

# Africa Transport Policy Programme

## Integration, Connectivity & Cohesion: IRU Perspectives

Nairobi, 8-10 December 2015

*William Petty, Head – Regional Committee for Africa*

# IRU BACKGROUND & MISSION

# **IRU** IRU Background

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Founded in **1948 in Geneva**



National road transport associations from **8 western European countries**



IRU in 2015: Members in **74 countries on the 5 continents**, from large fleets to individual owner-operators

***Our mission today is:***

***“... to ensure economic growth and prosperity via the sustainable mobility of people and goods by road worldwide”***

# **IRU** Pre-requisites for efficient goods transport

## Public Sector

- Efficient border & transit procedures
- Efficient enforcement of transport regulations
- Adequate road infrastructure

## Private Sector

- Compliance with trade and transport regulations
- Efficient transport management and driving
- Efficient vehicles

## Market

- Level playing field
- Fair competition
- Good intermodal interconnectivity

# EFFICIENCY: THE PUBLIC SECTOR'S “SOFT” ENABLING ENVIRONMENT

# **IRU** Harmonisation of goods transport controls

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No need to reinvent the wheel – consider implementing existing instruments:

- **International Convention on the Harmonization of Frontier Controls of Goods**
  - Harmonisation of border procedures for goods (Customs PLUS medico-sanitary, phyto-sanitary, veterinary, standards)
  - Harmonisation of controls for transport (drivers' visas, vehicle inspection,
  - International Technical Inspection Certificate
  - International Vehicle Weight Certificate

# **IRU** TIR – facilitating cross-border & transit



- ✓ **PPP** approach to trade facilitation – costs & risks of implementation & operation borne by private sector
- ✓ **69** contracting parties
- ✓ **58** operational TIR countries
- ✓ Up to **3 million** carnets issued per year
- ✓ Over **35,000 operators** worldwide authorised to operate under TIR
- ✓ **1 billion USD** in Customs guarantees... **every day...**

# **IRU** Key Benefits of UN TIR Convention



## For Customs

## For Traders

✓ Risk sits with guarantee chain

✓ One document, one guarantee

✓ Authorised operators only

✓ Simple & cost effective

✓ Secure load compartments

✓ No bond deposited

✓ Highly secure, fraud-proof carnet

✓ No need to apply customs valuation and negotiate bond value

✓ 0.001% claims rate

✓ Global – not bi-lateral or regional. Mutual recognition

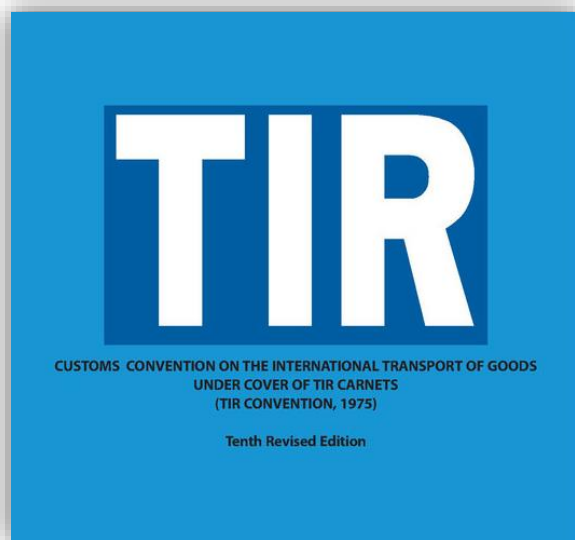
✓ PPP structure – national entities issue carnets in partnership with national Customs administration

✓ Traders can submit advance data electronically to Customs

✓ Customs can use their own systems to process TIR movements

✓ Help with unclogging ports





- Article 11: Freedom of Transit
- Article 10: Formalities connected with Importation, Exportation and Transit
- Article 9: Movement of Goods intended for Import under Customs Control
- Article 7: Release and Clearance of Goods

