

- This is the IRU - the world's road transport organization. We lead solutions to help the world move better, supporting trade, economic growth, jobs, safety, the environment and communities.
- IRU had a long standing and good cooperation with UNOHRLLS.
- UNOHRLLS have renewed their MoU structuring the cooperation between the two organisations. We are honoured.
- In today's globalized economy professional road transport is no longer merely a mode of transport but a vital production tool interconnecting every business to all world markets through its unique, high quality door to door service.
- With efficient road transport, Landlocked Countries will turn into Land-linked Countries and efficient supply chains allow for regional economic integration and for achieving the SDGs.
- However, there are quite often barriers that hinder effective road transport, and thus growth. IRU New Eurasian Land Transport Initiative (NELTI) monitored commercial deliveries of goods by road on various itineraries including through landlocked countries. The results show a competitive potential for the development of trade, but highlight that over 57% of road transport time is lost at borders due to inappropriate procedures. Moreover, some 38% of costs of transport for illicit payments due to the environment, conducive to corruption, created by long border waiting times.

- We are pleased with every millimeter of roads however the key answer to address procedural problems: streamlining Customs procedures through ratifying and effectively implementing the key UN multilateral trade and road transport facilitation instruments, in particular the Harmonization and TIR Convention.
- In addition, it is important to further develop transport corridors in the GMS region and therefore, it is crucial to ensure adequate investments and financing in hard and soft infrastructure. In this respect, innovative financing mechanisms are needed along the line of the IRU Model Highway Initiative.
- MHI (2010) provided the solution - PPPs with private investment coupled with government commitments to harmonise road and customs legislation.
- The MHI aims to design and build, in public private partnership, an exemplary road section with ancillary infrastructure such as secure parking areas, hotels and fuel stations, along with harmonised, appropriate procedures.
- The MHI model is widely used as the basis for “Build-Operate-Transfer” (BOT) projects - GTI (a member of IRU association TOBB) entered into BOT with government of Turkey with direct private investment of USD \$ 100 million to modernize the Kapikule border crossing with Bulgaria.

- Kapikule required no financial commitment from the government treasury. Today, Kapikule is the second busiest border crossing point in the world and busiest in Europe.
- PPPs are ideal for LLDCs to overcome lack of access to finance by governments and backward linkages with other economic activities.
- Begin with public private campaigns to raise awareness on issue - lay groundwork for parties to commit \$ (private companies) and action (government).