



**Report on the replies to the Questionnaire on the
issuance of visas to international road transport drivers**

Follow-up activity to the

**Tripartite Meeting on Labour and Social Issues arising from
Problems of Cross-border Mobility of International Drivers
in the Road Transport Sector (TMRTS)**

1. Background

The International Labour Office (ILO) is currently reviewing national practice concerning visa processes and controls for professional international road transport drivers. To that end, government authorities, international road transport employers' associations and international road transport workers' representatives were asked to complete a questionnaire about visa processes and controls currently in force. The ILO thanks all the constituents who responded to the questionnaire.

This questionnaire-based survey (see Questionnaire, Annex 1) is a follow-up activity called for in the fourth bullet point of paragraph 20 of the conclusions of the Tripartite Meeting on Labour and Social Issues Arising from Problems of Cross-border Mobility of International Drivers in the Road Transport Sector (TMRTS), held in Geneva from 23–26 October 2006.¹

The point in question specifically sets forth the common position of delegates to the said meeting:

“...welcome visa-free regimes, where they exist, and promote the options for streamlining the provision of visas to international drivers, as envisaged through the measures proposed in paragraph 11”.

The proposed streamlining measures listed in paragraph 11 are as follows:

“Options that might be considered for streamlining the provision of visas for international drivers include:

- measures to optimize existing visa-issuing arrangements;
- consideration of other means by which visa arrangements might be improved (for instance via the provision of information to consulates by employers and/or their associations);
- the issuance of multiple-entry and/or longer term visas to international drivers at reasonable cost;
- the promotion of regional and sub-regional solutions to reflect local circumstances; and
- consideration, where appropriate, of whether or not some form of drivers' identity card might be a cost-effective means of facilitating access to visas for international drivers. By way of an example, the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), might provide useful lessons.”

The present report analyses the replies to the Questionnaire and makes recommendations to the ILO on streamlining the provision of visas to international road transport drivers.

¹ The full report can be downloaded from:
<http://www.ilo.org/public/english/dialogue/sector/techmeet/tmrts06/tmrts-r2.pdf>

2. Executive summary

The low level of response to the ILO Visa Questionnaire is alarming since out of a total of 543 questionnaires mailed only 89 replies were received, representing a 16 per cent response rate, which is clearly insufficient: if the results are to have statistical confidence, a survey of this type should garner at least a 50 per cent response rate.

Many of the replies were incomplete, some were unclear or contained conflicting information on the same question from respondents from the same country or neighbouring countries; it was therefore difficult to carry out a proper analysis of each question. Furthermore, a few replies appeared to have been completed by one person without officially stating that it was a bipartite or tripartite response.

The total breakdown of respondents was as follows: 37 Governments, 37 Employers and 15 Workers. Only 11 tripartite replies were received, with most of the Workers' replies being filed with bipartite or tripartite submissions. Due to the limited response and the contradictions contained in some replies, the analysis is handicapped in providing a clear picture of the visa situation worldwide and in putting forward a strongly supported global recommendation for consideration.

Based on the replies received, the main conclusions are:

- The visa issue is identified as a problem, but not a major concern globally;
- Visa problems seem to exist primarily between the European Union and its neighbouring countries;
- Satisfactory regional solutions exist in Africa and in North and South America;
- Critical mass is not apparent in support of either option A (facilitated “classical” procedure) or option B (new drivers’ ID Card) in Part Four of the Questionnaire;
- Facilitation efforts should be concentrated at inter-regional level, e.g. through greater recognition of the role of employers’ organizations in applying for and obtaining visas for drivers.

3. Introduction

Globalization has created a world that is more interconnected than ever before. This has led to an increase in road traffic across borders in economically integrated regions, which has in turn created new and difficult issues for international road transport drivers and the road transport sector in general. One specific challenge is the issuance of visas as a balance needs to be found between, on the one hand, the right of governments to control their borders and, on the other hand, facilitating trade and the movement of people through international road transport as well as improving the working and living conditions of professional international road transport drivers.

