



**Costs of Waiting at Borders – the Road
Transport Industry’s Point of View**
The Problem

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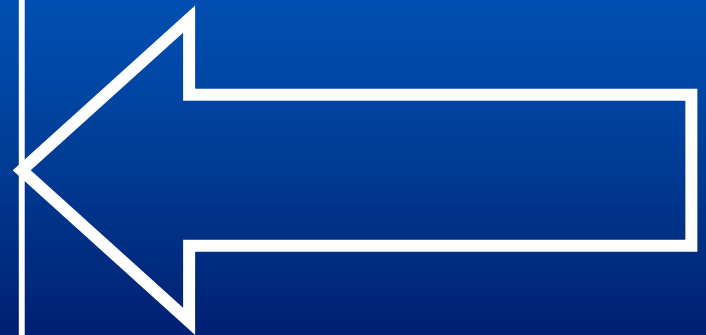


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- Facilitation
 - Trade
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What is at Stake? Not just our daily Cup of Coffee...

What does it take to have a cup of coffee
in a Paris café?



**The combined efforts of
29 companies in 18 countries**

Road Transport has become a vital production tool!



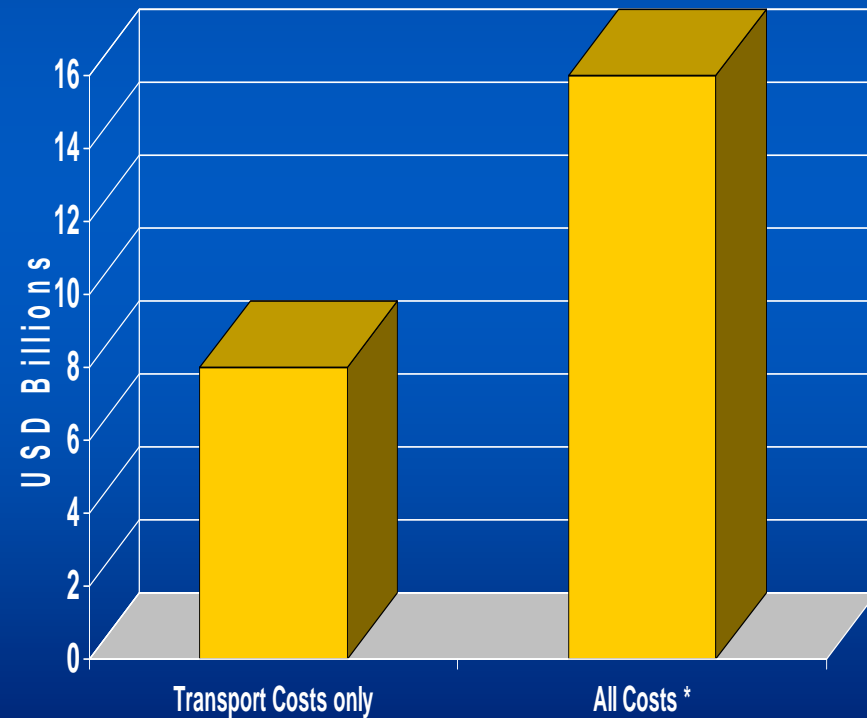
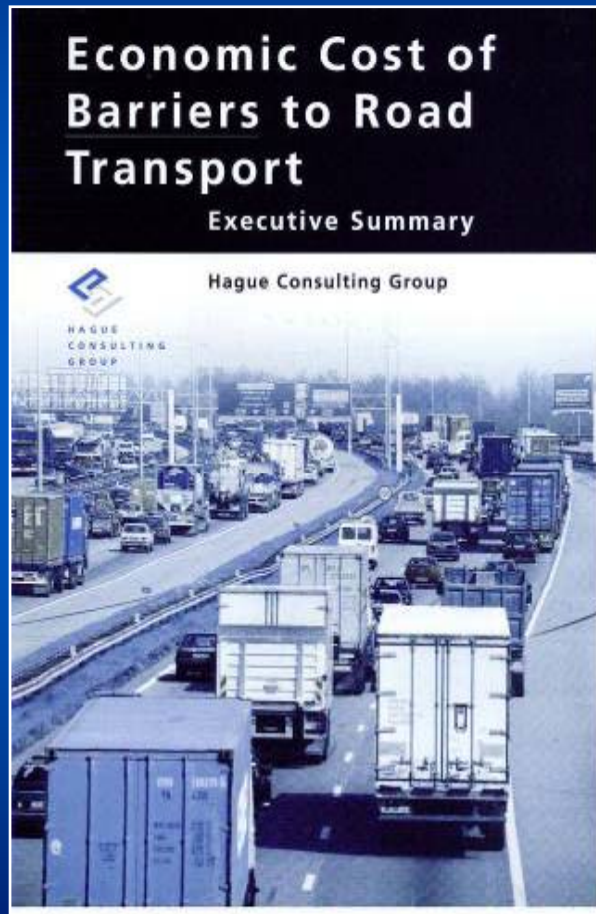
Economic and Social Importance of Border Waiting Times

