

## **Model Multilateral Permit for International Road Transport**

*(adopted at the third session of the Ministerial Conference on Transport, 5-9 December 2016, Moscow)*

### **Introduction**

The Regional Strategic Framework for the Facilitation of International Road Transport, adopted by ESCAP member States at the Ministerial Conference on Transport held in Bangkok in March 2012, provides a strategic vision and targets to address challenges to international road transport in the region. It has set common targets for fundamental elements of facilitation of international road transport in the region and identified processes to follow for achieving those targets.

In terms of traffic rights, the Regional Strategic Framework targets a wider application of multiple-entry transport permits valid for one year and multiple routes or road networks, issued to a carrier for any compliant vehicle in its fleet, which could be used both for inter-state and transit transport operations. In addition, the Framework suggests that multilateral transport permits should be promoted for wider applications in parallel with bilateral transport permits.

The Model Multilateral Permit for International Road Transport is recommended at a moment when insufficient transport facilitation measures are still one of the most serious issues. Existing regional, sub-regional, bilateral and multilateral agreements that include transport facilitation provisions are not optimally implemented yet. The level of harmonization of technical standards for vehicles or qualification standards for drivers is still low, and borders remain difficult to cross due to administrative / bureaucratic obstacles such as the lack of transport and transit rights. Cross-border transport is mostly characterized by the obligation of trans-loading from vehicles of a foreign country to vehicles of the country of destination or transit at border posts of exit/entry. Such a trans-loading practice is in a diametrical contradiction with any transport logistics rationalities as well as economic efficiency requirements in today's inter-connected world. Transport permits (if any) are issued for one single trip along one designated route by one specified individual vehicle. As a consequence of these complex issues, long-term interests of trade and economic cooperation suffer.

Until a possible consensus on the region-wide use of multilateral permits, countries could follow the process indicated in the Regional Strategic Framework for the Facilitation of International Road Transport: when member countries formulate or renew their bilateral or multilateral agreements on international road transport or hold consultations on the implementation of the agreements, they may consider adopting transport permits valid for multiple entries with one year validity and/or on multiple routes or road networks and allow their competent authorities to issue the permits to their carriers instead of particular vehicles.

## **Expected benefits of implementing Multilateral Permit for International Road Transport**

The immediate benefit of implementing Multilateral Permit for International Road Transport will be the abandonment of existing inefficient trans-loading practices at border, which currently increase transport and logistics costs. Transport operations accomplished directly, i.e. without trans-loading thanks to the multilateral transport permit, contributes equally to an uninterrupted and clear line of contractual responsibility for the final delivery of the cargo in time and in undamaged state. The driver of the originally contracted carrier remains in full control from the point of loading to the point of unloading at final destination. On this basis, transport security increases and the relationship of trust between business partners is considerably improved.

Well-functioning multilateral permits will definitely create a virtuous circle: solving the traffic rights problems translates into enhanced access to international road freight transport markets along Asian Highway Network and beyond. Permits as transport facilitation measures may give impetus to vehicle fleet modernization, application of higher vehicle technical, environmental and safety standards, reduced exposure to border crossing bureaucracy and possible illegal activities (rent-seeking, bribes, etc.), and increased physical cargo security.

While facilitating road transport by exchanging permits, Governments will continue to keep full control of issuing permits to domestic and foreign transport operators; they have the right to carry out regular checks of permit use and apply specific disciplinary action against non-complying operators.

### **A. Model Multilateral Permit for International Road Transport for one single return trip**

In the first phase, until trust among partners and self-confidence are built, it may be a good solution to introduce multilateral single return trip permits in order to familiarize all stakeholders with the new conditions and requirements. Although not desirable, the multilateral permit could be applicable for transport of goods on prescribed routes for a limited, short period of time (for example six months) after its introduction. Cabotage would be prohibited.

The permit should be valid for freight transport by road between the countries participating in the arrangement and in transit through their territory. The permit will be issued to a named carrier and shall not be transferrable to another carrier.

The permit should cover a truck, or a truck and trailer or a combination of a tractor and a semitrailer (vehicle combination), if such combinations are allowed by the national legislation. In the two latter cases, the permit shall cover the prime mover and no permit should be required for the trailer or semi-trailer.

The permit should include details regarding the manner to fill it out, conditions of use, validity, procedure to present it for control.

The Model Multilateral Permit for International Road Transport for one single return trip is recommended below.

