

FIFTEENTH MEETING OF THE BSEC-URTA GENERAL ASSEMBLY

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

**BSEC OUTLOOK 2008: BSEC-URTA INTERNATIONAL ROAD TRANSPORT
INDUSTRY PERFORMANCE REPORT**

Collecting statistical data and analysing the situation of international road transport facilitation and performance of the industry in the BSEC region is an important task of the BSEC-URTA International Secretariat. The present study tries to indicate the performance of the BSEC region in the fields of road transport and trade in 2008 in comparison with previous years.

I. INTERNATIONAL ROAD TRANSPORT INDUSTRY PERFORMANCE IN THE BSEC REGION IN THE YEAR 2008

According to the data collected from the BSEC-URTA Member Associations, the performance of the industry by country is given in the tables below.

2007	AL	AM	AZ	BG	GE	GR	MD	RO	RU	SRB	TR	UA	BSEC	EU24	Others	Total
AL		0	0	130	0	52.210	2	49	3	972	533	0	53.899	19.120	69	73.088
AM				6	150		2		800			250	1.208	40		1.248
AZ				2	314				3.635		592	120	4.663	852	44	5.559
BG*						76.045	2.235	20.255	7.590	11.335	17.140	1.155	135.755	126.800	20.050	282.605
GE		3.765	1.987	488		2.725	188	117	0	0	4.325	1.780	15.375	3.178	280	18.833
GR																
MD	0	83	44	936	35	4.714		13.288	30.589	1.011	11.306	9.431	71.437	16.886	5.926	94.249
RO	72	12	16	68	30		211		378	7.003	816	4.550	13.156		2.572	15.728
RU*	0	821	3.528	72	5.214	629	194	801		648	3.297	25.085	40.289	743.985	114.544	898.818
SRB	0	0	150	10.000	0	13.000	0	14.000	1.000		9.000	1.500	48.650	78.680	64.200	191.530
TR	4.718	4	22.124	25.195	28.152	28.492	2.776	53.470	15.424	9.197		3.585	193.137	232.672	379.523	805.332
UA	4	245	458	4.458	460	689	20.247	12.847	105.434		6.301		151.143			151.143

Table 1) Road transport operations in BSEC region in 2007 (updated).

(*) assuming 20 tons per truck

2008	AL	AM	AZ	BG	GE	GR	MD	RO	RU	SRB	TR	UA	BSEC	EU24	Others	Total
AL		0	0	146	0	48.453	2	58	4	1.067	473	0	50.203	18.649	67	68.919
AM				10	225		2		850			230	1.317	60		1.377
AZ				5	485				4.924		21	342	5.777	922	80	6.779
BG																
GE	0	5.746	3.742	760		4.852	91	42	30	0	4.877	2.875	23.015	6.750		29.765
GR																
MD	18	116	103	7.037	94	5.339		13.484	34.011	766	14.317	13.476	88.761	15.693	5.985	110.439
RO	58	11	11	106	23		408		691	8.444	1.004	5.792	16.548	52	3.012	19.612
RU**	0	572	4.203	155	5.187	877	344	1.068		732	3.193	29.968	46.299	774.066	93.062	913.427
SRB																
TR	4.876	205	36.158	28.141	34.944	31.144	3.289	49.093	17.927	8.079		6.102	219.958	224.849	488.787	933.594
UA	3	505	941	6.398	920	821	22.768	14.634	115.657		8.658		171.305			171.305

Table 2) Road transport operations in BSEC region in 2008

(*) assuming 20 tons per truck

Figures 1 and 2 show the total international trips in the BSEC region in 2007 and 2008. Three categories: trips within the BSEC region, trips to the EU24 (EU countries except BG, GR and RO) and trips to the rest of the world. The tables indicate that the share of 'intra-BSEC' operations has reached one-third of the total market in 2008.

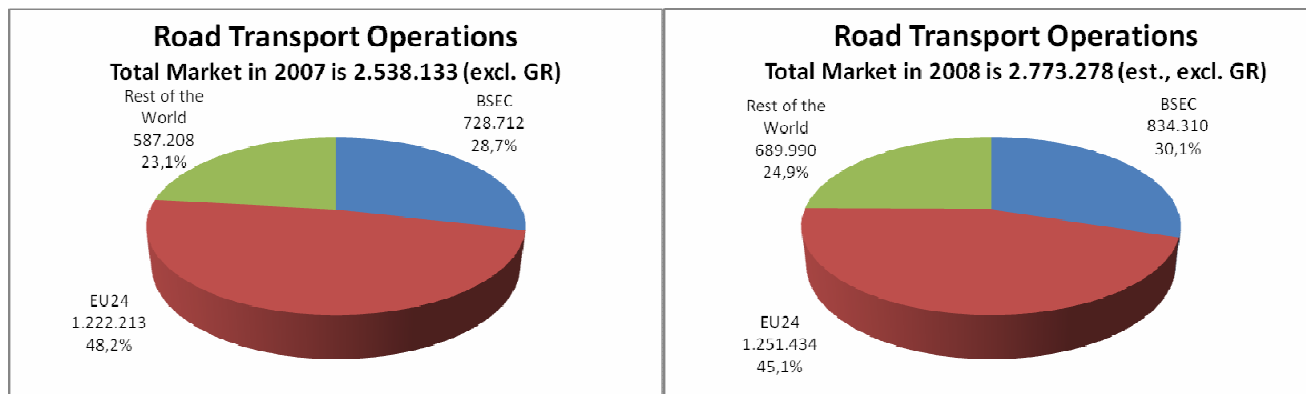


Fig.1) International road transport trips by the BSEC hauliers in 2007. Fig.2) International road transport trips by the BSEC hauliers in 2008.

Figure 3 illustrates the share of each BSEC country in the whole BSEC international road transport market in 2008. However, it should be noted that the data is indicative only because BG, GR and SRB are not included in the chart due to lack of information.