- Macro and micro-economic losses
- Benefits of lifting borders (the EU lesson)
- Existing Barriers cost billions (The Hague Study; IRU-internal estimations for TIR traffic)
- Insecurity leads to economic losses and human suffering (ITF-IRU “attack survey”)



Dismantling internal EU borders

- Saved *traders* **ECU 5 billion / year**
- Longest delays: SP/PI, GR/IT, SP/F and IT/F
- Surplus costs to *hauliers* in 1992: **ECU 900 mln**
- Greatest savings in the Mediterranean (long delay times) and between Germany, France and Benelux (high traffic volumes)
- Total weighted direct saving to hauliers thanks to efficiency gains: **ECU 370 million**
- **Further benefits:** distribution centres; just-in-time techniques



Source: Hague Consulting Group, 1998

* Includes lost opportunities



Border Waiting Time Costs Money to TIR Users

<i>Indicator</i>	<i>Value</i>
Average number of TIR carnets issued per year	2'923'481
Minimum number of border crossing operations in the TIR system per year	8'770'443
Total waiting time, hour per year, for TIR traffic	8'770'443
Value of an hour lost per truck, USD per hour	50
Total lost value per year, TIR traffic, USD	438'522'188
<i>Total lost value** 1998-2005, TIR traffic, USD</i>	<i>3'508'177'500</i>

* EU25 External, EU4, CIS & Balkan Borders, 1998-2005

**Direct costs can double through losses to producers and traders, including lost opportunities due to longer and unreliable transport time, thus: total USD 7.0 billion.

Source: IRU 2006

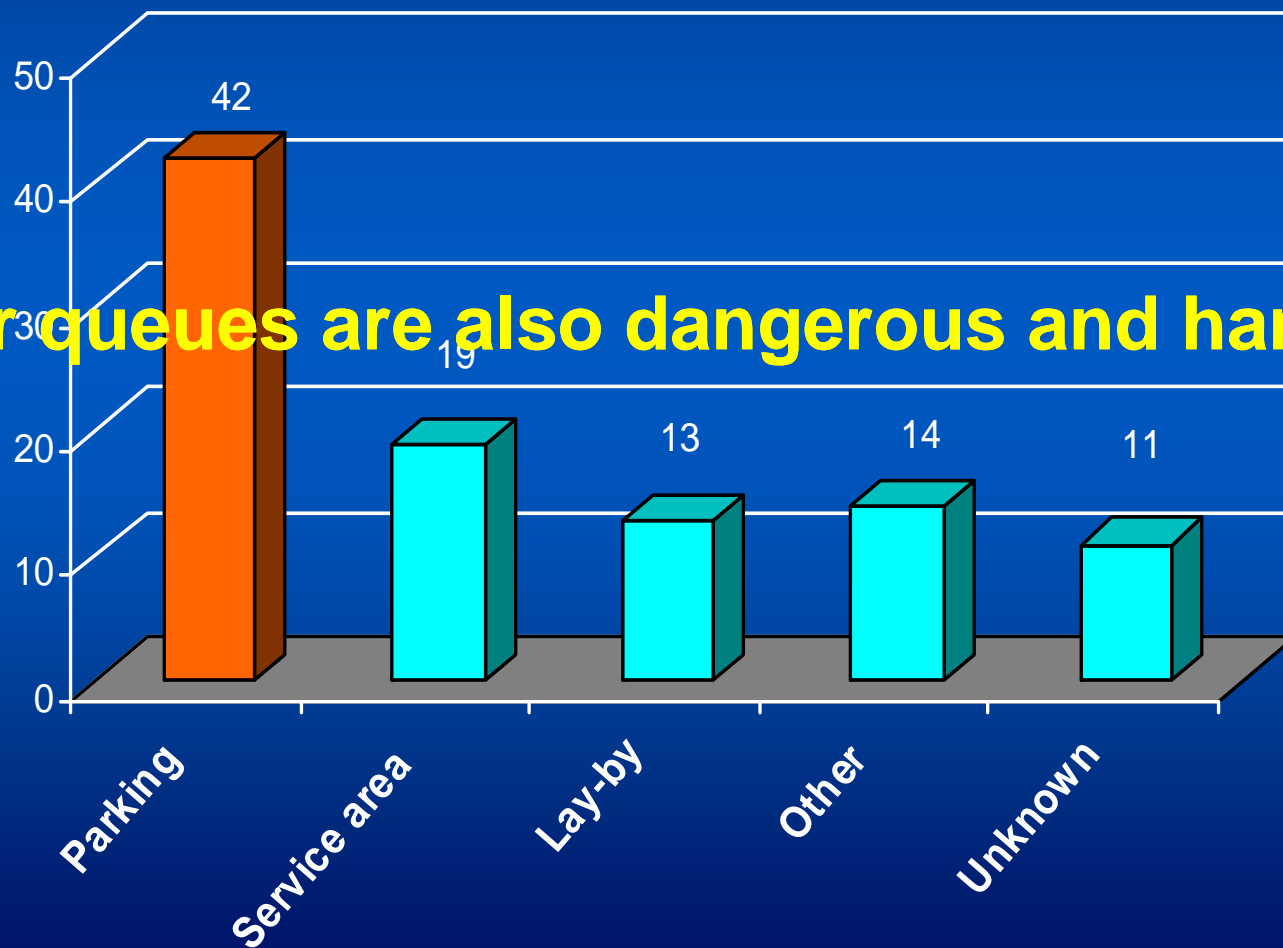


Attacks on International Drivers (ITF-IRU Survey 2007-08)

