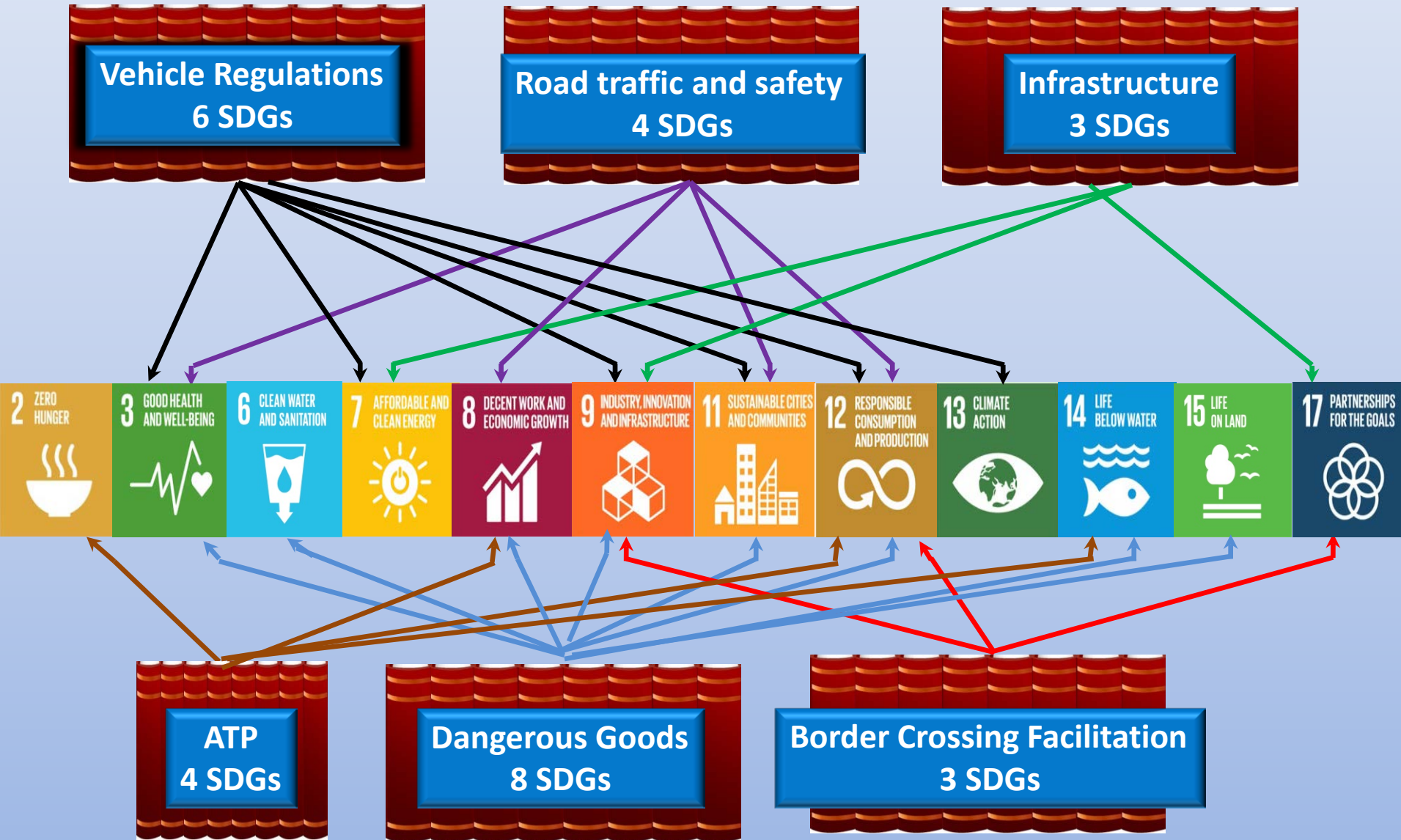


# **SDGs and the UN Transport Conventions**

Under the purview of the UNECE  
Inland Transport Committee

# UN Transport Conventions, under UNECE ITC purview, and the SDGs

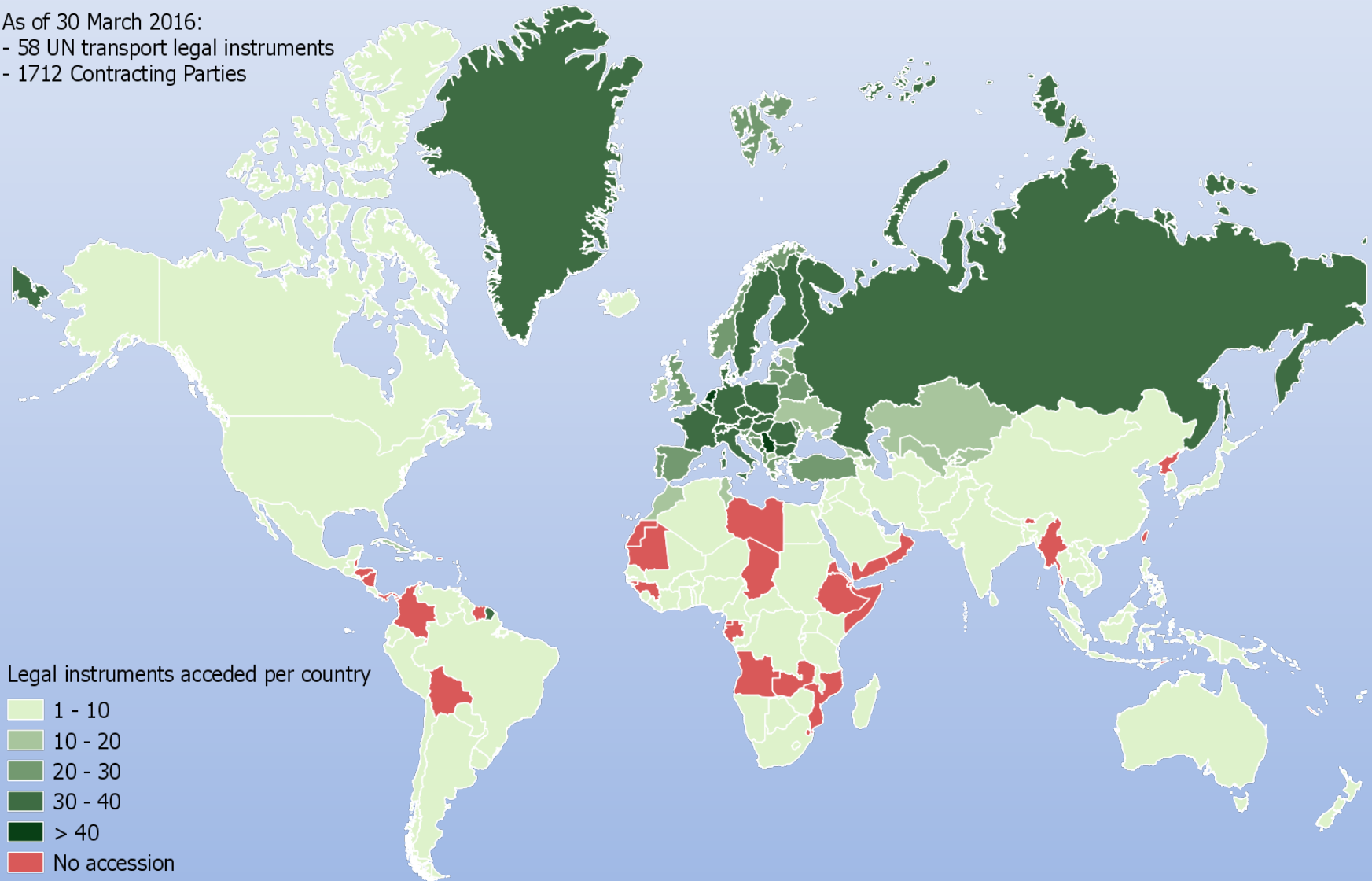


# Status of accession to UN Transport Conventions under UNECE ITC purview

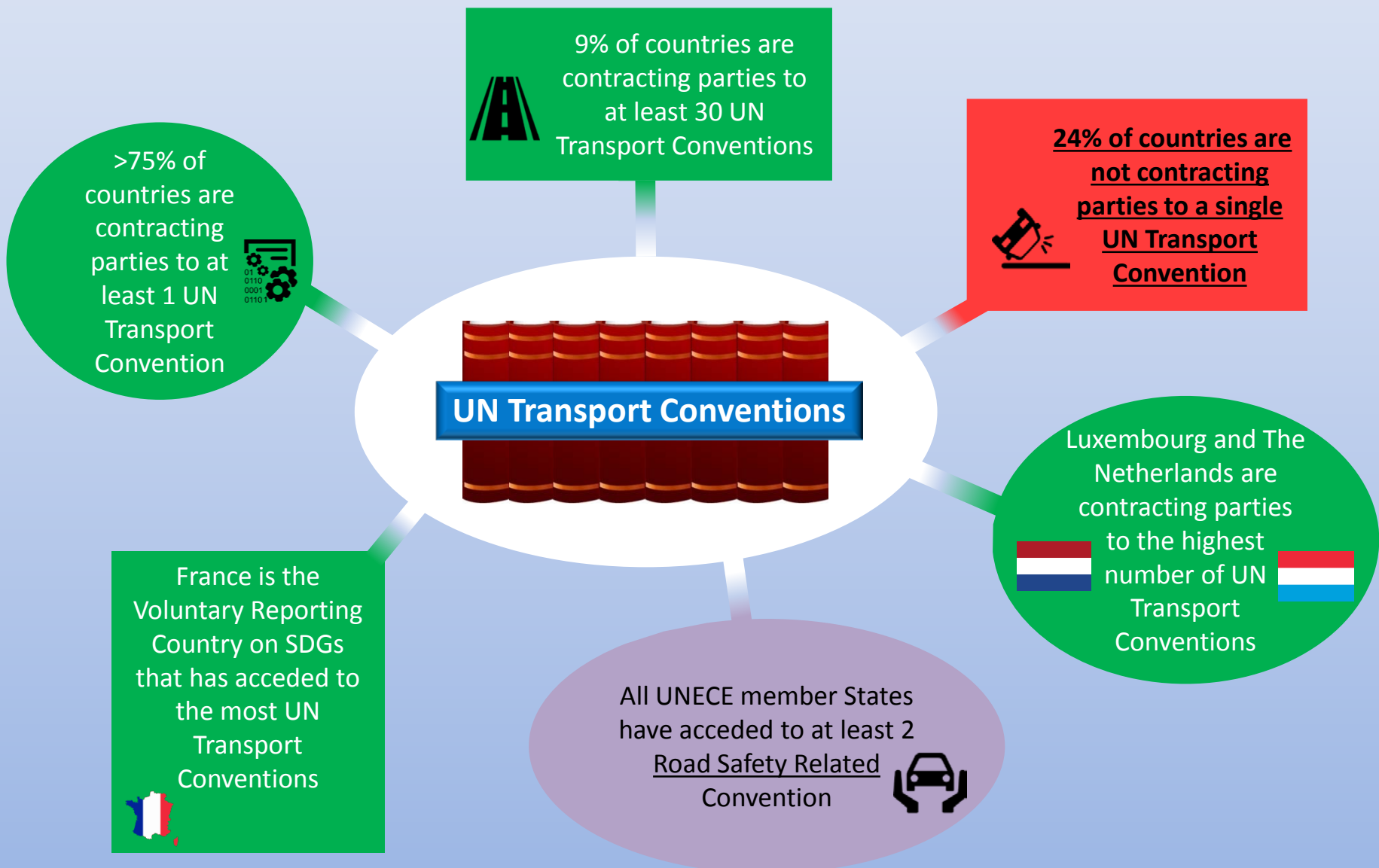
## Geographical coverage

As of 30 March 2016:

- 58 UN transport legal instruments
- 1712 Contracting Parties



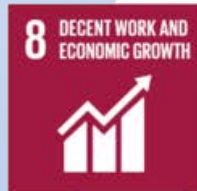
## Key facts and figures



**50 Parties**

The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) is the most comprehensive international instrument covering the transport of perishable food.

## Benefits:



The ATP allows for resource efficiency in global consumption.



The ATP enables the preservation and safe carriage of agricultural products and the quality of the food available.



The ATP helps maintaining the cold chain and reducing wastage and food losses during transport.