**Front page**

[Languages to be used in the permit are to be defined by the Contracting Parties]

<b>MULTILATERAL PERMIT FOR INTERNATIONAL ROAD TRANSPORT</b>	
<b>VALID FOR ONE SINGLE RETURN TRIP (OUTBOUND AND INBOUND)</b>	
Series No.: (Country code) 00000000	
This permit is issued in conformity with [title of the applicable agreement]. It can be used for a single return trip within the period of its validity. Valid for the year: [calendar year]	
This permit is valid for freight transport by road between [names of countries] and in transit through their territories.	
Signature and Seal of Issuing Authority (Signature of Competent Authority of the Party concerned and stamp of the authority) Date: _____ Place: _____	
Name and address of Carrier	
Truck/tractor plate No./country	
Truck/tractor model/weight(kg)	
Trailer plate No./country/weight (kg)	
Brief description of goods and gross weight of goods (kg) [This information would not be needed in countries where it is contained in other transport or commercial documents which must be kept on-board the vehicle]	- Outbound trip: - Inbound trip:
Identification number of routes to be used (if prescribed)	- Outbound trip: - Inbound trip:
Inspection and signature/seal by control authority of the <i>departure</i> country	- Outbound trip: date and place - Inbound trip: date and place
Inspection and signature/seal by control authority of a <i>transit</i> country <i>(This section is to be re-entered into the form according to the number of possible transit countries corresponding to the number and composition of the Contracting Parties.)</i>	- Outbound trip: date and place - Inbound trip: date and place
Inspection and signature/seal by control authority of the <i>destination</i> country	- Outbound trip: date and place - Inbound trip: date and place
- Elements of security such as alphanumeric number with corresponding barcode, samples of stamps of competent authority of each Contracting Party, watermark, embossed emblem, special paper and ink.	

## Back page

### **Instructions**

- (1) This permit is valid for freight transport by road between [*names of countries*] and in transit through their territories.
- (2) This permit can be used for a single return trip within the period of its validity.
- (3) This permit covers a truck, or a truck and trailer or a combination of a tractor and a semitrailer (vehicle combination). The permit covers the prime mover and no permit shall be required for the trailer or semi-trailer.
- (4) This permit is applicable for transport of goods on prescribed routes [*if applicable*].
- (5) This permit cannot be used for road transport between two points within the territory of one country (cabotage is prohibited).
- (6) This permit is issued to the named carrier and cannot be transferred to another carrier.
- (7) The permit shall be filled in completely and without corrections. The return trip information may be filled in prior to the return trip. Incorrectly filled-in permit is considered to be invalid.
- (8) The use of forged permit is illegal and will be subject to punishment in accordance with applicable laws.
- (9) This permit must be used within the calendar year indicated in the permit and shall remain valid until return of the vehicle to the territory of the State of the Party where the permit is issued, but in any case not later than 31 January of the following year.
- (10) This permit must be in the possession of the driver and be presented upon request of the authorized officials.
- (11) Carriers must adhere to national legislation, road transport regulations and traffic rules of the State of the Party where the transport takes place.
- (12) This permit must be returned to the issuing authority within two weeks upon the expiry of its validity.

### **B. Model Multilateral Permit for International Road Transport for multiple trips**

The second phase of introduction of multilateral permits consists of introducing and exchanging permits valid for multiple trips. As for the single trip permits, the permit could be applicable for transport of goods on prescribed routes for a limited, short period of time (for example six months) after its introduction, and cabotage would be prohibited.

The permit should be valid for freight transport by road between the countries participating in the arrangement and in transit through their territory. It should be used for an unlimited number of trips within the period of its

validity. The permit will be issued to a named carrier and shall not be transferrable to another carrier.

The permit should cover a truck, or a truck and trailer or a combination of a tractor and a semitrailer (vehicle combination), if such combinations are allowed by the national legislation. In the two latter cases, the permit shall cover the prime mover and no permit should be required for the trailer or semi-trailer.

The permit should include details regarding the manner to fill it out, conditions of use, validity, procedure to present it for control.

The major difference compared to the single trip permit is that the multiple trips permit shall always be accompanied by a logbook, in order to allow for documenting the trips. The logbook should include details of each trip, such as:

- Date of departure
- Date of arrival
- Place and country of loading
- Place and country of unloading
- Registration number of tractor and country of registration
- Vehicle Total Weight, of which
  - Truck
  - Trailer / semi-trailer
    - Number of km at departure
    - Number of km at arrival
- Brief description of goods and their gross weight (kg) [*This information would not be needed in countries where it is contained in other transport or commercial documents which must be kept on-board the vehicle*]
- Identification number of routes to be used [*if applicable*]
- Inspection & signature/seal by control authority of departure country
- Inspection & signature/seal by control authority of transit country(ies)
- Inspection & signature/seal by control authority of arrival country

The Model Multilateral Permit for International Road Transport for multiple uses including the logbook is recommended below.