By requiring and controlling visas, governments are trying to combat illegal immigration and employment and ensure national security. However, visa issuance and inspection practices can hinder trade and cross-border movement of people using international road transport; furthermore, they often have a negative impact on drivers’ working and living conditions.

Where there are no specific legal agreements between countries or groups of countries (e.g. Schengen²), obtaining visas is often a concern for many enterprises and their professional drivers who cross international borders to carry out their duties of transporting goods or passengers.

In view of the above, the Tripartite Meeting on Labour and Social Issues Arising from Problems of Cross-border Mobility of International Drivers in the Road Transport Sector (TMRTS), Geneva, 23–26 October 2006, concluded that:

“In the absence of special arrangements for the purpose, the process for the application for the issuance of visas for international drivers in the road transport sector can involve long periods of idle time as well as onerous and numerous documentary and other requirements that result in considerable financial and time losses to both the drivers and their employers. This can also restrict the ability of international drivers to enjoy regular or continuous employment. Under certain circumstances, particular visa conditions may, in addition, limit drivers’ ability to complete assignments abroad or find themselves in breach of their visa conditions. Among other negative effects of this problem is the stress and frustration that drivers experience during the process. All these evidently have a negative impact on road transport operations and the working and living conditions of international drivers.”³

4. Survey overview

As a follow-up to the October 2006 Meeting, an ILO survey was carried out in order to ascertain, by means of a questionnaire (see Annex 1), the current situation concerning visas for international road transport drivers and to determine the best way forward to streamline the provision of visas. The Questionnaire comprised a different set of questions for governments, employers and workers, while some questions were put to all three groups. The scope of the Questionnaire reflected the spirit of the discussions and the conclusions of the Meeting as reported in the Note on the Proceedings.

The first question, put to all three groups, sought to determine whether the respondent belonged to an economic trade zone, since these geographic areas were often known to use good practices to facilitate procedures for citizens/residents of the given region. Other important aspects of the Questionnaire included determining what type of visas were issued and how a driver could obtain one, including whether employers’ organizations or transport associations were recognized to assist in the application process. Best and worst practices were sought as well as the average duration of the passport/visa control process at physical borders.

² For further information on Schengen visas, please see: http://www.theschengenoffice.com/explained/schengen_visa.html

³ ILO: *Note on the Proceedings*, Tripartite Meeting on Labour and Social Issues arising from Problems of Crossborder Mobility of International Drivers in the Road Transport Sector (Geneva, 2007), p. 32, para. 9.

Perhaps the most important section of the Questionnaire was Part Four, which all respondents were asked to complete. This included selecting an option for streamlining the provision of visas to international drivers:

- A – Establishing uniform facilitated procedures of the issuance and subsequent use of multiple-entry long term visas to international truck drivers at a reasonable cost.
- B – Issuance of a professional drivers' identity card as a cost effective means of facilitating access to visas and controlling them at border crossings for international drivers. By way of example, the Seafarers' Identity Documents Convention (Revised), 2003 (No.185) (explanation of Convention attached or see web link <http://www.ilo.org/public/english/standards/norm/index.htm>) might provide useful lessons.
- C – Other – please make a suggestion.

5. Summary of replies

The response to the Questionnaire was disappointing since only 89 replies were received out of a total of 543 questionnaires mailed, representing a 16 per cent response rate. This was well below the minimum 50 per cent response rate that would normally be acceptable for this type of survey. Many of the replies were incomplete, some were unclear and some contained conflicting information on the same question from respondents from the same country or from neighbouring countries; it was therefore difficult to conduct a proper analysis of each question. Furthermore, a few replies appeared to have been completed by one person without officially stating that it was a bipartite or tripartite response.

The total breakdown of respondents was as follows: 37 Governments, 37 Employers and 15 Workers. Only 11 tripartite replies were received, with most of the Workers' replies being filed with bipartite or tripartite submissions. Due to the limited response and the contradictions contained in some replies, the analysis was handicapped in providing a clear representation of the visa situation worldwide and in putting forward a strongly supported global recommendation for consideration.

