



Silk Road – IRU Initiatives

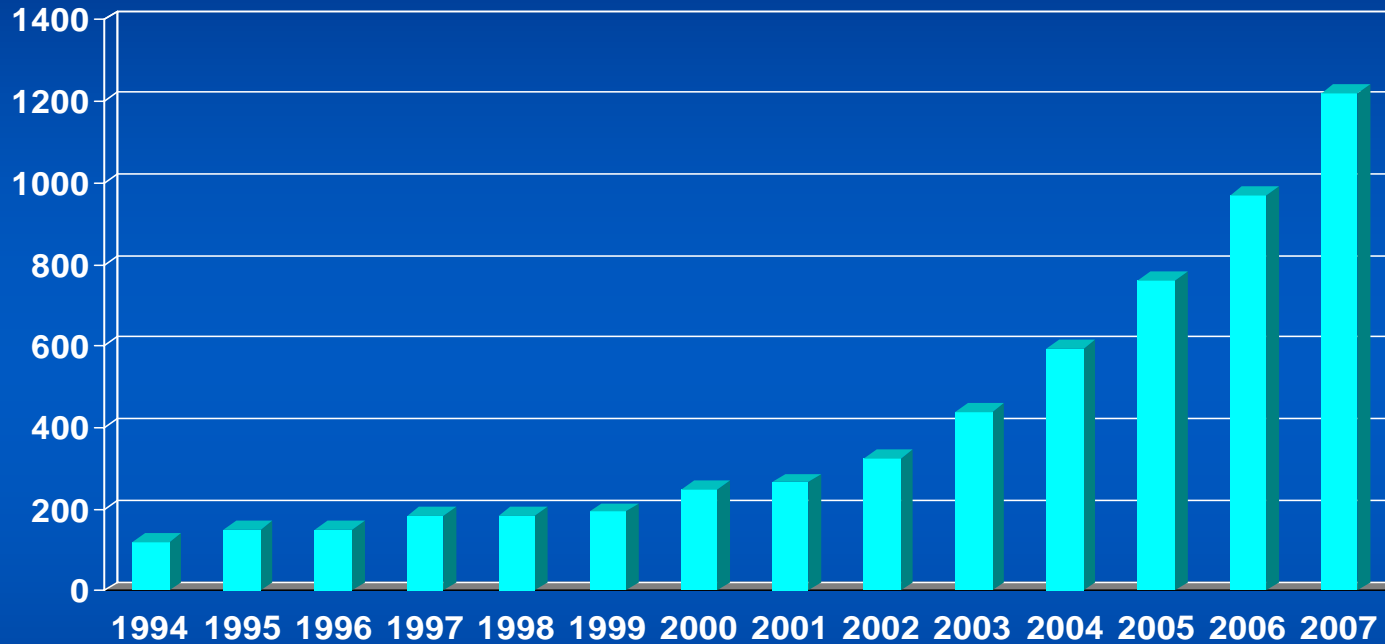
Peter Krausz, Head, Goods Transport & Facilitation, IRU

Geneva, 8 September 2008

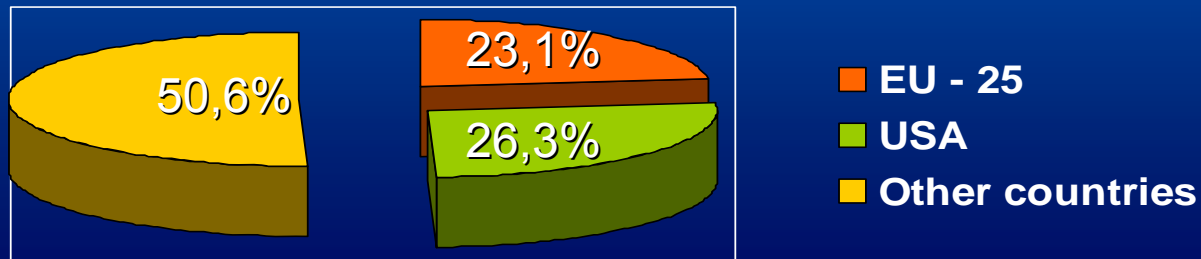


Chinese Goods Exports, 1994-2007

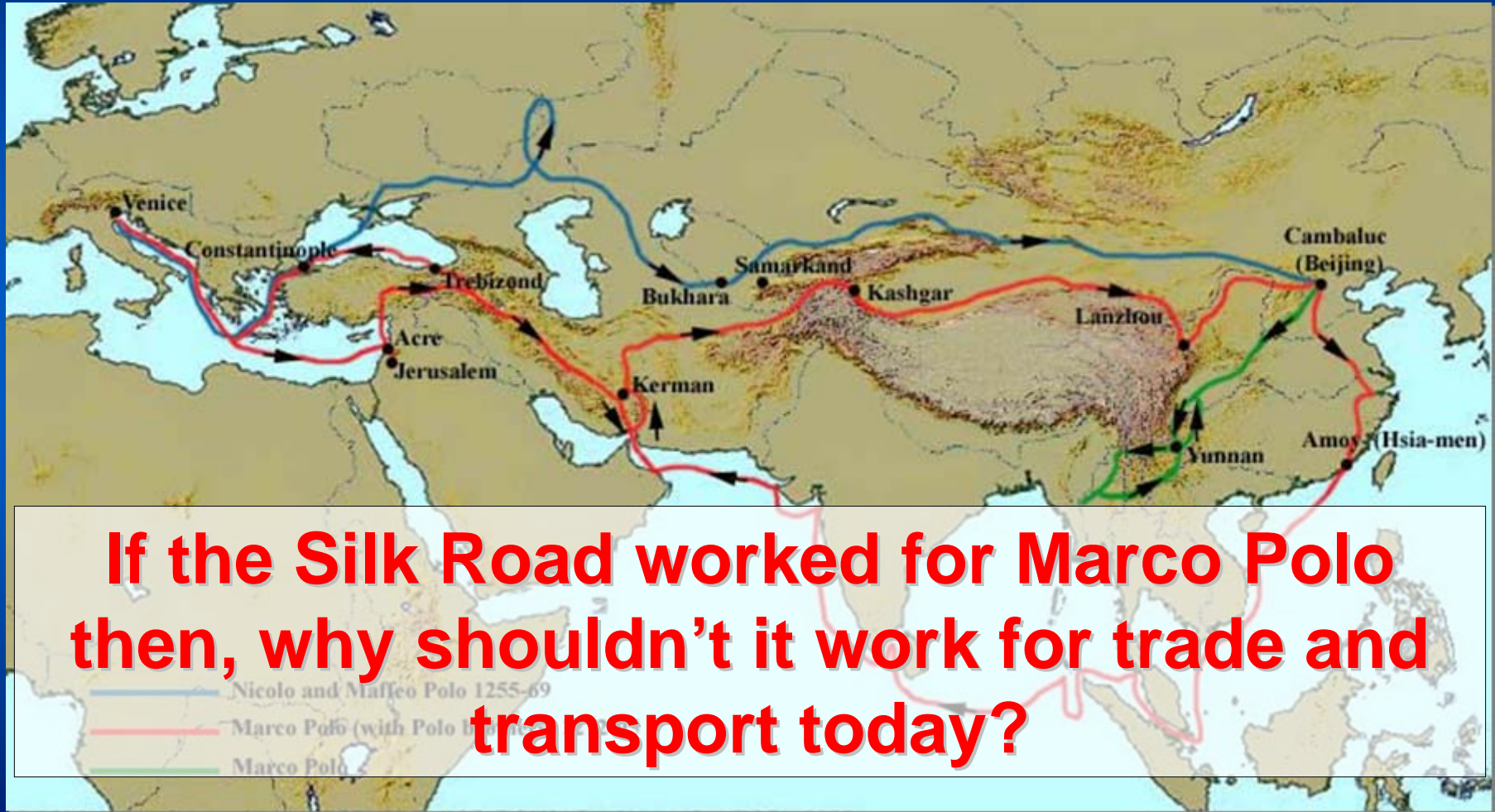
USD, bln



USA and EU share in Chinese exports, %



Silk Road Revitalisation





Наземные перевозки между
Европой и Азией:
Анализ экономической целесообразности

Июль 2006 г.