The ATP contributes for the sustainability of fishing practices.

# Accession to UN Road Safety Conventions under UNECE ITC purview

## Geographical coverage



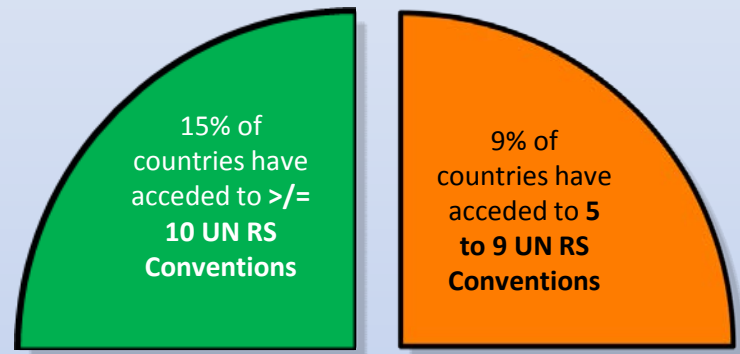


# UN Road Safety Conventions under UNECE ITC purview

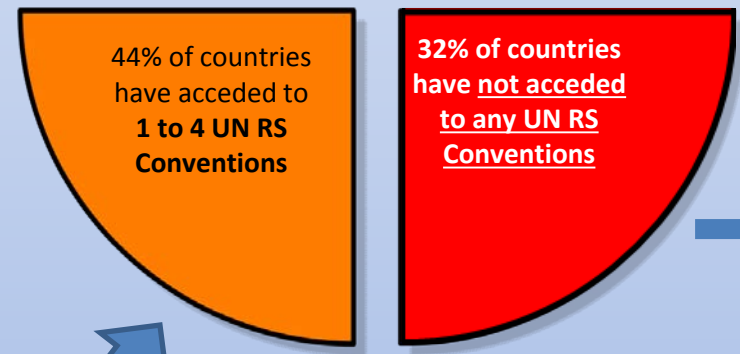
## Level of accession

**The Conventions**

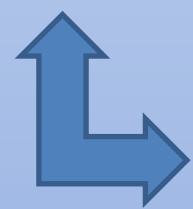
- Road Traffic, 1949
- Road Traffic, 1968
- Protocol on Road Signs & Signals, 1949
- Road Signs & Signals, 1968
- Suppl. 1968 Conv. Road Traffic, 1971
- Suppl. 1968 Conv. Road Signs & Signals, 1971
- Road Markings, 1957
- Protocol Road Markings, 1973
- Dangerous Goods by Road (ADR), 1957
- Protocol to ADR, 1993
- Weights and Dimensions, 1950
- Suppl. 1949 Conv. and Protocol, 1950
- Issue and Validity of Driving Permits (APC)
- E Road Network (AGR), 1975
- Vehicle Regulations, 1958
- Technical Inspection Vehicles, 1997
- Global Vehicles Regulations, 1998
- Work Crews Int. Road Transport (AETR), 1970



