
 - Republic of Moldova
 - Romania
 - Russian Federation
 - Republic of Serbia
 - Republic of Turkey
 - Ukraine
4. The representatives of UNECE, IRU and BSEC-URTA also attended the Meeting.
The list of participants is attached as Annex I.
5. His Excellency Ambassador CHRYSANTHOPOULOS, the Secretary General of the BSEC PERMIS, addressed the participants of the Meeting.
6. The Draft Agenda of the Meeting was discussed and adopted. The Agenda, as adopted, is attached as Annex II.
7. The Chairman presented to the participants his conclusions on the Round Table devoted to the Implementation of the MoU on Facilitation of Road Transport of Goods in the BSEC Region, held on 10 February 2009. The text of the conclusions is attached as Annex III. 8. The Steering Committee thanked NEA for the research which allowed the Member States to benefit from expert opinions on the implementation of the MoU. The Steering Committee also commended the BSEC PERMIS and IRU for co-sponsoring the research.

GRADUAL LIBERALIZATION OF TRANSIT AND BILATERAL INTERNATIONAL ROAD TRANSPORT OF GOODS BY THE BSEC HAULIERS ALONG THE BSEC MEMBER STATES

9. The Steering Committee took note of the information provided by the Chairman that the Republic of Armenia, the Republic of Azerbaijan, Georgia, the Hellenic Republic, Republic of Moldova, the Republic of Serbia and the Republic of Turkey and Ukraine provided their information to the Matrix Table on the existing transit and bilateral quotas between BSEC Member States. The Parties which have not yet done so were invited to provide their data to the Matrix Tables.
10. The Steering Committee suggested that three alternatives on the progressive liberalization of the International Road Transport of Goods in the BSEC Region proposed at the Round Table can be applied by the BSEC Member States simultaneously. In particular these alternatives are:

- 1) Gradually liberalize road transport by admitting free bilateral and transit transport through bilateral agreements and protocols
- 2) Create regional multilateral permit system among interested parties
- 3) Develop BSEC permit allowing to perform a single trip in transit of direct transport through concerned BSEC Member States which agreed to have such a permit

11. Some Parties (Republic of Moldova and the Republic of Turkey) informed the Steering Committee about their readiness to implement these three recommendations of the Round Table.

12. The Steering Committee requested the Parties to inform the BSEC PERMIS officially within two months if they are interested to implement any of these recommendations.

13. In this regard, the Steering Committee invited BSEC PERMIS together with the IRU and BSEC-URTA to work on the alternative *three* in order to develop a BSEC permit format and rules for usage. The outcome of this work shall be disseminated to the Parties and presented to the Extraordinary Meeting to be held in the first half of the 2009.

14. For alternative *two*, the Steering Committee also suggested the establishment of an Ad Hoc Working Group to study the establishment of a regional multilateral system, among the interested Parties.

INTRODUCTION OF INTERNATIONAL VEHICLE WEIGHT CERTIFICATE ACCORDING TO ANNEX 8 TO THE 1982 INTERNATIONAL CONVENTION ON HARMONIZATION OF FRONTIER CONTROLS OF GOODS

15. The Steering Committee noted that the entering into force of the new Annex 8 to the UNECE International Convention on the Harmonization of Frontier Controls of Goods (1982) on 20 May 2008 will make the practice of the International Vehicle Weight Certificate (IVWC) universal and it will greatly facilitate the road transport of goods in the region.

16. The Steering Committee considered the outcome of the Round Table and suggested to organize a joint BSEC-UNECE seminar with the participation of all interested parties, to consider the ways of introduction of IVWC in the BSEC region.

17. The Steering Committee took note of the positive experience of application of the CIS IVWC by the Russian Federation, the Republic of Moldova, Belarus, Tajikistan and Ukraine.

18. It was recommended to take into account this experience when the issue of the introduction of Annex 8 will be discussed.

19. The Parties underlined that the Annex 8 has already entered into force. Nevertheless, it is necessary to exchange timely the information on entering into force of the Annex 8 in the Member States as well as the information about authorized agencies for issuing IVWC.

HARMONIZATION OF THE CHARGING POLICIES FOR THE INTERNATIONAL ROAD TRANSPORT OF GOODS IN THE BSEC REGION. ESTABLISHMENT OF INFORMATION SYSTEM TO PROVIDE INFORMATION ON TOLLS AND CHARGES RELATED TO THE USE OF ROADS IN THE BSEC REGION.

20. The Steering Committee took note that, regrettably, no country presented its data to the Matrix table on the existing charging policies in the BSEC Member States.

