

HISTORY

February 21, 1996 - the Association of Czechoslovak International Motor Vehicle Transport Operators (CESMAD) – an interest group formed by companies of the Czechoslovak Motor Vehicle Transportation – was founded.

1966 - the association was accepted as a member of the International Road Transport Union (IRU) in Geneva.

1970 - a CESMAD subsidiary for Slovakia was established in Bratislava.

June 7, 1992 - Bratislava: the foundation of CESMAD Slovakia.

April 23, 1993 - at the meeting of IRU's administration board in Lisbon, CESMAD was accepted as a full member.

January 1, 1994, CESMAD Slovakia would become a guarantee association in accordance with the TIR Agreement and be authorised to issue (under its name and in its responsibility) TIR carnets. Simultaneously, CESMAD would become a member of the international organisation Transfrigoroute International.

May 1, 1995 - CESMAD Slovakia officially started its trade activities. It became a member of the Slovak Trade Association and later also an associate member of the Slovak Association of Employer Unions and Organisations.

April 24, 1999 - CESMAD has been officially named The Association of Road Transport Operators in Slovakia.

ORGANISATION

CESMAD Slovakia is a **non-profit legal subject**, with its core activity in the field of international and domestic road transport. It associates employers from the area of international and domestic road transport, and constitutes the trade licence association of international road transport operators in Slovakia.

1. **Plenary meeting** is the strongest executive instrument. The meeting is attended by authorised representatives of the association's members and usually held once a year.
2. **Presidium** controls the association's activity. Membership in the Presidium is honorary. The Presidium is responsible for all its action to the plenary meeting.
3. **The President** is elected by the Presidium and represents the association outwardly. Together with the vice-presidents, the President is responsible for all his actions to the Presidium.
4. **The Secretariat** has its seat in Bratislava and provides all services that are offered to members. It also co-ordinates the activities of regional offices. in Nove Zamky, Banska Bystrica and Kosice.
5. **Regional offices** - the aim of regional offices is to assist members at solving problems and provide part of the Secretariat's services on regional level.
6. **The inspection committee** is the association's instrument of supervision.
7. **Expert groups** constitute the professional and consultancy basis of the association.

8. **The general secretary** is the association's executive instrument. The general secretary is responsible for all services concerning members and manages regional offices.

SERVICES

Member of the International Road Transport Union (IRU)

- CESMAD Slovakia **pursues the legislative standards** of the European Trade Committee. IRU represents and acts as the advocate of transport operators internationally. It communicates and collaborates with competent international and national organisations.
- CESMAD Slovakia **represents its members** – transport operators – in their relations with the respective ministries of the Slovak Government, authorities, organisations and unions, particularly in order to protect its members, i.e. operators in international and domestic road transport.

The status of a guarantee association in accordance with the TIR agreement

- CESMAD Slovakia is a **guarantee association** as specified in the TIR Agreement. This allows it to issue TIR carnets to transport operators.
- CESMAD **administers and executes the distribution of TIR carnets** and other customs related documentation in agreement with the Slovak Customs Head Office and in accordance with principles set by IRU.

Member of TRANFRIGORROUTE INTERNATIONAL

- CESMAD Slovakia is a member of the international organisation Transfrigoroute International which associates operators transporting **goods in solid or liquid state that require thermal regulation of the environment in which they are transported**.
- The main is to **improve the transport** of these goods, raise the level of safety during their transport and constantly reduce the environmental impact caused by road transport.

Member of Slovak Association of Employer Unions and Organisations

- CESMAD's crucial **partner in Slovakia is the Slovak Association of Employer Unions and Organisations** which stands for the individual associations in their relations to state authority, e.g. ministries. The employers are represented via their delegated representatives in tripartite talks.

Provider of services in domestic and international road transport

- In collaboration with the Ministry of Transport, Post Offices and Telecommunications, the association **issues CEMT permits, permanent permits and periodical permits**.
- CESMAD provides its members – according to the type of their activity – with the necessary **assistance, support, consultancy** and other services related to international and domestic road transport and its future development.

IRU



The IRU, **founded in Geneva on 23 March 1948**, has local and global reach through its 156 members in 67 countries. **Two membership categories:**

- **Active members** drawn from national road transport associations
- **Associate members** vehicle manufacturers, combined transport companies and the like

Active members are grouped in three sections:

Section 1 Professional passenger transport by bus, coach and taxi.

Section 2 Goods transport for hire or reward

Section 3 "Own account" transport (commercial or industrial companies which operate their own transport fleet)

Council of Direction The IRU's general assembly. Composed of all active and associate members. The Council of Direction meets twice yearly and makes major policy decisions.

Presidential Executive Composed of representatives of the three Sections. Oversees general administration and financial matters and submits policy and other proposals to the Council of Direction.

The President is the chairman of the Council of Direction and of the Presidential Executive. The President and other members of the Presidential Executive normally hold office for two years.

The Secretary General is responsible for the day-to-day running of the organisation, assisted by his staff at the Secretariat General in Geneva and the IRU delegations in Brussels and Moscow.

IRU "Taxi" group, Commissions, Working Parties and Liaison Committees with the European Union and the Commonwealth of Independent States, make proposals to the above-mentioned bodies and carry out work in specific fields on their behalf.

Mission

- The IRU, through its national associations, represents the entire road transport industry world-wide.
- It speaks for the operators of coaches, taxis and trucks, from large transport fleets to driver-owners.
- In all international bodies that make decisions affecting road transport, the IRU acts as the industry's advocate.
- The IRU improves the safety record and environmental performance of road transport and ensures the mobility of people and goods.
- The IRU is international guarantor of the TIR carnet system under which trucks are sealed by customs upon departure and can cross several borders without further checks until they reach their destinations.