### Worldwide accession



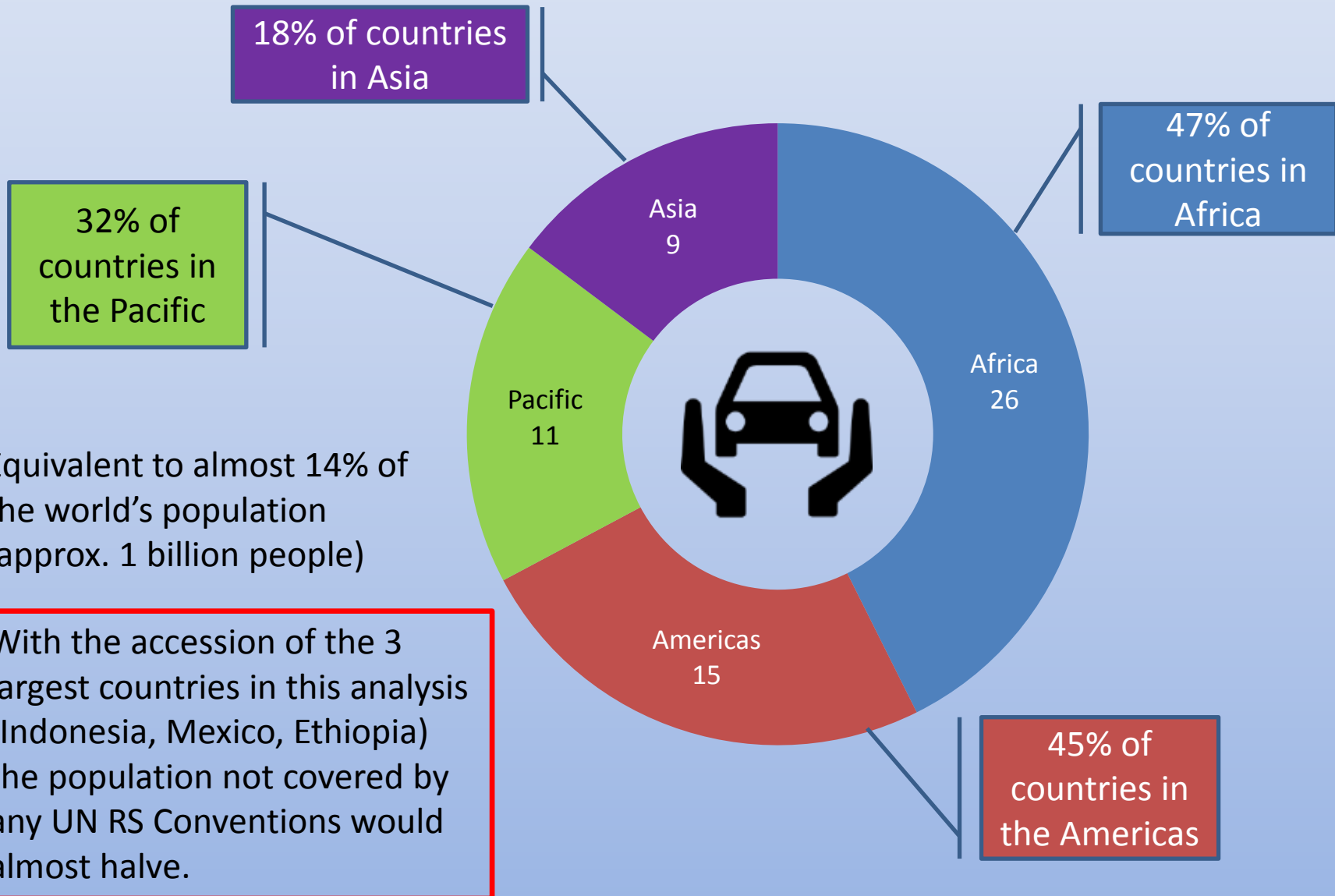
Tunisia is the non UNECE country that has acceded to the most UN Road Safety Conventions (7)



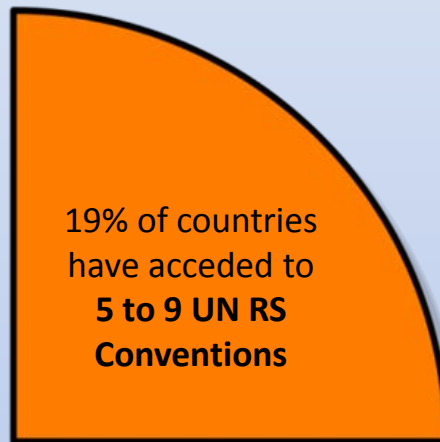
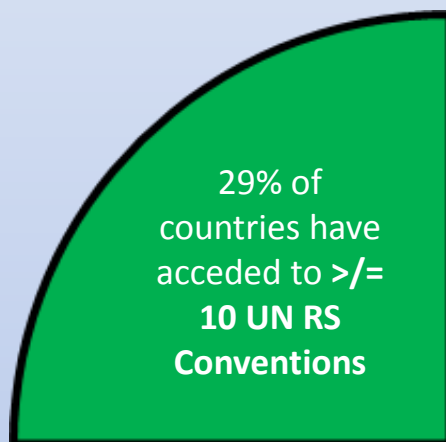
- 3 GOOD HEALTH AND WELL-BEING
- 7 AFFORDABLE AND CLEAN ENERGY
- 8 DECENT WORK AND ECONOMIC GROWTH
- 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE
- 11 SUSTAINABLE CITIES AND COMMUNITIES
- 12 RESPONSIBLE CONSUMPTION AND PRODUCTION
- 13 CLIMATE ACTION

# ...32% of countries have not acceded to any RS Conventions

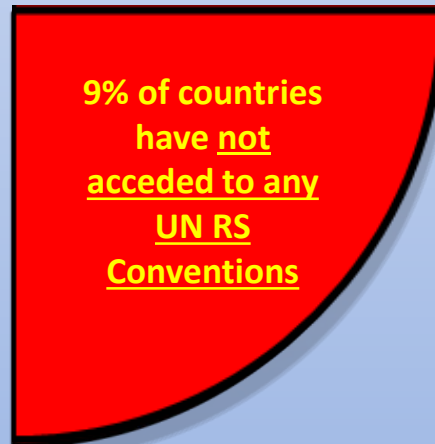
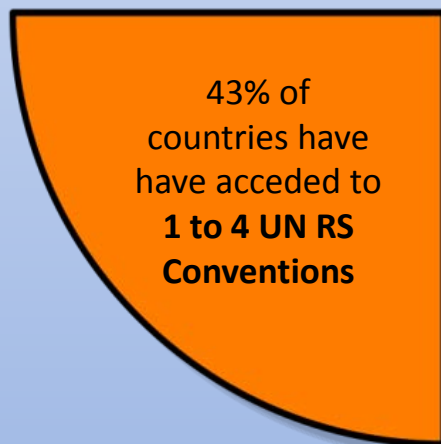
## Location of countries



