

SEVENTEENTH MEETING OF THE BSEC-URTA GENERAL ASSEMBLY

Hotel Radisson BLU Iveria, Tbilisi – GEORGIA
Tuesday, 22 June 2010, at 10:00 hrs

THE PILOT PROJECT OF THE BSEC PERMIT

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

At the 4th meeting of the Steering Committee in Istanbul on 9 September 2009 seven Member States, namely Albania, Armenia, Georgia, Moldova, Romania, Serbia and Turkey expressed their interest and readiness to participate in a Pilot Project of the BSEC Permit. The BSEC Permit will be a single document printed and distributed by the BSEC PERMIS in an amount and according to the usage rules as agreed upon at the abovementioned meeting of the Steering Committee.

In this connection Participating Member States mandated the BSEC PERMIS to print 1,400 BSEC Permits and distribute 200 copies to each of the Participating Member States as soon as possible.

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.

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 cooperation with the IRU and the BSEC-URTA, the 1,400 BSEC Permits were printed and distributed to the national authorities in seven Participating States by the BSEC PERMIS in November 2009, which entered into force on 16 February 2010 until 31st January 2011.

The BSEC PERMIS together with the IRU and the BSEC-URTA monitors the usage of the BSEC Permits since its inception and during 2010 and takes note of any bottlenecks and makes a detailed statistical analysis of the actual usage, which will be presented to the Steering Committee for detailed consideration. The Steering Committee then will make a final decision to continue or discontinue the BSEC Permit in the future.

The usage statistics as of 30 March 2010 are presented in Annex 1.

The usage rules of the BSEC Permit as approved by the Participating Member States are given in Annex 2.

Country Positions

The seven Participating BSEC Member States work together for creating the BSEC Permit with the support of the BSEC PERMIS, the IRU and the BSEC-URTA. Moreover, they express common commitment to further develop it in the future.

But the Republic of Bulgaria, Hellenic Republic and the Russian Federation state that the creation of a BSEC Permit as such is based on voluntary participation of interested Member States and therefore it is not binding for them.

Furthermore, the Russian Federation insists that the creation of the BSEC Permit violates the BSEC rules. However, this is not supported by the BSEC experts and the participating Member States.

Ukraine supports the position of the Russian Federation, in general.

Entry into force of the BSEC Permit

In order to ensure entry into force of the BSEC Permit as smooth as possible on 16 February 2010, the IRU and the BSEC-URTA prepared and published multi-lingual materials, which were disseminated to national authorities of the concerned countries by the BSEC PERMIS.

The BSEC-URTA distributed similar materials to its Member Associations, too.

On 16 February 2010, the BSEC-URTA Member Associations and competent national authorities in the seven BSEC Member States have organized special ceremonies and handed the first BSEC Permit in their country to a fleet operator, symbolically.

Implementation Bottlenecks

Since the entry into force of the BSEC Permit the followings were noted:

1. Between 16 February and 24 March 2010, Romania did not accept the BSEC Permit if the holder travels to a non-BSEC country.

The Ministry of Transport of Romania considered that the BSEC Permit is valid only if it is used for road transport of goods between two BSEC Member States and within the BSEC Region.

This approach led to a serious crisis at the Romanian borders because the transport operators and their issuing national authorities were not aware of this interpretation of the Romanian authorities.

In order to analyse the situation and de-block the situation, if possible, a BSEC-URTA Delegation composed of the BSEC-URTA Deputy Secretary General as well as the representatives of the ARTRI and the UNTRR met the Secretary of State of the Minister of Transport in Bucharest on 3 March 2010. However, this meeting did not convince the Romanian authorities to reconsider their position, i.e. the crisis continued.

In order to contribute to a solution, the IRU Secretary General and the BSEC-URTA President wrote official letters to the Romanian authorities expressing their viewpoint that the BSEC Permit, in accordance with the rules adopted by all of the Participating Member States, can be used for any transit journey across the territories of a Participating Member State without any reference to its place of origin or destination.

On 23 March 2010, the BSEC-URTA facilitated and attended a special informal meeting among the representatives of the seven Participating Member States to discuss this matter. Thanks to very constructive discussions and positions, which were expressed by participants in this meeting, Romania agreed that the BSEC Permit can be used for any transit journeys including any destination within the EU and the crisis was solved in a very positive manner.

2. Armenian operators need the BSEC Permit only for transit journeys across Turkey. However, the Armenian operators are unable to obtain visas for their professional drivers. This deadlock does not permit Armenia to be able to use the BSEC Permit, actually.

The way forward

All participating Member States expressed during the meetings of the Ministers of Transport in Sofia on 15 April and the Council of the Ministers of Foreign Affairs in Sofia on 28 May 2010 that they want to further develop the BSEC Permit. There are views expressed that the BSEC Permit should allow as the first step bilateral road transport of goods across the BSEC Member States in addition to the transit journeys in and out of the BSEC region.

