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

Vehicle Regulations
6 SDGs

Road traffic and safety
4 SDGs

Infrastructure
3 SDGs

ATP
4 SDGs

Dangerous Goods
8 SDGs

Border Crossing Facilitation
3 SDGs
Status of accession to UN Transport Conventions under UNECE ITC purview
As of 30 March 2016:
- 58 UN transport legal instruments
- 1712 Contracting Parties
UN Transport Conventions under UNECE ITC purview

Key facts and figures

- 9% of countries are contracting parties to at least 30 UN Transport Conventions
- 24% of countries are not contracting parties to a single UN Transport Convention
- >75% of countries are contracting parties to at least 1 UN Transport Convention
- Luxembourg and The Netherlands are contracting parties to the highest number of UN Transport Conventions
- All UNECE member States have acceded to at least 2 Road Safety Related Convention
- France is the Voluntary Reporting Country on SDGs that has acceded to the most UN Transport Conventions

9% of countries are contracting parties to at least 30 UN Transport Conventions

24% of countries are not contracting parties to a single UN Transport Convention

>75% of countries are contracting parties to at least 1 UN Transport Convention

Luxembourg and The Netherlands are contracting parties to the highest number of UN Transport Conventions

All UNECE member States have acceded to at least 2 Road Safety Related Convention

France is the Voluntary Reporting Country on SDGs that has acceded to the most UN Transport Conventions
Example: The ATP and the SDGs

**Benefits:**

- **8 DECENT WORK AND ECONOMIC GROWTH**
  - The ATP allows for resource efficiency in global consumption.

- **12 RESPONSIBLE CONSUMPTION AND PRODUCTION**
  - The ATP helps maintaining the cold chain and reducing wastage and food losses during transport.

- **14 LIFE BELOW WATER**
  - The ATP contributes for the sustainability of fishing practices.

- **2 ZERO HUNGER**
  - The ATP enables the preservation and safe carriage of agricultural products and the quality of the food available.

---

**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.
Accession to UN Road Safety Conventions under UNECE ITC purview
UN Road Safety Conventions under UNECE ITC purview

Geographical coverage

- Contracting Party to at least one Road Safety Convention
- Not Contracting Party to any Road Safety Convention
UN Road Safety Conventions under UNECE ITC purview

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

Level of accession

Worldwide accession

15% of countries have acceded to >/= 10 UN RS Conventions
9% of countries have acceded to 5 to 9 UN RS Conventions
44% of countries have acceded to 1 to 4 UN RS Conventions
32% of countries have not acceded to any UN RS Conventions

Tunisia is the non UNECE country that has acceded to the most UN Road Safety Conventions (7)
...32% of countries have not acceded to any RS Conventions

Location of countries

- 47% of countries in Africa
- 45% of countries in the Americas
- 32% of countries in Asia
- 18% of countries in the Pacific
- 32% of countries have not acceded to any RS Conventions
  Equivalent to almost 14% of the world’s population
  (approx. 1 billion people)

With the accession of the 3 largest countries in this analysis (Indonesia, Mexico, Ethiopia) the population not covered by any UN RS Conventions would almost halve.
UN Road Safety Conventions under UNECE ITC purview

Voluntary Reporting Countries to the SDGs

29% of countries have acceded to \(\geq\) 10 UN RS Conventions

19% of countries have acceded to 5 to 9 UN RS Conventions

43% of countries have acceded to 1 to 4 UN RS Conventions

9% of countries have not acceded to any UN RS Conventions

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
% 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

% countries with less than 50 fatalities per million inhabitants

% countries with between 50 and 100 fatalities per million inhabitants

% countries with 100 or more fatalities per million inhabitants

UNECE and WHO 2013 data
Accession to **Core UN Road Safety Conventions** under UNECE ITC purview
Finland is the Voluntary Reporting Country to the SDGs that has acceded to all Core Road Safety Conventions.

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

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

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

7 countries are contracting parties to all Core Road Safety Conventions.

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

Key facts and figures:

- Road Traffic, 1968
- Road Signs & Signals, 1968
- Dangerous Goods by Road (ADR), 1957
- Vehicle Regulations, 1958
- Technical Inspection Vehicles, 1997
- Global Vehicles Regulations, 1998
- E Road Network (AGR), 1975
- Work Crews Int. Road Transport (AETR), 1970
51% of countries have not acceded to any Core UN RS Conventions.

**Location of countries**

- **Africa**: 42 countries (76%)
- **Americas**: 26 countries (22%)
- **Pacific**: 18 countries (53%)
- **Asia**: 11 countries

Equivalent to almost 24% of the world’s population (approx. 1.7 billion people).
Border Crossing Facilitation
Border Crossing Facilitation

16 Conventions

International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail
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
Customs Convention on the Temporary Importation of Private Road Vehicles
Customs Convention on the Temporary Importation for Private Use of Aircraft and pleasure boats
Customs Convention on the Temporary Importation of commercial road vehicles
Customs Convention on Containers
Customs Convention concerning Spare Parts Used for Repairing Europe Wagons
Customs Convention on the International Transport of Goods under Cover of TIR Carnets

European Convention on Customs Treatment of Pallets Used in International Transport
Customs Convention on Containers
Customs Convention on the International Transport of Goods under Cover of TIR Carnets
International Convention on the Harmonization of Frontier Controls of Goods
Convention on Customs Treatment of Pool Containers used in International Transport
Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes

Switzerland is the voluntary reporting country on SDGs that has acceded to most conventions on border crossing facilitation
On 5 July 2016 China has deposited its instrument of accession and will become the 70th Party to the TIR Convention on 5 January 2017.

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.
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.

The Harmonization Convention prepares for single windows projects.
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.
**Border Crossing Facilitation**

Better international logistics and supply chain service quality

**Supply Chain Security**

**12. Responsible Consumption and Production**

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.

**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*

**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.

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

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.
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.

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

**UN Agreements**

- 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

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

- Number of TIR Carnets
- Global GDP growth rate

**Years**

- 2004
- 2015

Border Crossing Facilitation

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