## Voluntary Reporting Countries to the SDGs



### Voluntary Reporting Countries accession



- China
- Egypt
- Estonia
- Finland
- France
- Germany
- Georgia
- Madagascar
- Mexico
- Montenegro
- Morocco
- Norway
- Philippines
- Republic of Korea
- Samoa
- Sierra Leone
- Switzerland
- Togo
- Turkey
- Uganda
- Venezuela

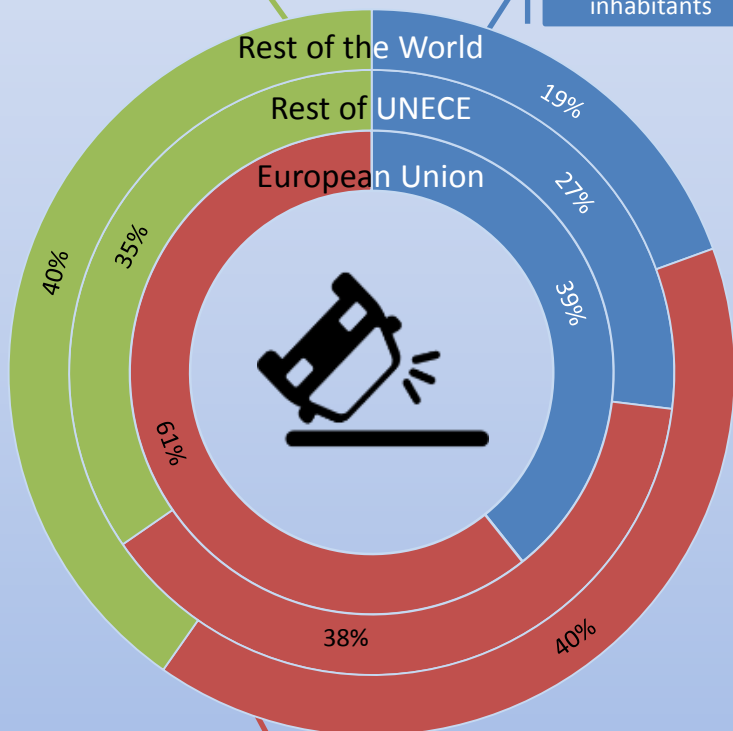
# UN Road Safety Conventions under UNECE ITC purview