However, in light of the replies received, there are some findings which may be important for future work in the sector.

The low response rate in this survey may be due to an overall United Nations and ILO survey overkill. Furthermore, there have already been a number of surveys on the particularly difficult issue of delivering visas to professional drivers. Another possible reason is that constituents geographically situated inside an economic zone, such as the European Union, may be less concerned with the problems of border crossing and visa procedures than countries bordering economic zones, where such problems have more of an impact.

Overall, the majority of respondents were part of an economic trade zone, some of which had visa-free regimes. Visa requirements, including type of visas, number of documents required, length of time from application to issuance, invitations and physical presence requirements

and fee vary from zone to zone and country to country, but there is nothing out of the ordinary. The majority of respondents noted that they issued multiple-entry visas for professional drivers. Countries not requiring visas, normally in case of citizens/residents of the region concerned, only demand a drivers' license, passport or other national identification card. Websites and brochures were most often reported as the means of communicating information on visa application and control processes.

Many Employer/Transport associations are recognized by foreign consulates to assist drivers in obtaining visas and many indeed provide assistance as appropriate, but payment of the fee was divided equally between employers and workers, as reported by respondents replying to this question. Support ranges from full service to simply providing information. Furthermore, there were conflicting replies from respondents from the same country. Some respondents commented that the use of employers in obtaining visas would help facilitate the visa process, since most drivers find it difficult to manage the visa process on their own. Recently signed EU-third country bilateral agreements on the issuing of visas to professional drivers permitted a letter of recommendation from employers' associations to replace all supporting documents.

The average amount of time required to issue a visa from receipt of application ranged from a few minutes to 2-3 weeks.

The average duration of passport processing/visa control at physical borders only considered the time required to process a transaction, as requested in the wording of the question. Some respondents indicated other time-consuming issues at the border such as inadequate rest facilities, large volumes of traffic and insufficient infrastructure to accommodate it, and the concern over illegal payments to officials, all of which were indicated in the Report for Discussion for the Tripartite Meeting.

The countries identified by respondents as being the most difficult for obtaining visas were the Russian Federation and Germany. The worst practice identified for visa control at border crossings concerned the Russian Federation. No clear majority emerged in regard to best practices.

There were 11 tripartite replies, some submitted jointly and others individually. Interestingly enough, in one Worker response, made through a tripartite reply, it was suggested that the workers should pay the fee for their visas. Tripartite and bipartite replies were concordant for the most part, but there were also some discrepancies in answers to the same questions by respondents from the same countries. This was evident in simple enquiries pertaining to the existence of visa requirements, membership of an economic zone, and also whether employers were recognized by consulates and/or paid the visa fee.

Regarding Part Four, although option A received the most support, there was no clear indication of which suggestion was the best way forward. Out of the total number of replies, 23 respondents recommended option A, 20 recommended option B, and six recommended both A and B. Only four selected option C, with three preferring their own system and the remaining one objecting to any new change. Two respondents were adamantly against any new system, with one refusing to complete the Questionnaire; they were included in the 36 which abstained, along with a number of island States for which the Questionnaire was not relevant.

One respondent reported that an identity card would be a good solution, provided it was widely recognized by as many countries as possible and issued for a fairly long period; the respondent suggested a validity of at least five years. Another respondent from the same country declined to answer the Questionnaire, deeming it was not worthwhile to do so since on the whole there were only a few thousand visa requests per year; further, the respondent did not see how the use of identity cards would prevent improper cabotage transport operations. Another respondent in principle in support of option B suggested that since it would take a long time for a Convention to be adopted and come into force, multi-entry visas should be issued to drivers for a period of about five years. Some respondents who supported B also added comments that they would do so *only* if it replaced the visa.

One reply raised a commercial objection to option B relating to the fact that foreign operators were more likely to be overloaded or have defective vehicles than domestic drivers and could carry out work avoiding cabotage and road safety rules. It also pointed out that drivers carry with them the tools of their trade, unlike seamen or aircrew, and are viewed as a commercial and safety risk through illicit trading.