Вашингтон
Копенгаген
Брюссель
Москва
Афины
Берлин

RAMBOLL



There are goods for road transport deliveries from/to China and EU (niche)



There is sufficient road infrastructure

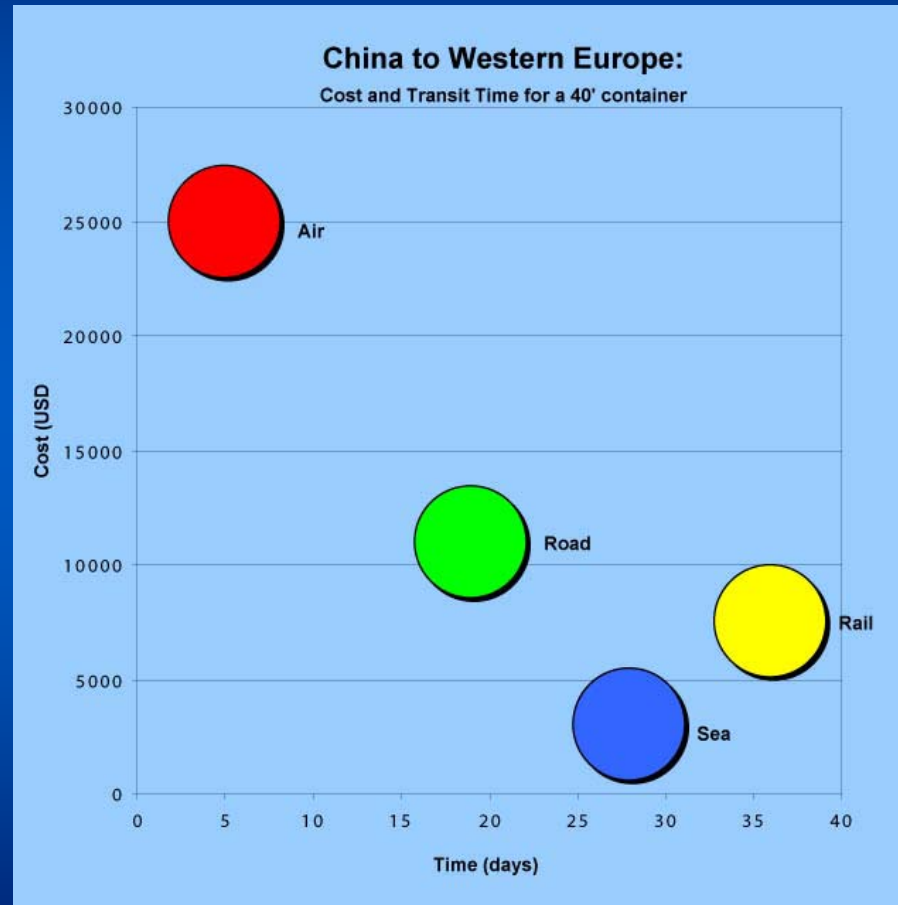


There is international legal basis for Eurasian road transport operations (UNECE Conventions and Agreements)



Road transport operators are ready for transcontinental Eurasian deliveries

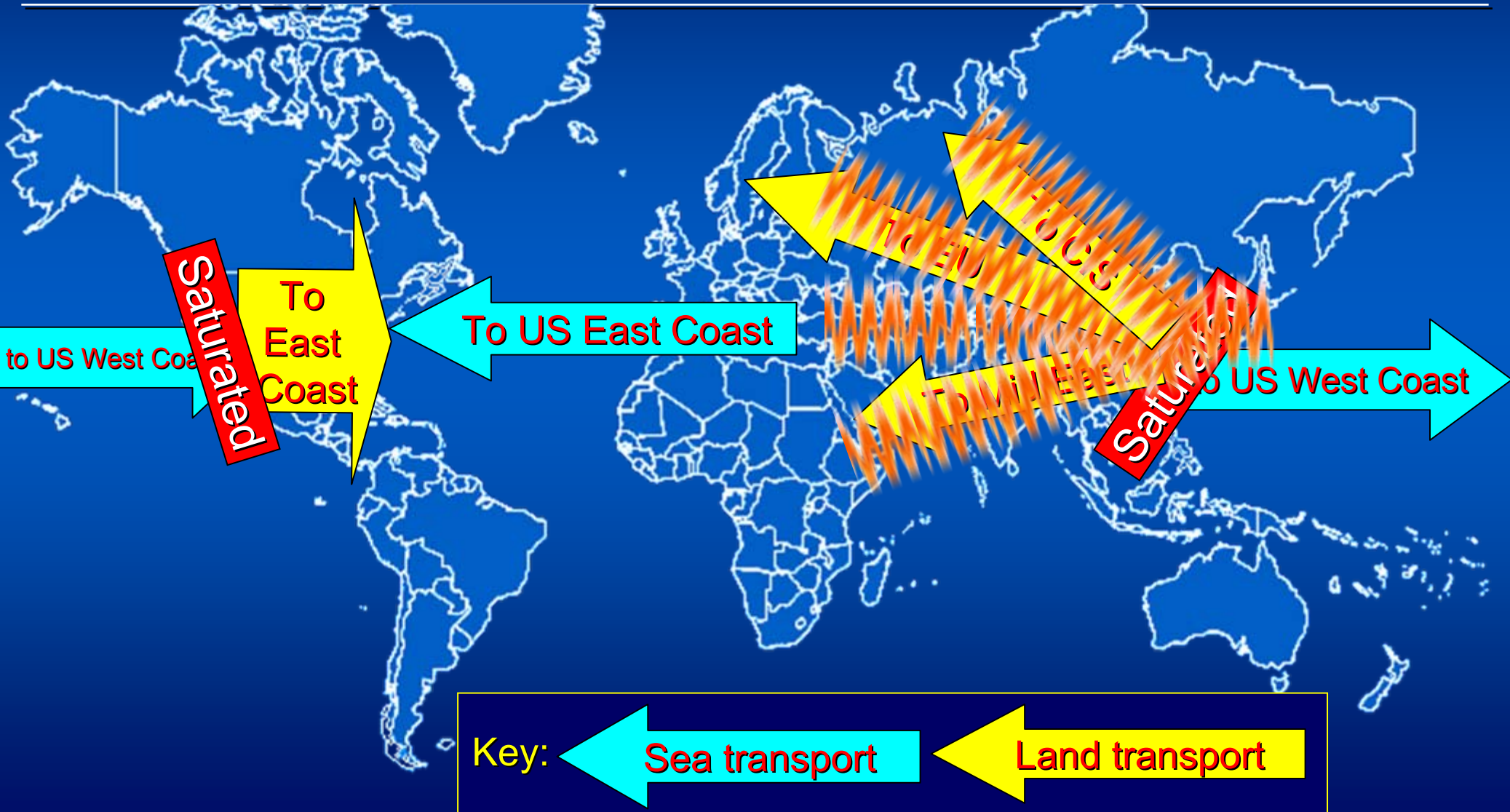
Source: Ramboll Study, 2006



Источник: Ramboll, «Land Transport Options between Europe and Asia: Commercial Feasibility Study»



Interconnecting all the businesses along the reopened Silk Road



- Changing IRU organisation, institutions and activities
- IRU as a Silk Road Platform
- IRU Caravans – from Adventure to Operation
- New Eurasian Land Transport Initiative - NELTI