21. Since no data was provided, the consideration of the issue on the establishment of an Ad Hoc Group of Experts for elaboration of proposals and recommendations on the harmonization of the charging policies was postponed to a later stage.

22. The Parties were invited to provide their data to the Matrix Table as it was requested at the previous meeting.

23. The IRU was kindly invited to share the available information on the existing user charges, tolls and other charges in the BSEC countries, in order to facilitate discussion on the issue at the next meeting.

FACILITATION OF VISA PROCEDURES FOR PROFESSIONAL DRIVERS

24. The Steering Committee welcomed the signing by the Republic of Albania, the Republic of Armenia, the Republic of Moldova and the Republic of Turkey of the Agreement on the Facilitation of Visa Procedures for Professional Drivers Nationals of the BSEC Member States approved by the Council of Ministers of Foreign Affairs of the BSEC Member States on 23 October 2008 in Tirana.

25. The BSEC PERMIS was requested to address the Member States, which have not yet signed the Agreement, with a Note about their interest to access the Agreement and readiness to apply Annex 8 to the mentioned Convention related to the visa issue.

REVIEW OF THE TIMETABLE FOR THE IMPLEMENTATION OF THE MEMORANDUM OF UNDERSTANDING ON FACILITATION ROAD TRANSPORT OF GOODS IN THE BSEC REGION

26. The Steering Committee amended the Timetable in the part "Expand key UN Transport Conventions and Agreements to the BSEC region" -Objective 5 as the following:

Action: a) "Priority Conventions identified by the SC and confirmed by the WGT"

27. Due to the fact that the Party requesting the review of deadlines for some objectives did not participate in the meeting it was decided to consider the issue of possible changing deadlines at the Extraordinary Meeting of the Steering Committee in relation with the development of the liberalization process.

28. The timetable as amended at the meeting is attached as Annex IV.

ANY OTHER BUSINESS

29. The Steering Committee decided to postpone election of a new Chairman of the Steering Committee to the next Extraordinary Meeting since no party presented its candidacy for the Chairmanship of the Steering Committee.

30. At the same time the Republic of Turkey was kindly invited to continue Chairmanship until the elections take place.

DATE AND VENUE OF THE NEXT MEETING

31. The date and venue of the next Meeting of the Steering Committee will be communicated to the Parties through BSEC PERMIS in due course.

ADOPTION OF THE REPORT

32. The Steering Committee adopted the present Report for submission to the BSEC Committee of Senior Officials and the Meeting of the BSEC Council of Ministers of Foreign Affairs to be held in Yerevan on 29 April 2009.

Draft for a BSEC PERMIT SYSTEM**1. Definitions**

The definitions of the terms are as follows:

- **BSEC** : the Organization of Black Sea Economic Cooperation .
 - **Member Country**: A country which is member of the BSEC Organization
 - **Non Member Country**: A country which is not member of the BSEC Organization
 - **Participating BSEC Country**: Any country which is member of the BSEC Organization and participates in the BSEC Permit system.
 - **Registration Country**: country where the subject vehicle is registered as mentioned on the registration plate of the vehicle.
 - **BSEC Permit** : The licence, which is valid for a journey (a number of journeys) and a specific period of time between Member countries.
 - **Competent Authority**: the Authority in a Member country, which is authorized to carry out activities related to the present BSEC Permit system.
 - **Multilateral character**: the possibility of using the Permit for runs through / between Member countries, other than the country of establishment of the transport company.
 - **International carriage**: a journey by a laden or unladen vehicle whose points of departure or arrival are in two different Member countries, with transit through one or more Member or non-Member countries; in the latter case, the Permit is obviously not valid on the territory of the non-member country.
 - **Transport for hire or reward**: a transport operation performed by a transport undertaking for remuneration.
 - **Transport for own account**: transport that is not for hire or reward, certified by documents on board the vehicle.
 - **Third Country Transport**: transport of a good from a country which is not the Registration Country of the vehicle to a country other than the Registration Country
 - **Cabotage**: a road transport operation, where goods are loaded and unloaded at two separate points within one country by a vehicle, which is registered in another country.
 - **Transport undertaking (transport operator, carrier, haulier)**: any individual or corporate entity exercising the profession of international carrier of goods by road and who is duly authorised to perform international transport operations by the competent authority in the country of establishment.
 - **Transit**: a journey across the territory of a country in which goods are neither loaded nor unloaded.
 - **Vehicle**: a motor vehicle registered in a Member country, or a combination of coupled vehicles in which at least the motor vehicle is registered in a Member country and exclusively intended for the carriage of goods. The vehicle can be the property of the transport undertaking or can be put at its disposal through a hiring or leasing contract.
 - **Hired vehicle**: any vehicle which, for remuneration and for a given period, is held by an undertaking that engages in the carriage of goods by road for hire or reward or for its own account by virtue of a hiring or leasing contract with the undertaking that owns the vehicle.
 - **Contingent**: the number of licences made available every year to a BSEC Member country. The principles for the calculation of this contingent are set up by the BSEC Steering Committee for Facilitation of Road Transport in the BSEC region.
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- **PERMIS**: the Permanent International Secretariat of the BSEC Organization.
 - **State (Country) of establishment**: Member country, where the haulier/haulage company is legally established.