As indicated in replies to the Questionnaire, major visa problems were most commonly identified in areas *between* Asia, Eastern Europe and the European Union. Respondents in Africa, Arab States and North and South America appeared to have a much more agreeable situation within their own regions, as most of them enjoyed visa-free regimes or had bilateral agreements which facilitated the visa delivery process. In cases where visas existed, they seemed to be just a formality, still in existence solely because of the lack of political will to remove them.

After reviewing the replies to the Questionnaire it was determined that the most appropriate method of reporting the analysis thereof consisted in seeing how the member States of various economic trade zones facilitate free circulation of people within the zones as well as facilitating visa issuance for professional international road transport drivers in order to support smooth and efficient intra-regional trade relations. Economic zones were known to maintain good practices in the field of visa delivery and these could provide examples for a global solution. However, this approach was not crystal clear, either, as some respondents who were members of economic zones did not indicate their association with such a zone and/or reported that their country required visas, while another reply from the same country or a different one indicated the opposite. Furthermore, a number of respondents were members of multiple zones but only reported associations with one and not all of them. This created some problems for the analysis and reporting in some regions.

6. Arrangements in economic trade zones

The first question sought to identify whether respondents belonged to an economic trade zone, since these often provided examples of good practice in trade and mobility of people across borders within the zone. This was evident in the replies, as more than one member of the following trade zones responded: Black Sea Economic Cooperation (BSEC), Community of Andean Nations (CAN), Commonwealth of Independent States (CIS), Economic Cooperation Organization (ECO), Economic Community of West African States (ECOWAS), European Economic Area (EEA), European Union (EU), Greater Arab Free Trade Area (GAFTA), North American Free Trade Agreement (NAFTA) and South African Development Community (SADC). The other respondents that replied were not members of

any zone, or were members of a zone but no other members responded, and some had no international road transport activity. There were a few respondents that were members of multiple zones and identified either all of them, just one, or none at all.

6.1. Black Sea Economic Cooperation (BSEC)

The only respondents from BSEC member States that stated they were part of this zone were Azerbaijan and Romania. Others – which did not identify themselves – were respondents from Moldova, Turkey and Ukraine. Only Romania submitted a tripartite response.

Visa requirements were different for each country, and there seemed to be no visa waiver for member States. One country granted to drivers from another two-year multiple-entry visas without restrictions. Most Employer associations were recognized by foreign consulates to assist in visa applications; they also provided assistance where possible and paid the required fee.

As regards Part Four, there was a tie between pursuing either option A or option B. It was interesting to note that BSEC countries maintain cooperation in the transport sector. In particular, there is a Memorandum of Understanding on the Facilitation of Road Transport Goods in the BSEC Region, which seeks to “enhance co-operation among the Governments of the BSEC Member States towards the harmonization of certain key-elements concerning international road transport of goods in the region”.⁴ More recently, the Joint Declaration on Cooperation in the Sphere of Transport in the BSEC Region (Odessa, 10 April 2008) also points to improved cooperation.

Another important agreement discussed in the BSEC was the Draft Agreement on Simplification of Visa Procedures for Professional Lorry Drivers Nationals of the BSEC Member States. This established a national list of professional drivers. When applying for a visa, drivers on this list would not be required to provide additional visa application support documents on their status as professional drivers.

