

ECE/TRADE/415

United Nations Economic Commission for Europe

Aid for Trade

Resource Materials for Trade Development



United Nations
New York and Geneva, 2013

Note

The designation employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area, or of its authorities, or concerning the delimitation of its frontiers or boundaries.

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Introduction

This brochure provides information about the resources available, free of charge, from the United Nations Economic Commission for Europe (UNECE) that can be used to support Aid-for-Trade projects. The resources include international conventions, publications, standards and training materials, and are available to all interested stakeholders in Aid for Trade: countries, bilateral donors, development banks, international organizations and non-governmental organizations. They are developed by country-nominated experts and the UNECE secretariat under the supervision of a wide range of intergovernmental bodies. More detailed information about the work of UNECE can be found at www.unece.org

The work of UNECE contributes to three of the four main areas¹ covered by World Trade Organization (WTO) Aid for Trade Initiative:² Trade policy and regulation, Economic infrastructure, and Productive capacity-building.

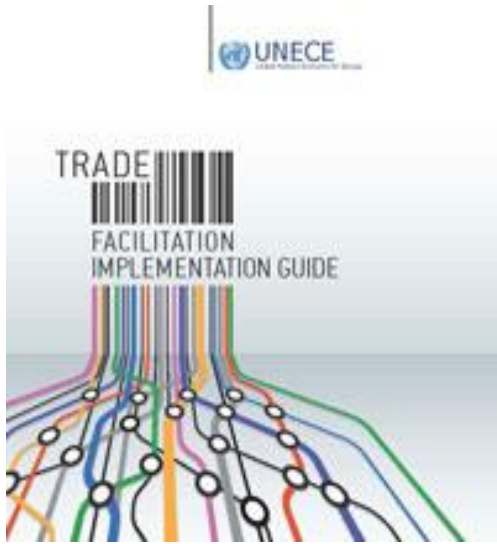
	Aid-for-Trade Area	Related UNECE Work/Resources
1	Trade policy and regulation: Building capacity to formulate trade policy, participate in negotiations and implement agreements	Trade facilitation, electronic business standards, regulatory cooperation and standardization policies, agricultural quality standards, transport facilitation, vehicle construction standards, the presentation of trade data
2	Economic infrastructure: Investing in the infrastructure – roads, ports, telecommunications, energy networks – needed to link products to global markets	Road, Railway and Inland Waterway infrastructure and planning
3	Productive capacity-building: Strengthening economic sectors – from improved testing laboratories to better supply chains – to increase competitiveness in export markets	Innovation and innovation policy, public-private partnerships

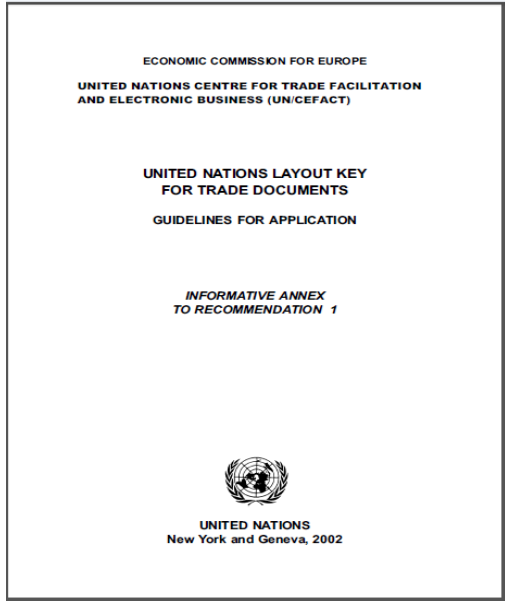
If you have any questions about the resources described in this brochure or need further information about UNECE activities or resources, please contact us at ctrade@unece.org

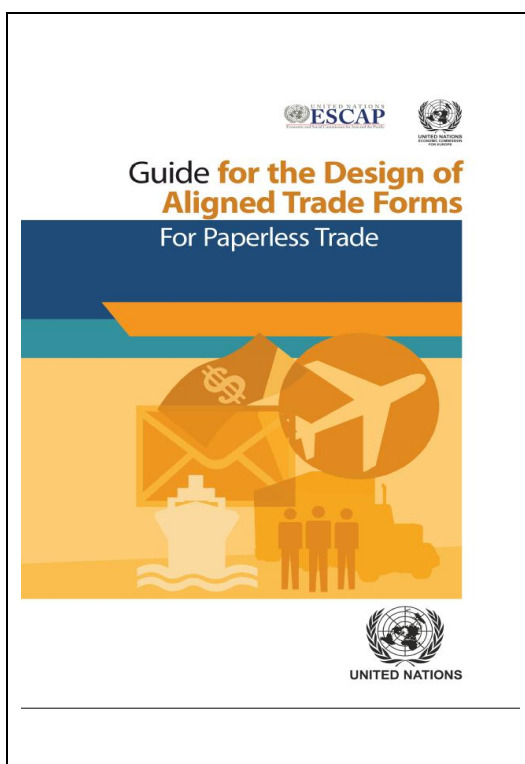
¹ The fourth area, which is not covered by the UNECE, is “adjustment assistance”

² The WTO AfT Initiative is voluntary and is implemented primarily by bilateral donors, either through their national development agencies or through development banks and international organizations. It is coordinated by WTO and the Organisation for Economic Co-operation and Development (OECD). Countries report their AfT activities to OECD, which tracks and analyses them. WTO works with countries, development banks and international organizations to encourage AfT implementation. In particular, it holds special sessions on Aid for Trade of the WTO Committee on Trade and Development and, every two years, an Aid for Trade Global Review meeting. More information on Aid-for-Trade can be found at: www.wto.org/english/tratop_e/devel_e/a4t_e/aid4trade_e.htm

Trade Facilitation Resources

	<p>UNECE Trade Facilitation Implementation Guide</p>
	<p>Date of publication/release: 25/10/2012</p>
	<p>Languages: English, Russian ,French and Spanish (Arabic under development)</p>
	<p>Website: http://tfig.unece.org</p>
	<p>The Guide is an interactive reference and training tool. It presents a variety of concepts, standards and recommendations that can simplify trade throughout the international supply chain, and sets out implementation approaches and methodologies. It also discusses the instruments available for applying the facilitation measures under discussion at the World Trade Organization. It is publicly available online.</p>
<p>The Guide targets implementers of trade facilitation reforms and capacity-building programmes. It helps them examine and select solutions and evaluate options and paths for a given policy objective.</p>	

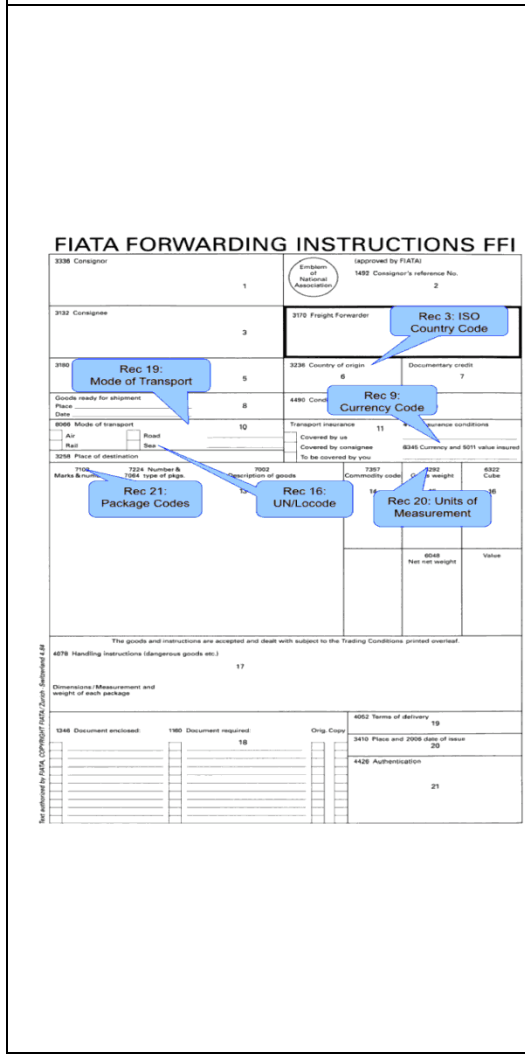
	<p>Recommendation N°1: United Nations Layout Key for Trade Documents</p>
	<p>ECE/TRADE/ 137</p>
	<p>Date of publication/release: 1973 (first edition)</p>
	<p>Website: www.unece.org/cefact/recommendations/rec_index.html</p>
	<p>Recommendation 1 presents the United Nations Layout Key for trade documents and the rules for the location of codes used in this context. It also introduces the United Nations System of Aligned Trade Documents. It should be read together with the “Guidelines for Application. Informative Annex to Recommendation No. 1” (2001).</p>
<p>It provides an international basis for the standardization of documents used in international trade and transport, as well as for the visual display and representations of such documents. It is used globally in a wide range of trade documents including, the European Union’s Single Administrative Document and the FIATA freight-forwarding invoice 1.</p>	



Guide for the Design of Aligned Trade Forms for Paperless Trade

ECE/TRADE/372
 Joint UNECE/ESCAP publication
 Date of publication/release: December 2011
 Languages: English, Russian
 Website: <http://tfig.unece.org/contents/unnext-guide-document-alignment.htm> (English)
www.unescap.org/tid/unnext/tools/atf-design-ru.pdf (Russian)

Following a short introduction into the history of the United Nations Layout Key, the Guide presents the formatting and physical design aspects of the Key, and details such functional design of forms as the use of semantic repositories, codes lists, and box completion guidelines to develop and to align an efficient system of trade documents.