2. Issuing and limits of BSEC Permits

2.1 BSEC Permits are multilateral licences for the international carriage of goods by road for hire or reward by transport undertakings established in a BSEC Member country, the transport operations

being performed in transit through the territory of several BSEC Member countries by vehicles registered in a BSEC Member country.

2.2. BSEC Permits do not allow Third Country Transport operations.

2.3. BSEC Permits do not allow Cabotage.

2.4. BSEC Permits are printed and issued by the PERMIS.

2.5. The amount of BSEC Permits to be printed in the subsequent year and the related administrative expenses to be reimbursed to the PERMIS will be decided upon by the Steering Committee for Facilitation of Road Transport, not later than end of October each year, annually.

2.6. The BSEC Permit is valid for one calendar year (1st January-31 December) .

2.7. The BSEC Permit is printed in English, Russian language

2.8. When a journey is undertaken using a coupled combination of vehicles, the Permit is obtained from the competent Authority in the country in which the tractor is registered. This Permit covers the coupled combination of vehicles, even if the trailer or the semi-trailer is not registered in the name of the holder of the transport licence, or is registered in another Member country

3. Use of BSEC Permits

3.1 A Permit may be used by only one vehicle at a time. It has to be carried on board the vehicle between the points of loading (as soon this vehicle is loaded) and unloading (as soon this vehicle is unloaded) for a laden journey or for the complete unladen journey, which precedes or follows a laden journey.

3.2 The country of loading of the vehicle may be different of the country of origin of the vehicle but in this case the load will have as destination the country of origin of the vehicle.

3.3 It does not exempt the carrier from requirements relating to any other authorisations for the carriage of exceptional loads in terms of size or weight or for specific categories of goods (for example, dangerous goods).

3.4 A BSEC Permit may be used for vehicles hired or leased without a driver, by the transport undertaking to which it has been issued. The vehicle must be at the exclusive disposal of the undertaking using it when hired and must be driven by the staff of this undertaking.

3.5 The BSEC Permit may not be transferred by the undertaking to a third party.

4. Validity and withdrawal

4.1 Permits are invalid if the following mandatory particulars are not entered on them indelibly:

- name or business name and full address of the transport undertaking,
- signature and stamp of the body issuing the licence,
- dates on which the validity of the licence begins and ends,
- date of issue of the licence.

4.2 Permits known as lost, replaced but found later are not valid anymore.

4.3 In cases where a Permit is lost or stolen, the issuing Authority or body must be notified by the holder, immediately.

4.4 The PERMIS must be notified by Member Countries on the numbers of cancelled, lost or stolen Permits in order to assure their replacements.

5. Mutual assistance

5.1 Member countries are to give each other mutual support in applying the provisions governing the use of Permits, monitoring their observance and penalising any infringements.

5.2 In order to facilitate the process of mutual assistance, it is the duty of each Member State to inform its concerned competent authorities about introduction, template and usage rules of the BSEC Permit, appropriately.

Model of a BSEC Permit licence

The paper size for the BSEC Permit is A3.

The colour is..... has the BSEC Logo and holds security elements such as..... .

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**THE ORGANIZATION OF THE BLACK SEA ECONOMIC COOPERATION
ЧЕРНОМОРСКАЯ ОРГАНИЗАЦИЯ ПО ЭКОНОМИЧЕСКОМУ СОТРУДНИЧЕСТВУ**



JOURNEY AUTHORIZATION

РАЗРЕШЕНИЕ НА РЕЙС

(outward and return)

(выезд за границу и возврат)

FOR THE INTERNATIONAL CARRIAGE OF GOODS BY ROAD

ПО МЕЖДУНАРОДНОЙ АВТОМОБИЛЬНОЙ ПЕРЕВОЗКЕ ГРУЗОВ

№ 1234567890

FREE OF CHARGE

БЕСПЛАТНО

ISSUED TO THE MINISTRY OF TRANSPORT OF TURKEY FOR 2010

ВЫДАНО МИНИСТЕРСТВОМ ТРАНСПОРТА ТУРЦИИ НА 2010 ГОД

This authorization is issued to.....
Данное разрешение выдано

For the international carriage of goods between..... and.....
На международную автомобильную перевозку грузов оти