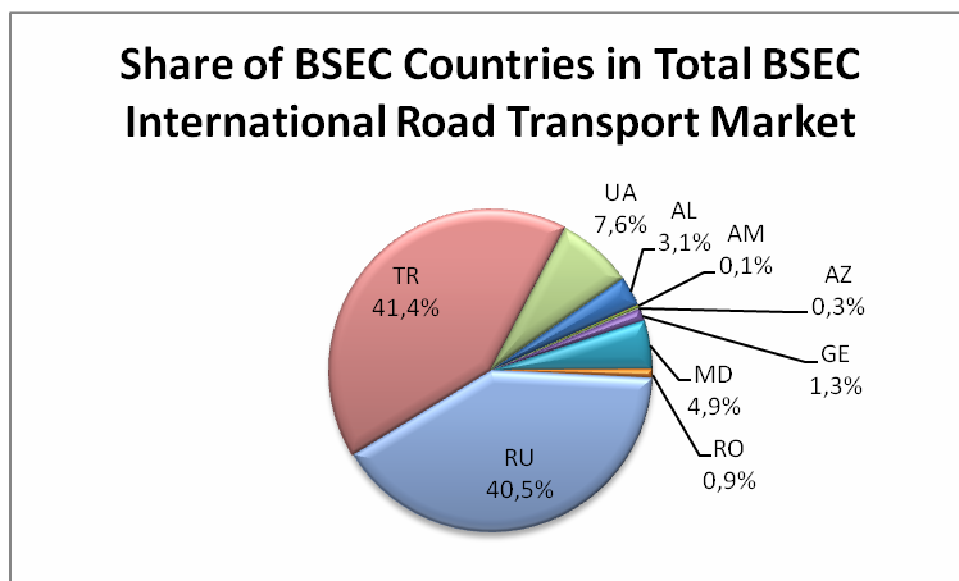


Fig.3) Share of the BSEC Countries in the BSEC international road transport market in 2008.

Table 3 provides a comparative outlook of the BSEC international road transport market between 2005 and 2008. It is observed that, in 2008, there is a 9 % increase after a very big decrease in 2007 by a quarter of the total market according to the available data as provided by the Member Associations.

	2005	2006	% change to the previous period	2007 (upd.)	% change to the previous period	2008 (*)	% change to the previous period
Total number of trips	3.368.627	3.400.674	0,95	2.538.133	-25,36	2.773.278	9,26
Trips within BSEC	755.565	805.614	6,62	728.712	-9,55	834.310	14,49
Trips to EU	1.656.614	1.743.859	5,27	1.222.213	-29,91	1.251.434	2,39
Trips to Rest of the World	956.448	851.201	-11,00	587.208	-31,01	689.990	17,50
BSEC Trips/Total Trips, %	22,43%	23,69%		28,71%		30,08%	

Table 3) Comparative table of the BSEC International Road Transport Market in between 2005 and 2008.

(*) Estimated data, preserves the tendency of the region excluding BG, GR, SRB.

II. FOREIGN TRADE PERFORMANCE OF THE BSEC REGION

Based on the data provided by national statistics institutes in the BSEC Member States, the regional foreign trade performance in 2007 and 2008 is presented by country in the two tables below.

2007	AL	AM	AZ	BG	GE	GR	MD	RO	RU	SRB	TR	UA	Total with BSEC	Total with World	BSEC /World %
AL				94,7		741,6		31,5	153,4	111,7	346,7	93,4	1.573,0	5.261,5	29,90%
AM				134,4	134,2	43,5		69,1	922,0		133,7	298,0	1.734,9	4.420,1	39,25%
AZ					406,7	145,9		88,43	1.529,8		1.680,8	494,7	4.257,9	11.766,9	36,19%
BG	93,8				341,3	3.975,1		2.541,1	4.683,7	1.199,5	4.708,2	2.665,8	20.208,7	54.563,4	37,04%
GE		170,4	519,3	243,4		59,9	4,7	97,7	631,9		899,7	669,1	3.296,0	6.456,9	51,05%
GR	521,0	22,0	45,3	1.967,8	84,8		30,9	1.302,9	3.487,1	358,9	2.289,5	383,3	10.493,5	72.839,6	14,41%
MD		1,9	8,9	77,7	4,2	31,6		660,3	731,4		198,9	854,9	2.569,7	5.031,7	51,07%
RO	39,8	6,4	95,9	1.549,1	105,3	1.285,0	645,2		3.661,8	554,0	4.837,8	1.119,3	13.899,6	80.847,7	17,19%
RU		822,1	1.724,8	4.214,4	650,7	2.940,0	1.360,1	3.941,5			22.712,1	29.754,9	68.120,6	551.684,1	12,35%
SRB				804,8		462,5		692,2	3.078,6		453,6	513,5	6.005,2	27.378,4	21,93%
TR	319,0	0,0	1.378,0	4.012,0	936,0	3.213,0	199,0	6.757,0	28.235,0	546,0		6.000,0	51.595,0	277.270,0	18,61%
UA	104,1	251,0	662,3	723,6	627,9	338,3	1.079,6	1.407,4	29.505,9	415,1	4.622,1		39.737,2	109.918,0	36,15%
BSEC Region Total Foreign Trade													223.491,3	1.207.438,2	18,51%

Table 4) Foreign Trade of the BSEC Countries in 2007 (updated) (in million USD)
Source: National Statistics Institutes

2008	AL	AM	AZ	BG	GE	GR	MD	RO	RU	SRB	TR	UA	Total with BSEC	Total with World	BSEC /World %
AL						464,0			175,0		236,0	53,0	928,0	4.580,0	20,26%
AM				179,9	131,3	39,3		97,2	1.066,7		269,6	333,0	2.116,9	5.480,8	38,62%
AZ														54.919,7	
BG	81,0				536,0	2.874,0		2.535,0	3.885,0	825,0	2.749,0	2.015,0	15.500,0	40.669,0	38,11%
GE	1,3	196,4	813,2	231,1		63,5	4,9	106,0	454,5	2,1	1.202,8	791,8	3.867,7	7.555,8	51,19%
GR	477,3	14,3	12,1	2.353,2	24,7		25,7	1.277,3	2.754,7	385,4	2.269,8	487,7	10.082,2	70.057,5	14,39%
MD				22,3				926,6	984,5		265,4	981,8	3.180,7	6.496,2	48,96%
RO	39,0	5,6	116,5	2.366,4	164,4	1.415,5	802,3		3.948,9	713,7	4.980,2	1.348,4	15.900,9	89.964,7	17,67%
RU		899,9	2.402,5	5.417,8	578,7	4.770,1	1.796,9	5.183,7			33.849,2	39.786,6	94.685,4	734.991,6	12,88%
SRB				997,9		498,7		1.029,1	4.043,6		481,9	867,6	7.918,8	33.972,0	23,31%
TR	217,0		1.645,0	2.531,0	965,0	2.272,0	169,0	4.776,0	24.011,0	329,0		5.260,0	42.175,0	211.881,0	19,91%
UA	80,8	289,1	986,3	1.345,4	847,6	510,9	1.347,7	1.841,9	35.153,4	648,4	6.583,8		49.635,2	152.536,9	32,54%
BSEC Region Total Foreign Trade														1.413.105,1	