Code Lists for Trade

ECE/TRADE/243	Recommendation 15
ECE/TRADE/227	Recommendation 16
TRADE/CEFACT/2001/19	Recommendation 19
CEFACT/ICG/2010/IC013	Recommendation 20
ECE/TRADE/C/CEFACT/2011/6	Recommendation 23
ECE/TRADE/C/CEFACT/2009/26	Recommendation 24
CEFACT/ICG/2010/IC011	Recommendation 28


Languages: Depending upon the Recommendation, may be available in French, Russian and English

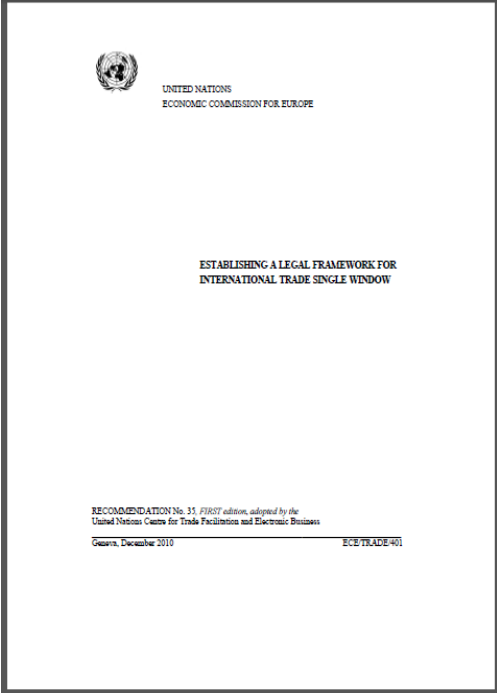
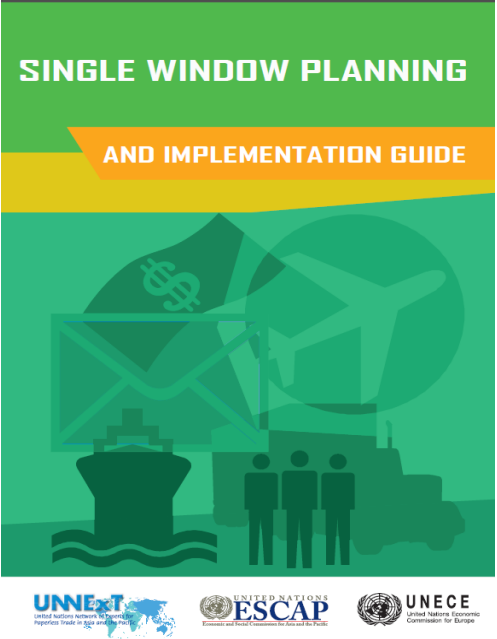
Website:
 For all recommendations:
www.unece.org/cefact/recommendations/rec_index.html
 For UN/LOCODE and Units of Measurement code lists
www.unece.org/cefact/codesfortrade/codes_index.html

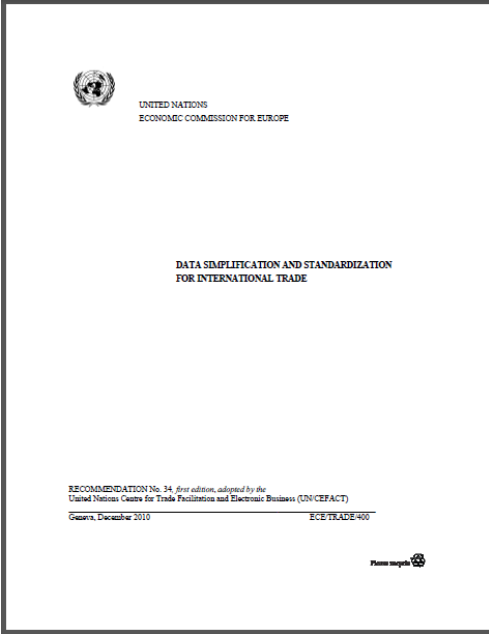
Codes are used in paper and electronic trade documents in order to reduce data entry and errors. UNECE, through its Centre for Trade Facilitation and Electronic Business (UN/CEFACT), has developed many trade code lists. Some of these have become ISO codes and are now maintained by ISO (e.g. country codes, currency codes). Most of them have remained in UNECE and are maintained by UN/CEFACT. The Recommendations for the most important among these codes are listed below:

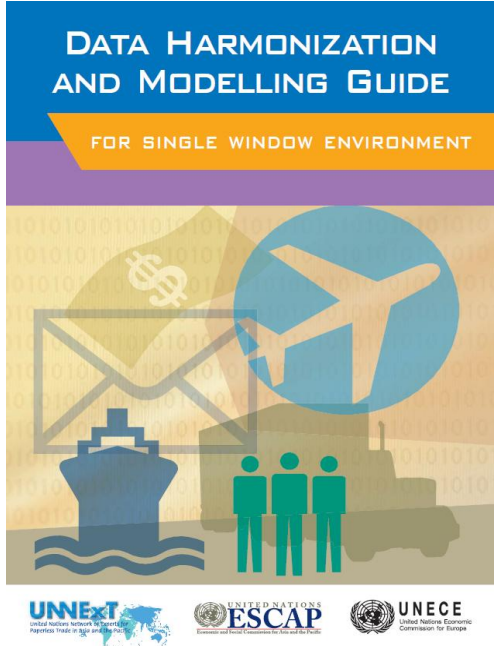
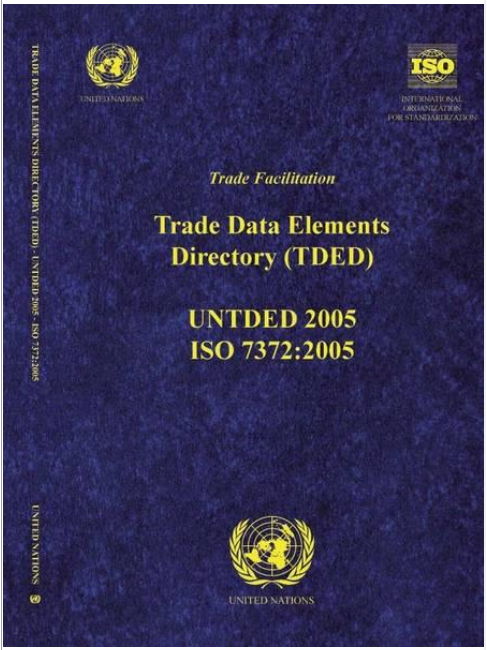
- N°15: Simpler Shipping Marks

	<ul style="list-style-type: none"> • N°16: UN/LOCODE – Codes for Ports and other locations (containing codes for more than 60,000 locations across the world) • N°19: Code for Mode of Transport • N°20: Codes for Units of Measure Used in International Trade (containing codes for over 3500 different units of measure) • N°23: Freight Cost Code – FCC • N°24: Trade and Transport Status Codes • N°28: Codes for Types of Means of Transport
	<p>The use of codes for trade is an essential part of document alignment as well as the data harmonization process which is required for the development of electronic messages for business or government.</p>

<div data-bbox="193 920 679 1599" style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;">ECONOMIC COMMISSION FOR EUROPE United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT)</p> <p style="text-align: center;">Recommendation and Guidelines on establishing a Single Window</p> <p style="text-align: center;"><i>to enhance the efficient exchange of information between trade and government</i></p> <p style="text-align: center;"><i>Recommendation No. 33</i></p> <div style="text-align: center;">  <small>UNITED NATIONS New York and Geneva, 2005</small> </div> </div>	<p>Recommendation N° 33: Recommendation and Guidelines Establishing a Single Window</p>
	<p>ECE/TRADE/352</p>
	<p>Date of publication/release: 2004 (first version)</p>
	<p>Languages: English, French, Russian</p>
	<p>Website: www.unece.org/cefact/recommendations/rec_index.html</p>
	<p>The Recommendation and its guidelines provide guidance on establishing a Single Window for import, export and transit procedures. This document presents and discusses the different technological and organizational models of a Single Window, lists benefits both to traders and to public administration, and presents possible services of a Single Window.</p>
<p>The Recommendation and guidelines assist governments and trade in planning and establishing a Single Window facility. They describe the practical steps to be taken, as well as the standards and tools that should be adopted. UNECE, through its Centre for Trade Facilitation and Electronic Business (UN/CEFACT), also maintains a repository of case studies that provides useful additional information on different countries' experiences when establishing a Single Window www.unece.org/cefact/single_window/welcome.html.</p>	