Changing IRU organisation, institutions and activities



*Working together
for a better future*



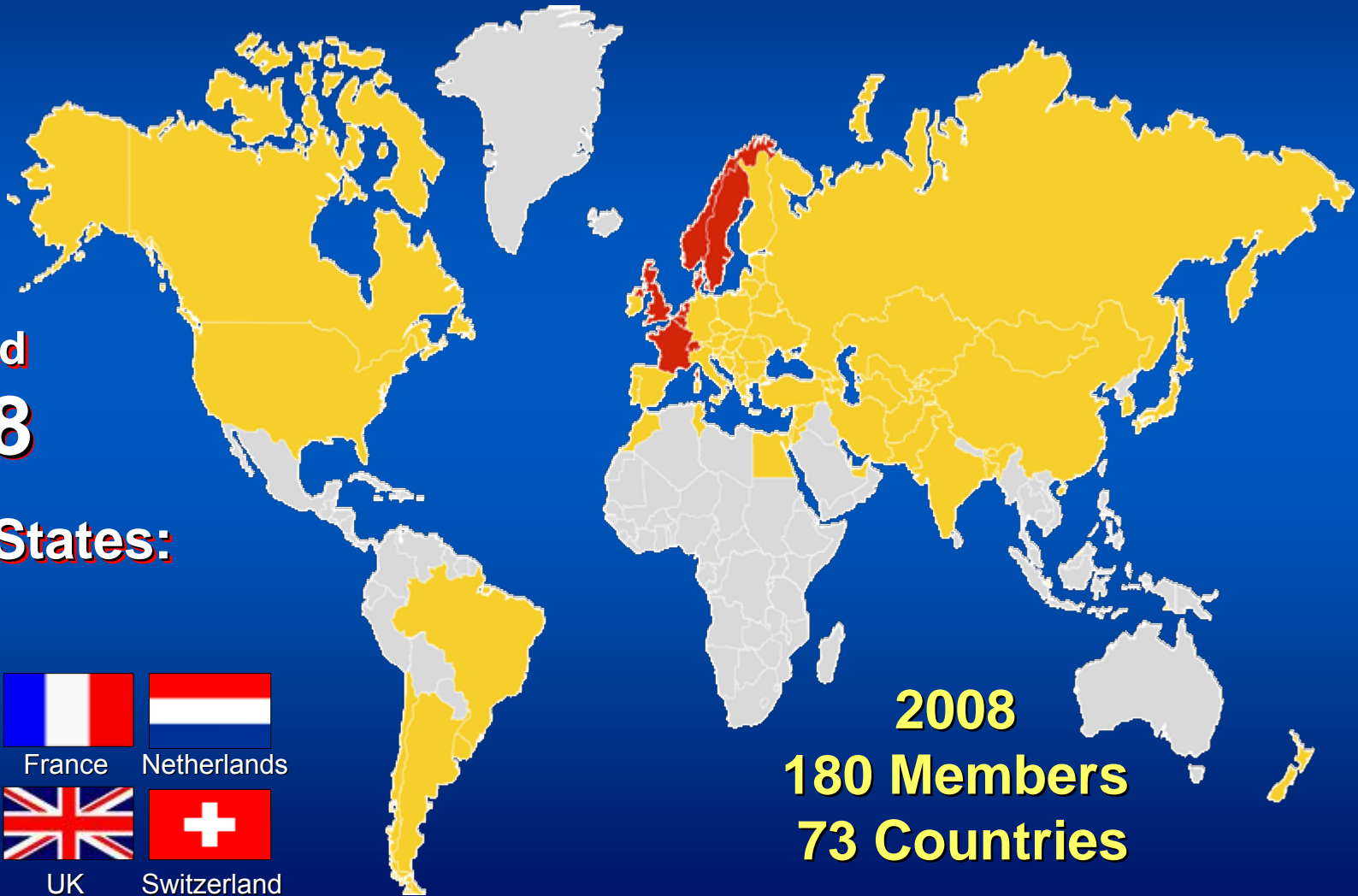
*Travailler ensemble
pour un meilleur avenir*



Evolution of IRU Membership

Created
1948

8 Founder States:



2008
180 Members
73 Countries

1948

IRU founded in Geneva



1973

IRU Permanent Delegation to the EU established in Brussels

1998

IRU Permanent Delegation to the CIS established in Moscow



2005

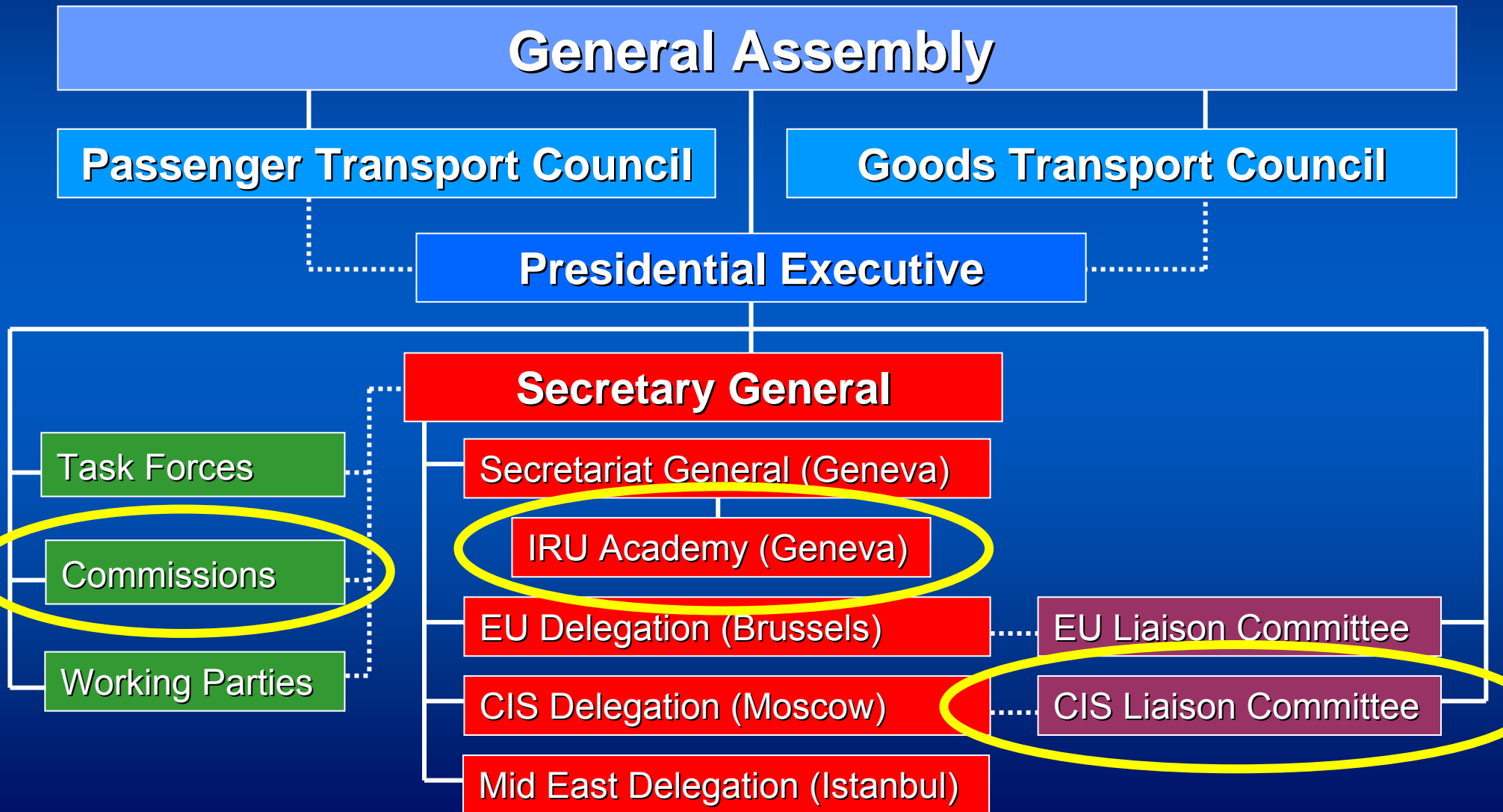
IRU Permanent Delegation to the Middle East established in Istanbul



Evolution of IRU General Secretariat

The Number of IRU Staff:

	Geneva	Brussels	Moscow	Istanbul
1993	28	4	0	0
2001	103	8	2	0
2008	119	7	7	2

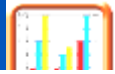


Commissions

- Social Affairs



- Economic Affairs



Working Parties

- Dangerous Goods



- Combined Transport



Commission for Central and Eastern Europe + East-West (Trans-European) Road Transport Conferences

