

ANALYSIS THE LAND TRANSPORT SECTOR IN THE GEORGIA-EU ASSOCIATION AGREEMENT: THE IMPLEMENTATION AND LAUNCH OF DIGITAL TACHOGRAPHS IN INTERNAL TRANSPORTATIONS AND CARRIAGES

POLICY PAPER SUMMARY



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Eastern Partnership Civil Society Forum Georgian National Platform is an association of local and international non-commercial legal entities registered in Georgia, aiming to promote and implement the goals set by the Joint Declarations of the Prague, Warsaw and Vilnius Eastern Partnership Summits and the EU-Georgia Association Agreement of European Neighborhood Policy and other joint events.

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Summary

Chapter VI of the EU-Georgia Association Agreement (AA) is dedicated to deepening cooperation in the transportation field aiming to approximate transportation sectors of Georgia and the EU, harmonize the Georgian Law with the EU Legislation, remove administrative barriers for Georgian drivers and companies in Europe, improve road safety in Georgia, refine the Georgian transportation network, ensure safely movement of passengers and cargo and reduce transportation's negative impact on the environment. Annex 24 of the AA, in the Chapter on "Road Transportation", foresees 12 regulations and directives, and names the Land Transport Agency of Georgia, the Finance Ministry and the Ministry of Internal Affairs as the responsible bodies for their implementation.

To improve safety in the field of transportation and its approximation with European legislation organizations responsible for the field of transportation in Georgia should be empowered, and the skills and knowledge of the persons employed there should improve. Therefore, citizens, media, and business representatives should be better informed on these issues, to improve gradual integration with Europe, modernize the transportation system, improve protection of the rights of every subject participating in the road transportation: disabled persons, pedestrians and the children included. Furthermore, the implementation of the EU standards in road, railway, aviation and sea transportation will allow Georgia to participate in projects funded by the EU, while acting as the country receiving its intellectual and financial resources.

The AA requires that the following four principles of the European legislation are implemented: technical, safety, social and financial provisions. The main requirement in the implementation of the technical requirements is that passenger and cargo automobile transportation (nine and more individuals transported) have speed-limitation devices installed and are enabled. It is a well-known fact that the violation of speed limits is a major reason for road incidents, which is confirmed by official statistics. Furthermore, unfortunately the large bulk of fatalities and injuries of road incidents come from cargo and passenger transportation. Every year, Georgia loses hundreds of millions GEL as a result of road incidents.

Using tachographs are crucial in safely transporting passengers and cargo. The order 2011/April 7 #187 of The President of Georgia joined Georgia to the AETR (the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport) signed in Geneva on July 1, 1970. The Agreement sets the conditions which international transportation drivers must meet. It defines time limits for non-stop, maximum daily driving sessions. Digital tachograph is the only mechanism able to control that a driver does not work for more than 10-11 hours a day, which often is the case in Georgia as both the driver and his employer are in a hurry to deliver the cargo on time. This increases safety risks significantly.

The present paper describes problems with transporting passengers and cargo safely in the Country, reviews international experiences, and statistics of road incidents in Georgia. The analysis revealed, that full implementation of digital tachographs and their usage in internal transportation will increase safe transportation of passengers and safe transportation of cargo in domestic carriages. It will reduce the number of road incidents related to the violation of speed limits and driver fatigue – an annually increasing statistic in Georgia. Usage of digital tachographs in transportation will have several positive effects: it will reduce the number of persons injured and killed; reduce the costs for care for people traumatized in road incidence and their rehabilitation costs, and reduce the costs of transport agencies. The present paper proposes two alternative solutions to the problem and a method for its implementation.

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