Table 5) Foreign Trade of the BSEC Countries in 2008 (in million USD)
Source: National Statistics Institutes

The following table shows different foreign trade indicators of the BSEC region in 2005-2008, and percentage changes between periods. It is seen that, in 2008, the growth rates of foreign trade within BSEC and the total BSEC foreign trade have decreased, thus bringing the weight of intra-regional trade over the region's whole foreign trade volume from 18,51 % in 2007 to 17,75 % in 2008.

	2005	2006	% change to prev. period	2007	% change to prev. period	2008	% change to prev. period
Foreign Trade Within BSEC	135,71	169,94	25,23	223,49	31,51	(*) 250,77	12,20
Total BSEC Foreign Trade	805,62	997,24	23,79	1.207,44	21,08	1.413,11	17,03
Within BSEC/Total BSEC	16,85%	17,04%		18,51%		17,75%	

Table 6) Foreign trade of the BSEC region in 2005-2008.
(*) Estimated figure

III. WAITING TIMES AT BSEC BORDERS

Using the IRU Border Waiting Times Observatory (BWTO) data, the BSEC-URTA International Secretariat analyzed the situation at the BSEC borders – internal and external – as possible. This data is supplied to the IRU by its Member Associations. Analysis of the data for 2007 and 2008 is presented below.

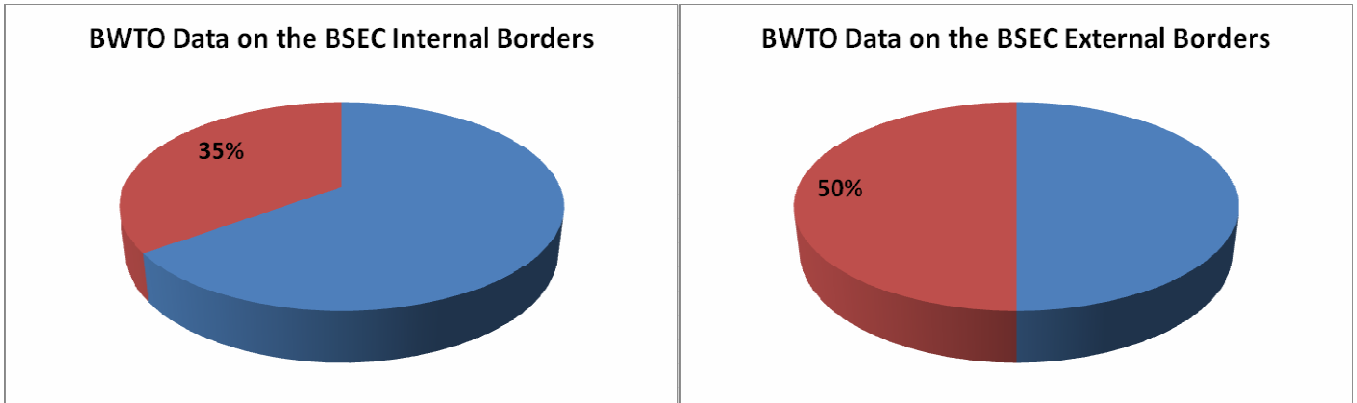


Fig. 4) BWTO Data on the BSEC Internal (7 out of 20) and External (15 out of 30) borders.

After the update of the IRU BWTO application in 2007, the data coverage of the BSEC internal and external borders has increased to new levels of 35 % for internal borders and 50 % for external borders in the BSEC region.

The average waiting times at the BSEC borders, after continuous increases during years 2004-2007, seems to have begun sliding down in 2008 to a level of average 155,4 minutes (see Fig.5).