# **IRU** TIR engagement in sub-Saharan Africa

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Kenya feasibility study

EAC regional transit bond study

Northern, Maputo, Walvis Bay Corridors

ECOWAS TIR workshop

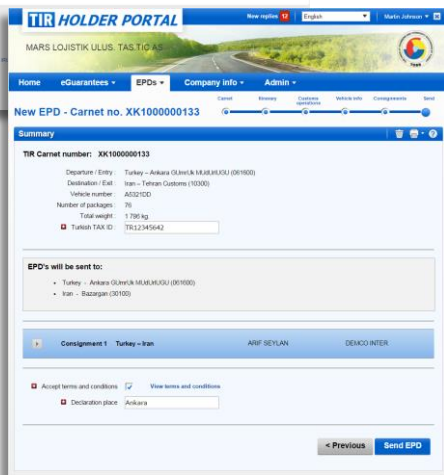
Zambia, Swaziland, South Africa



TIR Holder:  
Order a eGuarantee online



Association:  
Approve and issue the eGuarantee

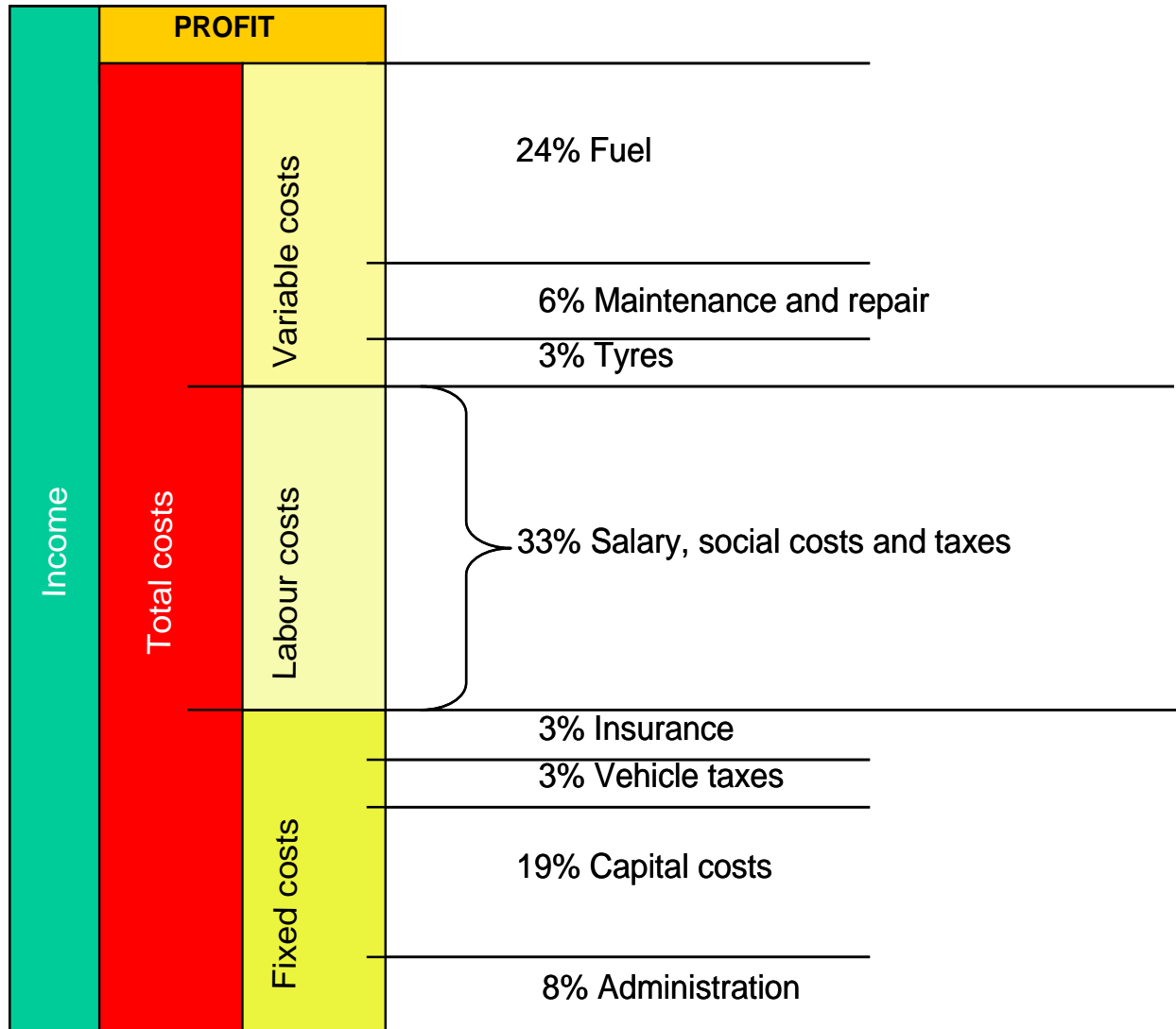


TIR Holder:  
Pre-declare the transport and GO!