- The IRU takes the initiative in making sure that vehicles are safe, clean, efficient, and economical in fuel consumption.
- The IRU maintains close working relationships with the competent national, inter-governmental and non-governmental organisations.
- The IRU works for harmonisation and simplification of procedures affecting road transport; alerts the industry to changes in national and international legislation; strives to lift the barriers to international transport and trade.

Section 1: Professional passenger transport

Objectives:

- define IRU policy towards national and international bodies aimed at the promotion of professional passenger transport;
- protect the interests of bus, coach and taxi operators;
- monitor other branches of transport and tourism with which road transport operators maintain professional and commercial relations. Chief among them are representatives of travel agents (UFTAA) and tour operators (ETOA), hotel sector (IH&RA) and of public transport (UITP).

Section 2: Professional goods transport

Objectives:

- bring together member associations representing professional goods hauliers;
- contribute to the development of the professional transport of goods by road.

Work programme:

- defending the position of professional goods transport regarding EU policies in particular with respect to fiscal matters, social and technical harmonisation;
- taking specific actions against non-tariff barriers;
- reviewing developments in customs transit systems, the TIR in particular;
- assisting the development of a pan-European integrated transport market, in particular with regard to EU-enlargement;
- supporting the facilitation of border crossing, in particular in Central and Eastern Europe;
- inviting Governments to accelerate the implementation of road infrastructure development plans, regarding the Trans-European Transport Network in particular.

Section 3: Own Account Transport

Objectives:

- defend and promote the right to operate own-account transport under the best possible conditions in and between the countries represented;

- provide a forum for representatives of the own-account transport industry to exchange views and experience

Work programme:

- reviewing policies as they affect own-account transport. These include general traffic and transport policy, liberalisation of own-account transport throughout Europe, taxation and road pricing, international border crossings, infrastructure, environmental issues;
- adapting transport law in Europe to developments in company structure;;
- analysing new fiscal, social and technical measures in the European Union;
- implementing the IRU Charter for Sustainable Development.

The IRU Agenda for Sustainable Development

At the 1992 "Rio Earth Summit", member governments of the United Nations adopted Agenda 21, the comprehensive blueprint for achieving Sustainable Development. Chapters 27 and 30 of the Agenda underlined the need to strengthen the role of non-governmental, business and industry partners.

The road transport industry, through its worldwide spokesman, the IRU, subsequently developed the first item on its Agenda, **the IRU Charter** for Sustainable Development, unanimously adopted by all IRU members at the IRU World Congress in Budapest in **1996**.

Today, the IRU Charter is in good company with initiatives of other international bodies, such as the UN-ECE Programme of Joint Action on Transport and the Environment, the WHO Charter on Transport, Environment and Health, the ECMT Sustainable Transport Policies, or the ICC Business Charter on Sustainable Development – to mention just a few.

Only one year after this commitment, the IRU Charter was followed by another initiative of the road transport industry – the IRU initiative, "Driving towards Sustainable Development", which recalls that:

- "at the source" measures are the most appropriate and cost-effective measures for achieving Sustainable Development,
- and policies geared to achieve Sustainable Development must be based on economic, social and environmental realities.

"At the source" measures, for example, have led to a significant reduction of **commercial vehicle emissions**. Since 1990 emissions have been reduced by 50% on average, and in 2001, when the new Euro 3 standard becomes effective, emissions will be reduced a further 30%. Before the end of the next decade, with the Euro 4 and Euro 5 to follow in 2006 and 2009, the "emission problem" will have virtually disappeared.

"At the source" measures have also reduced **commercial vehicles' fuel consumption** by one third in the last 30 years, despite the fact that many measures thought necessary for emission reduction were, in fact, counterproductive to the reduction of fuel consumption.

And last but not least, "at the source" measures dramatically reduced the **noise levels of modern trucks**. Today, 24 modern trucks make no more noise than just one truck built before 1970.

As regards the basis for Sustainable Development policies at all levels, one has to recognise that Sustainable Development is a multi-dimensional goal, which combines ecological aspects with economic and social objectives.

Cooperation

Council of Europe

European Bank for Reconstruction and Development (EBRD)

European Conference of Ministers of Transport (ECMT)

European Union

International Labour Organisation (ILO)

International Maritime Organisation (IMO)

Organisation for Economic Co-operation and Development (OECD)

Statistical office of the European Communities (Eurostat)

United Nations Economic Commission for Europe (UNECE)

United Nations Environment Programme (UNEP)

World Bank

World Customs Organisation (WCO)

World Tourism Organisation (WTO/OMT)

World Trade Organisation (WTO/OMC)

International non-governmental organisations

ACEA - European Automobile Manufacturers Association

AIT - Alliance Internationale du Tourisme

BIC - Bureau International des Containers

ETAG - European Tourism Action Group

FEDEMAC - Federation of European Movers

FIA - Fédération Internationale de l'Automobile

FIATA - International Federation of Freight Forwarders Association

FIDI - Fédération Internationale des déménageurs Internationaux

IATA - International Air Transport Association

ICC - International Chamber of Commerce

IH&RA - International Hotel and Restaurant Association

IRF - International Road Federation

ISO - International Standardisation Organisation

OICA - International Organization of Motor Vehicle Manufacturers

UFTAA - Universal Federation of Travel Agents' Associations

UITP - Union Internationale des Transports Publics

TI - Transfrigoroute International