6.2 Community of Andean Nations (CAN)

Constituents from Ecuador and Peru were the only respondents from this group of countries. Visas are not required for drivers between the four member States, but are necessary for drivers of associate member States. Drivers could pass freely across borders with their *Libreta de tripulante terrestre* (land crew card) and an Andean migration card. This was a result of Resolution 300 made under Decision 399 (International Transport of Merchandise by road) by the Office of the Secretary General of the Andean Community. This specifically permitted a driver to remain in the country for up to 30 days renewable. “The bearer of a *Libreta* who is engaged in an international road transport operation in a Member Country other than that of his own nationality or residence shall not be required to carry a passport or visa.”⁵

There was support for option B in Part Four of the four questionnaires received, but overall the respondents seemed very content with their agreement with CAN members. Argentina,

⁴ [http://www.bsec-organization.org/admin/MoUTranspGoods\(2\).pdf](http://www.bsec-organization.org/admin/MoUTranspGoods(2).pdf)

⁵ Office of the Secretary General of the Andean Community; Resolution 300: Regulations made under Decision 399 (International Transport of Merchandise by Road), Chapter IV, Section 21.

also in South America, had replied as a member of MERCOSUR. They reported that no visas were required in their agreement with member States.

6.3 Commonwealth of Independent States (CIS)

Respondents from the CIS reported that visas were required across most of the region, with a few exceptions indicated by respondents in seven of the 11 member countries. Out of these seven, respondents from three countries did not identify themselves as belonging to the economic zone and another declared being part of another trade zone that did not require visas in that zone (Euro-Asian Economic community), which was made up of CIS members. Many expressed concern over practices by Schengen countries and the Russian Federation.

There was support for option A in Part Four, but almost as many respondents replied in favour of option B. However, all countries indicated a need to improve the situation for drivers as they faced many difficulties with neighbouring countries and some even further away, even if some CIS members did not realize there were problems getting visas with other member countries.

6.4 Economic Cooperation Organization (ECO)

Only respondents from two member States (Iran and Afghanistan) stated that they were part of the ECO. Other respondents from this zone included some of those who identified themselves as belonging to the CIS. Visas were required by most States in this zone and procedures varied, as with the CIS. One country allowed tribal truck drivers to enter without a passport or visa. One country did not require physical presence or invitation letter from a few of the other States, but did of some others. As in the case of CIS, a slim majority of ECO countries preferred option A.

6.5 Economic Community of West African States (ECOWAS)

There were respondents from four of ECOWAS 15 members, with two tripartite replies received. No visas were required between ECOWAS countries and an ECOWAS travel certificate was used, but apparently not recognized by all the members. Border entry bulletins were used in this area more often. Two respondents sought further coherence and harmonization of policies amongst the members in the zone and improving the terms of their agreements, as suggested further by one in option C of Part Four.

6.6 European Economic area (EEA) and European Union (EU)

Respondents from these two zones combined were by far the most represented countries in the survey and it was logical to encompass the two in one sub-section, considering Schengen and bilateral agreements that existed within the region. Schengen is an example of good practice for its own members that could be replicated in other regions, but provision of visas for professional drivers of other EU Member States not party to Schengen and in particular neighbouring countries remains an issue. The response to Part Four was mixed, with a few strong objections to option B and more Employers preferring this option than the respondents from other groups.

Most respondents noted that they required visas from the Russian Federation, Belarus, Ukraine and other countries east of the EU border, as well as some more recent EU members. One respondent noted a lack of skilled drivers in the country, requiring them to grant residence permits to aliens for long stays through a facilitated procedure on the grounds that they worked as road transport drivers. The majority highlighted concerns over visas with the Russian Federation, even though an agreement had been reached between the EU and the Russian Federation, Ukraine, Moldova and western Balkan States. One respondent complained about a wait of up to two months for a visa to the Russian Federation, while a visa could be obtained easily at the border when entering Ukraine.

6.7 Greater Arab Free Trade Area (GAFTA)

This free trade area comprises 17 members; respondents from only three countries replied, and one identified itself with another zone. The two which declared their membership explained that visas were not required of other members since they were of Arab nationality, but the one that did not reported that visas were required of members in its other zone. None of the three answered Part Four.

6.8 North American Free Trade Agreement (NAFTA)

NAFTA encompasses three countries in North America. Two replies were received from its members. One country did not require a visa while the other did, yet the process was quite simple with the visa being issued for six months on the day of application, in a matter of minutes, without physical presence or invitation letter. Employers could request the visa, but associations could not. No replies were received on Part Four.