	<p>Recommendation N° 35: Establishing a Legal Framework for International Trade Single Window</p> <p>ECE/TRADE/401</p> <p>Date of publication/release: 2011</p> <p>Languages: English, French, Russian</p> <p>Web site address: www.unece.org/cefact/recommendations/rec_index.html</p> <p>Recommendation 35 was developed by the Centre for Trade Facilitation and Electronic Business (UN/CEFACT) as a complement to Recommendation No. 33 on the Single Window for International Trade. It draws on various country experiences in developing a Single Window for trade and discusses relevant aspects of a legal framework for a national as well as a regional Single Window. It recommends that a gap analysis be undertaken to establish the current legal context, determine gaps and identify appropriate measures to address them. The Recommendation also urges administrations to take into account international standards, international legal instruments, and “soft” legal instruments when amending their regulatory framework.</p>
	<p>Single Window Planning and Implementation Guide</p> <p>ECE/TRADE/404</p> <p>Joint UNECE/ESCAP publication</p> <p>Date of publication/release: 2012</p> <p>Website: www.unescap.org/tid/unnext/tools/implementation-guide.pdf</p> <p>The Guide presents a systematic, aligned and phased ways of dealing with Single Window implementation challenges. These can be of an organizational managerial, financial, legal, technical, or political nature. The Guide includes guidelines and techniques tailored to the specific context of a Single Window implementation. It presents guidelines and techniques as they apply to stakeholder collaboration, business process analysis, data harmonization and the adaptation of the legal framework.</p>

	<p>Business Process Analysis Guide to Simplify Trade Procedures</p> <p>ISBN: 978-92-1-120588 Joint UNECE/ESCAP publication</p> <p>Languages: English and Russian</p> <p>Date of publication/release: 2009</p> <p>Websites: http://tfig.unece.org/contents/unnext-guide-bpa.htm (English) www.unescap.org/tid/publication/tipub2558r.asp (Russian)</p> <p>This Guide presents a step-by-step approach to business process analysis and to drawing up recommendations for improving processes. The practical steps and activities suggested include: setting the scope of the business process analysis project, planning its implementation, collecting relevant data, and presenting it in an easily understandable manner. It also shows how to analyse the captured data in order to identify bottlenecks and develop recommendations for improvement.</p>
	<p>Recommendation N° 34: Data Simplification and Standardization for International Trade</p> <p>ECE/TRADE/400</p> <p>Date of publication/release: 2011</p> <p>Languages: English, French and Russian</p> <p>Website: www.unece.org/cefact/recommendations/rec_index.html</p> <p>This Recommendation outlines a four-stage process to achieve the objective of a national, simplified and standardized dataset that facilitates information exchange between trade and government, as well as the sharing of information between different government entities.</p> <p>By following this process, governments should be able to reduce regulatory and official information requirements through eliminating duplicate data submissions and removing redundant elements.</p>

	<p>Data Harmonization and Modelling Guide</p> <p>ST/ESCAP/2619 Joint UNECE/ESCAP publication</p> <p>Date of publication/release: 2012</p> <p>Website: http://tfig.unece.org/contents/unnext-data-harmonization-modelling-guide.htm (English) www.unescap.org/tid/publication/tipub2619r.pdf (Russian)</p> <p>This Guide presents a step-by step approach to data harmonization and a basic concept for assembling electronic messages. It guides the user through the process of data harmonization, leading first to the creation of data models that specify the structure and properties of particular documents, and then to the development of electronic messages. It also introduces a range of international standards such as the UNLK, UNTDED, CCL, and data models, in particular the WCO Data Model. It also provides guidelines on the composition of a project team to conduct data harmonization.</p>
	<p>United Nations Trade Data Elements Directory (UNTDED, ISO 7372)</p> <p>ECE/TRADE/362 Jointly maintained with ISO</p> <p>Date of last publication/release: 2005</p> <p>Website: www.unece.org/fileadmin/DAM/trade/untdid/UNTDED2005.pdf</p> <p>The Directory was developed by the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT). A UN Layout Key (UNLK) trade document (see p. 1) has boxes that require the entry of specific data. The requirements for each box are recorded in a dictionary called the Trade Data Elements Directory (UNTDED, ISO 7372). The Directory consists of a four-digit number to identify each data element, a data element name and a description that provides a definition of the data element. It provides an internationally accepted standard repository for the semantic definitions of trade data elements used in international trade. The Directory has also been integrated into the latest standards for electronic trade documents, such as the UN/CEFACT Core Component Library (CCL) and UN/EDIFACT. Therefore, the Layout Key, Core Components Library and UN/EDIFACT are intrinsically linked because of the Directory.</p>

Recommendation N° 25: Use of the United Nations Electronic Data Interchange for Administration, Commerce and Transport (UN/EDIFACT)

Date of publication/release:

1988 (first release)

Website: www.unece.org/cefact/edifact/welcome.html

UN/EDIFACT is a United Nations recommended standard, and possibly the most widely used standard in the world for structured business and government electronic messages. It provides a set of syntax rules to structure data.

This structure is made up of: data elements, composite data elements, segments and messages. The standard includes a directory/library of each of these elements (see next entry). There are also conventions for placing UN/EDIFACT messages in an "envelope" that identifies the sender and receiver and other attributes of a transmission.

Two UNECE Recommendations, adopted in 1995, recommend the use of UN/EDIFACT in government messaging. Recommendations:

- N°25: United Nations/Electronic Data Interchange For Administration, Commerce and Transport (UN/EDIFACT)
- N° 26: Commercial Use of Interchange Agreements for Electronic Data Interchange (EDI)

UN/EDIFACT has also been adopted as a United Nations standard by the Economic and Social Commission of the United Nations.

Recommendations 25 and 26 assist governments in the adoption of electronic messaging using the UN/EDIFACT

Recommendation 25

USE OF THE UN ELECTRONIC DATA INTERCHANGE FOR ADMINISTRATION, COMMERCE AND TRANSPORT (UN/EDIFACT)

The Working Party on Facilitation of International Trade Procedures, a subsidiary body of the United Nations Economic Commission for Europe, agreed in the 1980s, to the revision of its programme of work "Exchange of trade data by means other than paper documents; trade data interchange protocols" by the addition of the programme element "Development of UN/EDIFACT Standard Messages (UNSM) to complete and maintain the United Nations Trade Data Interchange Directory (UNTDI)".

The electronic transfer of data in a structured format has received growing attention and, in 1987, the UN/EDIFACT standard (United Nations Electronic Data Interchange for Administration, Commerce and Transport) was approved. Updated UN/EDIFACT directives are issued every year containing messages from a wide range of economic sectors.

As the scope of its work is global, the Working Party on Facilitation of International Trade Procedures recognized that the mandate of its UN/EDIFACT work requires extension of its scope beyond international trade and acceptance of the universal nature of data structures and concepts.

In this context, a first draft of the present Recommendation was developed and submitted by the delegations of Austria and Switzerland at the September 1994 session of the Working Party.

Based on this first draft, national and international consultations took place in the course of the development of the present document, particularly with the delegation of the United States of America; relevant subsidiary bodies of the Working Party were consulted as well as other international organisations interested in ECE-recommended trade facilitation standards. Representatives of the regional and world-wide bodies participating in sessions of the Group of Experts No.1 "Data Elements and Automatic Data Interchange" and of the Working Party also contributed to the development of the Recommendation.

These consultations led to the development of a number of principles on which this Recommendation is based.

Recommendation 25 adopted by the Working Party on Facilitation of International Trade Procedures, Geneva, September 1995
TRADE/WP.49.10/79Rev.1 (E/ECA/96.1)

They provide a framework for recommended actions to secure that EDI technologies and organisational processes evolve together for world-wide use in administration, commerce, transport, and to avoid the multiplication of circumscribed "islands" of EDI applications, different from each other, which may amount to as many non-tarif barriers.

The Recommendation reproduced below was adopted at the forty-second session of the Working Party in September 1995.

At the forty-second session of the Working Party representatives attended from:
Austria; Belgium; Bulgaria; Canada; Czech Republic; Denmark; Estonia; Finland; France; Germany; Hungary; Iceland; Ireland; Italy; Luxembourg; Malta; the Netherlands; Norway; Romania; Russian Federation; Slovak Republic; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland and the United States of America. Representatives from Australia, Brazil, Gabon, Japan, Korea, Nigeria and Senegal participated under Article 11 of the Commission's terms of reference.

The session was attended by representatives of the secretariat of the United Nations Conference on Trade and Development (UNCTAD), the European Commission (EC), the United Nations Commission on International Trade Law (UNCITRAL), as well as by representatives of the following intergovernmental and non-governmental organisations: Central Office for International Railway Transport (OCTI), the World Customs Organization (WCO), International Air Transport Association (IATA), International Article Numbering Association (EAN), European Electronic Messaging Association (EEMA), International Federation of Freight Forwarders Associations (FIATA), International Chamber of Commerce (ICC), International Express Carrier's Conference (IECC), International Organization for Standardization (ISO), Society for World Wide Interbank Financial Transfers (S.W.I.F.T.), International Union of Railways (UIC), International Federation of Inspection Agencies (IFIA).