# PRIVATE SECTOR'S ROLE IN DRIVING EFFICIENCY

# Generic transport operation cost structure



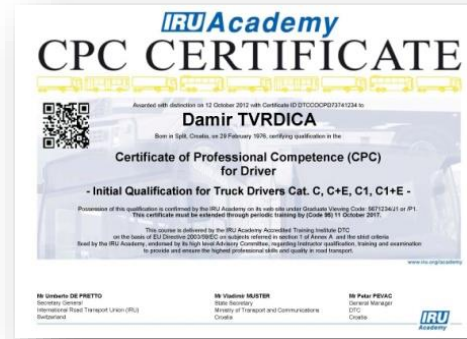
Source: Volvo

## CPC Driver Programme

### Objectives:

- Professionalisation;
- Road Safety;
- Efficiency;
- CO2 Reduction;
- Improvement of the image of the Industry;

In full compliance with the UN consolidated resolution on road traffic (Annex IV, V3.4 and VI) and EU directive 59/2003/EC





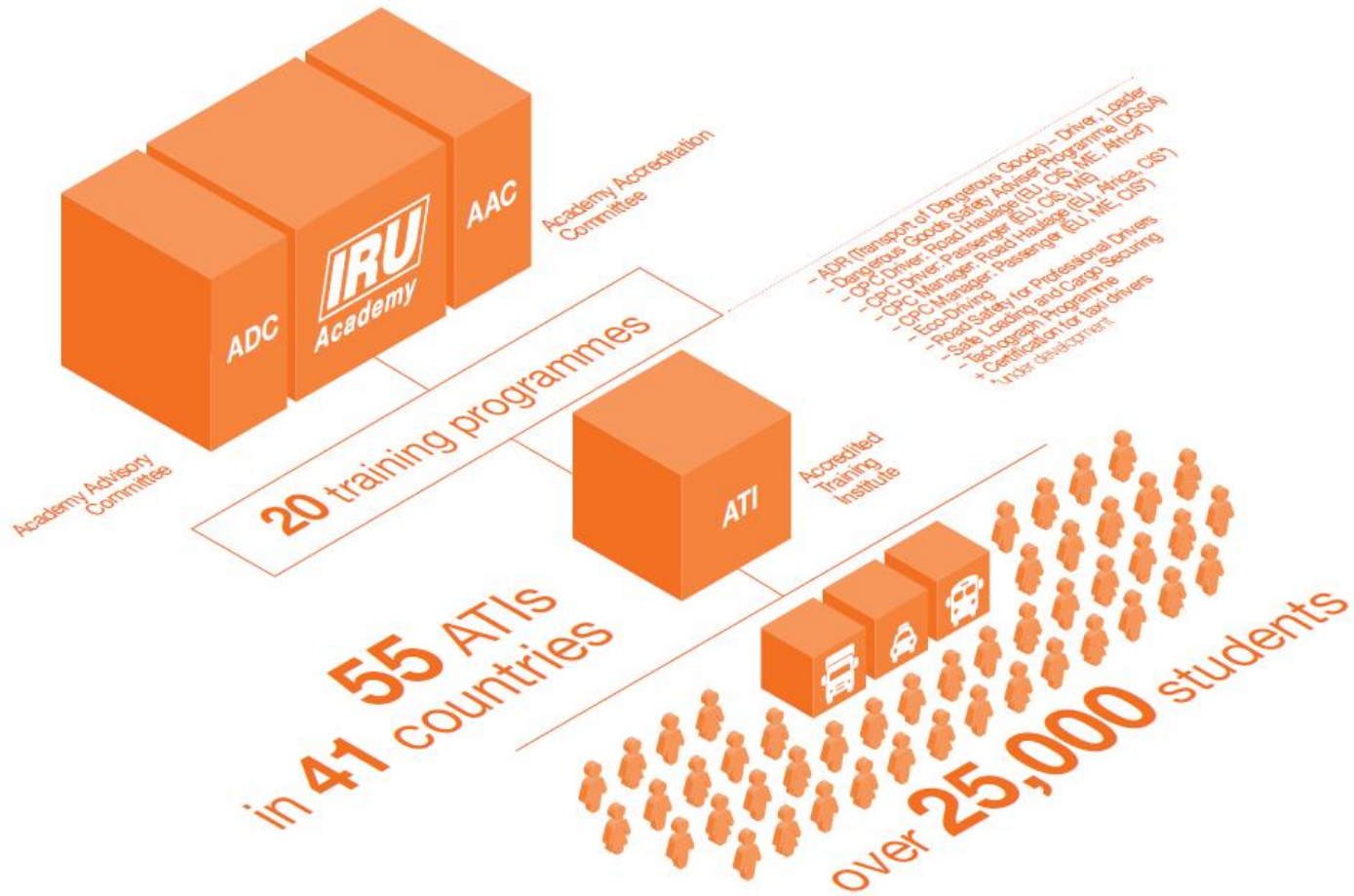
## Programme Structure:

The CPC programme covers the initial qualification for professional transport managers as defined by the IRU Academy. The following list of subjects are covered:

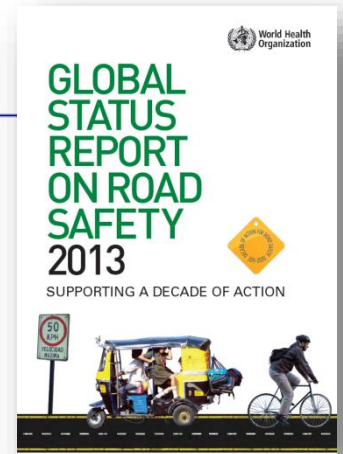
- Civil Law
- Commercial Law
- Social Law
- Fiscal Law
- Business and financial management of undertaking
- Access to the market
- Technical standards and technical aspects of operation
- Road Safety
- Health

It is left to individual training organisations to deliver the programme and modify its sequence according to local needs, methodologies and pedagogical approaches. Additionally, relevant national legal provisions have to be integrated in the programme.

# The IRU Academy at a glance







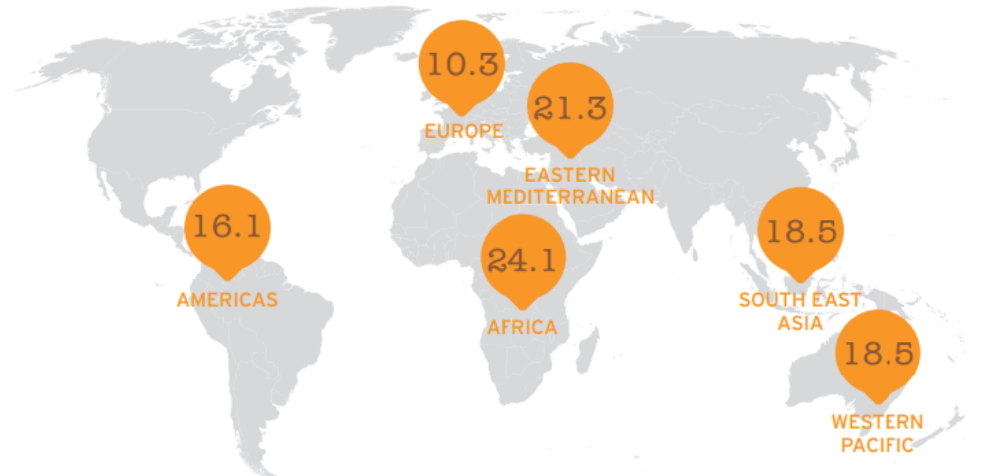
**1.24 million** road traffic deaths every year.