A respondent from Mexico reported an agreement with the United States giving drivers preferential treatment if they had applied for and acquired a licence granted by the Government under its pilot project called the “Demonstration Programme”. This was established in order to further open up operations of cross-border transport of cargo.

6.9 South African Development Community (SADC)

Tripartite responses were received from two SADC members. One country did not require visas from other members, yet the other country did. It was mentioned that visas would become obsolete in the region in the near future. It would be interesting to determine what agreement has been arranged to see if this could be used as a possible good practice.

7. Recommendations

After an in-depth analysis of the replies to the questionnaire, the number of which fell far short of expectations, it was obvious that there were concerns regarding the hindrance of cross-border trade and the mobility of people (professional drivers), and the deterioration of working and living conditions of international road transport drivers through restrictive visa issuance and control processes. These concerns were also highlighted in the Report for Discussion and the Note on Proceedings of the Tripartite Meeting on Labour and Social Issues Arising from Problems of Cross-border Mobility of International Drivers in the Road Transport Sector, held in October 2006. These restrictive practices had a negative impact on

the economic activity of countries, the productivity of businesses and the working and living conditions of drivers, their families and the communities in which they lived and worked.

Based on global replies to Part Four of the Questionnaire, the number of respondents who selected option A (*“Establishing uniform facilitated procedures of the issuance and subsequent use of multiple-entry long term visas to international truck drivers at a reasonable cost”*) outweighed those who selected option B (*“Issuance of a professional drivers’ identity card as a cost effective means of facilitating access to visas and controlling them at border crossings for international drivers”*). However, when drawing any conclusions it must be borne in mind that the majority in favour of option A was very small (3 respondents), and also that there was an overwhelming number of abstentions.

In some instances respondents noted that they were very happy with the arrangements within their trade zone, but did opt for option A or B, or both. Three more respondents who had chosen option C preferred their own system, while a few others had indicated that they would not change their current system regardless. Furthermore, some pointed out that their existing regional agreements should be put into practice by all member States in the area and sought improved cooperation amongst members. The replies indicated that even though it might be a good idea, pursuing a Convention similar to the Seafarers’ Identity Documents Convention (Revised), 2003 (No. 185), had little chance of success.

A main question which resonated was how to deal with the inter-regional facilitation of visa practices in relation to neighbouring countries or regions of trade zones offering visa facilitation arrangements mainly or exclusively to their own citizens/residents. A practical recommendation would be to pursue option A at an inter-regional level. This could incorporate the spirit of Convention No. 185, but would be more flexible to accommodate local situations through adopting uniform facilitated procedures at a reasonable cost. Another recommendation would be to grant employers greater authority to help obtain visas for their members / drivers, as was the case in many replies received. This would help streamline the application process for drivers and also help countries in facilitating their screening process of visa applicants.

Annex 1

Questionnaire on the issuance of visas to international road transport drivers

For completion by 30 January 2008

The International Labour Office is currently reviewing national practice concerning visa processes and their controls for professional international road transport drivers. As a first step, government authorities, international road transport employers' associations and international road transport workers' representatives are being asked to complete a questionnaire about current visa processes and controls.

The questionnaire is a follow-up activity called for in the fourth bullet point of paragraph 20 of the conclusions of the Tripartite Meeting on Labour and Social Issues arising from Problems of Cross-border Mobility of International Drivers in the Road Transport Sector (TMRTS), Geneva, 23-26 October 2006. Enclosed for your information are the relevant parts of the Note on the Proceedings of the Tripartite Meeting. The full report is available at: <http://www.ilo.org/public/english/dialogue/sector/techmeet/tmrts06/tmrts-r2.pdf>

Guidance on completion of the questionnaire is given below. The ILO would be grateful for any additional relevant information that would be useful but may not be specifically addressed by the questionnaire. This might include, for example, a detailed description of what could be considered a "good practice" that negates the need for visas or facilitates the issuance of visas, or proposals for changing current visa practices in this regard.