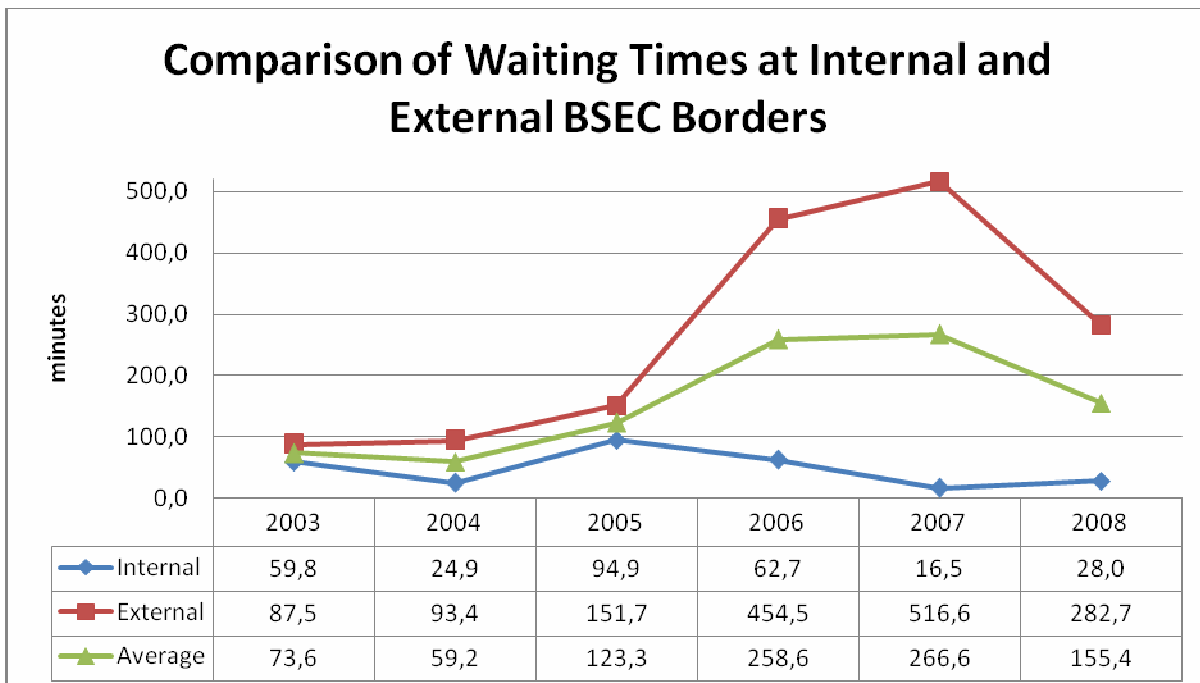


Fig. 5) Comparison of waiting times at the internal and external BSEC border crossing points, and their average.

SITUATION AT BSEC INTERNAL BORDERS

	2003	2004	% change to the previous period	2005	% change to the previous period	2006	% change to the previous period	2007	% change to the previous period	2008	% change to the previous period
BG-GR	67,0	56,5	-15,7%	141,6	150,5%	120,0	-15,2%	0,0	-100,0%	0,0	0,0%
BG-RO	52,0	14,0	-73,1%	30,4	117,3%	28,7	-5,7%	0,3	-99,0%	21,0	7536,4%
BG-SRB	90,0	7,0	-92,2%	269,9	3755,3%	115,3	-57,3%	18,0	-84,4%	38,0	111,1%
BG-TR	30,0	35,0	16,7%	83,4	138,4%	81,6	-2,2%	81,0	-0,8%	104,0	28,4%
RO-SRB		20,0		18,8	-6,3%	15,0	-20,0%	8,5	-43,3%	8,0	-5,9%
RO-UA		17,0		25,5	50,0%	15,9	-37,8%	4,0	-74,8%	1,8	-55,5%
RO-MD								4,0		1,9	-53,3%
RUS-UA										34,0	
average	59,8	24,9	-58,3%	94,9	280,9%	62,7	-33,9%	16,5	-73,6%	26,1	57,7%

Table 7) Waiting times at Internal BSEC Borders (in minutes) and percentage change.

Table 7 and Figure 6 illustrate the situation at internal BSEC borders. Number of internal BSEC borders covered by the BWTO has increased by two with the inclusion of RO-MD border in 2007, and RUS-UA in 2008.

In 2007, a general decrease is observed about the waiting times, which is mainly thanks to the gradual decrease of waiting times at the Bulgarian borders with GR, RO and SRB according to the BWTO data.

In 2008, waiting times are observed to increase by more than a half, in average, while situation at some borders has improved.

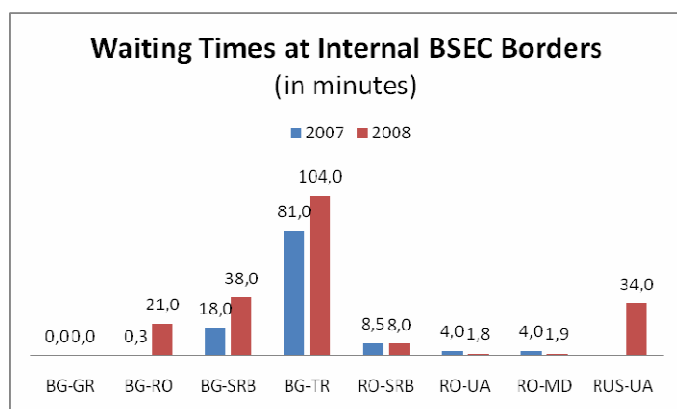


Fig. 6) Waiting times at Internal BSEC Borders

SITUATION AT BSEC EXTERNAL BORDERS

	2003	2004	% change to the previous period	2005	% change to the previous period	2006	% change to the previous period	2007			% change to the previous period	2008			% change to the previous period
	average	average		average		Average		in BSEC	out BSEC	average		in BSEC	out BSEC	average	
RUS-EST		241,0		998,6	314,3%	1602,8	60,5%	2015,94	2997,05	2506,5	56,4%	1877,66	547,09	1212,4	-51,6%
UA-BY		27,5		21,7	-21,0%							60	60	60,0	
UA-PL	60,0	197,0	228,3%	97,1	-50,7%	265,5	173,3%	494,21	270,06	382,1	43,9%	931,13	412,45	671,8	75,8%
UA-HUN		97,5		41,3	-57,6%	355,0	759,4%	127,5	214,59	171,0	-51,8%	158,74	195,63	177,2	3,6%
UA-SLO	172,5	65,5	-62,0%	26,6	-59,4%			600		600,0		221,03	317,07	269,1	-55,2%
RO-HUN	107,5	59,0	-45,1%	68,7	16,4%	42,0	-38,9%	2,88	2,68	2,8	-93,4%	10,56	6,33	8,4	203,8%
SRB-MKD		60,0		61,5	2,5%			16,76	16,65	16,7			12,44	12,4	-25,5%
GR-MKD		63,5		65,0	2,4%			39,09	102,5	70,8		31,78	18,3	25,0	-64,6%
BG-MKD	10,0	30,0	200,0%	38,8	29,2%	7,0	-81,9%	37,2	40,2	38,7	452,9%	40,04	30,3	35,2	-9,1%
SRB-HUN				97,5				17,86	12,49	15,2		10,4	9,26	9,8	-35,2%
RUS-FI								297,57	1238,97	768,3		493,08		493,1	-35,8%
RUS-BY								105,7	81,92	93,8			80,47	80,5	-14,2%
RUS-LT								601,84	567,85	584,8		500,18	343,29	421,7	-27,9%
RUS-LV								2934,4	583,18	1758,8			394,91	394,9	-77,5%
RUS-PL								183,75	263	223,4		421,65	316,67	369,2	65,3%
average	87,5	93,4	6,8%	151,7	62,3%	454,5	199,6%	533,91	491,63	516,64	13,7%	396,35	196,02	282,71	-45,3%