I. INTRODUCTION

1. The global dimension of international trade entails a need for global Electronic Data Interchange (EDI) applica-

Recommendation 25

315

United Nations Directories
for Electronic Data Interchange for
Administration, Commerce and Transport



UN/EDIFACT

UN/EDIFACT Directory 2012 B (12B)

Date of last publication/release: November 2012

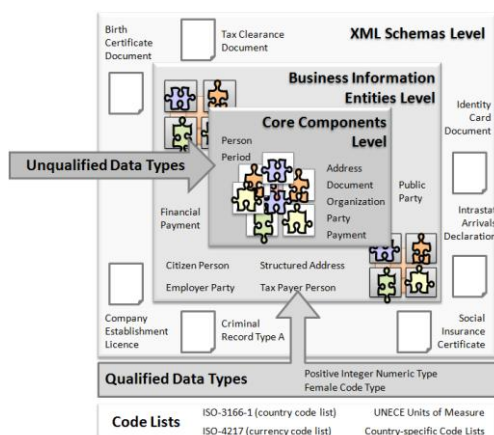
Website: <http://www.unece.org/tradewelcome/areas-of-work/un-centre-for-trade-facilitation-and-e-business-uncefact/outputs/standards/unedifact/directories/download.html>

The UN/EDIFACT standard is described in the previous entry on Recommendation 25. The standard itself is published as a set of Directories which are updated on a regular basis and published twice a year. Each Directory is made up of a number of sub-directories. These sub-directories contain definitions for: (1) Message types; (2) Segments; (3) Composite Data Elements; and (4) Data Elements.)

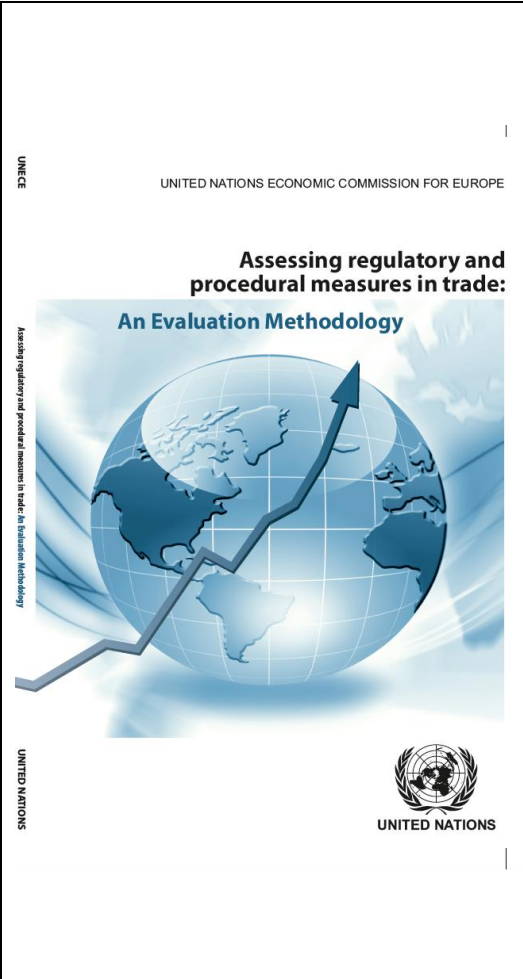
UN/Core Component Library (UN/CCL)

Website:

www.unece.org/cefact/codesfortrade/uncl/ccl_index.html



The UN Core Component Library (CCL) is a library of business semantics (definitions) in a data model that is harmonized, audited and published by UN/CEFACT. The CCL uses Core Component Technical Specifications (CCTS) to ensure consistency and interoperability. The data defined in the CCL are used in a wide range of electronic message standards including those developed by UN/CEFACT. The CCL comprises contributions from many organizations including government and business. It also includes data definitions to support cross-border trade such as electronic messages for Buy, Ship and Pay business processes.

	<h2>Assessing Regulatory and Procedural Measures in Trade: An Evaluation Methodology</h2> <p>Date of publication/release: 2013</p> <p>Languages: English and Russian</p> <p>Website: http://www.unece.org/tradewelcome/studies-on-procedural-and-regulatory-barriers-to-trade.html</p> <p>This methodology measures the impact of trade-related regulations, administrative procedures, documentary requirements and support services on the transaction costs (i.e. time and money) incurred by traders. The publication includes analytical parameters and 15 actor-oriented questionnaires focusing on: (a) trade facilitation measures; (b) quality control systems embodied in standardization policies, technical regulations, quality assurance, accreditation and metrology; and (c) trade-related infrastructure, including transport and logistical support.</p> <p>This publication provides a framework for use in designing survey-based needs assessments of regulatory and procedural measures governing export and import transactions. The resulting needs assessment could be used as the basis for: (a) decisions by the concerned national governments and their development partners on targeted interventions, and (b) discussions among member States over bilateral and regional trade arrangements.</p>
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Best Practices in Trade Regulation and Standardization Policy


 <p style="text-align: center;">UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE</p> <p style="text-align: center;">Recommendations on Regulatory Cooperation and Standardization Policies</p> <p style="text-align: center;">UNITED NATIONS</p>	<p>Recommendations on Regulatory Cooperation and Standardization Policies</p>
	<p>ECE/TRADE/379</p>
	<p>Date of publication/release: January 2012</p>
	<p>Website address: www.unece.org/index.php?id=29472</p>
<p>Sixteen UNECE recommendations have been adopted by the UNECE Working Party on Regulatory Cooperation and Standardization Policies since 1970 to address standardization and regulatory issues. They set out good practice regarding regulatory cooperation, metrology, standards and norms, conformity assessment and market surveillance.</p>	
 <p style="text-align: center;">UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE</p> <p style="text-align: center;">Risk Management in Regulatory Framework Towards a better management of risks</p> <p style="text-align: center;">UNITED NATIONS</p>	<p>Risk Management in Regulatory Frameworks</p>
	<p>ISBN 13: 9789211170689</p>
	<p>Date of publication/release: 2013</p>
	<p>Website: https://unp.un.org/Details.aspx?pid=23517 www.unece.org/index.php?id=31684</p>
<p>This publication guides policymakers in the design of regulatory systems that result in an efficient, effective and transparent management of risks. It shows how laws, administrative measures and technical regulations can be used to make products safe and business processes stable, without compromising competitiveness.</p> <p>Using a model of a regulatory system, with real-life examples and case studies, this publication aims at making best practice readily available and useful to policymakers.</p>	


<p>UNITED NATIONS E</p> <p>Economic and Social Council</p> <p>Distr. GENERAL</p> <p>ECE/TRADE/C/WP.6/2008/16 25 August 2008 Original: ENGLISH</p> <hr/> <p>ECONOMIC COMMISSION FOR EUROPE</p> <p>COMMITTEE ON TRADE</p> <p>Working Party on Regulatory Cooperation and Standardization Policies</p> <p>Eighteenth session Geneva, 3-4 November 2008 Item 11 of the provisional agenda</p> <p style="text-align: center;">CAPACITY-BUILDING</p> <p style="text-align: center;">Report on Aid for Trade in Trade-Related Standards</p> <p style="text-align: center;"><i>Note by the secretariat</i></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center;">Summary</p> <p>The Programme of Work of the Working Party, which was adopted at its 2006 session mandates the secretariat to "review transnational cooperation in technical regulations" on a regular basis.</p> <p>This report was prepared by the UNECE Secretariat as a contribution to the interagency publication <i>Aid for Trade: Global and Regional Perspectives</i>, which was officially launched at the United Nations Conference for Trade and Development (UNCTAD) XII in Accra, Ghana in April 2008.</p> <p>It was summarized and streamlined for the purposes of the Working Party annual session and it is presented for information.</p> </div> <p>GE.08- (E)</p>	<p>Aid for Trade in Trade-Related Standards</p> <p>Date of publication/release: November 2008</p> <p>Website: www.unece.org/fileadmin/DAM/trade/wp6/documents/2008/WP6_2008_016e.pdf</p> <p>This paper argues for increasing resources for assistance in trade-related standardization matters, and for more resources to be used to envision and implement tailor-made, coherent and integrated strategies that will enable developing countries and countries with economies in transition to participate as full players in standards-development processes. In particular, the paper identifies three priority areas for action:</p> <p>(a) Promoting the use of standards as a means of making firms more competitive, and helping them move up the value chain</p> <p>(b) Strengthening the participation of developing countries and countries with economies in transition in standards-making bodies, WTO and other international and intergovernmental forums;</p> <p>(c) Assisting firms and institutions in complying with safety, quality and technical regulations of increasing complexity.</p>
	<p>A Glossary of Market Surveillance Terms</p> <p>ECE/TRADE/389</p> <p>Languages: English, French and Russian</p> <p>Date of publication/release: 2011</p> <p>Web site address: www.unece.org/fileadmin/DAM/trade/Publications/WP6-MARS-Glossary-389_EFR.pdf</p> <p>The "United Nations Guidelines for Consumer Protection" adopted by the General Assembly in 1999, encourage governments to further cooperate internationally in the field of consumer protection.</p> <p>Through its Working Party on Regulatory Cooperation and Standardization Policies, UNECE has developed a body of best practice in addressing the challenges caused by the proliferation of dangerous and counterfeit goods on consumer markets. Counterfeits also undermine local industry, which is frequently unable to compete against a massive inflow of cheap and inferior-quality goods. Market surveillance is an important regulatory response to ensure that products placed on the market, whether imported or produced locally, conform to national technical regulations, are safe and are not counterfeit or</p>


pirated. The Glossary establishes common ground and facilitates regional and international cooperation for stronger enforcement of technical regulations.