As many as **50 million** are injured each year.



**8th** leading cause of death globally

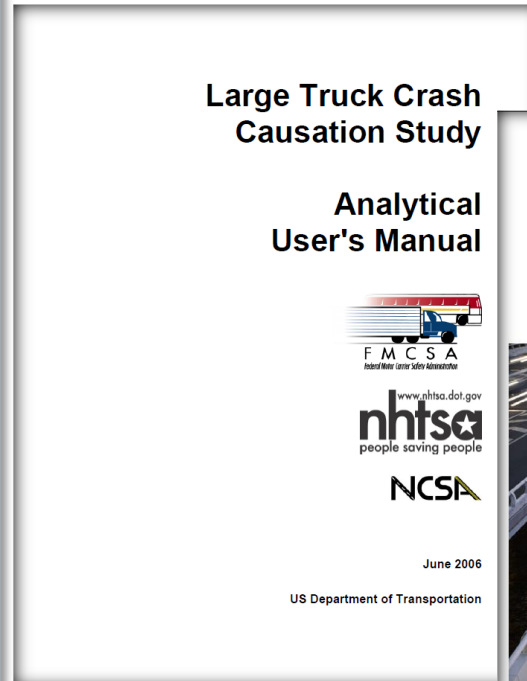
HOW SAFE YOU ARE DEPENDS ON WHERE YOU ARE:  
**ROAD FATALITIES PER 100,000 POPULATION**



Global Road Safety Partnership Annual Report 2013

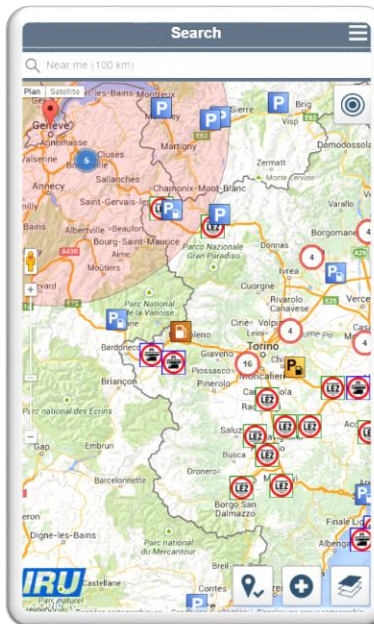
# IRU Professional driver training is key...