- Technical Affairs



- Road Safety

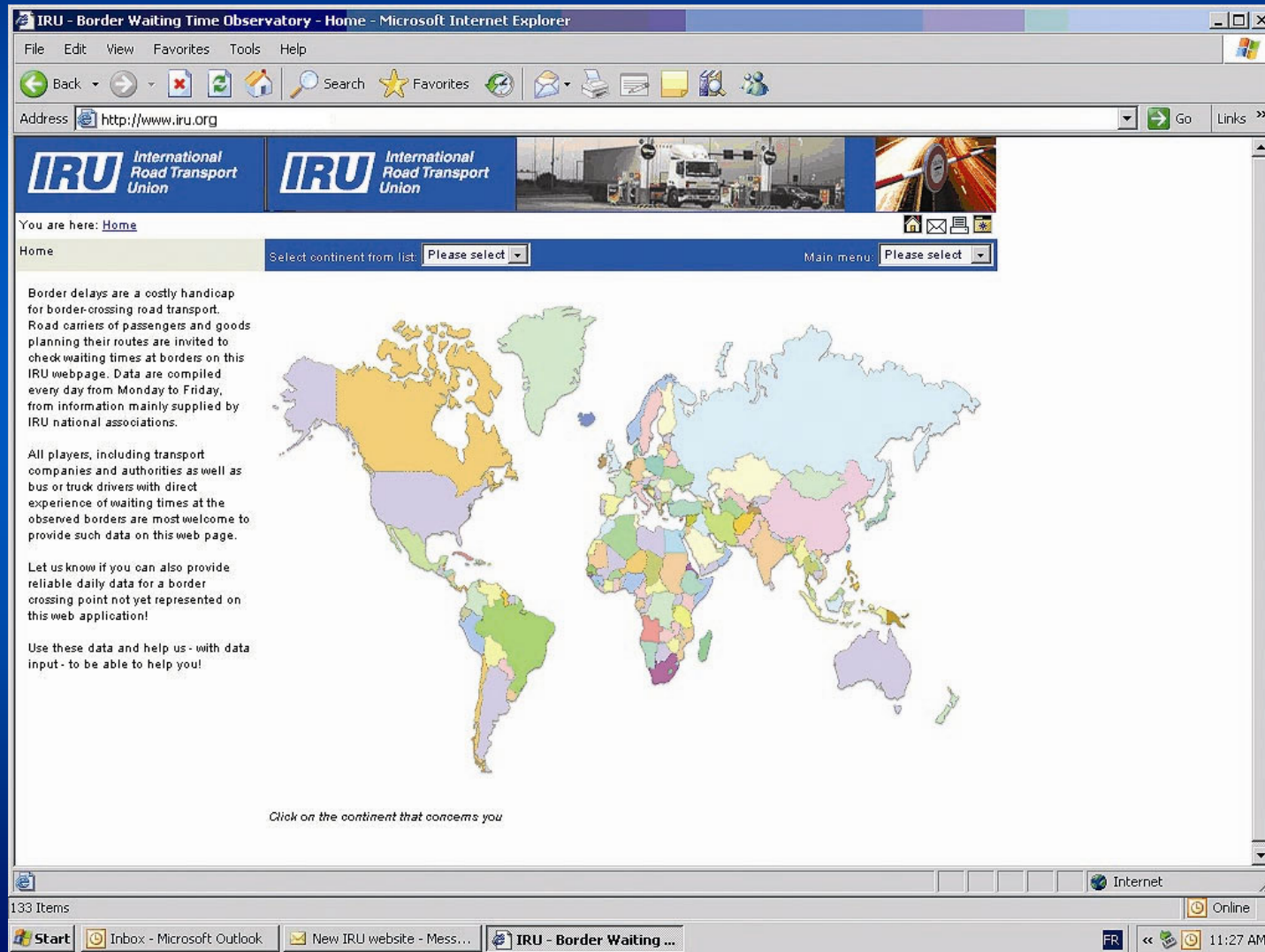


- Services to Transport Operators



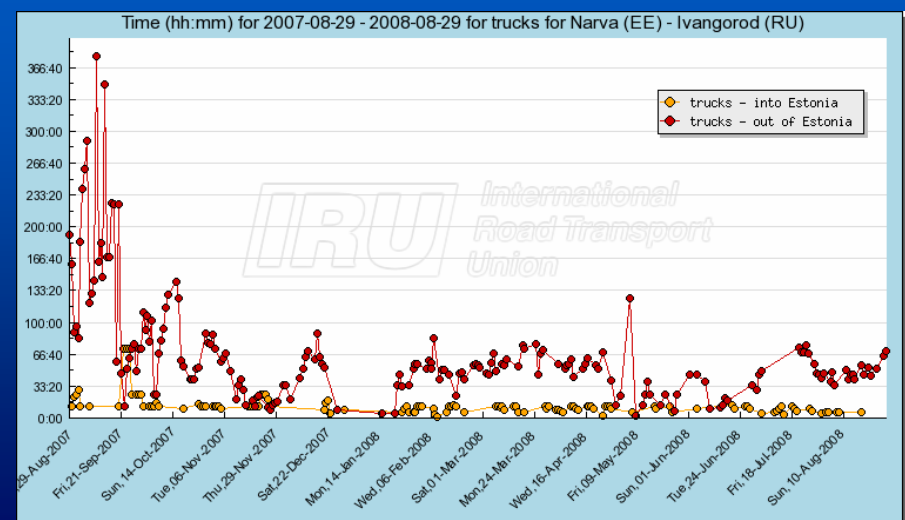
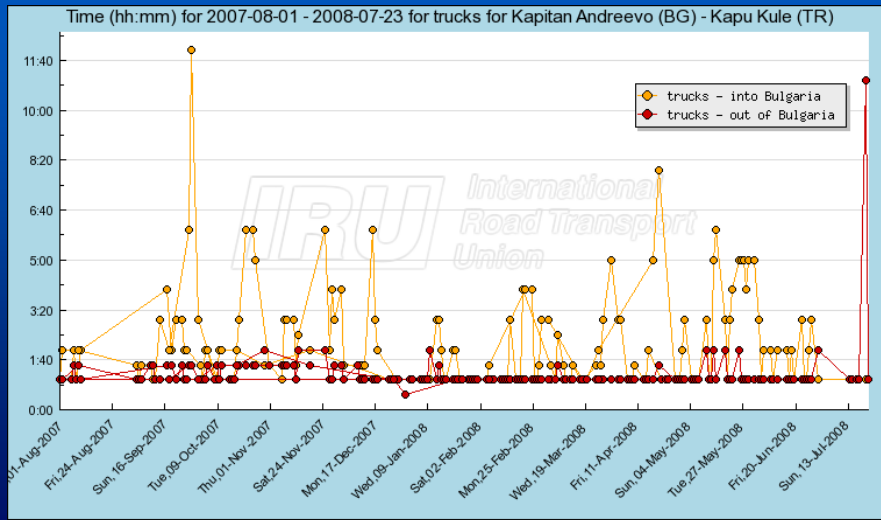
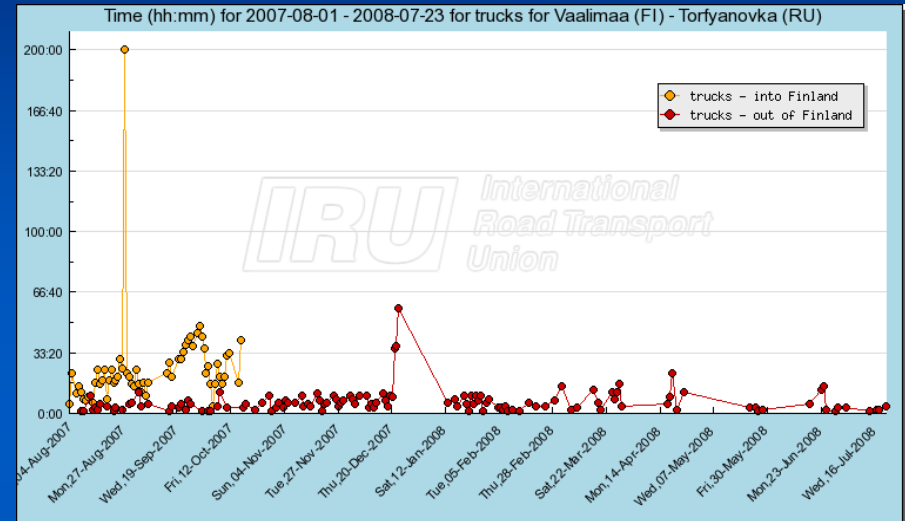
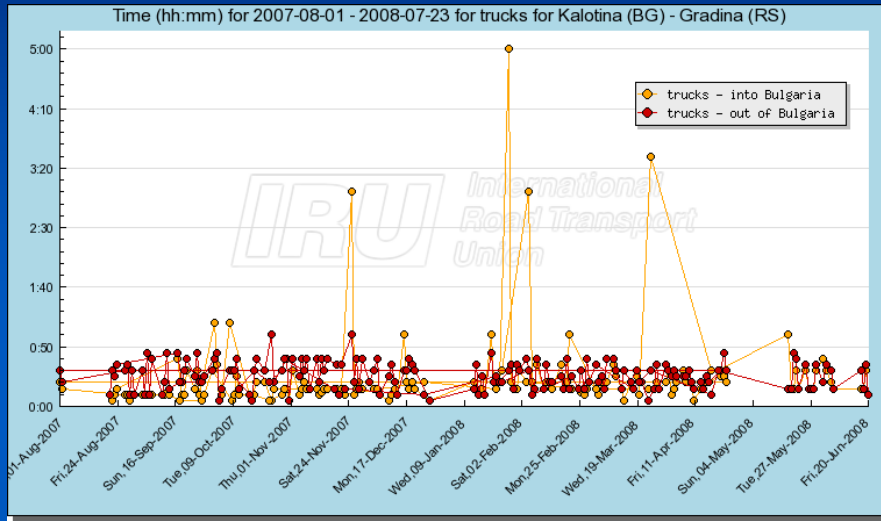
- Sustainable Development
 - Innovation
 - Incentives
 - Infrastructure
- Facilitation
 - Trade
 - Tourism
 - Road Transport