The questionnaire may be completed and submitted electronically or as a hard copy. The electronic version of the questionnaire may be downloaded from the following ILO web link in "Word", which would allow any length of text to be inserted as answers to the questions <http://www.ilo.org/public/english/dialogue/sector/techmeet/tmrts06/index.htm>
In the case of submission of the questionnaire as a hard copy, please use additional paper if necessary.

Should you have any questions about completing this questionnaire, please contact:

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Questionnaire

Scope

The scope of the questionnaire reflects the spirit of the discussion and the conclusions of the TMRTS as reported in the relevant parts of the "Note on the Proceedings". The questionnaire covers all aspects of the visa process for professional international road transport drivers from rules and procedures, application process, and visa control methods at physical border crossings. It is limited to visas for professional international road transport drivers.

* Document TMRTS/2006/11 may also be downloaded from the following ILO web link:

Guidance on completing the questionnaire

Government authorities (e.g. relevant Ministry, agency and/or government officials) are asked to complete parts **1 and 4** of this questionnaire. Only one questionnaire should be returned to the ILO from each government. Therefore, if more than one government authority is involved in the completion of the questionnaire, one lead agency should be identified as responsible for the submission of the questionnaire to the ILO.

International road transport employers' associations are asked to complete parts **2 and 4** of the questionnaire.

International road transport drivers' representatives are asked to complete parts **3 and 4** of the questionnaire.

Name and contact details of the person/organization completing the questionnaire

Name
Position.....
Name and address of government authority/company/organization
Country.....
Telephone.....
Fax.....
Electronic mail.....

Part 1. To be completed by Government authorities (e.g. relevant Ministry, Agency and government officials)

1. Is your country a member of an economic trade zone (circle "Yes" or "No")?
Yes No

If the answer is "Yes",
Name of economic trade zone:

Please list countries in the above economic trade zone:

*For the case of EU, just insert "All EU member states"

2. Provide an answer to this question only if the answer to question "1." is "Yes".
Do you require visas from professional international road transport drivers of other members within your economic trade zone (circle "Yes" or "No")?
Yes No

If "Yes", what types of visas do you issue to professional international road transport drivers (circle A or B below) and for how long?

- A. Multiple entry
Validity period.....
Maximum duration of stay
- Any special limitations on use.....

- B. Single entry
Validity period
- Maximum duration of stay.....
- Any special limitations on use.....

If "No", what means of identification is used by professional international road transport drivers to enter your country?

3. Provide an answer to this question only if the answer to question "1." is "No".
 Do you require visas from professional international road transport drivers of countries in your geographic region (circle "Yes" or "No")?
 Yes No

Please list countries in your geographic region for which the answer above is applicable

.....

If the answer is "No", what means of identification is used by professional international road transport drivers to enter your country?

.....

4. Brief description of the visa application process for professional international road transport drivers entering your country.

Invitation letter required?	Yes	No
Physical presence required?	Yes	No
Fee required?	Yes	No
Number of documents required	
Length of time from application to issuance	

Please attach any written documentation your government provides concerning the application process.

5. Do you accept applications of visas submitted by employers or transport associations on behalf of their professional international road transport drivers? (Circle "Yes" or "No")

Employers	Yes	No
Transport Associations	Yes	No

If "No", would you consider giving employers or transport associations the ability to apply for visas on behalf of their drivers in order to facilitate the process? (Circle "Yes" or "No")

Employers	Yes	No
Transport Associations	Yes	No

6. Do professional international road transport drivers require any additional documentation or identification at border controls entering your country? Please describe.

7. What is the average duration of a passport/visa control at borders?

8. What system of communication, if any, does your government have in place to notify professional international road transport drivers and/or employers of changes to your visa application and control process? Please circle one or more.

- Website
- Brochures
- Mailing lists
- Border entry bulletins
- Other-

Part 2. To be completed by international road transport employers' associations

1. Is your country a member of an economic trade zone (circle "Yes" or "No")?
 Yes No

If the answer is “Yes”,
Name of economic trade zone:

Please list countries in the above economic trade zone:

*For the case of EU, just insert “All EU member states”

2. Provide an answer to this question only if the answer to question “1.” is “Yes”.

Does your country require visas from professional international road transport drivers of other members within your economic trade zone (circle “Yes” or “No”)?