## Fatalities

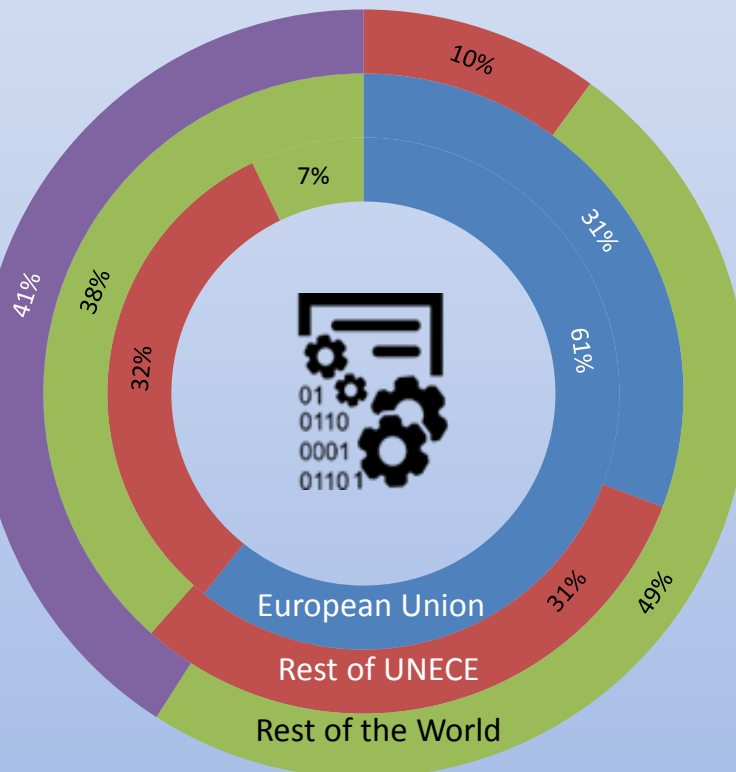
## Road safety regulatory governance

% countries with 100 or more fatalities per million inhabitants

% countries with less than 50 fatalities per million inhabitants



% countries with between 50 and 100 fatalities per million inhabitants

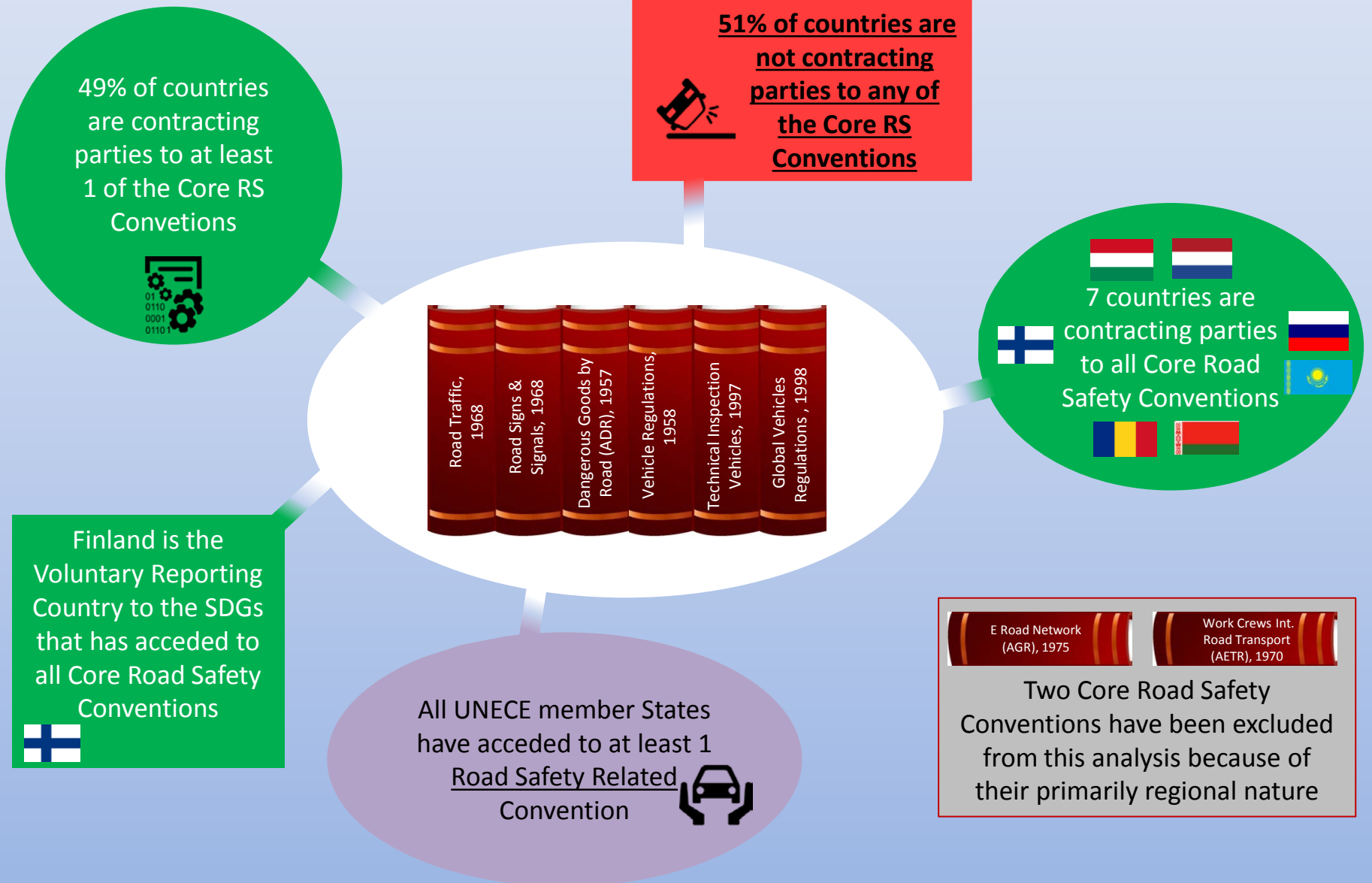


- % of countries contracting parties to at least 10 UN RS Conventions
- % of countries contracting parties to between 5 and 9 UN RS Conventions
- % of countries contracting parties to less than 5 UN RS Conventions
- % of countries contracting parties to NO UN RS Conventions

# Accession to Core UN Road Safety Conventions under UNECE ITC purview

# Accession to Core UN Road Safety Conventions under UNECE ITC purview

## Key facts and figures



**51% of countries are not contracting parties to any of the Core RS Conventions**



49% of countries are contracting parties to at least 1 of the Core RS Conventions



7 countries are contracting parties to all Core Road Safety Conventions



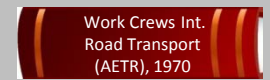
Finland is the Voluntary Reporting Country to the SDGs that has acceded to all Core Road Safety Conventions



All UNECE member States have acceded to at least 1 Road Safety Related Convention

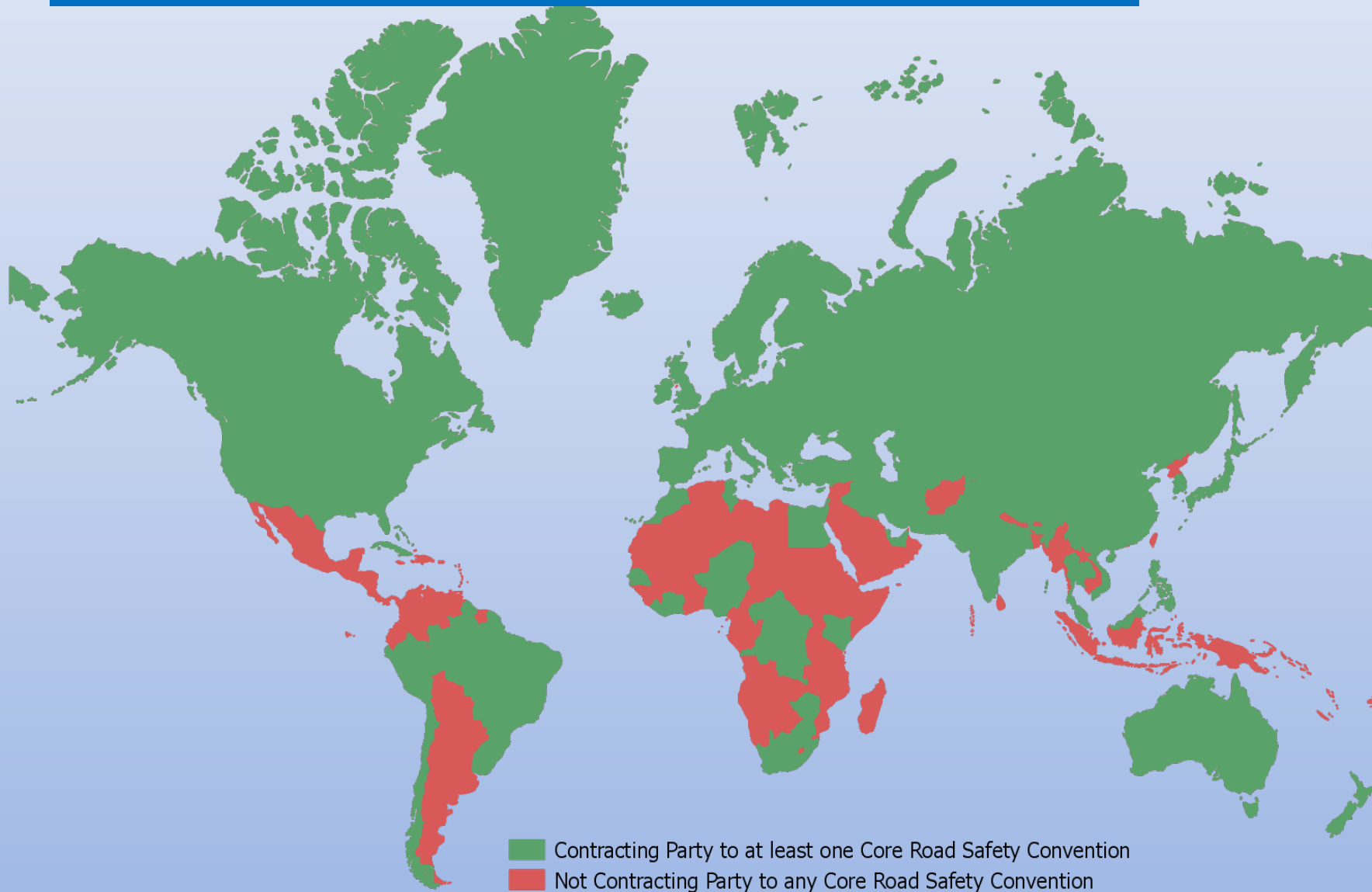


Two Core Road Safety Conventions have been excluded from this analysis because of their primarily regional nature