- **Trade & road transport facilitation**
- **Transit freedom (GATT)**
- **Quotas and permits (GATT)**
- **Waiting times at borders - Border crossing facilitation**
- **Customs transit systems (TIR)**
- **Visas for professional drivers**
- **Security - Survey on attacks on truck drivers**
- **Access to the profession and the market**



The screenshot shows the IRU Border Waiting Time Observatory website. The browser window title is "IRU - Border Waiting Time Observatory - Home - Microsoft Internet Explorer". The address bar shows "http://www.iru.org". The website header features the IRU logo and the text "International Road Transport Union". Below the header, there is a navigation bar with "You are here: Home" and a "Select continent from list" dropdown menu. The main content area includes a world map with colored regions and text explaining the service: "Border delays are a costly handicap for border-crossing road transport. Road carriers of passengers and goods planning their routes are invited to check waiting times at borders on this IRU webpage. Data are compiled every day from Monday to Friday, from information mainly supplied by IRU national associations." The text also invites users to provide reliable daily data for border crossing points not yet represented on the site. At the bottom of the map area, it says "Click on the continent that concerns you". The browser's taskbar at the bottom shows the Start button, several open applications (Inbox - Microsoft Outlook, New IRU website - Mess..., IRU - Border Waiting ...), and the system tray with the date and time (11:27 AM).

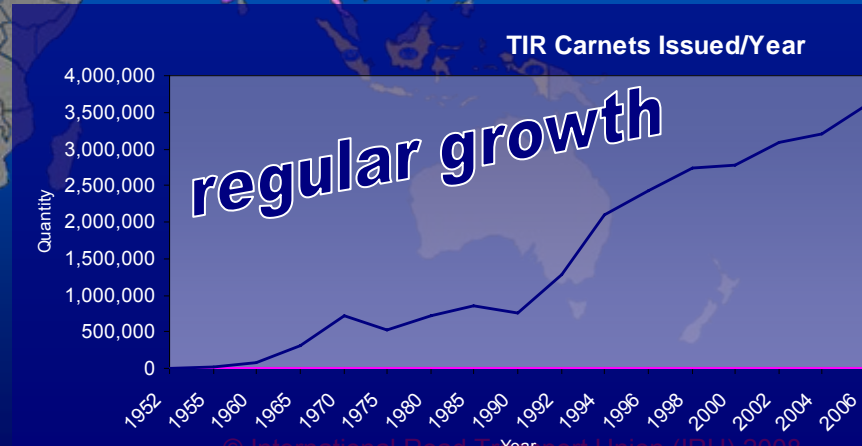
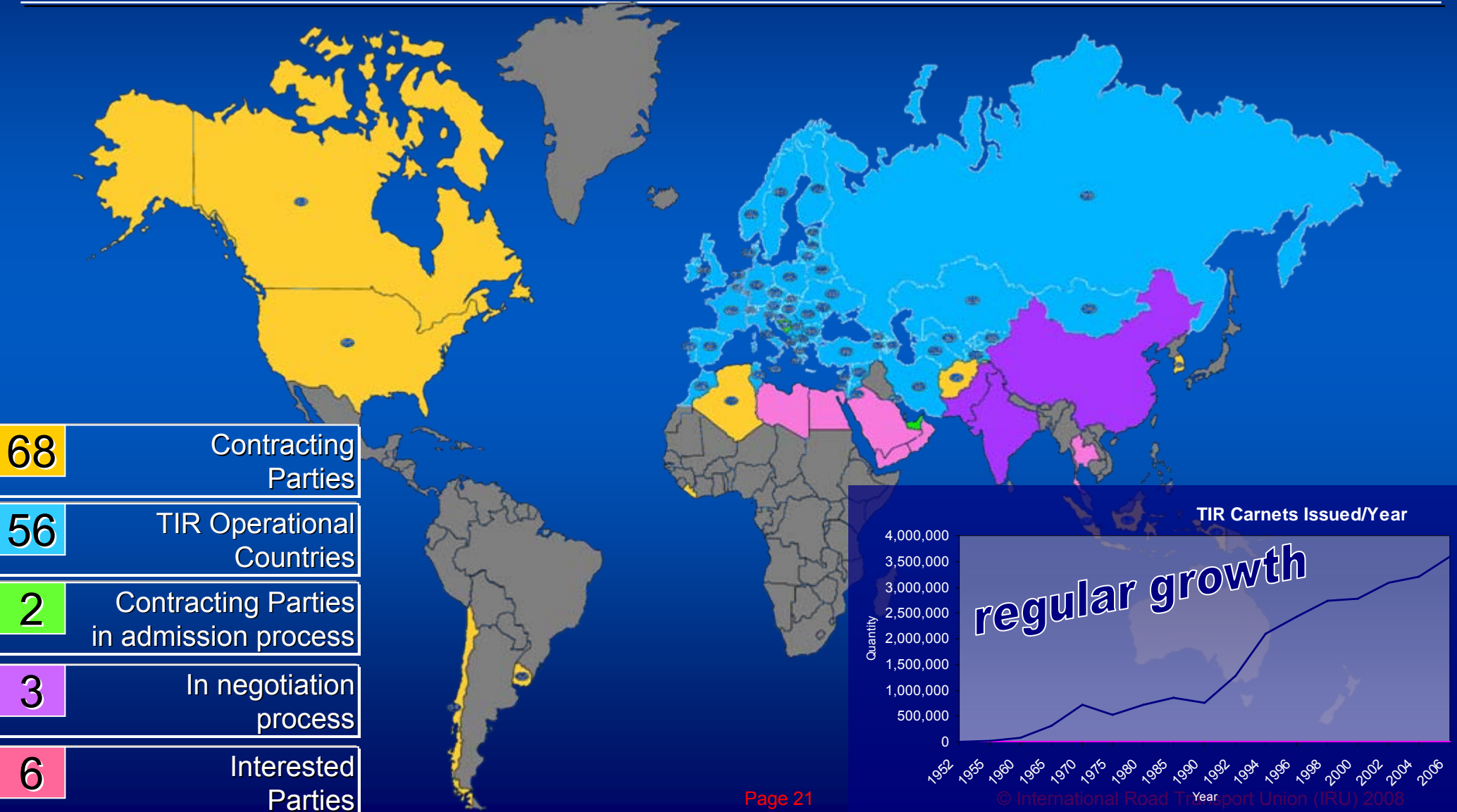
BWTO - Facts and Figures



TIR System



Geographical scope of the TIR Convention



IRU as a Silk Road Platform



IRU - IRU activities on Revitalisation of Great Silk Road - Windows Internet Explorer

http://www.iru-nelti.org/index/en_activities_index

IRU International Road Transport Union

highlights

31st IRU World Congress
ISTANBUL
15 - 16 May 2008

International Road Transport Union

History of Great Silk Road

IRU activities on Revitalisation of Great Silk Road

NELTI

IRU Caravans

Efforts of International Organisations

Practical Aspects

Contacts

Useful links

Publications

IRU activities on Revitalisation of Great Silk Road

Over the past decade, the Great Silk Road revitalisation project has become one of the priorities for the IRU. This has encouraged the IRU to organise specialised events to promote the development of road transport in the Euro-Asian region. Such events have included all kinds of fora with a focus on the development of Euro-Asian transport connections, IRU Euro-Asian conferences and World Congresses. IRU caravans are also important events that promote the Silk Road project. Their purpose is to demonstrate that their routes may be efficiently used for the transport of goods. This section contains exhaustive information on past IRU events focused on Great Silk Road revitalisation.