85% of accidents caused by human error

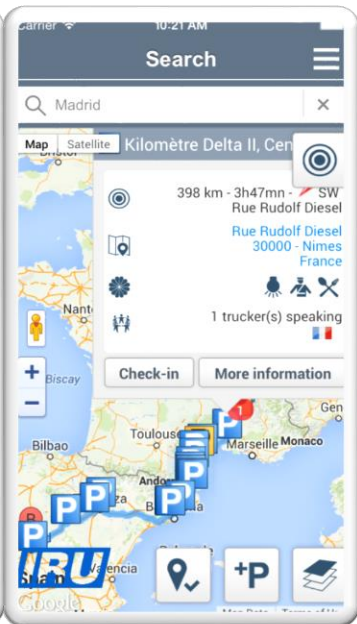


# IRU TRANSPark – tool for drivers

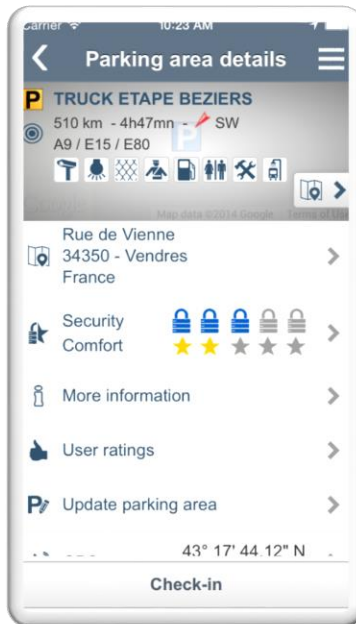
Map view



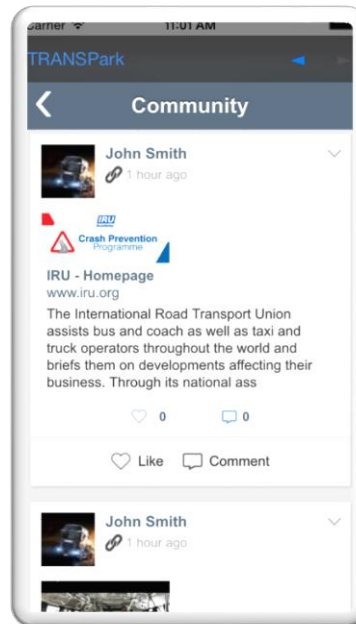
