



INTERNATIONAL TRANSPORTERS' ASSOCIATION OF TURKEY

EU Agenda of Turkish International Transporters

Frictionless Trade and Transport between EU and Turkey



UND visit to DG Trade and
DG Mobility & Transport,
13.12.2019

Eddie Liegois (Head of Road Transport Unit, DG Mobility and Transport), Tim Joris-Kaiser (Policy Officer, DG Trade), Fatih Şener (UND Chairman for Strategy and Business Development), Evren Bingöl (Vice Chairperson of UND Executive Committee), Alper Özel (Chairman of UND Executive Committee), Can Baydarol (EU Consultant for UND).

EU Commission Awaits For A Positive Signal from TURKEY!

UND Delegation visited certain EU institutions in Brussels on 12-13 December 2019 for updating them about the results of the court case against Hungarian Ministry of Transport on the imposition of road transit charge on Turkish trucks and the latest situation on the road transport permit quotas, transit charges and professional driver visa problems.

UND Delegation shared the results of the DG MOVE- commissioned study on the "economic impact of an agreement between the EU and the Republic of Turkey", whereby the cost of road transport quotas for EU-Turkey trade is declared as of at least 3.5 billion EUR (1.9 billion of which represents loss by EU exporters to Turkey).



Turkey-EU Customs Union Update : Call for a Re-Start of Negotiations !



Representatives from DG NEAR, DG MOVE and DG Trade confirmed the need to re-evaluate the functioning of the Turkish-EU Customs Union for the growth of EU-Turkey trade in full potential, for which they expect a positive signal from the Turkish government.

DG Neighborhood Policy and Enlargement Negotiations – Turkey Unit

A fruitful meeting was held with the DG NEAR Turkey Unit representatives, led by Mr. Bernard Brunet.

Study on the economic impact of an agreement between the EU and the republic of Turkey, 2014-2016



Study on the economic
impact of an agreement
between the EU and the
Republic of Turkey

FINAL REPORT
14 OCTOBER 2014

**"Full liberalisation could
boost total trade by more
than €3 billion per year.**

**Liberalisation increases the
EU's road-freighted exports
to Turkey less than it does
imports from Turkey under
all scenarios.."**



**Quotas and charges on transit
by countries along the route
to/from Germany create
bottlenecks and cause costs
for Germany and Turkey
(which offer sufficient permits
to each other)**



21.000 Turkish Transporters Seek Freedom of Transit between Turkey and the EU...



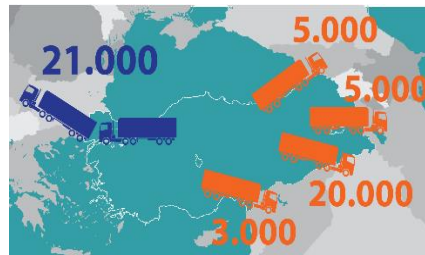
On 19 January 2017 in Luxembourg, our case was heard by the European Court of Justice (ECJ) at a historic session, with active participation by relevant Turkish authorities.

As a Pyrrhic victory; the ECJ ruling at Case C-65/16 has confirmed that the quota system, in its current form, represents an infringement of the free movement of goods of the EU-Turkey Customs Union.

Now, we expect active support from the European Commission, as the guardian of EU law, including all agreements concluded by the EU.

Turkey's Permanent Delegation to EU: Modern Silk Road Corridors Will Boost EU's Trade With Countries Beyond Turkey

UND Delegation met with Ambassador Mr. Mehmet Kemal Bozay, Permanent Delegate for the Republic of Turkey to the European Union and briefed him and his team regarding the latest situation of non-tariff restrictions imposed by certain EU member states on Turkish transporters.



It was confirmed that the real addressees of the actions against road transport quota restrictions are traders in the EU Member States, which lose important trade opportunities not only with Turkey but more importantly, with the lucrative markets in Central Asia and the Middle East.

The development of intermodal transport corridors is high on the agenda of Turkish government which is an ardent supporter of China's "Belt & Road Initiative".



European Parliament Tourism & Transport Committee : Social Rights of Professional Drivers Is A Hot Issue on the EP Agenda

Representatives of the EP Tourism and Transport Committee were briefed about the costs of transit restrictions imposed on Turkish trucks by certain EU member states for traders in the EU.

The impact of Schengen visas on Turkish professional truck drivers "as barriers to their right to work" was also addressed.

UND explained that the total number of Turkish drivers is limited to 25.000 and they have no involvement in EU member states' domestic transport markets.

New Visa Code, New Hope !

UND Delegation held a meeting with Mr. Dimitri Giotakos (Head of Visa Policy Unit), Ms. Anne Marie Soerensen (Visa Policy Unit) and Ms. Joanna Borzecka (Schengen and Border Policy Unit) at the Directorate-General for Migration and Home Affairs (DG HOME).

A detailed presentation was made about the problems encountered by Turkish professional truck drivers transporting between Turkey and EU member states within the Schengen area.

Main problems:

- No uniform visa assessments /different visa decisions of Member States, or even different visa decisions of separate consulates of a member state.
- Visas are issued for very short periods
- Unreasonable visa rejections
- Period of stay limitations (90 days per 180-day visa)
- Costly and complex visa procedures (The EU Commission stipulates that maximum 7 documents can be required for visa applications but the number increases constantly by consulates.)
- Unreasonable invitation letter requirement from professional truck drivers

DRIVER VISAS : BARRIER TO "RIGHT TO WORK"



Schengen Visas must be facilitated and visas with longer staying period must be issued for **25.000 Turkish professional truck drivers** operating around Europe.

SCHENGEN HANDBOOK : Professional Truck Drivers are "Service Providers" !

A new Schengen Visa Code is expected in February 2020 with amendment for longer visas for drivers !