2008	31st IRU World Congress: «Road transport, driving peace and prosperity» (Istanbul, Turkey, 15-16 May 2008)
2007	4th IRU Euro-Asian Road Transport Conference: «The road to success: Euro-Asian freight market challenges and opportunities» (Warsaw, Poland, 14-15 June 2007)
2006	30st IRU World Congress: «Road Transport, the Vital Link to Progress!» (Dubai, UnitedArabEmirates, 14-16 March2006)
2005	3th IRU Euro-Asian Road Transport Conference: «Road transport: Bridging Asia and Europe» (Beijing, China, 26-27 September 2005)
2004	29st IRU World Congress: «Transport & Technology of Tomorrow» (Yokohama, Japan, 22-24 April 2004)
2003	2nd IRU Euro-Asian Road Transport Conference: «Boosting Road Transport along the Silk Road and the North-South Eurasian Transport Corridor» (Tehran, Islamic Republic of Iran, 6-7 October 2003)
2001	1st IRU Euro-Asian Road Transport Conference: «Opportunities for and barriers to international road goods transport between Asia and Europe» (Irkutsk, Russian Federation, 13-14 September 2001)

start | Inbax - Microsoft Out... | Site nelti - Message (... | Adobe Reader | IRU - IRU activities o... | EA transport links - I... | Internet | 200% | EN | 18:07





Brussels



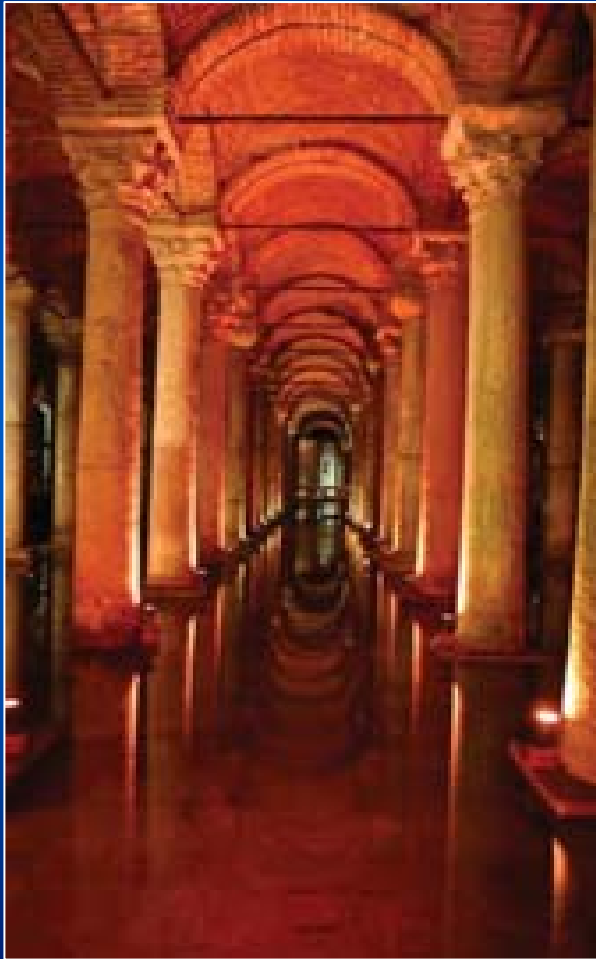
Beijing



International Road Transport Union



Latest: IRU World Congress 2008





Next: 5th Euro-Asian Road Transport Conference 2009



5th Euro-Asian Road Transport Conference



Almaty, 11-12 June 2009



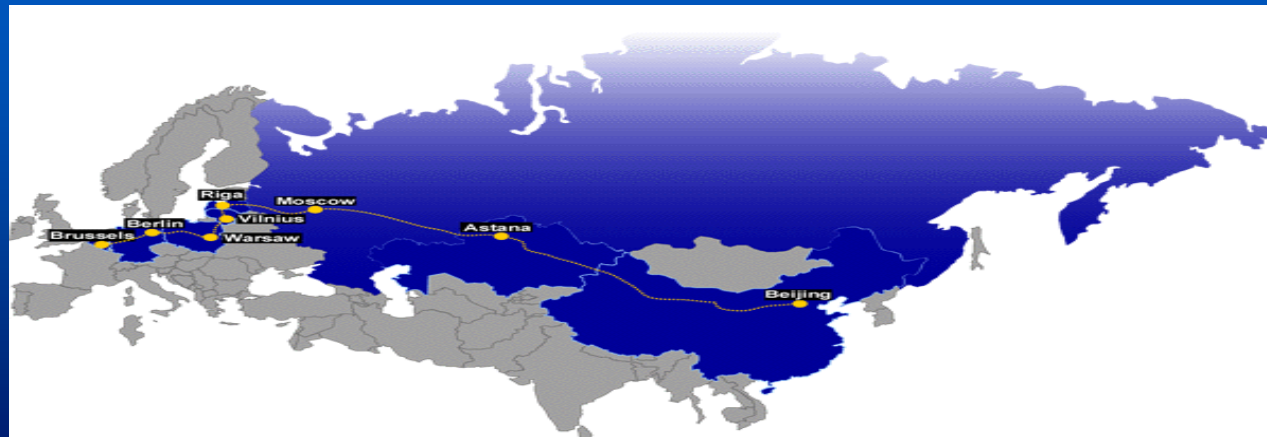
Almaty, 11-12 June 2009!

IRU Caravans – from Adventure to Operation

Lisbon – Vladivostok 2004



Beijing – Brussels 2005



The Beijing-Berlin-Brussels Caravan:
Bridging Asia and Europe



Black Sea Ring 2007



http://www.iru.org/index.cfm?fileSystem.action=fileWebnews/blacksearingshighlights.pdf

http://www.iru.org/index.cfm?fileSystem.action=fileWebnews/blacksearingshighlights.pdf

http://www.iru.org/index.cfm?fileSystem.action=fileWebnews/blacksearingshighlights.pdf

111%

14

About the Caravan

Itinerary

Where		When
Country	City	
Serbia	Belgrade	19.04.2007
Albania	Durres	22.04.2007
Greece	Thessaloniki	23.04.2007
Bulgaria	Plovdiv	25.04.2007
Romania	Bucharest	27.04.2007
Moldova	Chisinau	28.04.2007
Ukraine	Odessa	02.05.2007
Russia	Volgograd	08.05.2007
Russia	Astrakhan	10.05.2007
Russia	Makhachkala	11.05.2007
Azerbaijan	Baku	13.05.2007
Armenia	Yerevan	17.05.2007
Georgia	Tbilisi	19.05.2007
Turkey	Trabzon	23.05.2007
Turkey	Samsun	25.05.2007
Turkey	Istanbul	28.05.2007

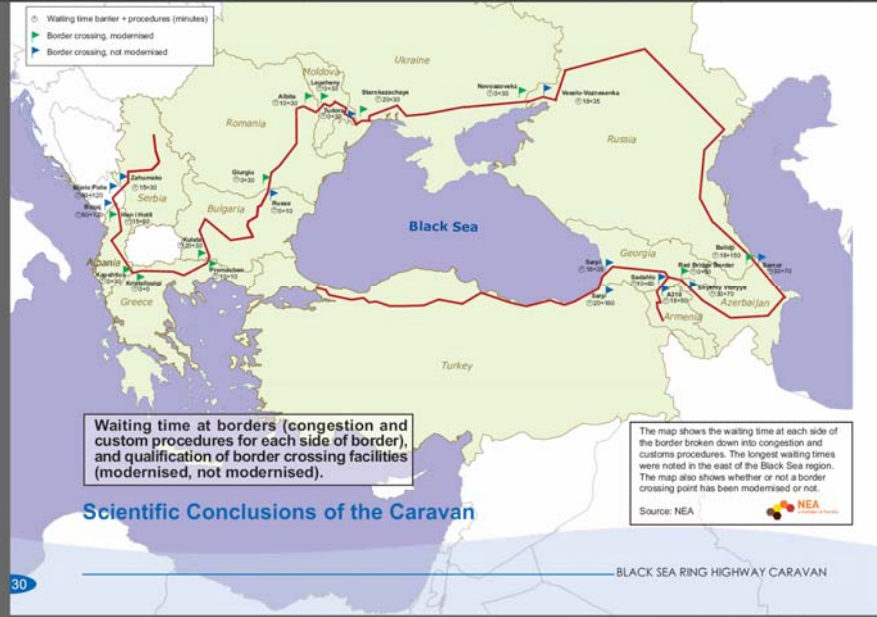
BLACK SEA RING HIGHWAY CARAVAN

http://www.iru.org/index.cfm?fileSystem.action=fileWebnews/blacksearingshighlights.pdf

http://www.iru.org/index.cfm?fileSystem.action=fileWebnews/blacksearingshighlights.pdf

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30



Waiting time barrier + procedures (minutes)
 Border crossing, modernised
 Border crossing, not modernised

Waiting time at borders (congestion and custom procedures for each side of border), and qualification of border crossing facilities (modernised, not modernised).

The map shows the waiting time at each side of the border broken down into congestion and customs procedures. The longest waiting times were noted in the east of the Black Sea region. The map also shows whether or not a border crossing point has been modernised or not.