Yes No

If “Yes”, what types of visas are issued to professional international road transport drivers (circle “A” or “B” below) and for how long?

A. Multiple entry

Validity period.....

Maximum duration of stay

Any special limitations on use.....

B. Single entry

Validity period

Maximum duration of stay.....

Any special limitations on use.....

If “No”, what means of identification is used by professional international road transport drivers to enter your country?
.....

3. Provide an answer to this question only if the answer to question “1.” is “No”.

Does your country require visas from professional international road transport drivers of countries in your geographic region (circle “Yes” or “No”)?

Yes No

Please list countries in your geographic region for which the answer above is applicable
.....

If the answer is “No”, what means of identification is used by professional international road transport drivers to enter your country?
.....

4. In your opinion, please describe the best and worst country experience for each of the following:

- Visa application

Best-
Worst-

- Visa control

Best-
Worst-

5. Is your association recognized by consulates to assist drivers in obtaining visas? (Circle “Yes” or “No”)

Yes No

6. Do you assist and how?

7. Does the association or employer pay the fee for drivers? (Circle "Yes" or "No")
Yes No

Part 3. To be completed by international road transport drivers' representatives

1. Is your country a member of an economic trade zone (circle "Yes" or "No")?
Yes No

If the answer is "Yes",
Name of economic trade zone:
Please list countries in the above economic trade zone:

*For the case of EU, just insert "All EU member states"

2. Provide an answer to this question only if the answer to question "1." is "Yes".
Does your country require visas from professional international road transport drivers of other members within your economic trade zone (circle "Yes" or "No")?
Yes No

If "Yes", what types of visas are issued to professional international road transport drivers (circle "A" or "B" below) and for how long?

- A. Multiple entry
Validity period.....
Maximum duration of stay
Any special limitations on use.....
- B. Single entry
Validity period
Maximum duration of stay.....
Any special limitations on use.....

If "No", what means of identification is used by professional international road transport drivers to enter your country?
.....

3. Provide an answer to this question only if the answer to question "1." is "No".
Does your country require visas from professional international road transport drivers of countries in your geographic region (circle "Yes" or "No")?
Yes No

Please list countries in your geographic region for which the answer above is applicable
.....

If the answer is "No", what means of identification is used by professional international road transport drivers to enter your country?
.....

4. In your opinion, please describe the best and worst country experience for each of the following:
- Visa application
- Best-
Worst
Visa control
Best-
Worst-
5. Are employer(s) or employers' association recognized by consulates to provide assistance in obtaining visas and how? Who pays the fee?

Part 4. To be completed by all

1. In your country or another country that you are aware of, do professional international road transport drivers enjoy any special status in comparison with other visa applicants? (i.e. Are requirements different?) Please describe.
2. In your country or another country that you are aware of, do professional international road transport drivers enjoy any special status, positive or negative, in comparison with other visa holders at border control? Please describe.
3. What would be most appropriate for your country, region or economic zone where you operate to help facilitate visa issuance for professional international road transport drivers? Please select the letter, which applies:
- A- establishing uniform facilitated procedures of the issuance and subsequent use of multiple-entry long term visas to international truck drivers at a reasonable cost.
 - B- issuance of a professional drivers' identity card as a cost effective means of facilitating access to visas and controlling them at border crossings for international drivers. By way of an example, the Seafarers' Identity Documents Convention (Revised), 2003 (No.185) (explanation of Convention attached or see web link <http://www.ilo.org/public/english/standards/norm/index.htm>) might provide useful lessons.
 - C- Other- please make a suggestion
4. Any other comments:

.....

Replies

The ILO would like to thank you for your time to respond to this important questionnaire. Please send your replies to the ILO no later than 30 January 2008. Please use the following contacts:

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