Key Transport and Border Crossing Facilitation Resources

International Transport Conventions facilitating International Freight and Passenger Mobility

	<p>International Convention on the Harmonization of Frontier Controls of Goods, of 1982</p>
	<p>Languages: English, French, Russian, Spanish</p>
	<p>Date of Convention : October 1982</p>
	<p>Web site address: www.unece.org/fileadmin/DAM/trans/conventn/ECE-TRANS-55r2e.pdf (English) www.unece.org/fileadmin/DAM/trans/conventn/ECE-TRANS-55r2f.pdf (French) www.unece.org/fileadmin/DAM/trans/conventn/ECE-TRANS-55r2r.pdf (Russian) www.unece.org/fileadmin/DAM/trans/conventn/ECE-TRANS-55r2s.pdf (Spanish)</p>
	<p>The International Convention on the Harmonization of Frontier Controls of Goods, of 1982, is a framework Convention that aims at facilitating border crossing in international transport of goods through harmonization and reduction of the requirements for completing formalities and the number and duration of border controls. The Convention establishes the recommended procedures for carrying out efficiently all types of controls that may be necessary at borders, including Customs controls, medico-sanitary, veterinary, and phytosanitary inspections, controls of compliance with technical standards and quality controls. Procedures largely call for national cooperation and coordination of the various services among them, as well as for international cooperation between the respective border services of the adjacent countries. The Convention foresees measures that include joint controls of goods and documents through the provision of shared facilities, same opening hours and same types of services at the same border. These procedures apply to all goods being imported, exported or in transit and to all modes of transport. It establishes, through its Annex 8 dedicated to road transport, the International Vehicle Weigh Certificate (IVWC) and the International Technical Inspection Certificate (ITIC) which contribute to facilitating border procedures by relying on mutual recognition of those certificates to avoid repetitive border controls. The Convention provides for a</p>

	<p>reduction in the number and duration of all types of controls and best practices for efficient controls of goods at border crossings. It aims at promoting the one-stop-shop principle for border controls. As a result, the Convention reduces border delays, which through lowering transport costs reduces trade costs.</p>
	<p>Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 1975</p>
	<p>Languages: English, French, Russian</p>
	<p>Date of Convention: November 1975</p>
	<p>Website: A consolidated version of the TIR Convention is included in the TIR handbook : www.unece.org/fileadmin/DAM/tir/handbook/english/newtirhand/TIR-6Rev9_En.pdf (English) www.unece.org/fileadmin/DAM/tir/handbook/french/newtirhand/TIR-6Rev9_Fr.pdf (French) www.unece.org/fileadmin/DAM/tir/handbook/russian/newtirhand/TIR-6Rev9_Ru.pdf (Russian)</p>
	<p>The Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 1975, sets up the international Customs Transit procedure that permits the international carriage of goods by road vehicles or containers from a Customs office of departure to a Customs office of destination, through as many Contracting Parties as necessary, without intermediate check of the goods carried and without the deposit of a financial guarantee at each border. The procedure includes the use of secure vehicles or containers that have to be approved by authorities according to standards prescribed in the Convention in order for them to be used for TIR operations. It also includes an international guarantee chain, set up under the Convention, to cover duties and taxes at risk throughout the journey and whereby in each Party a duly authorized association provides a guarantee towards national competent authorities. In addition, each vehicle must carry an international Customs document, the TIR Carnet, which certifies the contents of the cargo as checked at the Customs Office of departure and which equally serves as a guarantee document. The Customs authorities at intermediate borders recognize the role of the TIR Carnets and, as a general rule, trust the information contained therein and do not undertake checks unless deemed necessary for any reason. The procedure foresees a controlled access to the TIR system and the exclusion from the system of operators who misuse it for illegal purposes.</p> <p>The advantages of TIR to trade and to transport are obvious. Goods may travel across frontiers with a minimum of interference by Customs administrations. By easing traditional impediments to the international movements of goods, the TIR system encourages the development of international trade.</p>

	<p>The TIR Convention is one of the most successful international transport conventions and is so far the only universal Customs transit system in existence. To date, it has 68 Contracting Parties and around 3 million TIR transports are carried out per year.</p>
	<p>Convention on the Contract for the International Carriage of Goods by Road (CMR), of 19 May 1956, its Protocol of 1978, and its additional Protocol Concerning the Electronic Consignment Note (e-CMR) of 2008</p>
	<p>Date of Convention : May 1956</p>
	<p>Languages: English, French and Russian</p>
	<p>Website: Convention : www.unece.org/fileadmin/DAM/trans/conventn/cmr_e.pdf (English) www.unece.org/fileadmin/DAM/trans/conventn/cmr_f.pdf (French) www.unece.org/fileadmin/DAM/trans/conventn/cmr_r.pdf (Russian)</p>
	<p>The Convention on the Contract for the International Carriage of Goods by Road (CMR) (1956), facilitates international road transport by providing common conditions applicable to international road transport contract, including a common consignment note and harmonized liability limits. The CMR fixes the conditions governing the contract for the international carriage of goods by road between the carrier and the shipper and sets the conditions of liability of the carrier in case of total or partial loss of goods or delays. The CMR has no direct implications for governments as it regulates through private law. However, in order for transport operators to take advantage of the Convention, it must be included in national legislation. An additional Protocol to the CMR has entered into force to facilitate the use of an electronic consignment note (eCMR), with, at present, 7 Contracting Parties. The CMR Convention helps to maintain fair competition between carriers and limits the costs of international road transport, including insurance costs.</p> <p>The Protocol to the Convention on the Contract for the International Carriage of Goods by Road, of 1978, modifies Article 23 of the CMR Convention to introduce the Special Drawing Rights (SDR) as currency reference for the calculation of compensation due in case damage to the goods.</p>

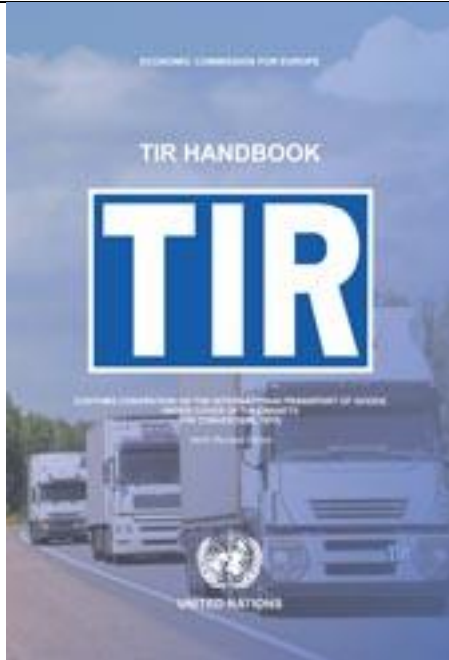
	<p align="center">European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957 and its Protocol of 1993</p>
	<p>Date of Convention: September 1957</p>
	<p>Languages: English, French and Russian</p>
	<p>Website: Agreement : www.unece.org/fileadmin/DAM/trans/danger/publi/adr/ADRagree_e.pdf (English) www.unece.org/fileadmin/DAM/trans/danger/publi/adr/ADRagree_f.pdf (French) www.unece.org/fileadmin/DAM/trans/danger/publi/adr/ADRagree_r.pdf (Russian)</p>
	<p>The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957, aims at ensuring the highest possible level of safety in the transport of dangerous goods at an economically acceptable cost. It identifies the substances that are considered as dangerous goods and that can be admitted in international transport as well as those that cannot be admitted. For the former, the ADR establishes the conditions under which they can be carried. These include the classification of substances according to their specific type of danger (explosives, flammable liquids, flammable gases, corrosive substances, etc.), packing conditions, labelling, marking, placarding, documentation and special requirements for tanks. The ADR also contains requirements on transport operations, driver training as well as vehicle construction and approval. Security provisions have recently been included. While obliging Contracting Parties to accept vehicles coming from other Parties if they comply with the ADR, the Agreement preserves the right of Contracting Parties to prohibit, for reasons other than safety during carriage, the entry of dangerous goods into their territory. Contracting Parties also retain the right to arrange less stringent conditions of international transport on their territories, by special bilateral or multilateral agreements. The ADR is open for accession to all United Nations member States. Accession to the ADR has no financial implications for countries. However, for exporting countries, it imposes administrative structures for testing and approval of packagings, tanks and vehicles, for driver and dangerous goods safety adviser training and for issuing the corresponding certificates. The ADR provides for a high level of safety and security during the international carriage of dangerous goods. It also facilitates transport and trade of such goods resulting from mutual recognition of packaging, tank, vehicle and driver training</p>