Source: NEA

Scientific Conclusions of the Caravan

BLACK SEA RING HIGHWAY CARAVAN

**Total costs of waiting times in BSEC:
Euro 208 M**

**Direct costs of transport permits in BSEC:
Euro 11 M**

Scientific Conclusions of the Caravan

Economic Cost of Border Delays for Road Goods Transport

Direct costs for goods transport related to border delays are higher transport costs, in terms of time-related vehicle and personnel costs. Indirect costs related to border delays consist of opportunities to reorganise the distribution and logistics processes. These opportunities, especially in the fields of depot structures and inventory size, are now lost, due to longer and maybe even more important, unreliable transport times. Earlier studies¹ show that on average, total (direct and indirect) costs of barriers within road transport are about twice the direct costs.

On the basis of earlier studies on operational costs of European hauliers² the average operational costs of waiting times for hauliers active in the region is estimated at €23.5 per hour. Given the more than 2 million trips within the region in 2006, the total waiting time at borders in the region is estimated at more than 4.4 million hours. The following table shows the results:

Direct costs of waiting time at borders in the BSEC region	€ 104 million
Total costs (direct + indirect) of waiting time at borders in the BSEC region	€ 208 million

1- Economic Cost of Barriers to Road Transport, Hogen Consulting Group, 1998
2- Cost comparison and developments in the European road transport sector, NEA Transport research and training, 2007

BLACK SEA RING HIGHWAY CARAVAN

Scientific Conclusions of the Caravan

Economic Costs of Transport Permits

There are complex systems of transport permits required to make trips in the Black Sea region based on the results of bilateral negotiations between the countries involved. Many countries request trip permits from foreign hauliers, varying from bilateral permits to transit permits and third country permits, in some cases valid for one trip, in other cases valid for a certain period of time.

These permits have to be purchased by hauliers, with prices ranging from €5 up to €100. The direct costs associated with the permit systems include the costs of purchasing the permits and the related administrative costs. Indirect costs include the costs for the lack of permits in some countries which may lead to a situation in which certain transports are not carried out. The indirect costs have not been calculated.

Based on the number of trips made in the region in 2006, the average price of transport permits, and an estimated 10% for administrative costs, the direct costs related to transport trip permits can be estimated at:

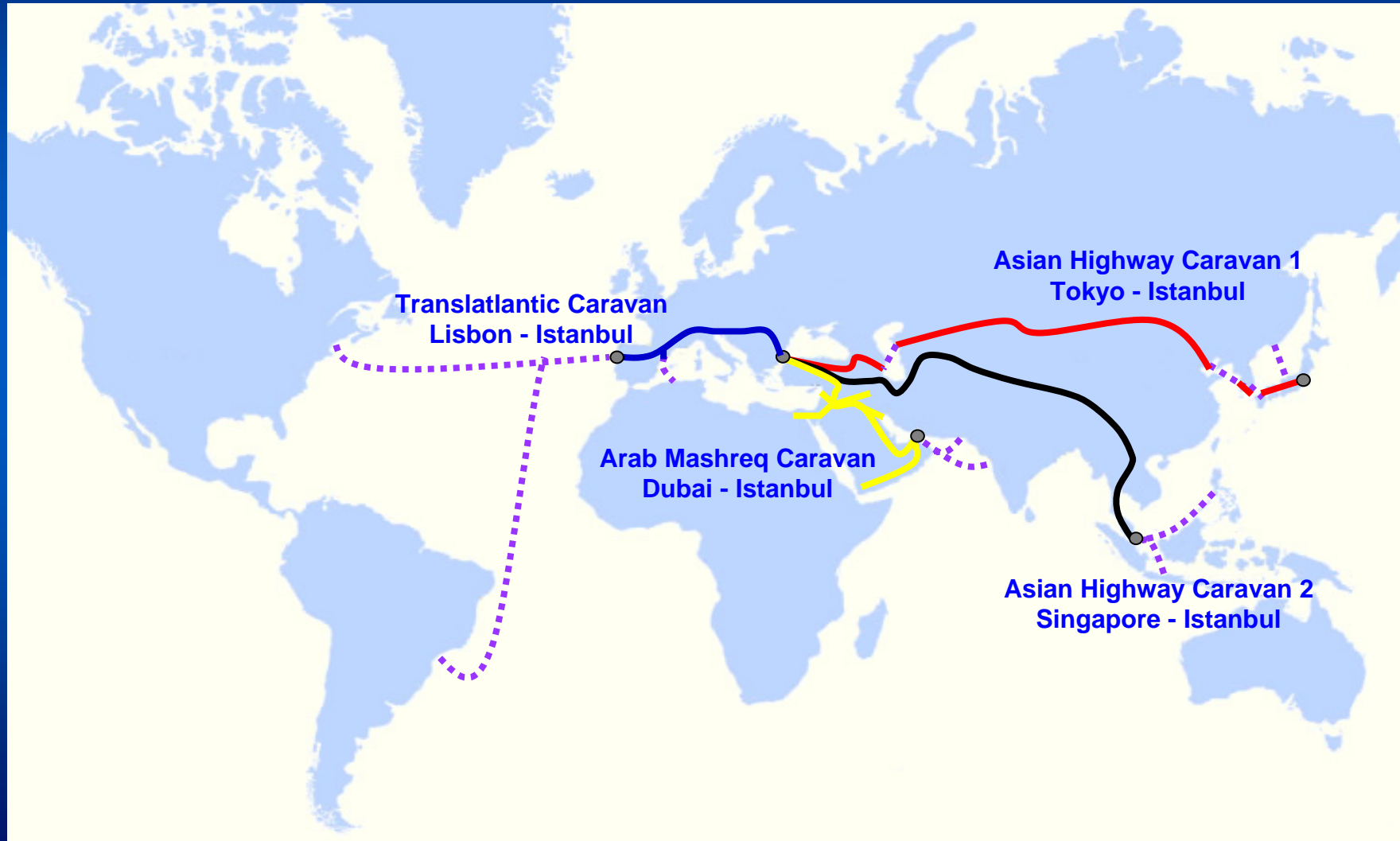
Direct costs of transport trip permits	€ 11 million
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HIGHLIGHTS AND CONCLUSIONS

**Direct costs of driver visas in BSEC:
Euro 10 M**

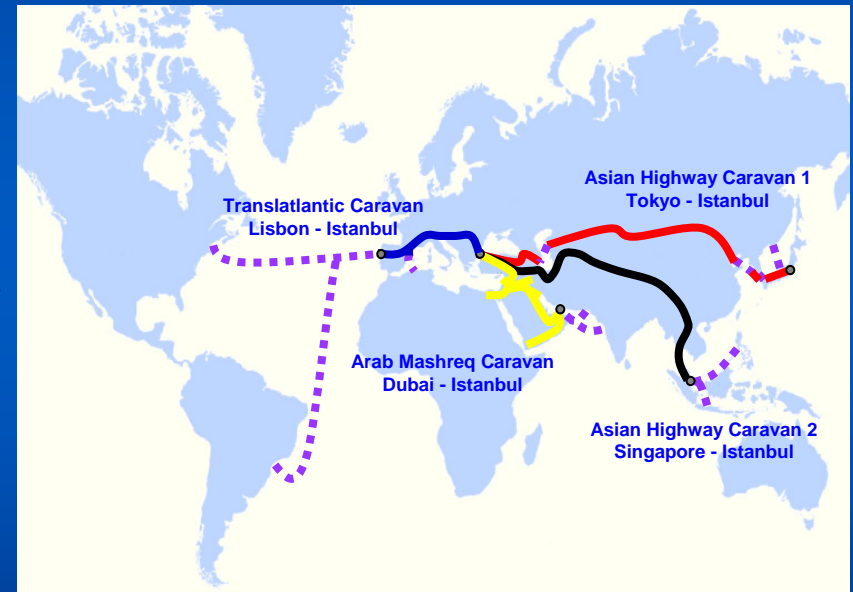
**Total costs of border delays in BSEC:
Euro 229 M**

Possible Truck Caravans in 2009



Mission of the IRU Truck Caravans 2009 will be:-

- To make known that interregional linkages and interconnection of all businesses along major routes must be efficient;
- To promote global UN conventions and multilateral agreements for facilitation;
- To demonstrate that sustainable road transport can best meet Agenda 21 objectives and help achieving UN MDGs;
- To collect data on the state and capacity of existing infrastructure *en route*;
- To collect data about the non-physical conditions (procedures) *en route*;



Additionally, in the framework of the UN MDGs, the Truck Caravans 2009 will also aim to promote efficient social services to the vulnerable part of the population in order to emphasise the role of road transport driving social development, peace and a better life for the whole community.

