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Training Seminar on International Road Haulage in the Euro-Mediterranean Region

**Stage 2: General Requirements for Implementing the
International Framework on Road Freight Transport**

**Major Obstacles Hindering Road Freight Transport
and the Necessity for Harmonizing its Standards**

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Major Obstacles Hindering Road Freight Transport and the Necessity for Harmonizing its Standards

- Introduction
- Importance of Road Freight Transport
- Major obstacles Hindering Road Freight Transport
- The necessity for harmonizing the standards of the Road Freight Transport
- Suggested solutions
- Conclusions



1. Introduction

. Importance Of transport

Transport in general is the most essential element to any activity, be it economical , industrial, social or otherwise. They say no life without water & I say no sustained economical growth or society advancement without transport.

Transport moves people from where they are to where they should be or want to be, & moves goods from the location of manufacturing to its place of consumption.

Amongst the different modes of transport, Road transport is not only the oldest & the first means of transport man ever knew, but it is also the most heavily relied upon mode considering short distances trips people make (e.g. to work, shopping, visiting ..etc).

2. Importance of Road Freight Transport

- The most commonly used mode of transport in most MEDA countries:
 - . Most suitable for short distances / the cheapest for ton per km.
 - . Most accessible
 - . Can provide door-to-door.
 - . Affordable to small businesses & to small volumes of freight

- Volume of Road Freight Transport:
 - . 9% is the volume of bilateral trade amongst Arab countries .
 - . 100% of trade between countries such as Syria, Jordan, Lebanon, Palestine, Iraq and Saudi Arabia is carried by road haulage.

3. Major obstacles hindering Road Freight Transport

- . Politics.

- . Borders-crossings:
 - Too many formalities and too many signatures
 - Stringent measures and hand/eye search for security and customs.
 - Some borders open for only 8-12 hrs. a day.
 - The convoys.
 - Lack of transparency.

- . Legal and fiscal:
 - Difference of laws and regulations governing the industry e.g.:
 - Axle load.
 - Vehicle Dimension.

3. Major obstacles hindering Road Freight Transport

- . Operational e.g.:
 - Difference of road standards.
 - Differences of road signs.
 - Lack of proper links between highways connecting the borders.
 - No “trip-ticket “ especially designed to MEDA countries.
 - No “goods- Insurance” similar to T.I.R agreement.

- . Terrorism

- . Others: e.g. issuance of visas, unity of references to the industry, weakness of forwarders ...etc .

4. The necessity for harmonizing the standards of the Road Freight Transport

- 4.1 Laws & regulations (e.g.: axle load, dimension of vehicles, road signs ...)
- 4.2 Freight Shipment contract
- 4.3 Freight Shipment waybill

Major Obstacles Hindering Road Freight Transport and the Necessity for Harmonizing its Standards

Axles Load & Vehicles Dimensions

Country	Length for each category	Total Vehicle width	Total Vehicle Height	Total loading Tonnages
Algeria	- Single Vehicle 11 M - Truck with semi hauled 15 M - Truck with hauled 18 M	2.50 M		45.000 tons
Bahrain	- Single Vehicle 12 M - Truck with semi hauled 18 M - Truck with hauled 20 M	2.50 M	4.00 M	45.000 tons
Egypt	- Single Vehicle 12 M - Truck with semi hauled 18 M - Truck with hauled 20 M	2.60 M	4.00 M	
Iraq	- Single Vehicle 12 M -Truck with semi hauled 16.5 M - Truck with hauled 20 M	2.60 M	4.10 M	46.000 tons
Jordan	- Single Vehicle 12 M -Truck with semi hauled 16.5 M - Truck with hauled 18 M	2.60 M	4.20 M	44.000 tons

Major Obstacles Hindering Road Freight Transport and the Necessity for Harmonizing its Standards

Axles Load & Vehicles Dimensions

Country	Length for each category	Total Vehicle width	Total Vehicle Height	Total loading Tonnages
Lebanon	- Single Vehicle 11 M - Truck with semi hauled 12 M - Truck with hauled 18 M	2.50 M		45.000 tons
Morocco	- Single Vehicle 11 M -Truck with semi hauled 12 M -Truck with hauled 18 M	2.50 M	4.00 M	40.000 tons
Oman	- Single Vehicle 12 M -Truck with semi hauled 17 M -Truck with hauled 22 M	2.70 M	4.00 M	45.000 tons
Qatar	- Single Vehicle 12 M -Truck with semi hauled 17 M - Truck with hauled 20 M	2.60 M	4.20 M	45.000 tons
Saudi Arabia	- Single Vehicle 12.5 M -Truck with semi hauled 18 M - Truck with hauled 20 M	2.60 M	4.20 M	45.000 tons