Itinerary



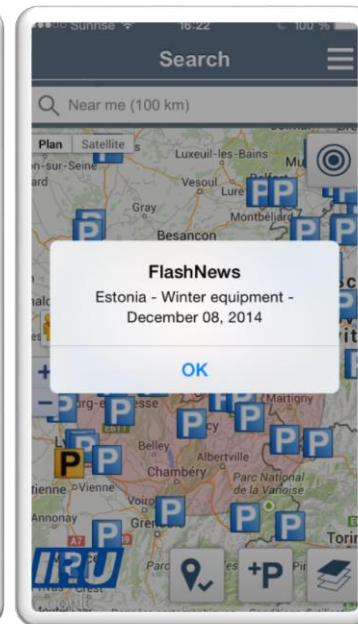
Parking area detail

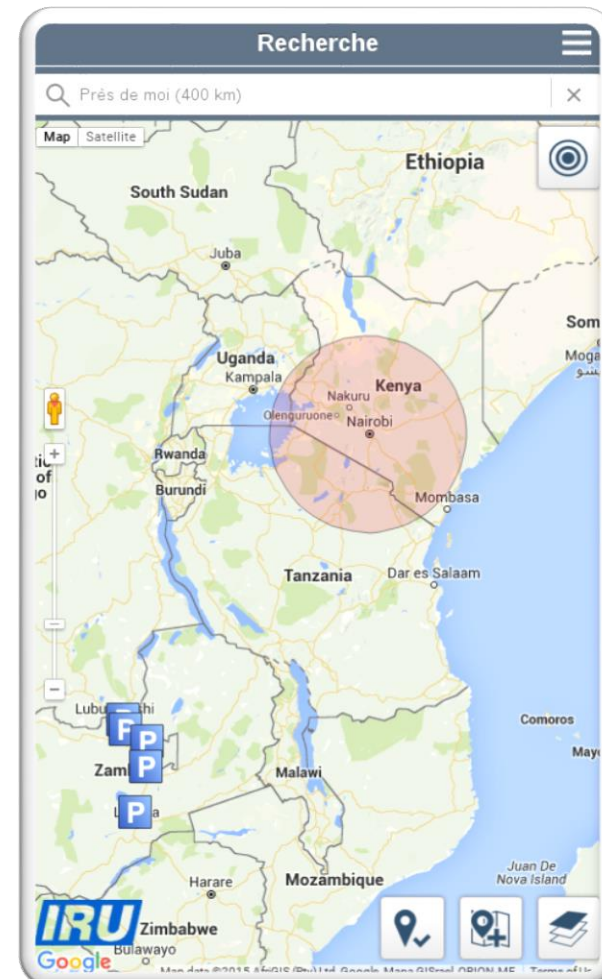
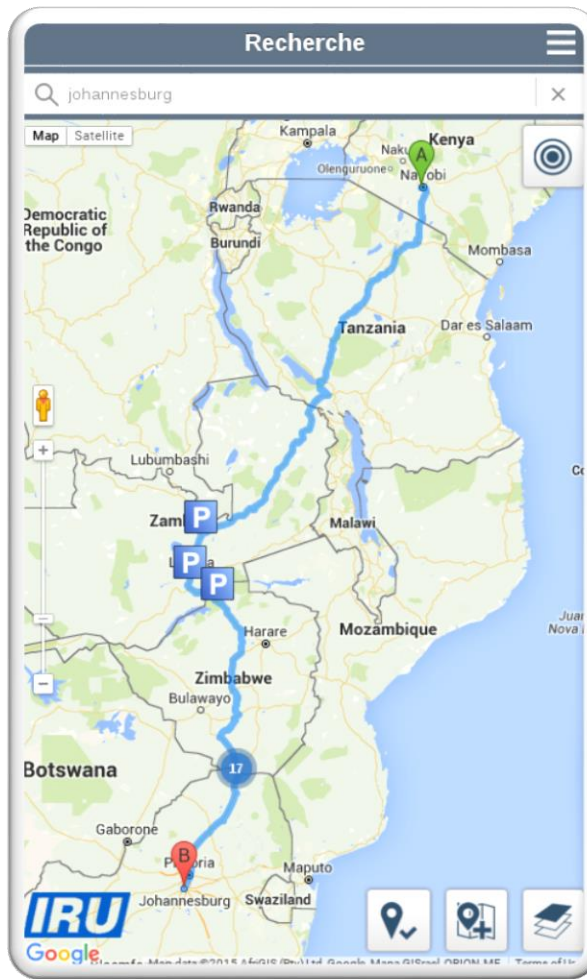
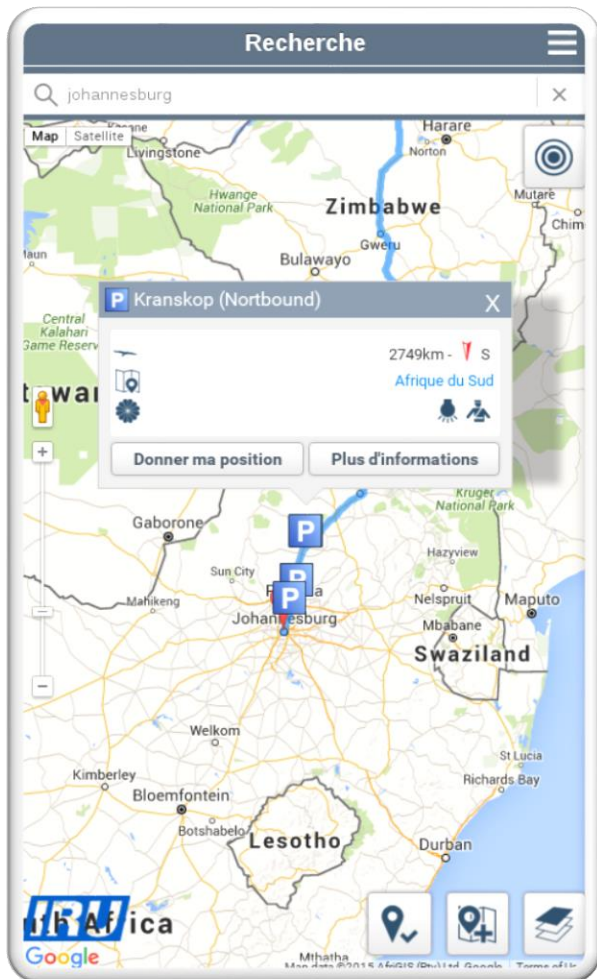