New Eurasian Land Transport Initiative - NELTI

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sport

highlights

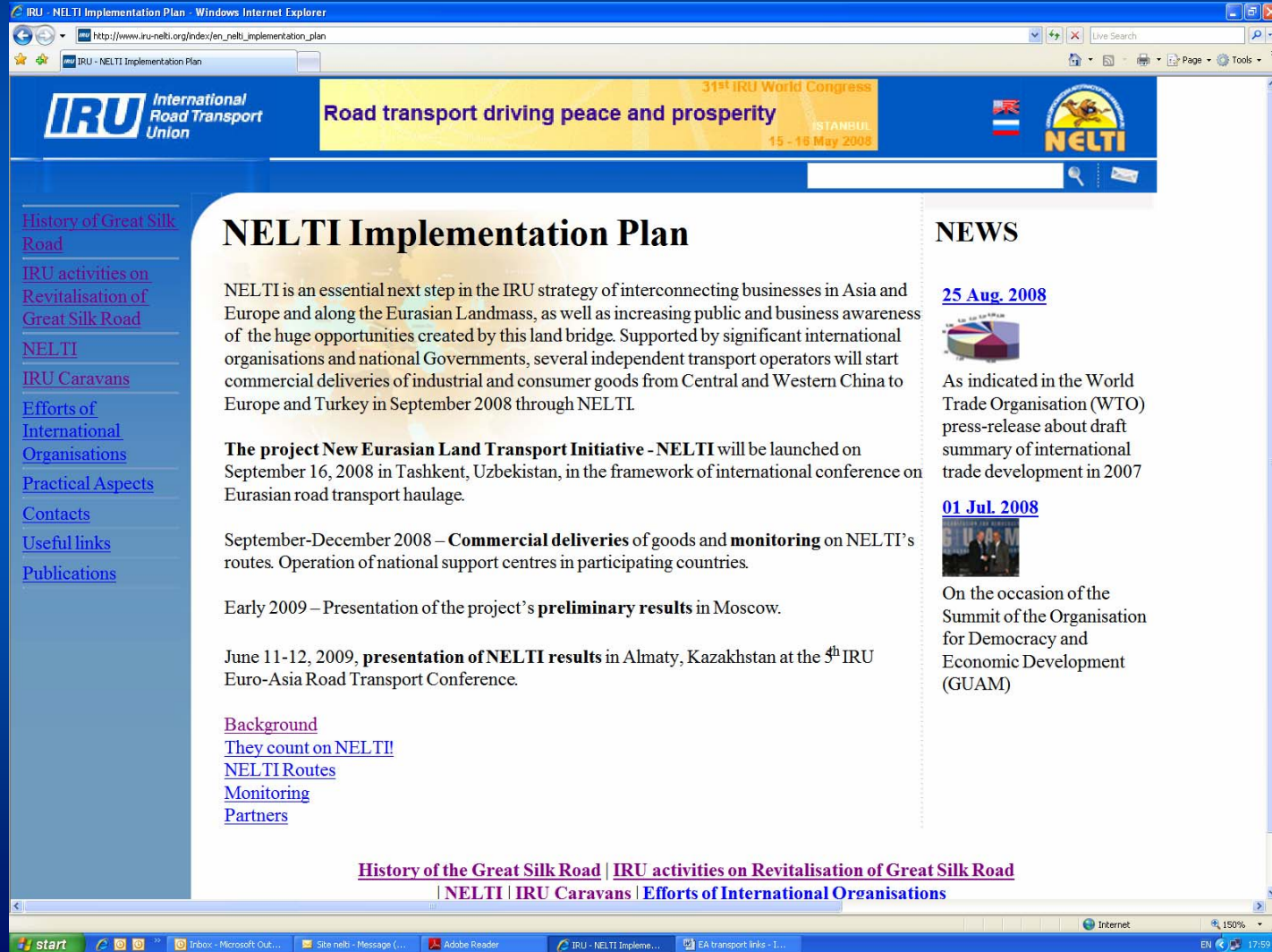
31st IRU World Congress
ISTANBUL
15 - 16 May 2008

NELTI - New Eurasian Land Transport Initiative

Janusz Lacny, IRU President

“Currently for dogmatic reasons less than 1% of trade between European and Asian countries is carried through Central Asian countries, which were in earlier days at the heart of world trade. This is due to the fact that it is not widely known that only road transport, with its unique door-to-door, high-quality service, can interconnect all the businesses and regions from the Far East to Europe. The project of revitalising the Great Silk Road has just taken a giant leap forward through the NELTI project”.

start | EuroAsia - Microsoft ... | nelti.ru (Read-Only) ... | IRU - NELTI - New Eu... | Internet | 280% | 17:38



IRU - NELTI Implementation Plan - Windows Internet Explorer

http://www.iru-nelti.org/index/en_nelti_implementation_plan

IRU - NELTI Implementation Plan

IRU International Road Transport Union

31st IRU World Congress
Road transport driving peace and prosperity
ISTANBUL
15 - 19 May 2008

NELTI

NELTI Implementation Plan

NELTI is an essential next step in the IRU strategy of interconnecting businesses in Asia and Europe and along the Eurasian Landmass, as well as increasing public and business awareness of the huge opportunities created by this land bridge. Supported by significant international organisations and national Governments, several independent transport operators will start commercial deliveries of industrial and consumer goods from Central and Western China to Europe and Turkey in September 2008 through NELTI.

The project New Eurasian Land Transport Initiative - NELTI will be launched on September 16, 2008 in Tashkent, Uzbekistan, in the framework of international conference on Eurasian road transport haulage.

September-December 2008 – **Commercial deliveries** of goods and **monitoring** on NELTI's routes. Operation of national support centres in participating countries.


Early 2009 – Presentation of the project's **preliminary results** in Moscow.

June 11-12, 2009, **presentation of NELTI results** in Almaty, Kazakhstan at the 4th IRU Euro-Asia Road Transport Conference.

[Background](#)
[They count on NELTI!](#)
[NELTI Routes](#)
[Monitoring](#)
[Partners](#)


NEWS

25 Aug. 2008



As indicated in the World Trade Organisation (WTO) press-release about draft summary of international trade development in 2007

01 Jul. 2008



On the occasion of the Summit of the Organisation for Democracy and Economic Development (GUAM)

[History of the Great Silk Road](#) | [IRU activities on Revitalisation of Great Silk Road](#)
| [NELTI](#) | [IRU Caravans](#) | [Efforts of International Organisations](#)

NELTI – Routes





IRU International Road Transport Union

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Monitoring



Monitoring will be conducted during the first three months of operations. It will be implemented in two phases, at the beginning and at the end of the three-month period, using internationally recognised methods of monitoring and registering road conditions, waiting times at border-crossing points, quality of road infrastructure, administrative barriers etc. In the period between initial and final monitoring, drivers will fill in their own diaries which will also reflect the situation *en route*. Monitoring data will be compiled, and analysed by NEA - Dutch Transport Research Institute.

[Background](#)
[They count on NELTI!](#)
[NELTI Implementation Plan](#)
[NELTI Routes](#)
[Partners](#)

History of the Great Silk Road | IRU activities on Revitalisation of Great Silk Road | NELTI | IRU Caravans | Efforts of International Organisations | Practical Aspects | Contacts | Useful Links | Publications

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IRU International Road Transport Union

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15 - 16 May 2008

Practical aspects concerning transportation on the Great Silk Road

This part of the website contains major national regulatory instruments and by-laws pertaining to international road transport effective in the countries covered by the NELTI project routes.

The website contains the following information :

- [intergovernmental agreements](#);
- [customs legislation](#)

(national customs codes, customs control and clearance, customs escort, international road border-crossing points),

- [technical requirements for vehicles](#);
- [transport of hazardous, heavy and oversized goods](#);
- [consular and visa issues](#);
- [transit charges](#);
- [traffic regulations](#);
- [international sea ferry service schedules and tariffs](#);
- [additional information](#) (vehicle equipment requirements for wintertime operation, additional charges, holidays, national emergency telephone numbers, etc.).

[History of the Great Silk Road](#) | [IRU activities on Revitalisation of Great Silk Road](#)
| [NELTI](#) | [IRU Caravans](#) | [Efforts of International Organisations](#) | [Publications](#)
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WELCOME

to NELTI Start-Up Conference!

September, 16, 2008

Tashkent, Uzbekistan



NELTI Report Presented in Almaty, June 2009

5th Euro-Asian Road Transport Conference



Almaty, 11-12 June 2009

«Возрождение Шелкового пути: от
замысла к реальности»

Присоединяйтесь к нам!

Принимающая
ассоциация



IRU

*Working together
for a better future*

IRU

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