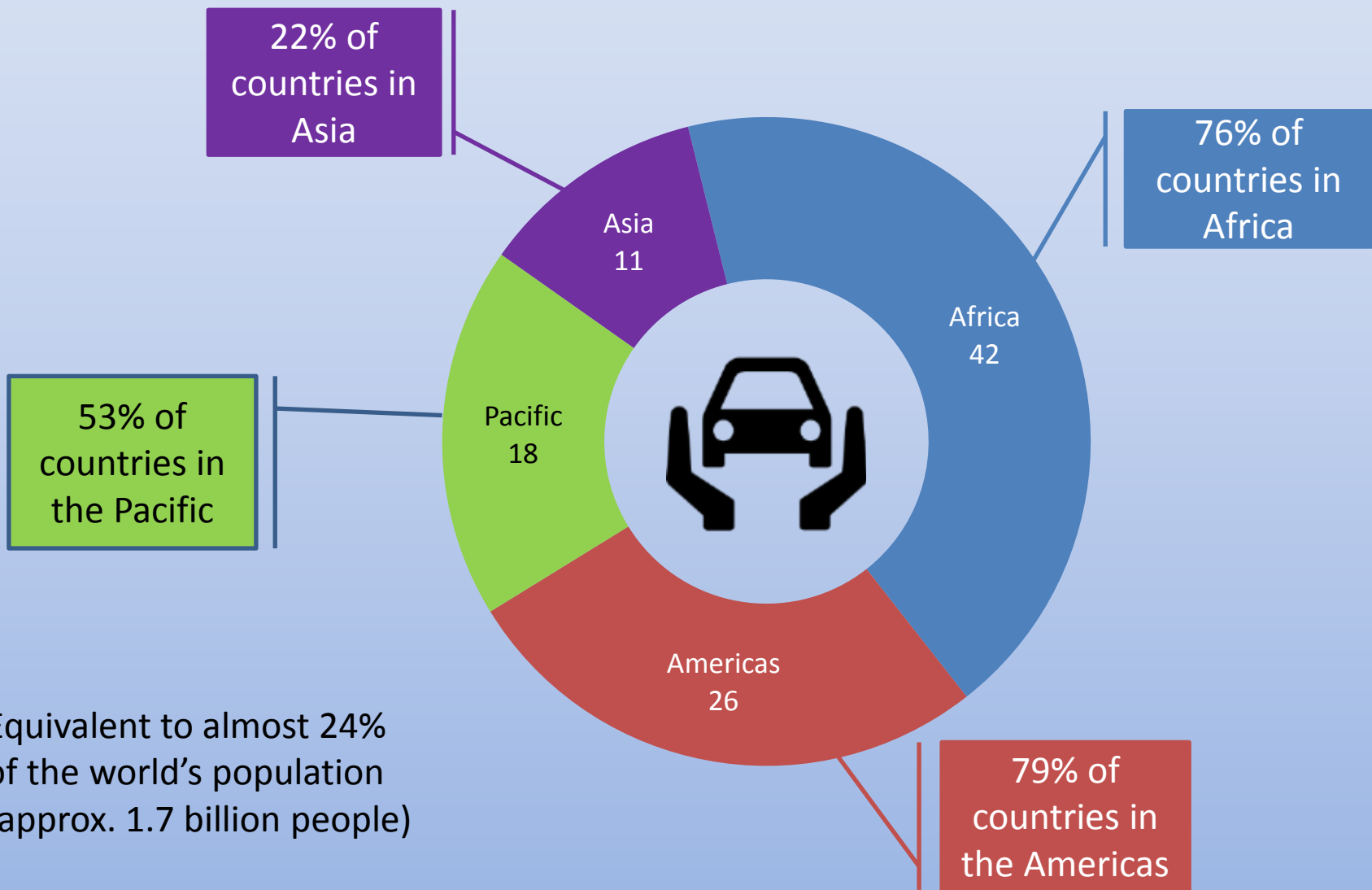
# Accession to Core UN Road Safety Conventions under UNECE ITC purview

## Geographical coverage



# ...51% of countries have not acceded to any Core UN RS Conventions

## Location of countries





# Border Crossing Facilitation

International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail

1952

International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail

Convention concerning Customs Facilities for Touring

Additional Protocol to the Convention concerning Customs Facilities for Touring, relating to the importation of tourist publicity documents and materials

1954

Customs Convention on the Temporary Importation of Private Road Vehicles

Customs Convention on the Temporary Importation for Private Use of Aircraft and pleasure boats

1956

Customs Convention on the Temporary Importation of commercial road vehicles  
Customs Convention on Containers

Customs Convention concerning Spare Parts Used for Repairing Europe Wagons

1958

Customs Convention on the International Transport of Goods under Cover of TIR Carnets

1959

European Convention on Customs Treatment of Pallets Used in International Transport

1960

Customs Convention on Containers

1972

Customs Convention on the International Transport of Goods under Cover of TIR Carnets

1975

International Convention on the Harmonization of Frontier Controls of Goods

1982

Convention on Customs Treatment of Pool Containers used in International Transport

1994

Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes

2006

**Switzerland is the voluntary reporting country on SDGs that has acceded to most conventions on border crossing facilitation**

# TIR convention

## 5 pillars



secured vehicles or containers



international guarantee



TIR Carnet



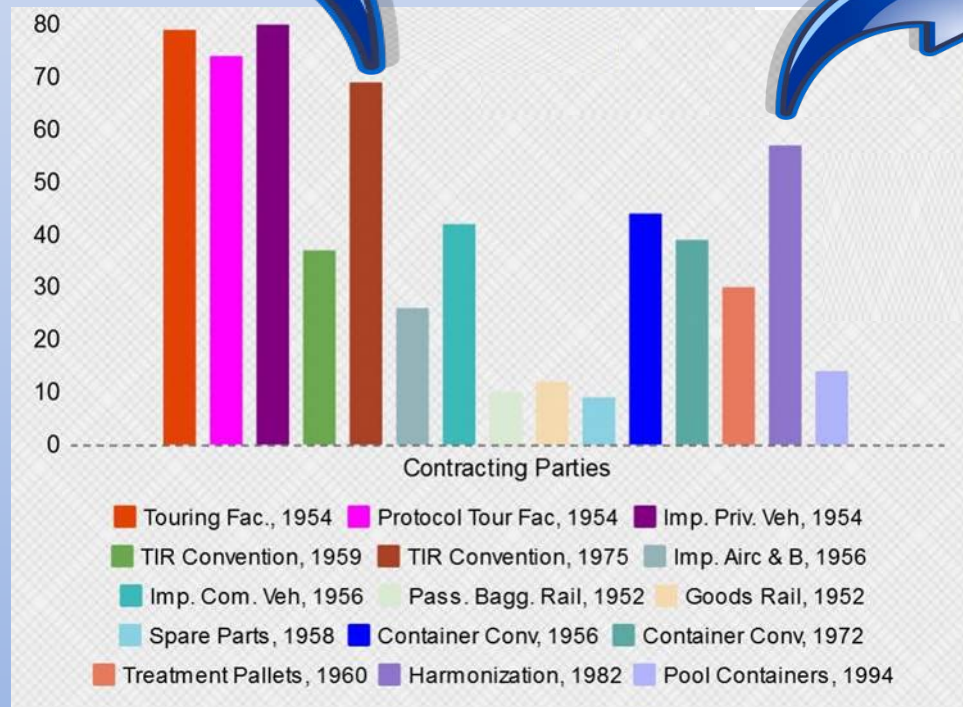
mutual recognition of customs controls



controlled access



On 5 July 2016 China has deposited its instrument of accession and will become the 70<sup>th</sup> Party to the TIR Convention on 5 January 2017.