	<p>certificates. Being harmonized with the United Nations Model Regulations that serve as a basis for all modes of transport and most national regulations at worldwide level, the ADR also facilitates compliance, enforcement and control.</p>
	<p>Agreement on the International Carriage of Perishable Foodstuff and on the Special Equipment to be used for such Carriage (ATP), of 1970</p> <p>Date of Convention: September 1970</p> <p>Languages: English, French and Russian</p> <p>Website: www.unece.org/fileadmin/DAM/trans/main/wp11/wp11doc/ATP-2013_e.pdf (English) www.unece.org/fileadmin/DAM/trans/main/wp11/wp11doc/ATP-2013_f.pdf (French) www.unece.org/fileadmin/DAM/trans/main/wp11/wp11doc/ATP-2013_r.pdf (Russian)</p> <p>The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), of 1970, establishes uniform prescriptions for the preservation of the quality of perishable foodstuffs during their international transport. It defines uniform norms and standards for the special transport equipment required, and sets up uniform distinguishing marks to be affixed to the special equipment. Also temperature conditions for frozen and chilled foodstuffs are specified. The conformity of the equipment is confirmed through an international certificate and an ATP plate affixed to the vehicle / equipment, allowing easy identification of ATP transport and mutual recognition, thereby avoiding repetitive controls.</p> <p>The objectives of the ATP are to facilitate international transport of perishable foodstuffs and to ensure a high level of preservation of the quality of perishable foodstuffs during their carriage. The improvement of those conditions promotes the expansion of trade in perishable foodstuffs.</p>

	<p>European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), of 1970</p>
	<p>Date of Convention: May 1956</p>
	<p>Languages: English, French and Russian</p>
	<p>Website: Convention : www.unece.org/fileadmin/DAM/trans/doc/2010/sc1/ECE-TRANS-SC1-2010-AETR-en.pdf (English) www.unece.org/fileadmin/DAM/trans/doc/2010/sc1/ECE-TRANS-SC1-2010-AETR-fr.pdf (French) www.unece.org/fileadmin/DAM/trans/doc/2010/sc1/ECE-TRANS-SC1-2010-AETR-ru.pdf (Russian)</p>
	<p>The European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), of 1970, aims at preventing drivers and crews of commercial vehicles of more than 3.5 tonnes, or transporting more than 9 people, engaged in international road transport, from driving excessive hours. Driver fatigue is known to increase the risk of serious road accidents. Non-standardized working hours may create disparities in the working conditions of professional drivers and may impact a company's competitive. To this end, the AETR regulates the driving times and rest periods of professional drivers. The Agreement also defines control devices that are used to control those periods, and sets up technical requirements for the construction, testing, installation and inspection of these devices. Additionally, the AETR also sets up requirements for the checking of driving hours by competent authorities. By regulating the driving times and rest periods of drivers of commercial vehicles engaged in international transport, the AETR creates a level playing field in the road haulage industry and helps prevent road accidents.</p>
	<p>Other UNECE transport agreements and conventions</p>
	<p>Website: www.unece.org/trans/conventn/legalinst.html</p>
	<p>Through its Transport Division, UNECE works to facilitate the international movement of persons and goods by inland transport modes and improve competitiveness, safety, energy efficiency and security in the transport sector taking into account environmental protection to levels that reduce adverse environmental impact of transport activities and contribute effectively to sustainable development. The listing of all the international agreements and conventions is available at the</p>

	above address. Many of its Conventions have an impact on international trade.
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Other transport and border-crossing facilitation resources



Handbook for the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 14 November 1975

ECE/TRANS/TIR/6/Rev.9

Date of publication/release: regular updates (last version 2010 a new version is planned to be published end 2013)

Languages: English, French, Russian, German, Finnish, Italian, Czech, Estonian and Romanian

Website:

www.unece.org/tir/tir-hb.html

The objective of the TIR system is to minimize the time and cost for goods in transit. The Handbook contains three major sections. The first describes the TIR Customs transit system, its coverage, objective and functioning and analyses possible future developments. The second contains the complete consolidated text of the TIR Convention, 1975. The layout of this section basically follows the structure of the TIR Convention, 1975. However, Explanatory Notes contained in Annex 6 and Annex 7, Part III of the Convention have been placed with the provisions in the Convention to which they relate (with the exception of the sketches contained in Annex 6). The third section provides information on the application of the TIR Convention, 1975, the text of adopted resolutions and recommendations related to the Convention and gives examples of best practices.

Handbook of Best Practices at Border Crossings - A Trade and Transport Facilitation Perspective

ISBN 978-3-9502218-8-6

Date of publication/release: February 2012

Languages: English and Russian

Website:

www.unece.org/fileadmin/DAM/trans/bcf/publications/OSCE-UNECE_Handbook.pdf (English)

www.unece.org/fileadmin/DAM/trans/bcf/publications/OSCE-UNECE_Handbook_russian.pdf (Russian)



Prepared jointly with the OSCE, the Handbook of Best Practices at Border Crossings – A Trade and Transport Facilitation Perspective offers a unique opportunity for countries both in and beyond the OSCE/UNECE region to develop border and customs policies that increase security and more efficiently facilitate international trade and transport.

Growing cross-border trade and transportation in the globalized world economy are compelling governments to develop more efficient border management procedures. Cumbersome procedures at borders increase the cost of transport operations, hampering international trade and foreign investment. With this in mind, the Handbook provides tools that can be used to harmonize and simplify existing procedures and regulations and to improve inter-agency co-operation. It also draws attention to the need to apply best practices and internationally accepted norms and standards.

The Handbook is a reference document containing key information for the following groups:

- High and mid-level officials from transport, trade and finance ministries, customs agencies as well as senior staff of border crossing points.
- Transport, freight and logistics communities as well as business associations seeking an improved operating environment.
- Civil society, academia and researchers.

The Handbook aims to raise awareness of the range of instruments available for developing and implementing better trade, transport, border and customs policies. Drawing upon operational evidence and case studies, it offers best practices from both the public and private perspectives. It focuses on road border-crossing points, but also refers to rail and sea crossings.

Euro-Asian Transport Linkages: Paving the Way for a More Efficient Euro-Asian Transport

ECE/TRANS/230

Date of publication/release: January 2013

Website:

www.unece.org/fileadmin/DAM/trans/main/eatl/docs/EATL_Report_Phase_II.pdf

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

Euro-Asian Transport Linkages

Paving the way for a more
efficient Euro-Asian transport



The United Nations has a long history of support for developing transport connections between Europe and Asia. The Euro-Asian Transport Linkages (EATL) project in Phase I (2003-2007) identified the principal international EATL transport linkages in order to connect the European and Asian transport networks. The present EATL Phase II (2008-2012) study involves 27 countries and covers 9 EATL road routes, 9 EATL rail routes, 17 water transport links, 52 inland river ports and 70 maritime ports. Some 311 transport infrastructure projects totalling US\$ 215 billion were included in the study, out of which 188 were identified as high priority, with a total cost of US\$78 billion. In addition to the multi-country transport investment needs assessment, the paper includes the comparative analysis of the maritime and land transport between Europe and Asia. In the past four years participating governments have reviewed the non-physical obstacles to international transport along the EATL routes and identified the needed actions in order to reduce the economic distance among themselves, as well as from their major markets. Finally, the EATL project developed its Geographic Information System (GIS) database and thus improved EATL maps are available.

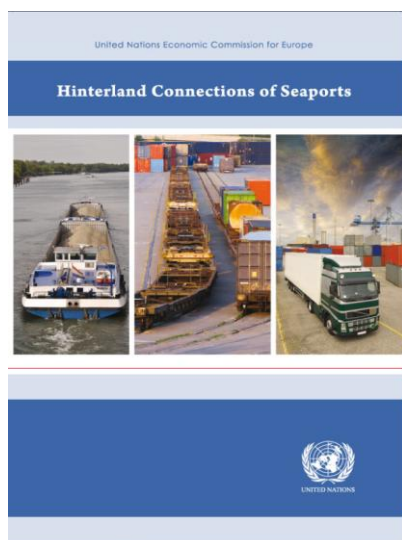
Hinterland Connections of Seaports

ECE/TRANS/210

Date of publication/release: January 2010

Website:

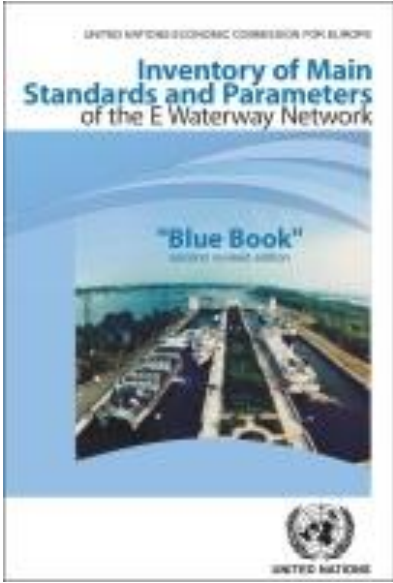
www.unece.org/fileadmin/DAM/trans/doc/2010/wp5/ECE-TRANS-210e.pdf



