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Working Party on Road Transport

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Item 6 (b) of the provisional agenda

**HARMONIZATION OF REQUIREMENTS CONCERNING INTERNATIONAL ROAD
TRANSPORT AND FACILITATION OF ITS OPERATION**

Quantitative restrictions imposed on international road transport of goods

Transmitted by the International Road Transport Union

1. At its seventy-first session the Inland Transport Committee (ITC) recognized that transit is an important issue to be considered and requested the secretariat to monitor in an analytical way the developments related to the transit issue, as well as the opportunities to further facilitate international transport and to regularly inform SC.1 and ITC accordingly (ECE/TRANS/206, paragraphs 47-50).
2. The International Road Transport Union (IRU) has prepared this document in support of the task entrusted by the ITC to the secretariat and in response to the proposal made by Turkey that “the current status of transit road transport quotas of permit systems in the UNECE region should be analyzed in detail by either an ad-hoc expert group or a Task Force to be established with participation on a voluntary basis, and that an analytical study is conducted by a consulting company or an NGO, such as the IRU which has the best sources of information through its member associations in the UNECE region and beyond” (ECE/TRANS/206, paragraph 48).

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Current status of transit road transport quotas of permit systems in the UNECE region- an IRU compilation on transit permits systems¹

3. **Albania:** Unless otherwise provided for in a bilateral agreement, goods transport operations to and from Albania are subject to authorisation.
4. **Austria:** Except where otherwise provided for under bilateral agreement, the transport of goods to or from, or in transit through Austria is subject to authorisation. Transports performed by companies registered in an EU country² are ruled by the regulations of the Community licence (EU regulation 881/92).
5. **Azerbaijan:** Unless otherwise provided for in a bilateral agreement (normally fixing permit quotas exempt from fees), a transport authorisation does not exempt a haulier from payment of road charges and other fees. It is possible to obtain an authorisation at the border and at prices in force.
6. **Belarus:** Unless otherwise provided for under a bilateral agreement, goods transport operations to, from or in transit through Belarus are subject to authorisation.
7. **Belgium:** Transport operators from the countries mentioned are subject to authorisations necessary for operations to, from or in transit through Belgium. Transport operators from ECMT countries may obtain ECMT authorisations from the relevant authorities in their own country. The ECMT authorisation allows transit, bilateral and triangular transport operations to be carried out between and through ECMT countries according to ECMT rules in force.³
8. **Bosnia and Herzegovina:** If no bilateral agreement exists, goods may only be transported into Bosnia-Herzegovina under cover of an ECMT authorisation. Authorisations are not issued at border crossing points.
9. **Bulgaria:** Unless otherwise provided for by a bilateral agreement, goods transport performed by hauliers registered in a non-EU country to, from or in transit through Bulgaria is subject to authorisation.
10. **Czech Republic:** Third country operations between EEA and non EEA countries can be performed according to appropriate bilateral agreements. Concerning the remaining states, except where otherwise provided for by bilateral agreement, the transport of goods to or from or in transit across the Czech Republic is subject to authorisation.

¹ All information contained in this document originates in the IRU Databank (Information Centre). No use of these data is allowed without quoting this source. The IRU has no information on the bilateral, transit, etc. permit quotas applied by UNECE member countries on the basis of bilateral reciprocity.

² This is the general rule for traffic within the EU/EAA by operators/vehicles registered in the EU/EEA.

³ This is the general rule for ECMT traffic.

11. **Denmark:** Except where otherwise provided for under bilateral agreement, the transport of goods to or from, or in transit through Denmark is subject to authorisation.
12. **Estonia:** Unless otherwise provided for in a bilateral agreement, an ECMT licence or a third country authorisation is required for the transport of goods between EU and non-EU countries by hauliers from EU member states, Norway and Switzerland.
13. **Finland:** Except where otherwise provided for by bilateral agreement, an occasional international transport of goods by road to Finland is subject to authorisation. To obtain the required authorisation, the carrier must submit an application with detailed data on the transport operation and the dates of entrance into the country. The application is to be addressed to the competent authorities of the country of registration. The regular transport of goods by road to Finland is subject to special authorisation. Transport of goods by road in transit is subject to authorisation, if not otherwise agreed upon between countries.
14. **France:** Transport operations carried out by companies registered in a country with which France has no bilateral agreement must be covered by a special authorisation issued by the Regional Directorate of Equipment. ("short zone" and "non-short zone" operations are treated differently). Transit authorisations are only valid for one trip. Carriers from countries with which France has concluded a bilateral agreement must send their applications to their national authorities which, within the framework of the bilateral agreement, are entrusted with issuing transport authorisations on behalf of the French Government within the quota annually set and according to the conditions laid down in this agreement.
15. **Georgia:** Unless otherwise provided for by a bilateral agreement, goods transport to, from or in transit through Georgia is subject to authorisation.
16. **Germany:** In principle, a German authorisation is required for the performance of road haulage operations for hire or reward to, from or in transit through Germany using vehicles not registered under the Law on Road Haulage.
17. **Greece:** Unless otherwise provided for by a bilateral agreement, goods transport to or from, or in transit through Greece is subject to authorisation.
18. **Hungary:** Authorisations for the carriage of goods to, from or in transit across Hungary or to third countries or for cabotage operations are issued by the Ministry of Transport, Telecommunications and Energy. Foreign carriers must apply via the Ministry of Transport of their own country.
19. **Italy:** Except where bilateral agreements provide for the licences to be issued, as is usually the case, by the competent authorities of the country in which the vehicle is registered, goods transport to or from Italy is subject to authorisation issued by the Ministero dei Trasporti.
20. **Kyrgyzstan:** Unless otherwise provided for by bilateral agreement, the international transport of goods in the Kyrgyz Republic is subject to authorisation.