## **Back page**

### **Instructions**

- (1) This permit is valid for freight transport by road between [*names of countries*] and in transit through their territories
- (2) This permit can be used for an unlimited number of trips within the period of its validity.
- (3) This permit shall always be accompanied by a logbook (enclosed).
- (4) This permit covers a truck, or a truck and trailer or a combination of a tractor and a semitrailer (vehicle combination). The permit covers the prime mover and no permit shall be required for the trailer or semi-trailer.
- (5) This permit is applicable for the transport of goods on prescribed routes [*if applicable*].
- (6) This permit cannot be used for road transport between two points within the territory of one country (cabotage is prohibited).
- (7) This permit is issued to the named carrier and cannot be transferred to another carrier.
- (8) The permit and the accompanying logbook shall be filled in completely and without corrections. Incorrectly filled-in permit and/or logbook are considered to be invalid.
- (9) The use of forged permit and/or logbook is illegal and will be subject to punishment in accordance with applicable laws.
- (10) This permit must be used within the calendar year indicated in the permit and shall remain valid until return of the vehicle to the territory of the State of the country where the permit is issued, but in any case not later than 31 January of the following year.
- (11) This permit and the accompanying logbook must be in the possession of the driver and be presented upon request of the authorized officials.
- (12) Carriers must adhere to national legislation, road transport regulations and traffic rules of the State of the country where transport takes place.
- (13) This permit must be returned to the issuing authority within two weeks upon the expiry of its validity.

**Enclosure**

<b>LOGBOOK FOR INTERNATIONAL FREIGHT TRANSPORT BY ROAD</b>	
<b>Logbook number</b>	
<b>Country name</b> <i>[same as for the permit accompanied by the present logbook]</i>	
<b>Permit number</b>	
<b>Carrier</b>	<ul style="list-style-type: none"><li>• Name:</li><li>• Address:</li></ul>
<b>Stamp and signature of the issuing Authority</b>	Issued at.....on..... <i>[Place and date of issue]</i>  Signature and stamp
Elements of security such as alphanumeric number with corresponding barcode, samples of stamps of competent authority of each Contracting Party, watermark, embossed emblem, special paper and ink.	

**Logbook Sheet No 1.<sup>a</sup>**

(1) a) Date of departure b) Date of arrival	(2) a) Place and country of loading b) Place and country of unloading	(3) Registration No. of tractor and country of registration	(4) Vehicle Total Weight, of which - Truck - Trailer/semi-trailer	(5) a) Number of km at departure b) Number of km at arrival	(6) Brief description of goods and their gross weight (kg)	(7) Identification number of routes to be used (if prescribed)	(8) Inspection & signature/seal by control authority of departure country	(9) Inspection & signature/seal by control authority of transit country(ies) <sup>b</sup>	(10) Inspection & signature/seal by control authority of arrival country	(11) Special remarks
a) b)										
a) b)										
a) b)										
a) b)										

<sup>a</sup> Logbook sheets are added as need be by the issuing Authority. The issuing Authority may stamp each sheet or apply other anti-forging elements.

<sup>b</sup> Columns added as need be.

### **IMPORTANT NOTICE**

1. This logbook and the corresponding permit must be kept on-board the vehicle. There must be only one logbook per permit.
2. Logbooks should have the same number as the permit to which they refer/which they accompany, with a sub numbering if necessary, since a new logbook may only be issued to the carrier if and when the first one is completed. In case this concordance is not met, the permit itself may be considered non valid.
3. The record of transport operations shall be drawn up by the transport company before the commencement of any journey carried out, in order to show in chronological order each laden trip between the point of loading and the point of unloading and also each unladen trip with a border crossing. Transit points may also be written down; however this is not compulsory.
4. In cases when during one trip goods are collected or downloaded at different places, this shall be reflected in the respective columns (1, 2, 3, 5 and 6).
5. Any corrections must be made in such a way that the original wording or figures remain legible.
6. The completed record sheets should be kept in the logbook until the period of validity indicated in the permit expires. The copies of the record sheets are detached and sent to the competent authority within two weeks after the end of each calendar month.