Table 8) Waiting times at External BSEC Borders (in minutes)

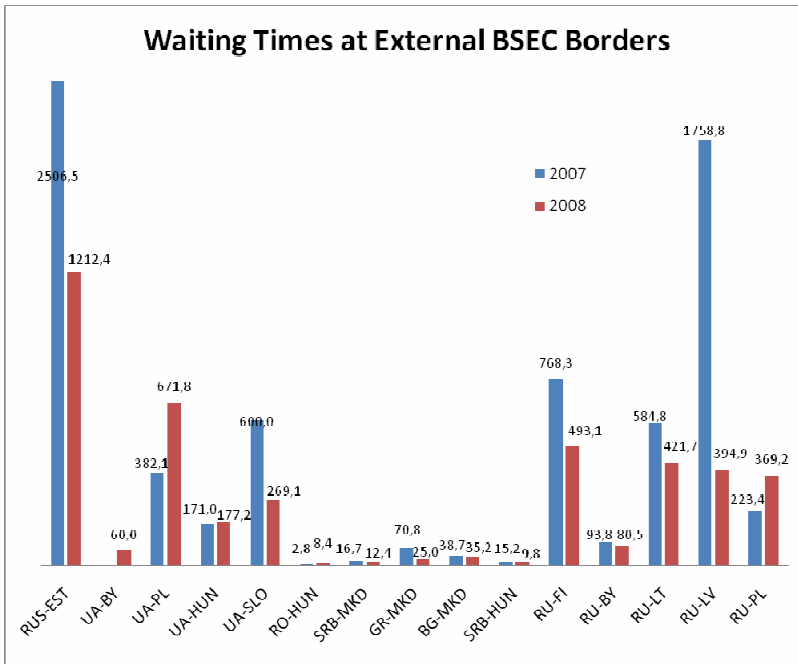


Fig. 8) Waiting times at External BSEC Borders (in minutes)

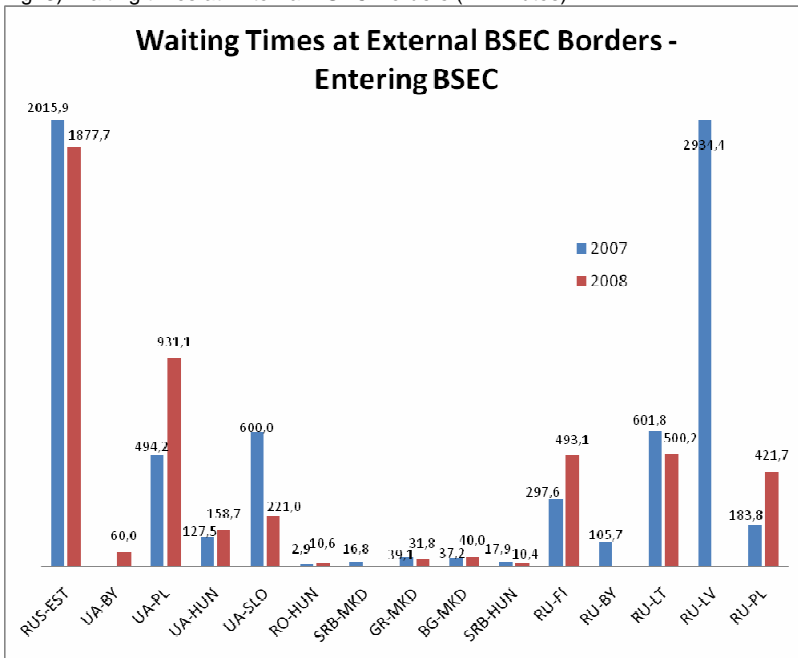


Fig. 9) Waiting times at External BSEC Borders - Entering BSEC

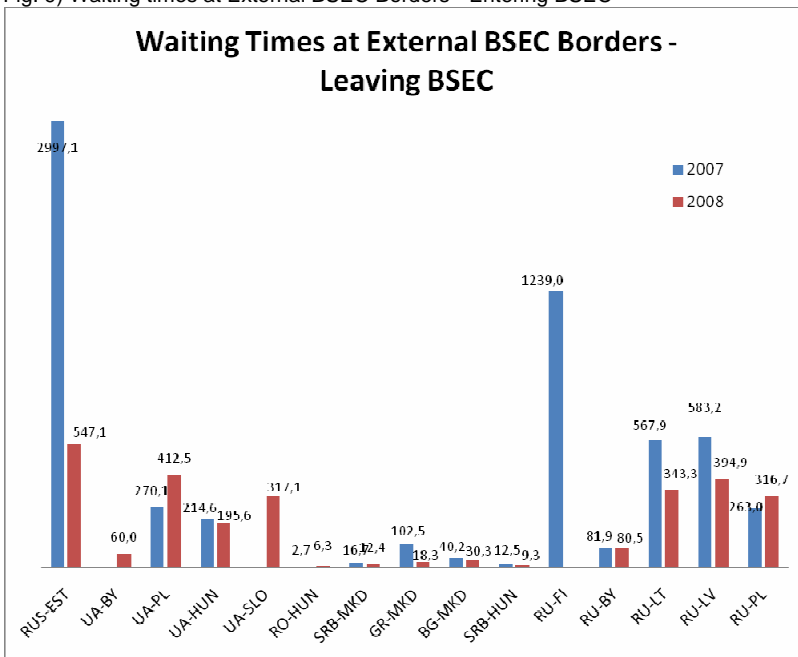


Fig. 10) Waiting times at External BSEC Borders – Leaving BSEC

Table 8 and Figures 8-10 illustrate the situation at the external BSEC borders. Data on five Russian borders with FI, BY, LT, LV and PL become available since 2007, increasing the BWTO coverage of external BSEC borders to 50%.

Average waiting time at the external BSEC borders in 2007 was 516,6 minutes, which decreased by 45% in 2008 to 282,7 minutes.

It is interestingly noteworthy in these BWTO data that it took almost two times more time to enter the BSEC region than to leave in 2008. In particular, incredibly long waiting times continue to be observed at RUS-EST and UA-PL borders when entering the BSEC region – 1877,7 and 931,1 minutes, respectively.