21. **Luxemburg:** International goods transport operations to or in transit through Luxemburg and carried out by a haulier from a third (non-EU) country is, in principle, subject to bilateral or multilateral authorisation.

22. **Netherlands:** Road hauliers from Albania, Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Kazakhstan, Moldova, Morocco, Russia, Serbia and Montenegro, the former Yugoslav Republic of Macedonia, Tunisia, Turkey, Uzbekistan, Ukraine can obtain the necessary authorisations for transport to, from or in transit through the Netherlands from their national authorities. A so-called universal permit allows bilateral, transit traffic and also third-country transport with the following countries: Belarus, Bosnia and Herzegovina, Georgia, Morocco, Moldova, Montenegro, Russia, the former Yugoslav Republic of Macedonia, Tunisia, Ukraine, and Uzbekistan.

23. **Norway:** Goods transports from outside the EEA region are subject to a bilateral agreement or to an ECMT license.

24. **Poland:** Unless otherwise provided for under a bilateral agreement, the transport of goods to, from or in transit through Poland is subject to authorisation. Hauliers from countries which have concluded a bilateral agreement with Poland should apply to the relevant authorities in their own country for the authorisation.

25. **Portugal:** Goods transport operations are subject to authorisation unless otherwise provided for under a bilateral agreement.

26. **Romania:** Except where otherwise provided for in bilateral agreements (exemption from authorisation or authorisations not subject to fees), the transport of goods to, from or in transit through Romania is subject to authorisation. In the case of a goods vehicle which is not covered by a bilateral agreement or which arrives at the border without a valid authorisation, an authorisation is issued at a price of 1200 euros.

27. **Russia:** Vehicles registered in countries which have concluded bilateral agreements with Russia may enter Russian territory in accordance with the conditions laid down in such agreements. Transport operators from countries which have not signed such agreements must obtain an authorisation for operation on Russian territory from the Ministry of Transport of the Russian Federation. In such a case, transport operators should apply through their national Ministry of Transport.

28. **Slovakia:** The carriage of goods to or from or in transit through Slovakia, or to third countries or for cabotage operations are subject to authorisation.

29. **Slovenia:** For all other transport operations, the requirement or not of an authorisation is governed by bilateral and multilateral (EU, ECMT) agreements. In the absence of such an agreement, the driver may obtain a Ministry of Transport authorisation through the customs services at the Slovenian border.

30. **Spain:** Goods transport to, from or in transit through Spain is subject to authorisation. Foreign transport firms, whose countries have not concluded bilateral agreements with Spain should apply to the Dirección General de Transportes Terrestres, Ministerio de Obras Publicas,

giving full particulars concerning the trip. In case of a valid bilateral agreement, authorisations are issued by the foreign Ministry of Transport subject to quotas which vary according to whether the traffic concerns the contracting countries, transit, or traffic with third countries.

31. **Sweden:** The system depends on whether or not the country in which the foreign carrier is domiciled has an agreement with Sweden.

- (a) Carriers from Belarus, Iran, Kazakhstan, Kyrgyzstan, Morocco, Russia, Turkey, Tunisia and Ukraine are exempted from authorisation under bilateral agreements.
- (b) Carriers from Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Switzerland, and the United Kingdom are exempted under Community licenses.
- (c) Carriers from Bulgaria, Croatia, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Luxembourg, Netherlands, Poland, Romania, Slovakia, Slovenia, Switzerland, Turkey and Ukraine are exempted under third country licenses.
- (d) Carriers from Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russia, Serbia, Slovakia, Slovenia, Spain, Switzerland, the former Yugoslav Republic of Macedonia, Turkey, United Kingdom and Ukraine are exempted under ECMT licenses.
- (e) Special permits allow one bilateral journey (to Sweden and back or from Sweden and back) or one transit journey through Sweden. These permits are issued to foreign hauliers from countries which have no transport agreement with Sweden. These countries are as follows: Algeria, Andorra, Armenia, Azerbaijan, Bosnia and Herzegovina, Faroe Islands, Georgia, Iraq, Israel, Lebanon, Moldova, Monaco, Montenegro, Serbia, Syria, Tajikistan, the former Yugoslav Republic of Macedonia, Turkmenistan and Uzbekistan.

Carriers from other countries must apply for authorisation at the Swedish Transport Agency.

32. **Switzerland:** The transport of goods to, from or in transit through Switzerland is not, in principle, subject to authorisation, except for operations carried out by vehicles registered in Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Morocco, Russia, Ukraine or Uzbekistan.

33. **Ukraine:** Vehicles registered in countries which have concluded bilateral agreements with Ukraine may enter the territory of Ukraine in accordance with the conditions laid down in such agreements. Drivers of all goods transport vehicles entering Ukraine and registered in countries which have not signed such agreements, must be in possession of an authorisation issued by the Ministry of Transport of Ukraine.

34. **United Kingdom:** Except where otherwise provided for under a bilateral agreement, operators wishing to carry goods to, from or in transit through the UK in a vehicle whose maximum permitted weight exceeds 3.5t must normally be in possession of an operator's licence.

35. **Uzbekistan:** Unless otherwise provided for under a bilateral agreement, the transport of goods to or in transit through Uzbekistan is subject to authorisation.