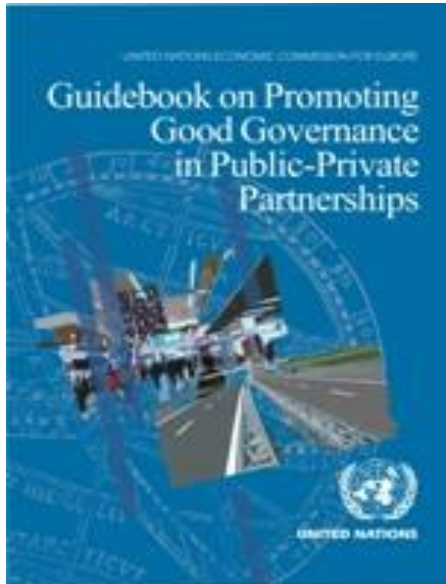
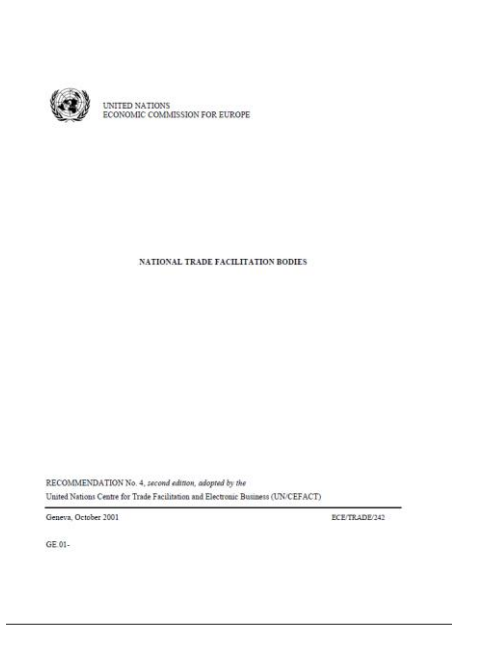
This study examines transport issues through the prism of hinterland connections to seaports. Such an approach is warranted by the fact that more than 90 per cent of global trade goes through at least one maritime port and, with containerization rapidly expanding, bottlenecks in the hinterlands become bottlenecks to global trade. Consequently, landlocked countries must struggle all the more for integration in the global economy. They depend on the development of ports, but they are not considered major stakeholders –unless a new form of cooperation among “hinterland countries” evolves.

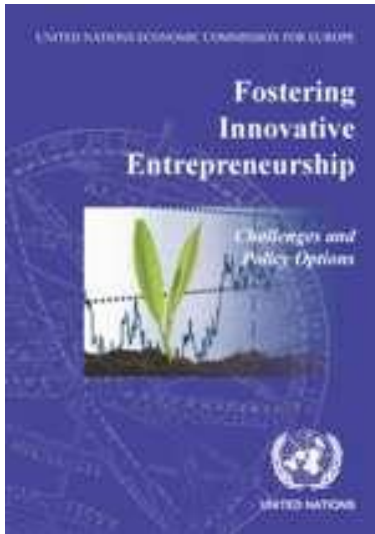
Hinterland Connections of Seaports investigates the ways in which seaports and their hinterland connections can help improve supply chain performance, by removing bottlenecks and improving the efficiency and sustainability of port hinterland links in UNECE countries. The study objectives were :

- (a) To determine the key issues in the existing literature relating to the performance of seaports and their hinterland connections;
- (b) To assess the key trends in the container and ferry markets in the UNECE region, including port hinterland flows;
- (c) To identify good practice in achieving efficient and sustainable hinterland goods movements;
- (d) To consider ways in which the landlocked emerging economies can overcome the specific problems;
- (e) To recommend ways in which the connectivity of seaports and their hinterlands can be improved.

	<p>Inventory of Main Standards and Parameters of the E [European] Waterway Network (The Blue Book)</p>
	<p>ECE/TRANS/SC.3/144/Rev.2 ISBN 978-92-1-117062-7</p>
	<p>Date of publication/release: 2012</p>
	<p>Languages: English (French and Russian under development)</p>
	<p>Website: www.unece.org/index.php?id=26056</p>
	<p>The objective of the Blue Book is: (a) to establish an inventory of existing and envisaged standards and parameters of E waterways and ports in Europe; and (b) to show, on an internationally comparable basis, the current inland navigation infrastructure parameters in Europe as compared to the minimum standards and parameters prescribed in the European Agreement on Main Inland Waterways of International Importance (AGN). This publication enables member governments and intergovernmental organizations concerned to monitor the progress made in implementing the Agreement.</p>
	<p>Other UNECE transport resources</p>
	<p>Website: www.unece.org/transport/resources/publications.html</p> <p>Through its Transport Division, UNECE facilitates the international movement of persons and goods by inland transport modes and improve competitiveness, safety, energy efficiency and security in the transport sector taking into account environmental protection to levels that reduce adverse environmental impact of transport activities and contribute effectively to sustainable development. Many of its publications are also relevant for trade.</p>

Public-Private Partnership and Innovation

	<p>Guidebook on Promoting Good Governance in Public-Private Partnerships</p>
	<p>ISBN: 978-92-1-116979-9</p>
	<p>Date of publication/release: January 2008</p>
	<p>Languages: English, Russian</p>
	<p>Website: www.unece.org/index.php?id=2147 (English) www.unece.org/index.php?id=2147&L=2 (Russian)</p>
	<p>In the delivery of public services, public-private partnerships (PPPs) have become a worldwide phenomenon and are generating great interest. They combine the best of both worlds, and also present a strong organizational and institutional challenge for the public sector. Policymakers, government officials and the private sector will find in this publication essential guidance on the good governance principles for PPPs and their implementation.</p>
	<p>A key resource for establishing good governance in public-private partnerships for the delivery of public services.</p>
	<p>Recommendation No. 4: National Trade Facilitation Organs: Arrangements at the National Level to Coordinate Work on Facilitation of Trade Procedures, and Guidelines to Recommendation 4</p>
	<p>ECE/TRADE/242 and ECE/TRADE/256</p>
	<p>Date of publication/release: 1974 (first version), Last revision 2001</p>
	<p>Languages for both publications: English, French, Russian</p>
<p>Website: www.unece.org/cefact/recommendations/rec_index.html</p>	
<p>Recommendation №4, and the Guidelines for its implementation, encourage the establishment of public-private partnerships at a national level for applying recommendations on the facilitation of international trade procedures</p>	



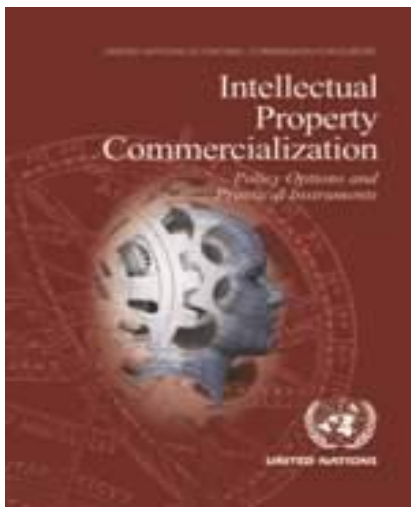
**Fostering Innovative Entrepreneurship:
Challenges and Policy Options**

ISBN: 978-92-1-117056-6

Date of publication/release: March 2012

Website: www.unece.org/index.php?id=29167

This publication presents good practices for fostering innovative enterprises and highlights some policy action that may be required for this in the emerging market economies of the region. It also summarizes the recommendations developed by the 2010 UNECE International Conference "From Applied Research to Entrepreneurship: Promoting Innovation-driven Start-ups and Academic Spin-offs."



**Intellectual Property Commercialization:
Policy Options and Practical Instruments**

ISBN: 978-92-1-117053-5

Date of publication/release: September 2011

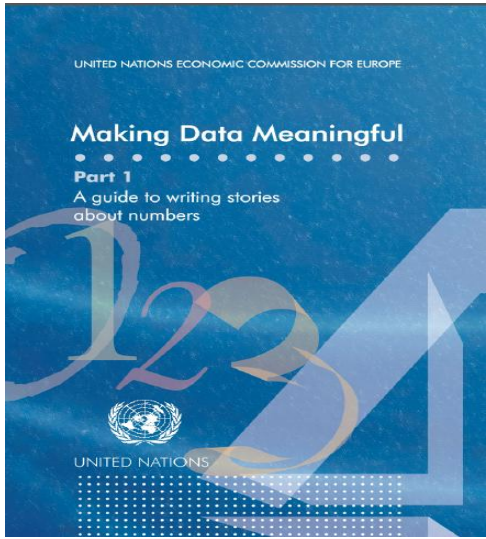
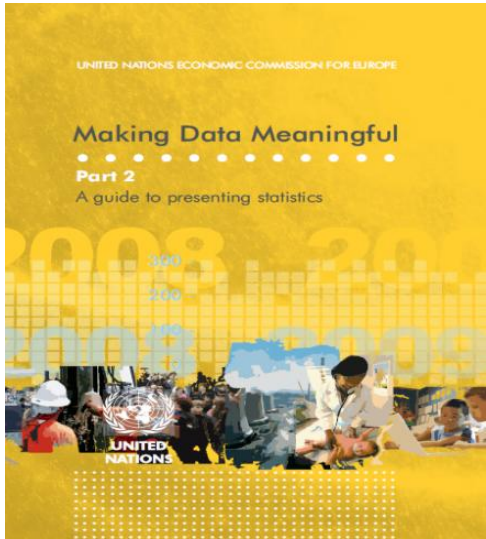
Website: www.unece.org/index.php?id=26564