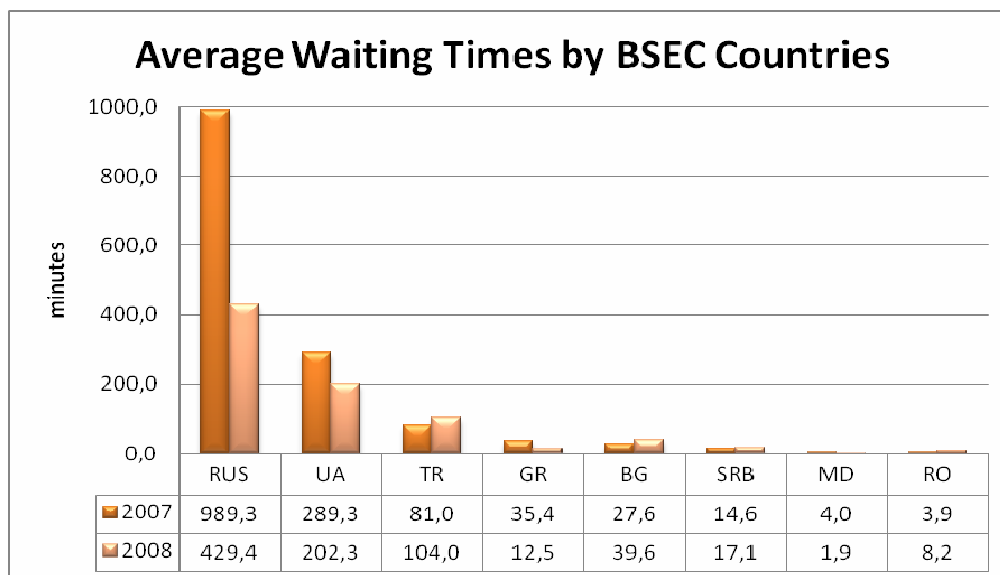


Fig. 11) Average waiting times by country.

Figure 11 shows the average waiting times at borders by country for 8 BSEC countries, whose borders are covered, partially, in the BWTO database, as of 2007 and 2008.

IV. CORRELATION ANALYSIS BETWEEN TRADE AND WAITING TIMES AT BORDERS IN THE BSEC REGION

Based on the data presented in sections II and III of the current report, the BSEC-URTA International Secretariat made another analysis to check if there is a correlation between the change in foreign trade volume and the border waiting times in the BSEC region. Accordingly, an index was created based on available data for 2003, of which the updated results are given in the table below.

	2003	2004	2005	2006	2007	2008
BSEC Trade	100	139,9	175,9	220,3	289,7	325,0
Internal Waiting Times	100	41,7	158,8	104,8	27,6	46,9
Non-BSEC Trade	100	127,0	154,2	190,4	226,4	267,5
External Waiting Times	100	106,8	173,4	519,4	590,4	323,1
Total BSEC Trade	100	129,0	157,5	195,0	236,0	276,2
Average Waiting Times	100	80,4	167,5	351,1	362,0	211,0

Table 10) Correlation Analysis between Foreign Trade & Border Waiting Times in the BSEC region.

V. ANALYSIS OF BARRIERS TO SMOOTH TRADE AND TRANSPORT IN THE BSEC REGION

As per instruction of the BSEC-URTA Management Council, the BSEC-URTA International Secretariat made a survey among the Member Associations by a new questionnaire in order to analyse the current regional problems experienced by the transport operators registered in a BSEC country.

All Member Associations except OFAE and Mejdunarodni Transport participated in the survey, which was based on 44 different restrictive practices that could be imposed on the fleet operators while the respondents were free to add further practices, which they regarded as a barrier to smooth transport.

The related Questionnaire included four main sections, namely: "Barriers related to border crossing procedures", "Trade-related barriers", "Gross-weight and dimensions limits" and "Bureaucratic formalities".

Survey results are given in the following tables, where the country abbreviations in each row mean these countries apply the corresponding restriction to the transport operators registered in the country, which is marked in the title of the subject column.

PART A: Barriers related with the border crossing procedures

Practice	AL	AR	AZ	BG	GE	MD	RO	RU	TR	UA
Authorization (or a charge) to enter a country's territory (per vehicle)	GR, MD, RO, RU, TR, SRB	UA	All countries	AL, AR, AZ, GE, RU, SRB, TR, UA	All countries	All countries	AL, AR, AZ, GE, RU, SRB, UA	AZ, GE	AZ, BG, GE, GR, MD, RU, SRB, UA	All countries
Authorization (or a charge) to transit a country's territory (per vehicle; one-way trip)	BG, GR, MD, RO, RU, TR, SRB		All countries	AL, AR, AZ, GE, RU, SRB, TR, UA	All countries	All countries	AL, AR, AZ, GE, RU, SRB, UA	AZ, GE, UA	AZ, BG, GR, RO, RU, SRB,	All countries
Authorization (or a charge) to transport to/from a third country	BG, GR, MD, RO, RU, TR, SRB	TR	All countries	All countries	All countries	All countries	AL, AR, AZ, GE, MD, RU, SRB, TR, UA		All countries	All countries
Obligatory escort									BG,SRB	
Registration of a transit authorization and other customs documents	BG, GR, MD, RO, RU, TR, SRB		All countries	All countries		All countries	AL, AR, AZ, GE, RU, SRB, UA	AZ	All countries	All countries
Obligatory parking at a fee-paid parking during the customs clearance	BG, GR, MD, RO, RU, TR, SRB	RU		All countries		All countries			AL, BG, GR, MD, RO, RU, SRB, UA	
Drafting of the customs declarations using the HS Codes (in spite of the TIR CARNET availability)									BG, GR, RU, SRB, UA	
Customs stamps and marks (per vehicle)	BG, GR, MD, RO, RU, TR, SRB		All countries	All countries	All countries	All countries	All countries		AZ, BG, GR, SRB, UA	All countries
Retain of the vehicles suspected in rules violations (when the 27-months period is expired) and long-lasting investigation. Parking and security-related payments are borne by a transport operator (per day)								RO	AL, BG, GR, MD, RO, RU	UA
Transit ban for certain goods	BG, GR, MD, RO, RU, TR, SRB	TR		All countries		All countries	All countries	AZ,UA	AL, AZ, BG, GE, GR, MD, RO	All countries
Transit goods control (or opening of the goods compartment with the following obligatory sealing on the account of a transport operator) (in spite of the TIR CARNET availability)				TR				AZ	All countries	
The transport of the excise goods are allowed provided the customs taxes and dues are backed by a certain bank or a customs escort.	BG, GR, MD, RO, RU, TR, SRB	UA		RU		RU	All countries		AL, AZ, GE	
A transport is allowed provided the customs taxes and dues are backed, including the deposit of certain amounts to the customs authority account.	BG, GR, MD, RO, RU, TR, SRB			RU			GE, AZ, RU, UA		AL, AZ, BG, GE, GR, RO, SRB, UA	RU
The currency exchange points are not located at the border-crossing points.	BG, GR, MD, RO, RU, TR, SRB			AL		AL	All countries (TR-GR-BG)		AL, AZ, GE, MD, RU, UA	