Community

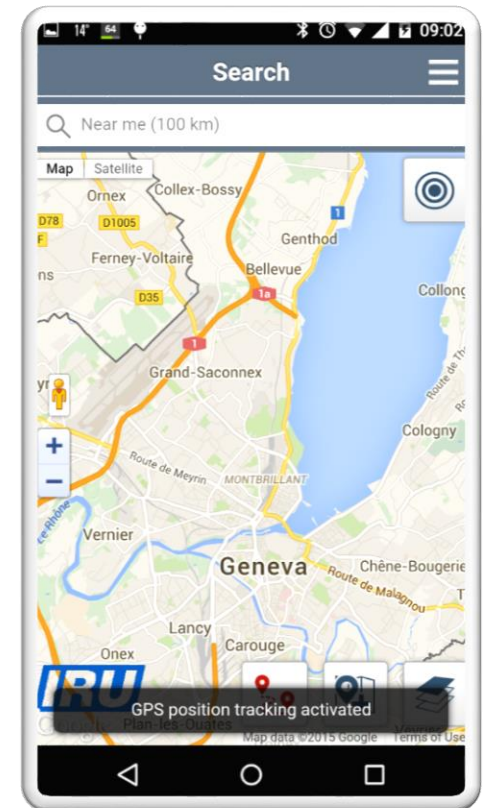
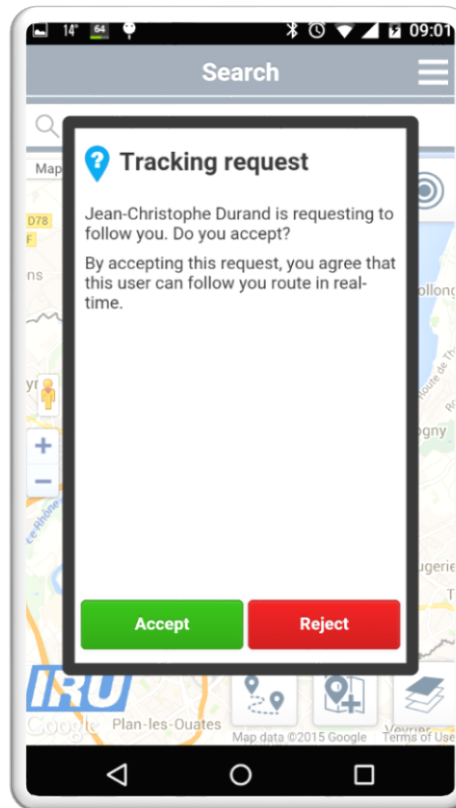
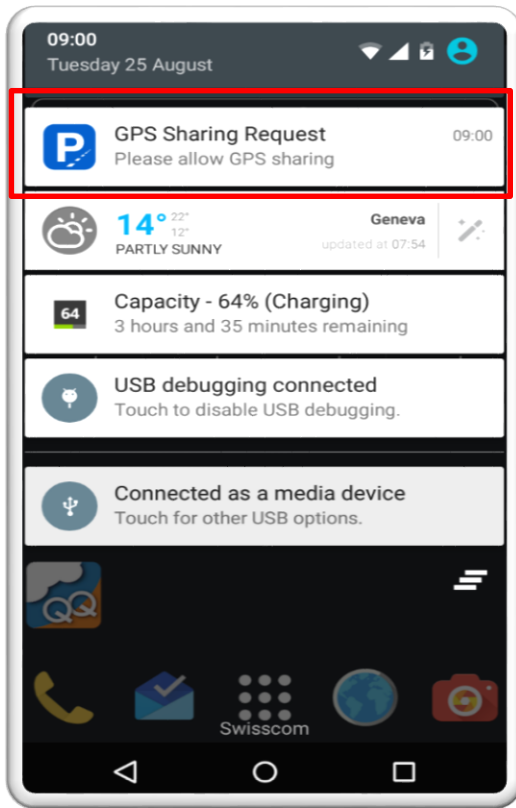


Notifications





# IRU TRANSPark – GPS tracking



# IRU TRANSPark – GPS tracking

The screenshot displays the TIR EPD GPS Tracking web application. The interface includes a header with the TIR EPD logo, language selection (English), and user information (Jean-Christophe Durand). Below the header is a navigation menu with options: Home, EPDs, Company info, Admin, and GPS Tracking. The main content area is titled 'GPS Status' and features a search form for Driver (Evgeniya AAAAZZZZ), From (07/11/2015), and To (07/11/2015) dates, along with a Vehicle number field and 'Clear' and 'View' buttons. A map of Geneva, Switzerland, shows a blue route. To the right of the map, 'Trip Details' are listed: Average speed: 4.51 km/h, Total distance: 64.32 km, Started: 07/11/2015 - 01:16, Ended: 07/11/2015 - 15:32, and Duration: 14 hours 15 minutes 19 seconds.

Sustainable  
corridor monitoring  
for RECs, and  
corridor  
organisations

GPS tracking for  
fleet managers

GPS tracking for  
transit movements

# THE MARKET



Level playing field –  
national and regional

Access to market and  
freight based on  
qualitative criteria

IRU/WB Toolkit  
collaboration