Registration Number of Vehicle(coupled combination).....
Регистрационный номер транспортного средства (комбинации)

Issued at..... Date.....
Выдан в Дата

Signature and stamp of Authority issuing authorization.....
Подпись и печать организации, выдавшей разрешение

Outward
Выезд

Return
Возврат

**THE ORGANIZATION OF THE BLACK SEA ECONOMIC COOPERATION
 ЧЕРНОМОРСКАЯ ОРГАНИЗАЦИЯ ПО ЭКОНОМИЧЕСКОМУ СОТРУДНИЧЕСТВУ**



Country Страна	Outward Выезд	Return Возврат
ALBANIA		
ARMENIA		
AZERBAIJAN		
BULGARIA		
GEORGIA		
GREECE		
MOLDOVA		
ROMANIA		
RUSSIA		
SERBIA		
UKRAINE		

**THE ORGANIZATION OF THE BLACK SEA ECONOMIC COOPERATION
 ЧЕРНОМОРСКАЯ ОРГАНИЗАЦИЯ ПО ЭКОНОМИЧЕСКОМУ СОТРУДНИЧЕСТВУ**



JOURNEY AUTHORIZATION

РАЗРЕШЕНИЕ НА РЕЙС

(outward and return)

(выезд за границу и возврат)

FOR THE INTERNATIONAL CARRIAGE OF GOODS BY ROAD

ПО МЕЖДУНАРОДНОЙ АВТОМОБИЛЬНОЙ ПЕРЕВОЗКЕ ГРУЗОВ

№ 1234567890

GENERAL PROVISIONS

La présente autorisation couvre le transport de marchandises effectué à titre professionnel par voie routière entre les points de chargement et de déchargement situés dans deux pays Membres différents de la Conférence Européenne des Ministres des Transports tels qu'ils figurent à la liste en page 1 de cette autorisation.

This licence covers the carriage of goods by road, for hire or reward, between loading and unloading points situated in two different Member countries of the European Conference of Ministers of Transport as listed on page 1 of this licence.

Le détenteur de cette autorisation, appartenant à un pays Membre de la CEMT, est autorisé à faire du transport routier de marchandises à l'intérieur de la CEMT, avec une autorisation CEMT, pour trois voyages maximum en dehors du pays d'immatriculation de son véhicule.

The holder of this licence, belonging to an ECMT Member country is allowed to perform road haulage, with an ECMT licence inside the ECMT region for a maximum of three trips, outside the vehicle's country of registration.

Elle ne s'applique pas au transport entre un pays Membre et un pays tiers.
It is not valid for haulage between a Member country and a non-member country.

L'autorisation est personnelle et ne peut être transférée.
The licence shall be issued in the name of a particular carrier and is not transferable by him.

Elle peut être retirée par l'autorité compétente du pays Membre qui l'a délivrée en cas d'utilisation insuffisante ou limitée à des transports bilatéraux avec un seul pays Membre.
It may be withdrawn by the competent Authority of the Member country which issued it, if it is used insufficiently or only for bilateral transport with one Member country only.

Elle ne doit être utilisée à chaque fois que pour un véhicule isolé ou un ensemble de véhicules couplés.
The licence cannot be used for more than a single vehicle or combination of vehicles at a time.

Elle doit être conservée à bord du véhicule et jointe au carnet de route où sont consignés les transports internationaux effectués dans le cadre de ladite autorisation.
It must be kept in the vehicle together with the logbook recording the international hauls performed in accordance with it.

L'autorisation et le carnet de route doivent être présentés sur demande aux agents de contrôle habilités.
The licence and logbook must be produced for inspection by the competent control officials on demand.

Le titulaire de l'autorisation est tenu d'observer, sur le territoire national de chaque pays Membre, les règles juridiques et administratives en vigueur, en particulier celles qui concernent les transports et la circulation routière.
When on the territory of a Member country, licence holders must observe the statutory and administrative regulations in force in that country, and in particular those concerning road transport and road traffic.

La présente autorisation doit être retournée dans les deux semaines suivant son expiration à l'autorité ou organisme compétent qui l'a délivrée.
This licence must be returned to the issuing Organisation or Authority within the two weeks which follow the expiry of its validity.

RESTRICTIONS :

**Particulars referring to the BSEC Permit here given in the official languages,
other than Russian and English, of the countries concerned**

AL

ARM

AZ

BG

GE

GR

MD /RO

RUS

SRB

TR

UA