Notes for Part A:

- a) Hauliers from all countries in the region are subject to an authorization or a charge for bilateral, transit and 3rd country transport of goods by road.
 - The amount of charges for bilateral permits ranges from EUR 5 to EUR 75 or USD 100.
 - Transit charges range from EUR 43 to EUR 85.
 - The amount of charges for 3rd Country permits ranges from EUR 150 Euro to USD 600.
- b) In most of the BSEC countries, a transit authorization registration and other customs documents are required, which are subjected to service charges (EUR 30 in Russia).
- c) There is a general practice for obligatory parking during customs clearance.
- d) In nearly half of the BSEC countries, the Turkish hauliers are obliged to draft customs declarations despite the availability of TIR Carnets.
- e) BSEC hauliers pay for customs stamps and marks in all the BSEC countries.
- f) Customs authorities stop vehicles when there is suspicion for breach of rules, which are subjected to time consuming investigations, daily parking fees and security-related payments on the account of the transport operator.
- g) Certain goods are banned for transit in all BSEC countries.
- h) Turkish hauliers report that they are subjected to transit controls in most of the BSEC countries even if their operation is under cover of a TIR Carnet.
- i) Customs authorities request presentation by the haulier of the proof that related taxes and duties are guaranteed by a deposit of certain amounts to the accounts of the concerned customs authorities.

PART B: Barriers related with the trade

Practice	AL	AR	AZ	BG	GE	MD	RO	RU	TR	UA
Obligatory civil liability insurance of the vehicles in spite of the Green Card (per vehicle)		GE, RU		AL, AR, AZ, GE		AL, AR, AZ, GE	AL, AR, AZ, GE, RU	AL, AR, AZ, GE	GE	
Crew obligatory insurance				AL, AR, AZ, GE		AL, AR, AZ, GE	All countries	AR, BG, GR, RO, TR, UA	BG, GR, MD, RO, SRB, UA	AR, BG, GR, RO, RU, TR
Tolls for the highways (per day and per vehicle – depending on the vehicle type)		GE	All countries	AR, AZ, GE, RO, RU		AR, AZ, GE, RU	All countries	All countries	AL, AZ, BG, GR, MD, RO, SRB	
Payment of the customs broker services (per vehicle). Terminal use payment (per vehicle). Bach loading payment (per vehicle).	BG, GR, MD, RO, RU, TR, SRB	GE, RU	All countries	All countries	All countries	All countries	All countries	TR	AZ, BG, GR, MD, RO, SRB, UA	All countries
Environmental charges (per vehicle, for 1 entry/exit from the zone).	BG, GR, MD, RO, RU, TR, SRB						BG, TR	AR, AZ, RO	MD, RU	All countries
Vehicle disinfection, sanitary cleaning, veterinary checks (per vehicle).	BG, GR, MD, RO, RU, TR, SRB		All countries	All countries		All countries	All countries	BG, RO, TR	BG, GR, MD, RU, SRB, UA	All countries
Route deviation (for 1 route).				TR, UA				TR	AZ, MD, RU	
Trip extension (per day).								AL, BG, GR, RO, TR	MD	
Bridge crossing (one-way trip)		GE		TR			BG, RO, TR, GE	BG, RO, TR	AZ, BG, GE, RO, RU	
Use of a vessel (RO-RO)		GE, RU	All countries		BG, RU, TR	BG, GE, RU, TR	BG, GE, UA, RU, TR	BG, GE, UA, RU, TR, AZ	AZ, GE, GR, RU, UA	BG, GE, RU, TR
Fuel price difference charge (for 1 km, depending on the vehicle type and tonnage), fuel import charge etc.									RU, UA	
Bank commissions (for 1 transaction)	BG, GR, MD, RO, RU, TR, SRB		All countries	All countries	All countries	All countries	All countries	TR, UA	BG, GR, RU, UA	All countries
Local taxes (for parking, transit, sanitary etc.) per vehicle.	BG, GR, MD, RO, RU, TR, SRB			RO, RU, UA	RU, UA	RU, UA	All countries	AR, BG, RO	RO	

Notes for Part B:

- a) All CIS countries require an obligatory civil liability insurance of the vehicles in spite of the Green Card.
- b) In most countries, the hauliers are required to have an obligatory crew insurance.
- c) Toll charges vary significantly between the BSEC countries both in terms of amount as well as the measurement units, from USD 0.003 per gross tonne/km to EUR 7 or USD 20-30 as a daily flat rate or upto USD 300 per loading capacity.
- d) Payment for customs brokerage or terminal usage is a common practice in the BSEC region with an average charge of USD 50.
- e) Environmental charges constitute a significant cost on the account of hauliers in many BSEC countries.

- f) Border formalities such as vehicle inspection, sanitary or veterinary checks are used by the border authorities as a source of income with charges varying between USD 5 and EUR 9.
- g) Hauliers use RO-RO services to overcome quota problems or because of missing land connections.
- h) Bank commissions are levied for each and every operation.
- i) Local authorities levy taxes in more than half of the BSEC countries.