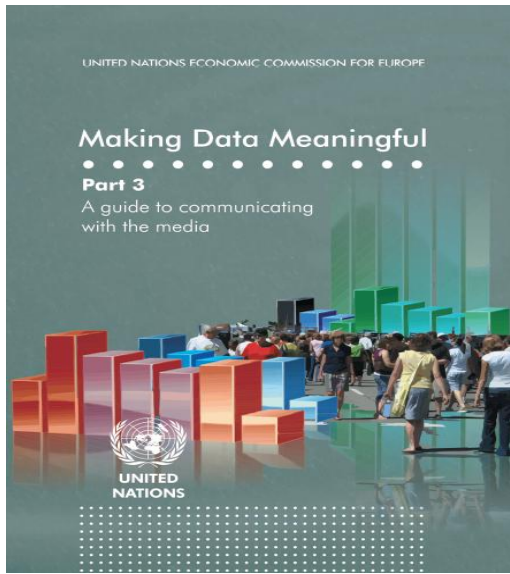
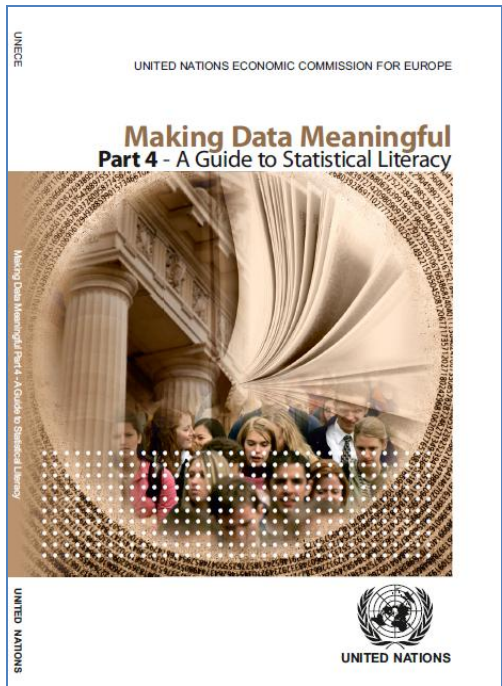
This publication focuses on the practical problems of using intellectual property rights in the innovation process, i.e. on the commercialization of intellectual property, and on the question of what economic policy can do to support the various stakeholders. Specifically, it discusses the role of intellectual property in the transfer of technology from public research organizations to the business sector, the management of intellectual property in small and medium-sized enterprises, and the auditing, valuation of and accounting for intellectual property.

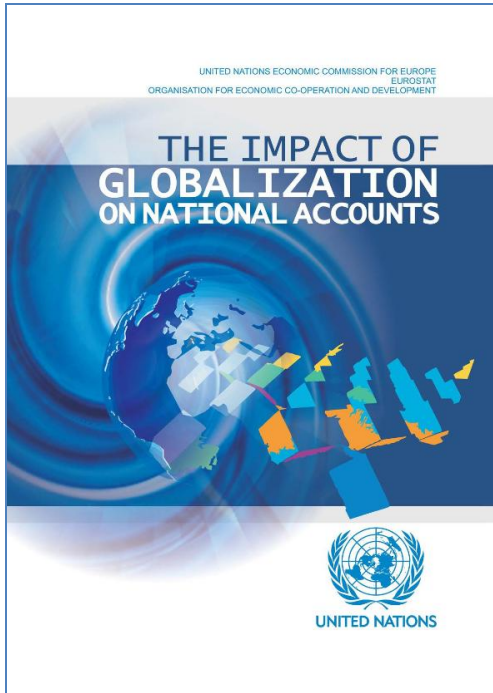
This is a valuable resource guide for governments looking to improve the policy environment for innovation and to encourage the transfer of technology from public research organizations into the business sector and the economy. It can also be used as a resource by SMEs and people working with them to encourage the full economic use of their intellectual property.

	<p>Promoting Innovation in the Services Sector: Review of Experiences and Policies</p> <p>ISBN 978-92-1-117039-9</p> <p>Date of publication/release: March 2011</p> <p>Website: www.unece.org/index.php?id=16163</p> <p>This publication addresses a wide range of issues related to the promotion of innovation in the services sectors, as well as policy lessons learned in this area, drawing on the experiences of different countries.</p>
	<p>Enhancing the Innovative Performance of Firms</p> <p>ISBN: 978-92-1-116999-7</p> <p>Date of publication/release: January 2009</p> <p>Website: www.unece.org/index.php?id=2123</p> <p>This publication identifies policy options and instruments available to enhance the innovative capabilities of firms. It is illustrated with examples of practical know-how, hands-on experiences and case studies..</p>
	<p>Policy Options and Instruments for Financing Innovation</p> <p>ISBN: 978-92-1-116998-0</p> <p>Date of publication/release: January 2009</p> <p>Website: www.unece.org/index.php?id=2134</p> <p>This Guide offers practical advice on the different sources of financing available to innovative companies in the early stages of their development. It also presents the various policy options and instruments that can be deployed by the public sector to increase the supply of potentially successful innovative companies and to mobilize private financing to support the development of these companies. It discusses different good practices and institutions that can increase the effectiveness of various agents, both private and public, involved in the financing of innovative enterprises.</p>

Presenting trade data

	<p>Making Data Meaningful. Part 1: A guide to writing stories about numbers</p> <p>Date of publication/release: 2007</p> <p>Languages: English with unofficial translations into Croatian, Japanese and Spanish</p> <p>Website: www.unece.org/stats/documents/writing/</p> <p>The guide is intended as a practical tool to help managers, statisticians and media relations officers to use text, tables, graphics and other information to bring statistics to life using effective writing techniques.</p> <p>Organizations use this publication to communicate statistics on different topics including trade to wider audiences using simple and easy-to-understand language and tools.</p>
	<p>Making Data Meaningful. Part 2: A guide to presenting statistics</p> <p>Date of publication/release: 2009</p> <p>Languages: English with unofficial translations into Croatian, Japanese and Spanish</p> <p>Website: www.unece.org/stats/documents/writing/</p> <p>This publication aims to help readers find the best way to get their message across to non-specialists, using the most suitable set of tools and skills now available from an array of communication methods.</p> <p>Organizations use this publication to communicate statistics on different topics, including trade, to wider audiences using simple and easy-to-understand language and tools.</p>

 <p>UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE</p> <p>Making Data Meaningful Part 3 A guide to communicating with the media</p> <p>UNITED NATIONS</p>	<p>Making Data Meaningful. Part 3: A guide to communicating with the media</p> <p>Date of publication/release: 2010</p> <p>Languages: English with unofficial translations into Croatian, Japanese and Spanish</p> <p>Website: www.unece.org/stats/documents/writing/</p> <p>The publication is intended as a practical tool for managers, statisticians, and communication and media relations officers in statistical organizations, particularly in those organizations that are in the process of developing their communication strategies. This guide aims to help producers of statistics to find the best way to get their message across and to communicate effectively with the media.</p> <p>Organizations use this publication to communicate statistics on different topics, including trade to wider audiences using simple and easy-to-understand language and tools.</p>
 <p>UNECE UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE</p> <p>Making Data Meaningful Part 4 - A Guide to Statistical Literacy</p> <p>UNITED NATIONS</p>	<p>Making Data Meaningful. Part 4: A guide to statistical literacy</p> <p>Date of publication/release: 2013</p> <p>Website: www.unece.org/stats/documents/writing/</p> <p>The Guide covers techniques, current initiatives and best practices to promote statistical literacy among different user groups, such as opinion leaders, decision makers, the education community, businesspersons and the general public.</p> <p>Organizations use this publication to communicate statistics on different topics, including trade, to wider audiences using simple and easy-to-understand language and tools.</p>



The impact of globalization on national accounts

Date of publication/release: 2012

Website:

www.unece.org/fileadmin/DAM/stats/publications/Guide_on_Impact_of_globalization_on_national_accounts_web_.pdf

Globalization is a growing phenomenon that affects the compilation of familiar national accounts indicators and related source statistics. This Guide provides comprehensive guidance for both producers of economic statistics and those who use the data for policy analysis and research. It reviews the many ways in which globalization affects measures of economic activity, highlights areas that increasingly need attention and resources to maintain the quality of national accounts and related statistics, examines the behaviour of multinational enterprises and how this may affect the compilation of national statistics and includes many examples showing how countries have responded to statistical challenges brought by globalization.

This publication reviews the process of production of statistics with globalization in mind. It provides techniques and best examples in the field.



Measuring sustainable development

Date of publication/release: 2009

Web site address:

www.unece.org/fileadmin/DAM/stats/publications/Measuring_sustainable_development.pdf

This publication thoroughly explores the capital approach to measuring sustainable development and compares the indicators that result from this approach with those in already existing indicator sets. In this way, it draws the best from the conceptual work of researchers and the practical work of policy makers and statisticians. It is hoped that this work will provide an impetus for further work on statistics for sustainable development in national statistical offices.

**Dedicated with sincere gratitude to the
thousands of country-nominated experts, the
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