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## Economic Commission for Europe

### Inland Transport Committee

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Item 5 of the provisional agenda

#### Assistance to countries with economies in transition

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#### Note by the secretariat

#### Mandate

1. In accordance with its terms of reference (ECE/TRANS/97, annex 2, para. (h)), upon request, the Committee advises and assists the United Nations Economic Commission for Europe (UNECE) member countries particularly those facing major economic changes through workshops, training and other appropriate means on transport matters of specific interest in particular in developing transport systems and infrastructures which are compatible with those of neighbouring parts of the ECE region.

2. In accordance with the programme of work (ECE/TRANS/200, para. 120 and ECE/TRANS/2008/11, programme activity 02.1, sub-item I) this document contains the annual report on operational activities aimed at assisting countries with economies in transition, undertaken for the period January to December 2011.

### I. Supporting the implementation of the Almaty Programme of Action

3. The Almaty Programme of Action (APA), adopted in 2003, aims at establishing a new global framework for developing efficient transit transport systems in landlocked and transit countries for facilitating international transport while improving its safety, security and environmental performance. APA is active in the area of trade and transport facilitation. In total, 57 international agreements and conventions in the field of transport are managed through UNECE and, if promoted, used and properly implemented, these agreements and conventions can assist landlocked and transit countries in overcoming their unique disadvantages.

4. UNECE member States include nine “landlocked developing countries” (LDCs) as classified by the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (OHRLLS). They are: Armenia, Azerbaijan, Kazakhstan, Kyrgyzstan, Republic of Moldova, Tajikistan, the Former Yugoslav Republic of Macedonia, Turkmenistan and Uzbekistan. Six of them are United Nations Special Programme for the Economies of Central Asia (SPECA) member countries.

5. LDCs in the UNECE region continue to face numerous challenges to decrease their economic distance to markets and improve their competitiveness. UNECE has a number of international legal instruments, standards, norms and recommendations which, if promoted, used and properly implemented, can assist landlocked and transit countries in overcoming their special disadvantages.

6. However, UNECE does not only offer a large pool of legal instruments and trade recommendations. UNECE also recognized the significance of APA by undertaking a number of APA-related initiatives.

7. UNECE has supported the development of transport infrastructure at the regional, pan-European level in the context of Trans-European Motorway (TEM) and Trans-European Railway (TER) projects. Jointly with the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), UNECE has promoted the trans-continental harmonization of transport investments in the context of Euro-Asian Transport Linkages (EATL) project. The first phase of the EATL project culminated with the Ministerial Meeting in Geneva in February 2008. Currently, UNECE is implementing a new EATL Phase II initiative. Finally, the United Nations Special Programme for Economies of Central Asia — supported jointly by UNECE and UNESCAP — has an impressive transport and border crossing component.

8. The UNECE has also contributed to the APA by cooperating with other international organizations. Of particular interest is novel cooperation of UNECE with the Organization for Security and Co-operation in Europe (OSCE) to promote transport and border crossing facilitation, particularly in the context of the APA. In this context, the staff of the Transport Division of UNECE recently co-organized and/or significantly participated in OSCE events in Georgia, Kazakhstan, Tajikistan and Ukraine. Currently, the UNECE is working with the OSCE to publish a “Handbook of Best Practices at Borders”.

9. Some current and future UNECE Transport Division initiatives which have (or will) contribute to the implementation of APA are listed below:

- Promote the existing international transport frameworks and related legal instruments to facilitate new accessions to and better monitoring of the implementation of the UNECE legal instruments. In this regard, encourage Kyrgyzstan, Tajikistan and Turkmenistan to accede to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) so that they can build on their participation in the Transport Corridor Europe-Caucasus-Asia (TRACECA) Project on the Development of ATP Equipment Certification Centres.
- Work with Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan accession to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) to increase safety, security and protection of the environment on their territories when dangerous goods are transported, and so they can benefit from the international transport facilitation effect of ADR.