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Axles Load & Vehicles Dimensions

Country	Length for each category	Total Vehicle width	Total Vehicle Height	Total loading Tonnages
Sudan	The ultimate allowed length for all categories 24 M		4.20 M	46.000 tons
Syria	- Single Vehicle 13 M -Truck with semi hauled 16.5 M -Truck with hauled 19 M	2.55 M	3.80 M	45.000 tons
Tunisia	- Single Vehicle 12 M -Truck with semi hauled 16.5 M -Truck with hauled 18.75 M	2.55 M	4.00 M	44.000 tons
United Arab Emirates	- Single Vehicle 12 M -Truck with semi hauled 18 M - Truck with hauled 20 M	2.60 M	4.20 M	45.000 tons
Yemen	- Single Vehicle 12.5 M -Truck with semi hauled - Truck with hauled 18 M	2.60 M	4.20 M	45.000 tons

Major Obstacles Hindering Road Freight Transport and the Necessity for Harmonizing its Standards

The similarity & discrepancy of rules and regulations That govern load axles & Vehicles dimensions among Arab countries.
Vehicles Dimensions

Maximum Total Height

Height	Country
3.80 M	Syria
4.00 M	Bahrain, Egypt, Morocco, Tunisia
4.10 M	Iraq
4.20 M	Jordan, Lebanon, Qatar, Oman , Saudi Arabia , Sudan, U.A.E, Yemen

Maximum Total Width

Width	Country
2.50 M	Algeria, Bahrain, Morocco, Lebanon
2.55 M	Syria, Tunisia
2.60 M	Egypt, Iraq, Jordan, Qatar, Saudi Arabia, U.A.E, Yemen
2.70 M	Oman

Major Obstacles Hindering Road Freight Transport and the Necessity for Harmonizing its Standards

Axles load

Total maximum Axles load

Axle load	Country
40.000 tons	Morocco
44.000 tons	Jordan, Tunisia, U.A.E
45.000 tons	Algeria, Bahrain, Lebanon, Oman, Qatar, Saudi Arabia, Syria, Yemen
46.000 tons	Iraq, Sudan

Maximum Front Axle Load

Front Axle Load	Country
6.000 tons	Egypt
6.500 tons	Saudi Arabia
6.750 tons	U.A.E
7.000 tons	Jordan, Yemen
7.350 tons	Algeria
8.000 tons	Bahrain

Major Obstacles Hindering Road Freight Transport and the Necessity for Harmonizing its Standards

Axles load

Maximum Rear Axle Load

Rear Axle Load	Country
10.000 tons	Egypt
11.000 tons	Bahrain
13.000 tons	Jordan, Oman, Qatar, Saudi Arabia, Yemen
13.500 tons	U.A.E
14.000 tons	Lebanon

5 . Suggested Solutions

- 5.1 Neutralizing politics.
- 5.2 Unifying , simplifying of laws & regulations.
- 5.3 Harmonizing industry standards.
- 5.4 Multilateral Agreements for MEDA countries.
- 5.5 Bank of information for the industry.
- 5.6 Harmonize Freight document.
- 5.7 Minimizing government intervention.
- 5.8 To improve roads & unify its standards.
- 5.9 create “Passage – Ticket” for vehicle and for cargo .
- 5.10 “Goods – Insurance” ticket.
- 5.11 To Do-away with convoys & open borders for 24 hrs.

5 . Suggested Solutions

- 5.12 Automating procedures at borders & applying X-rays checks.
- 5.13 Relax Visa-Issuance regulation.
- 5.14 Allow loading cargo on return-trips.

6. Conclusion

The potential of road freight transport in the area is very promising, and it is becoming increasingly the most dominant mode of transport for this industry. With the advent of the Economical Globalisation, more pressure will be applied on the industry to shape-up. The obstacles preventing this extremely important industry from achieving its full- scale advancement are mostly man-made and artificial and can be solved.