

## ROAD TRANSPORT

## Southeast European Cooperative Initiative (SECI) Regional Road Transport Committee

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### Background

The SECI Regional Road Transport Committee (RRTC) was created to implement the Memorandum of Understanding (MoU) on the Facilitation of International Road Transport of Goods in the SECI region, which was signed in Athens in 1999. The RRTC is composed of representatives of competent authorities of eleven SECI participating States. The Federal Republic of Yugoslavia, which has recently succeeded to most UNECE Transport Agreements and Conventions, has transmitted to the UNECE Secretariat a formal request to become a Party to the MoU.

### Fourth Session

The fourth session of the RRTC was co-chaired by Mrs. Ümit Armangil, Ministry of Transport, Turkey, and Mr. Martin Magold, UNECE. It was attended by delegates from Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Greece, Hungary, the Former Yugoslav Republic of Macedonia, Romania and Turkey. A representative of the Federal Republic of Yugoslavia attended as an observer. Representatives of the USA (a SECI supporting State), the Black Sea Economic Cooperation (BSEC), the European Conference of Ministers of Transport (ECMT) and the OIML also attended the meeting.

The Committee has now achieved concrete results in the following areas:

- the identification of roads servicing international traffic (E-Roads) on which international transport

lorries complying with the relevant regulations of the European Community on maximum dimensions and weights are allowed without requiring payment of charges for excess weights and dimensions. The objective is to provide transparency to the transport industry about payment of these charges;

- the preparation of an International Vehicle Weight Certificate aimed at avoiding repetitive weighing of goods road vehicles at each border crossing point (see below). It is planned to include this certificate also into a new Annex 8 to the UNECE Convention on the Harmonization of Frontier Controls of Goods (1985);
- the progressive liberalization and sustainability of international road transport. The Committee has adopted a Joint Statement which provides for the inclusion in existing and new bilateral agreements of a provision allowing for quota-free bilateral and transit road transport to/through their territory for “green” and “greener and safe” lorries (in accordance with ECMT definitions), registered in any of the Parties to the MoU. This should lead to a gradual establishment of free market access for international road transport in the sub-region;
- the maintenance of an International Road Transport Information System containing detailed information on permissible road vehicle weights and dimensions, transportation costs, combined transport services, road transport control and enforcement agencies in the region etc., to facilitate planning of the road transport industry;
- a survey of accession by SECI participating States to the UNECE International Road Transport Agreements;
- a review and study of possibilities for gradual convergence of charging policies for international road transport of goods in SECI participating States as well as for the adoption of relevant European Union standards and ECMT resolutions;
- a review of visa facilitation procedures for professional drivers and promotion of best existing practices.

### International Vehicle Weight Certificate

At its third session, the RRTC had approved in principle a Protocol to the MoU introducing an International Vehicle Weight Certificate (IVWC). This is intended to avoid the current practice of weighing road transport vehicles at every border crossing when they are in transit across the region.

The OIML had been invited to participate in the RRTC to provide independent expertise in the field of road transport vehicle weighing. Ian Dunmill (BIML) briefed the participants on the OIML and the relevant International Recommendations and Draft Recommendations for static and dynamic weighing, as well as providing technical input to the discussions. During this session, the IVWC was adopted in principle, and participants were invited to consult with competent

national authorities on the introduction of the IVWC and in particular to identify, all legal, technical and administrative provisions and procedures that may be affected at the national level by the application of the IVWC. It is proposed to consider the results of these consultations at the next session in October 2001, at which stage the Protocol and its annexed IVWC will be formally adopted and will come into force three months later. ■