PART C: Limits related with the gross-weight and dimensions

Practice	AL	AR	AZ	BG	GE	MD	RO	RU	TR	UA
Gross-weight limit, tons	BG, GR, MD, RO, TR, SRB	RU	All countries	AL, AR, AZ, BG, GR, RO, SRB, TR, UA	All countries exc. RU	AL, AR, AZ, BG, GR, RO, SRB, TR, UA	AL, AR, AZ, BG, GR, MD, SRB, TR, UA	All countries	AL, AZ, BG, GR, MD, RO, SRB, UA	AL, AR, AZ, BG, GR, MD, RO, SRB, TR
Axle-load limit, tons	BG, GR, MD, RO, RU, TR, SRB	GE, RU	All countries	AL, AR, AZ, BG, GR, RO, SRB, TR, UA	All countries exc. RU	AL, AR, AZ, BG, GR, RO, SRB, TR, UA	AL, AR, AZ, BG, GR, MD, SRB, TR, UA	All countries	AL, AZ, BG, GR, MD, RO, SRB, UA	All countries
Gross-weight limit exceed, for 1 vehicle per 1 km	BG, GR, MD, RO, RU, TR, SRB			AL, AR, AZ, BG, GR, RO, SRB, TR, UA	All countries exc. RU	AL, AR, AZ, BG, GR, RO, SRB, TR, UA	AL, AR, AZ, BG, GR, MD, SRB, TR, UA	BSEC -AL -GR	AL, AZ, BG, GR, MD, RO, SRB, UA	AZ, MD
Axle-load limit exceed, for 1 vehicle per 1 km	BG, GR, MD, RO, RU, TR, SRB			AL, AR, AZ, BG, GR, RO, SRB, TR, UA	All countries exc. RU	AL, AR, AZ, BG, GR, RO, SRB, TR, UA	AL, AR, AZ, BG, GR, MD, SRB, TR, UA	All countries exc. AL, GR	AL, AZ, BG, GR, MD, RO, SRB, UA	All countries
Maximum permitted length, m	BG, GR, MD, RO, RU, TR, SRB		All countries	All countries	All countries	All countries		All countries	AL, AZ, BG, GR, MD, RO, SRB, UA	All countries
Maximum permitted width, m	BG, GR, MD, RO, RU, TR, SRB		All countries	All countries	All countries	All countries	All countries	All countries	AL, AZ, BG, GR, MD, RO, SRB, UA	All countries
Maximum permitted height, m	BG, GR, MD, RO, RU, TR, SRB		All countries	All countries	All countries	All countries	All countries	All countries	AL, AZ, BG, GR, MD, RO, SRB, UA	All countries

Notes for Part C:

- a) Gross-weight limits in tonnes are applied in all BSEC countries. Limits range from 16 to 44 tonnes.
- b) Axle-load limits in tonnes are applied in all BSEC countries. Limits range from 10 to 22 tonnes.
- c) Exceeding gross-weight limit costs from USD 0.15 to EUR 0.25 per km (or tonne/km) to EUR 897 depending on the excess amount

$$\text{Cost} = \text{Fee/km} \times \text{Distance to be travelled (km)} \times (\text{Gross Weight (to)} - \text{Max Permit Gross Weight(to)})$$
- d) Exceeding axle-weight limit costs from USD 0.08 to EUR 0.15 per km (or tonne/km).
 Maximum permitted length limitations are applied in most of the BSEC countries. The length limit ranges from 16.5 m to 24 m.
- e) Maximum permitted width is also enforced: width limits range from 2.5 m to 2.65 m.
- f) Maximum permitted height limit is fixed at 4 m throughout the region.

PART D: Bureaucratic formalities

Practice	AL	AR	AZ	BG	GE	MD	RO	RU	TR	UA
The transport of dangerous goods are required to be specially authorized i.e. one and the same service is paid twice.		RU		AL, GE, MD, RU	MD, RU	GE, RU	GE, MD, RU	AZ, UA	GE, MD, RU	GE, MD, RU
The vehicles may be weighted more than once (the theoretical axle-load calculations cause many doubts of the carriers)		RU, UA		All countries	All countries		RU	TR	AL, AZ, BG, GE, GR, RU, UA	AL, AZ, BG, GE, GR, RU
Local authorities are entitled to set charges for the use of the infrastructure over the road user charges already paid by hauliers for highways usage.		RU		RO, RU, UA		RU, UA	RU, UA	RO, SRB	RO, SRB	RO, RU, SRB
All the payments are to be done only in cash.				All countries exc. GR	All countries	All countries exc. GR		All countries	All countries	All countries
Long waiting times on the customs terminals. If the entry waiting exceeds 24 hours and the exit waiting exceeds 8 hours – it leads to the additional parking-related costs.		RU		All countries		All countries		AR, AZ, GE	AL, AZ, BG, MD, RO, RU	AL, AZ, BG, MD, RO, RU, TR
The border and customs controls are too slow. In spite of the 24-hours working time of a border crossing point – the vehicles are to wait at least 24 hours.		UA		All countries		All countries		AR, AZ, GE, MD	GE, GR, RU, MD	GE, GR, RU

Notes for Part D:

- a) All CIS countries require special authorization for dangerous goods under domestic legislation (i.e. the same service is paid twice).
- b) Repeated weighing of vehicles is a frequent practice in the region.
- c) Cash payments at border crossing points are a general problem in almost all BSEC countries.
- d) Long waiting times at terminals with additional parking related costs are common together with slow and bureaucratic border crossing procedures.

The general conclusions of the Survey are as follows:-

- 1) Hauliers from almost all countries in the region are subjected to chargeable permits or charges to enter another country.
- 2) Transit operations are not exempted from charges or transit permits in contradiction with Article V of the GATT Agreement.
- 3) There is an urgent need to harmonize the applicable charges across the BSEC region.
- 4) A relative harmony is observed with respect to limitations on technical dimensions.
- 5) Despite the guarantee provided by the TIR Carnets, many BSEC countries request additional customs declarations or apply repetitive controls of transit goods.
- 6) There is a need for strict and wider implementation of relevant UN conventions and international agreements in the region.

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