# HARMONIZATION CONVENTION

## features



mutual recognition of customs controls



medico-sanitary inspections



phyto-sanitary inspections



veterinary inspections



quality/technical controls



procedures for road transport



procedures for rail freight

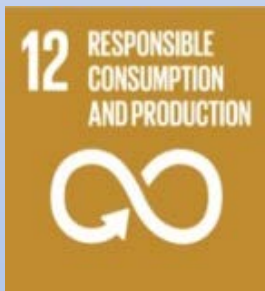
11 out of the 22 voluntary reporting countries on SDGs have acceded to the TIR Convention

9 out of the 22 voluntary reporting countries on SDGs have acceded to the Harmonization Convention



Target 9.1: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.

Target 9.a: Facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, least developed countries, landlocked developing countries and small island developing States.



Target 12.3: By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses.



Target 17.1: Strengthen domestic resource mobilization, including through international support to developing countries, to improve domestic capacity for tax and other revenue collection.

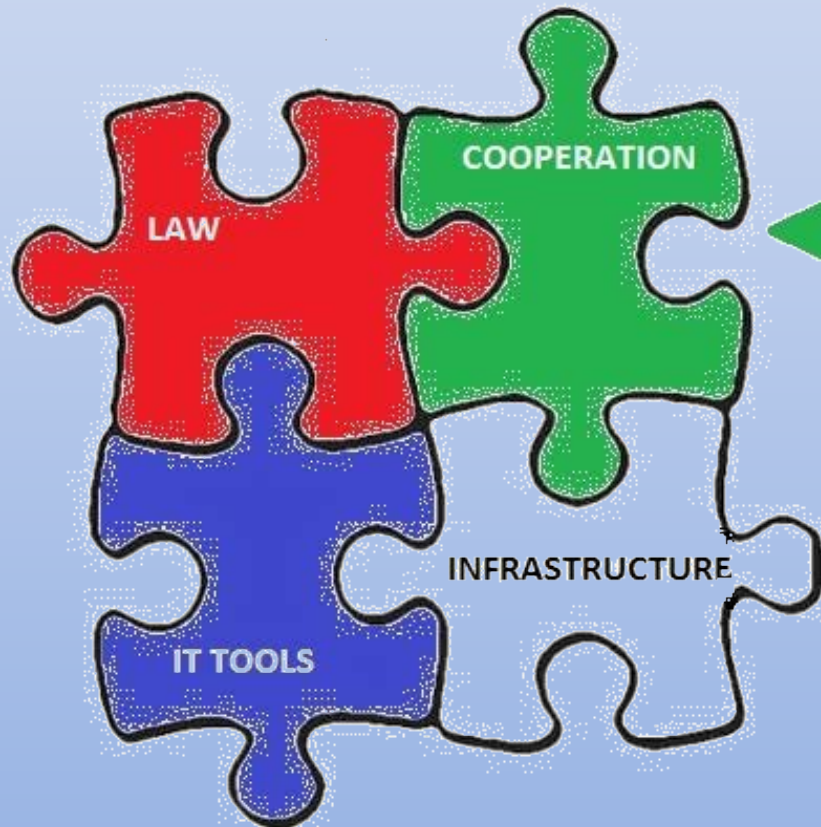
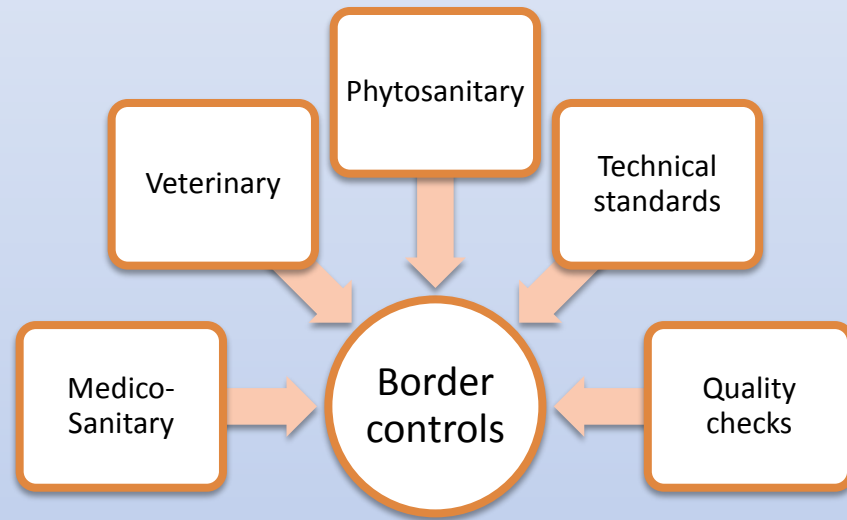
Target 17.10: Promote a universal, rules-based, open, non-discriminatory and equitable multilateral trading system under the World Trade Organization, including through the conclusion of negotiations under its Doha Development Agenda.

# Border Crossing Facilitation

Target 9.1: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.



## Harmonization Convention



The Harmonization Convention prepares for single windows projects

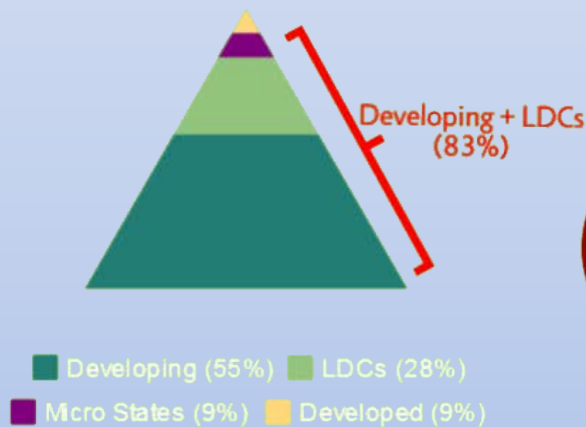




## Landlocked countries

Target 9.a: Facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, least developed countries, landlocked developing countries and small island developing States.

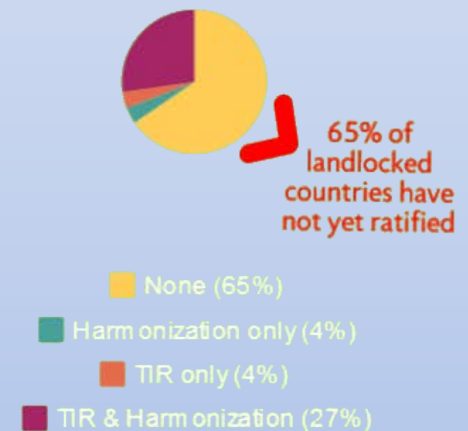
Landlocked countries



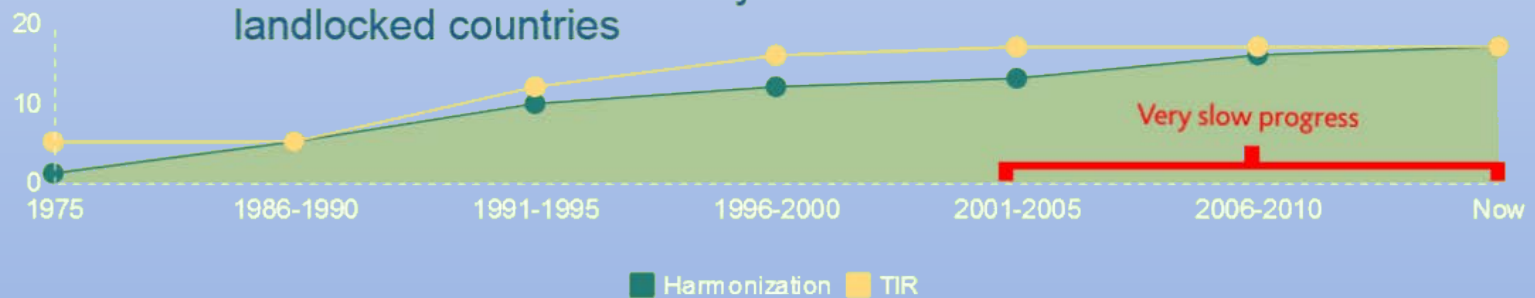
Transit is the Priority 1 of the Vienna Programme of Action for Landlocked Developing Countries