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STATISTICS ON THE USAGE OF THE BSEC PERMIT AS OF 31 MAY 2010

Country	Beginning Date of National Distribution	Fee (if applicable)	Amount of BSEC Permits used as of 30 March 2010	Remainder
<i>Albania</i>	<i>16.03.2010</i>	<i>n.a.</i>	<i>16</i>	<i>184</i>
<i>Armenia</i>	<i>Not yet</i>	<i>n.a.</i>	<i>0</i>	<i>200</i>
<i>Georgia</i>	<i>21.04.2010</i>	<i>n.a.</i>	<i>6</i>	<i>194</i>
<i>Moldova</i>	<i>15.05.2010</i>	<i>n.a.</i>	<i>150</i>	<i>50</i>
<i>Romania</i>	<i>Not yet</i>	<i>n.a.</i>	<i>0</i>	<i>200</i>
<i>Serbia*</i>	<i>19.03.2010</i>	<i>15,20 €</i>	<i>6</i>	<i>194</i>
<i>Turkey</i>	<i>18.02.2010</i>	<i>n.a.</i>	<i>127</i>	<i>73</i>
Total			305	1095

* Serbia charges an issuance tax of € 15.00 indifferent of the amount of permits issued to a transport operator at a single occasion. In addition, for each permit issued, an additional fee of 0.20 € is collected.



BSEC PERMIT USER GUIDE

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Chapter 1: **Definitions**

The definitions of the terms are as follows:

- **BSEC:** The Organization of Black Sea Economic Cooperation.
- **Member State:** A country, which is a member of the BSEC Organization.
- **Non Member State:** A country, which is not a member of the BSEC Organization.
- **Participating Member State:** Any country, which is a member of the BSEC Organization and participates in the BSEC Transit Permit Project.
- **Registration Country:** The country, where the subject vehicle is registered as mentioned on the registration plate of the vehicle.
- **BSEC Permit:** The permit, which is valid for a single round journey in transit through the territories of Participating Member States and has a specific validity period.
- **Competent Authority:** The Authority in a Participating Member State, which is authorized to carry out activities related to the present BSEC Permit.
- **Multilateral character:** The possibility of using the BSEC Permit for runs through Participating Member States, 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 countries, with transit through one or more Member or non-Member countries; in the latter case, the BSEC 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 authorized 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 permits made available every year to a Participating Member State. The principles for the calculation of this contingent are set up by the BSEC Steering Committee for Facilitation of Road Transport of Goods in the BSEC Region.
- **PERMIS:** the Permanent International Secretariat of the BSEC Organization.
- **State (Country) of establishment:** Participating Member State, where the haulier/haulage company is legally established.
- **IRU:** The International Road Transport Union.
- **BSEC-URTA:** The Union of Road Transport Associations in the BSEC Region.

Chapter 2: Issuance and limits

The BSEC Permit is a multilateral permit established by the Participating Member States for the international carriage of goods by road for hire or reward by transport undertakings using vehicles registered in a Participating BSEC Member State. It is established for a transport operation being performed in transit through the territory of one or more Participating BSEC Member States. The BSEC Permit does not allow loading/unloading operations within the territory of the Participating BSEC Member States. The BSEC Permit does not allow the Third Country Transport operations. The BSEC Permit does not allow Cabotage. The BSEC Permit is printed and distributed to the Participant BSEC Member States by the PERMIS. The BSEC Permit is printed bilingually in English and Russian languages. When a journey is undertaken using a coupled combination of vehicles, the BSEC Permit is obtained from the competent Authority in the country in which the tractor is registered. The BSEC 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 license, or is registered in another Member State. If goods are transported via a BSEC country where the use of the BSEC Permit is restricted, the said country may be transited with a bilateral permit, ECMT permit or some other means of transport (including rolling road) according to the bilateral arrangements agreed upon by the authorities of the subject country and the country of registration.

Chapter 3: Usage

A BSEC Permit may be used by only one vehicle (coupled combination of vehicles). It has to be carried on board the vehicle during a full round trip. It does not exempt the carrier from requirements relating to any other authorizations for the carriage of exceptional loads in terms of size or weight or for specific categories of goods (for example, dangerous goods). 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. The BSEC Permit may not be transferred by an undertaking to a third party.

The following documents must be carried on board the vehicle: the contract of hire or lease, or a certified conformed extract from that contract giving in particular the name of lessor, name of the lessee, the date and duration of the contract and registration number of the vehicle. Where the driver is not the person hiring the vehicle, the driver's employment contract or certified extract from that contract giving in particular the name of the employer, the name of the employee and the date and duration of the employment contract or a recent salary payment receipt. If need be, equivalent documents issued by Competent Authorities of the member country may serve as replacements for the documents referred to above. The documents should also at least be translated as an annex in English or Russian.

