



JOINT LETTER

17 July 2026

To:

H.E. Kyriakos Mitsotakis
Prime Minister of the Hellenic Republic

Cc:

A. Hellenic Government and competent national authorities

- Mr Kyriakos Pierrakakis, Minister of National Economy and Finance
- Mr Christos Dimas, Minister of Infrastructure and Transport
- Mr Giorgos Kotsiras, Alternate Minister of Infrastructure and Transport, responsible for Transport
- Mr George Gerapetritis, Minister of Foreign Affairs
- Mr Harry Theoharis, Deputy Minister of Foreign Affairs, responsible for Economic Diplomacy and Openness
- Mr Michalis Chrisochoidis, Minister of Citizen Protection
- Mr Theodoros Livanios, Minister of the Interior
- Mr Margaritis Schinas, Minister of Agricultural Development
- Mr Giorgos Pitsilis, Governor of the Independent Authority for Public Revenue

B. Institutions of the European Union

- Mr Apostolos Tzitzikostas, European Commissioner for Sustainable Transport and Tourism

- Ms Elissavet Vozemberg-Vrionidi, Chair of the European Parliament's Committee on Transport and Tourism

C. International and regional organisations

- IRU – International Road Transport Union, to the attention of Mr Umberto de Pretto, Secretary General
- Organization of the Black Sea Economic Cooperation (BSEC), to the attention of H.E. Ambassador Lazar Comanescu, Secretary General
- BSEC-URTA – Union of Road Transport Associations in the Black Sea Economic Cooperation Region, to the attention of Mr Mehmet Uylukcu, Secretary General

D. Turkish institutional and business organisations

- TOBB – Union of Chambers and Commodity Exchanges of Türkiye, to the attention of Mr M. Rifat Hisarcıklioğlu, President

Subject: Urgent request for intervention at Kipi border crossing due to truck waiting times of up to 72 hours

Your Excellency,

The undersigned national road transport associations wish to express their concern regarding the current situation at the Kipi border crossing between Türkiye and Greece, where trucks entering Greece are reportedly facing waiting times of up to **72 hours**.

Kipi is a strategically important border crossing point connecting Asia with the European Union through Türkiye and Greece, and plays a vital role in international road freight transport and cross-border trade flows.

According to information received from transport operators and findings from regular on-site inspections carried out by delegations of our associations at the border customs facilities on both the Greek and Turkish sides, the excessive waiting times appear to be attributable primarily to inadequate infrastructure on the Greek side, limited operational capacity, the slow processing of heavy goods vehicles, and the lack of suitable facilities for drivers required to wait for prolonged periods.

The situation becomes particularly critical during the summer season, when high temperatures and increased traffic volumes place additional pressure both on the waiting conditions faced by professional drivers and on the operation of the border crossing.

The current critical situation also reflects years of unresolved infrastructure deficiencies at the Kipi border crossing. The road transport sector has repeatedly been informed of forthcoming reconstruction and modernisation works concerning both the customs facilities and the bridge infrastructure serving the crossing. However, despite these repeated announcements and

assurances over the years, no effective action has materialised. The result is that international road freight transport continues to depend on outdated and inadequate infrastructure, with serious consequences for operators, drivers, trade flows and the reliability of the Asia–EU corridor.

Waiting times of three days are unacceptable for professional road transport. They generate significant additional costs for hauliers, disrupt delivery schedules, undermine the reliability of the Asia–EU corridor and create difficult working and welfare conditions for drivers.

This issue should not be viewed as an isolated national matter. It affects international road transport operators from several countries and has a direct impact on the smooth functioning of trade between Eastern countries and the European Union. A border crossing serving international freight flows must operate with sufficient capacity, predictability and minimum service standards.

We therefore respectfully call on the competent Greek authorities to take urgent and coordinated measures to address the situation at Kipi.

In particular, we request:

1. Immediate reinforcement of customs, police and border-control staffing during peak periods.
2. Better operational coordination between all competent authorities involved in the border crossing process.
3. Temporary traffic management measures to reduce the current queues of trucks entering Greece.
4. Separate or prioritised procedures for specific freight flows, where operationally possible.
5. Provision of minimum facilities for professional drivers waiting for long periods, including access to water, sanitation and safe waiting areas.
6. Regular communication of estimated waiting times to transport operators and drivers.
7. The suspension of disproportionately high financial penalties for infringements of driving and rest time rules, where such infringements are demonstrably caused by prolonged delays and waiting times at the border crossing.
8. Establishment of a direct communication channel between the competent authorities and road transport associations.
9. A clear and binding timetable for the reconstruction and modernisation of the Kipi customs facilities and the related bridge infrastructure, including information on the current status of the planned works, responsible authorities, financing and expected implementation schedule.
10. *The immediate activation and continuous staffing of all existing customs registration and processing lanes at Kipi.*
11. *Border police should ensure effective traffic management on the Greek side of the border bridge and the installation of traffic lights, in order to facilitate the smooth and continuous flow of vehicles entering Kipi.*

The undersigned associations remain committed to constructive dialogue with the competent authorities. However, the continuation of the current situation risks further escalation of

frustration among transport companies and professional drivers, who are already facing unacceptable operational and human conditions.

We therefore urge the Greek authorities to intervene without delay, to initiate immediate consultation with the road transport sector and to provide a clear implementation timetable for both urgent operational measures and the long-overdue infrastructure upgrades at the Kipi border crossing.

We remain available for an urgent meeting or technical consultation with the competent authorities and would appreciate receiving information on the measures planned or already taken to restore acceptable operating conditions at the Kipi border crossing.

Yours sincerely,

For OFAE – Hellenic Federation of Road Transport

Dimitrios Fokaidis, President



For UND - International Transporters' Association of Türkiye

Şerafettin Aras, President



For Best Mobility National Transport Association of North Macedonia

Olivera Miovska, President



For ANALTIR – Road Transport Association of Albania

Eduart Kasa, President