A reliable transit system is crucial for the development of landlocked countries

Ratification of the TIR/Harmonization Conventions by all landlocked countries (32)



Progress in the ratification of the TIR/Harmonization Conventions by landlocked countries



## Supply Chain Security

Better international logistics and supply chain service quality

Strengthening the supply chain through the direct support of farmers and investments in infrastructure and transportation (...) could help to reduced the amount of food loss and waste

Source: UNEP/FAO, 2014



Target 12.3: By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses

The Harmonization Convention allows for faster border controls to ensure food quality and standards



UN Transport Conventions & international supply chains



- Cargo is transported across borders in a faster and more secured manner.
- Transit documents and guarantees are recognized internationally
- Border controls are fewer and more coordinated
- Transits are safer and reliable

**cold chain**

The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) establishes requirements for the safe transport of perishable food across borders.

## International guarantee under the TIR

17 PARTNERSHIPS FOR THE GOALS

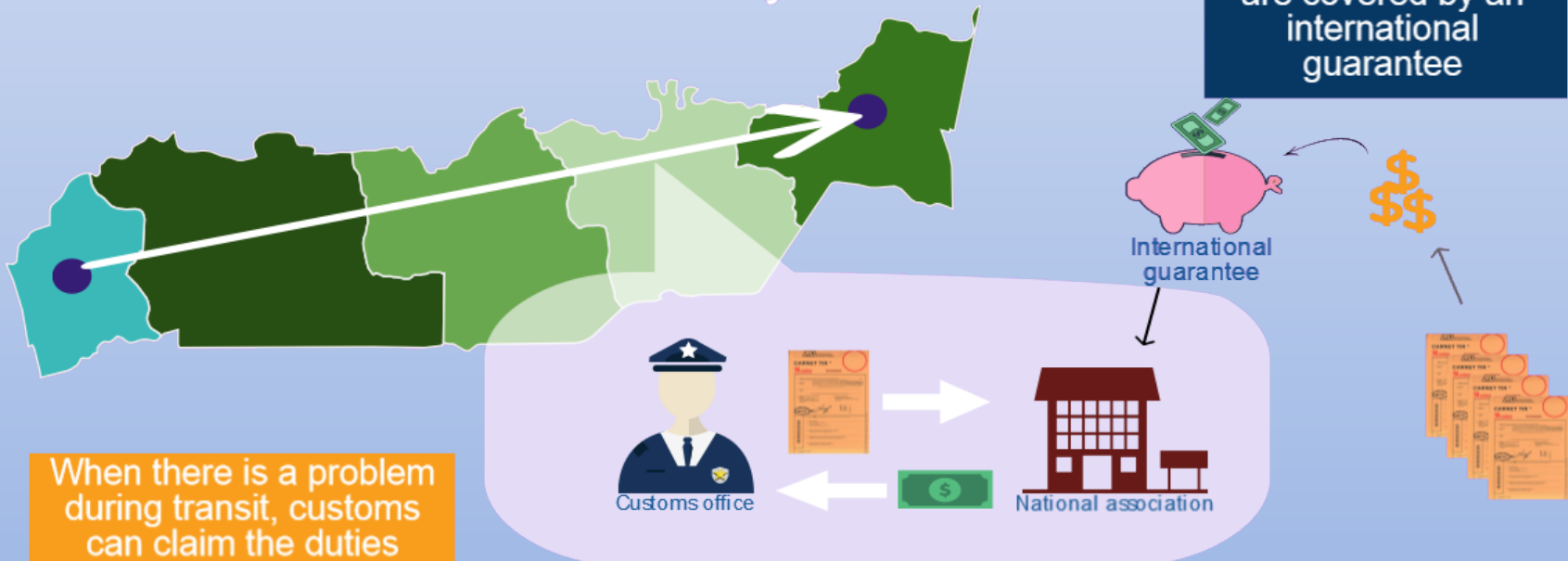


Target 17.1: Strengthen domestic resource mobilization, including through international support to developing countries, to improve domestic capacity for tax and other revenue collection.

11 out of the 22 voluntary reporting countries on SDGs have acceded to the TIR Convention

The TIR system is designed to ensure that customs duties and taxes during transit operations are covered by an international guarantee

### International guarantee under the TIR system



When there is a problem during transit, customs can claim the duties against the national association of that country



**17** PARTNERSHIPS  
FOR THE GOALS



Target 17.10: Promote a universal, rules-based, open, non-discriminatory and equitable multilateral trading system under the World Trade Organization, including through the conclusion of negotiations under its Doha Development Agenda.

UN Agreements provide for the practical implementation of the WTO Trade Facilitation Agreement

### WTO TRADE FACILITATION AGREEMENT

Art. 1: Publication and availability of information ✓

Art. 5: Other measures to enhance impartiality, non-discrimination and transparency ✓

Art. 7: Clearance of goods ✓

Art. 8: Border agency cooperation ✓

Art. 9: Movement of goods intended for import under customs control ✓

Art. 10: Formalities connected with importation, exportation and transit ✓

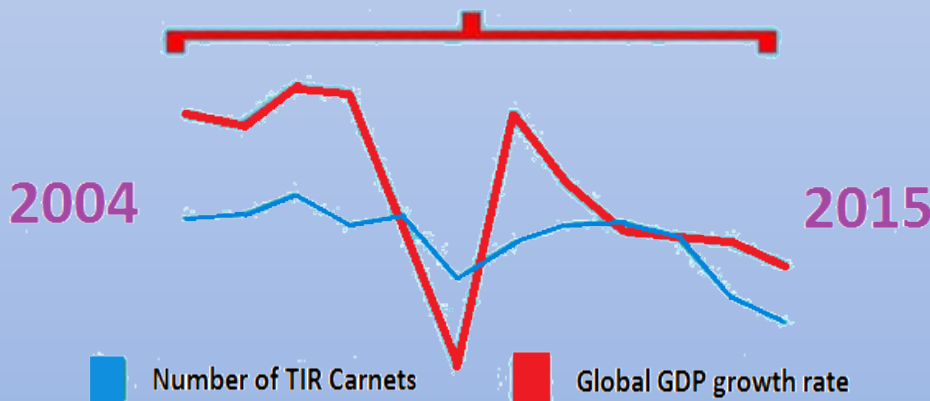
Art. 11: Freedom of transit ✓

Art. 12: Customs cooperation ✓

**TIR** ✓

Harmonization Convention ✓

### Economic growth vs. number of TIR Carnets/year





### Ratifications of UN instruments on border crossing facilitation (per country)