Chapter 4: **Validity and withdrawal**

The BSEC Permit is valid for one calendar year from 1st January to 31 December of the year marked inside the box "Validity" on the front page. However, any remaining permits shall stay in use and be accepted by the Participating BSEC Member States until 31 January of the next calendar year. The BSEC Permit is invalid if the following mandatory particulars are not entered on it indelibly: name or business name and full address of the transport undertaking, signature and stamp of the body issuing the permit, validity year, date of issue of the permit. The BSEC Permit known as lost, replaced but found later is not valid anymore. In cases where a BSEC Permit is lost or stolen, the issuing Authority or body must be notified by the holder, immediately. In this regard the issuing authority or body will notify the BSEC PERMIS, which will circulate this information to the other Participating BSEC Member States as soon as possible. The BSEC Permit must be returned to the Issuing Authority or body within two weeks which follow the expiry of its validity. If a Participating BSEC Member State has introduced restrictions related to noise and exhaust emissions on the usage of the BSEC Permit on its territory (e.g. RO "at least EURO 3 safe"), the BSEC Permit is to be valid only accompanied by certificate(s) of conformity proving that the vehicle / combination of vehicles is/ are in accordance with the relevant requested standards.

Chapter 5: **Mutual assistance**

The Participating Member States are to give each other mutual support in applying the provisions governing the use of the BSEC Permit, monitoring their observance and penalizing any infringements. In order to facilitate the process of mutual assistance, it is the duty of each Participating Member State to inform its relevant competent authorities about introduction, template and usage rules of the BSEC Permit, appropriately.

The BSEC PERMIS in collaboration with the BSEC-URTA and the IRU will assist to the Participating Member States wherever necessary and facilitate their mutual assistance as above.

Country/Страна	Outward / Выезд		Return / Возврат	
ALBANIA				
ARMENIA				
GEORGIA				
MOLDOVA				
ROMANIA				
SERBIA				
TURKEY				

Restrictions:
1. Romania: The BSEC permit is valid over the Romanian territory if the user is at least EURO3 vehicle. The BSEC Permit is to be valid only accompanied by certificate(s) of conformity proving that the vehicle / combination of vehicles is /are in accordance with the relevant requested standards related to noise and exhaust emissions.

Ограничения:
1. Румыния: Разрешение ОЧЭС действительно на территории Румынии, если используется транспортное средство, как минимум, класса ЕВРО3. Разрешение ОЧЭС действительно, если сопровождается сертификатом(ми) соответствия, подтверждающим, что транспортное средство/комбинация транспортных средств действительно соответствует требуемым стандартам шумности и токсичности выхлопов.

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

AL Ky dokument - i firmosur dhe i vulosur ne faqen 1 nga autoritetet kompetente- lejon transportuesin te kaloje tranzit ne territorin e shteteve anetare pjesemarrrese, te permdurura ne faqen 1, gjate nje operacioni transporti vajtje/ardhje me nje mjete te vetem ose nje kombinim mjetesesh, me ose pa ngarkese.

AM Իրավասու մարմինների կողմից 1-ին էլմ ստորագրված և կնքված սույն փաստաթուղթը մեկնանս/վերադարձի տրանսպորտային գրծուղություն իրականացնելու տարանցման իրավունք է տալիս փոխադրողներին՝ 1-ին էլմ սեված մասնակից անդամ-պետությունների տարածքով, մեկ կամ մի քանի համակցված փոխադրամիջոցներով:

GE „წინამდებარე დოკუმენტი - ხელმოწერილი და დადასტურებული უფლებამოსილი ორგანოების მიერ 1-ლ გვერდზე, უფლებას აძლევს გადაზიდვადგებს განახორციელონ ტრანზიტო 1-ლ გვერდზე აღნიშნული მონაწილე წევრი ქვეყნების ტერიტორიაზე, სატრანსპორტო ობრეცის განმავლობაში, გზობაზე იქმთ და აქმთ, დატვირთული ან დაუტვირთული ავტოსატრანსპორტო საშუალებით ან კომბინირებული ავტოსატრანსპორტო საშუალებით.“

MD/RO Documentul semnat și stampilat pe pag. 1 de oficialitățile competente autorizează operatorul de transport nominalizat în acest document să tranziteze teritoriul statelor menționate pe pagina 1 intrun voiaj dus-întors cu un singur vehicul sau cu o combinație de vehicule, cu sau fără încărcatură.

SRB Овај документ, потписан и овесен на страни 1. од стране надлежног органа, дозвољава превознику транзитирање земље чланице, наведено на страни 1. током путовања у одласку/повратку једним возилом или скупом возила, натовареног или празног.

TR Birinci sayfada usulüne uygun olarak yetkili mercilerce imzalanmış ve mühürlenmiş olan bu belge, taşımacıya, birinci sayfada yer alan katılımcı üye ülkelerin topraklarından yüküü veya yüksüz olarak tek bir araç veya araç kombinasyonu ile gidil ş/dönüş olmak üzere transit geçişe izin verir.

Model of the BSEC Hologram