- **Security = major concern across transport and logistics chain also at borders:**
 - ⇒ **theft of goods, vehicles**
 - ⇒ **illegal immigration**
 - ⇒ **smuggling of goods...**
- **Violent attacks on truck drivers a growing problem over the surveyed period (2001-2005)**

Attack locations

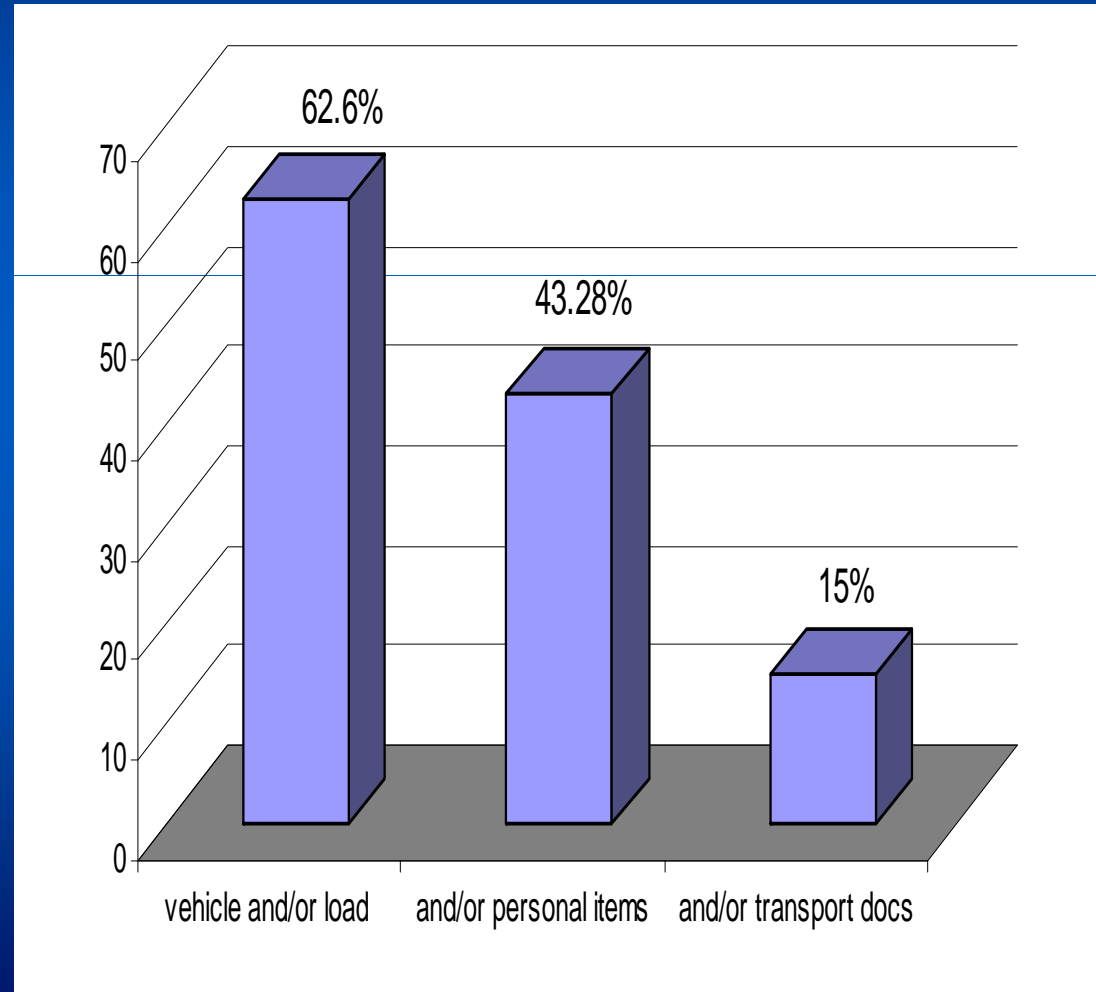
Border queues are also dangerous and harmful





Attack Frequency & Targets

1 in 6 or 17%
of drivers
attacked in the
past 5 years
(30% more
than once)





Financial Impact of Attacks

- Direct financial loss due to incidents identified in the survey: Euro 12 million
- Extrapolated direct financial loss for a calculated number of attacks on international HGV drivers in 36 countries over five-years: Euro 7.217 billion
- With indirect losses: 2 - 8 times Euro 7.217 billion



Solutions ?

IRU

*Working together
for a better future*

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since 1948