- Promote the use of transport agreements outside of the UNECE region by cooperating with other United Nations Regional Commissions, preparing information materials and organizing seminars.
- Promote transit facilitation in support of landlocked countries, both through the TIR system and multimodal facilitation approaches.
- Organize meetings of Group of Experts on Euro-Asian Transport Links — a forum to ensure monitoring and coordination of activities related to developing efficient, safe and secure Euro-Asian inland transport links. In cooperation with international partners, launch a block train to identify key bottlenecks at railway border crossings.
- Organize meetings of Group of Experts on Euro-Asian Transport Links to prioritize investment projects that are needed for the development of competitive inland transport links between Europe and Asia.
- Publish and disseminate a UNECE report about the methodological basis for the definition of bottlenecks, missing links and quality of service in transport infrastructure networks that includes best practices in infrastructure planning.
- Disseminate and implement recommendations of the recently published UNECE report on hinterland connections of seaports (in particular the integration of hinterland connections into strategic transport development plans and adoption of good border-crossing practices) with the goal of improving connectivity of landlocked developing economies in the Caucasus, Central Asia and South-Eastern Europe.

10. In presentations made by the representatives of SPECA member countries on transport infrastructure and facilitation projects, activities and initiatives at the national level were reported in 2011 as being implemented in line with the Almaty Programme of Action. Such presentations made regularly during the SPECA Project Working Group on Transport and Border Crossing (PWG TBC) annual session are particularly interesting in view of efforts to make SPECA member countries and other stakeholders in the region aware of the activities undertaken for the facilitation of transport in their immediate neighbourhood.

11. In March and June 2011, the TIR secretariat also participated in sessions organized by the OSCE Border Staff Management College, in Dushanbe (Tajikistan).

## **II. Trans-European North-South Motorway and Trans-European Railway projects**

12. The TEM and TER projects, established under the aegis of UNECE by the Governments of the Central, Eastern and South-Eastern European Countries are amongst the most successful UNECE activities on coordinated development and maintenance of transport infrastructure. UNECE, as the Executing Agency of the TEM and TER projects, continued to provide technical and administrative support to the projects.

13. The TEM and TER project's work in the reporting period focused on the completion and publication of the Master Plan revision. The accumulated experience of the TEM and TER projects could be of vital importance for the landlocked developing countries in the region.

14. The objectives of the Master Plan revision were:

- (a) analyse the results of the road and rail infrastructure development in 25 participating countries of Central, Eastern, South-Eastern Europe and the Caucasus in the period 2005–2010;
- (b) describe the existing status of road and rail networks; and
- (c) set out their development programmes until the year 2020.

15. Five years ago, UNECE published the original TEM and TER Projects Master Plan, presenting a reliable and pragmatic short, medium and long-term investment strategy for developing road, rail and combined transport backbone networks in the participating countries. The revised Master Plan proved to be an important step toward improving the transport sector performance in the study region. Many targeted investments — for example, about 45 per cent of the 491 rail and road projects contained in the original Master Plan — have been completed.

16. On the other hand, important political, economic and technological changes took place and new challenges emerged. Four additional countries — Albania, Armenia, Azerbaijan and Montenegro joined the revision process.

17. Slower than expected economic growth in some participating countries unfortunately resulted in a minimized growth of their passenger and freight transport sector. The budgetary constraints in many of the countries limited transport infrastructure development. However, the original Master Plan acknowledged that the range of possible investments would greatly exceed the immediate and foreseeable capacities of national and international bodies to fund all the identified projects. That being said, the original Master Plan did not foresee the global crisis of 2008–2009, the consequences of which further deepened the imbalances between the investment needs and funding sources.

18. The revised Master Plan endeavours to take these recent and expected future developments into account. First, it addresses the modifications of the TEM and TER Master Plan backbone networks identified in 2005. Furthermore, it reflects changes in traffic flows, political changes in the region, needs of new participating countries, desires to harmonize TEM and TER networks with other international transport networks, changed priorities, as well as the need to connect these networks in the best way with important international combined transport routes and with trans-shipment points and nodes. During this work, the identified road and rail missing links listed in the report were also taken into account and the great majority of them have been included in the revised networks.

19. The changes in the backbone network, traffic forecast results, as well as the above additional requirements have been reflected in the new Master Plan list of road and rail projects, comprising 191 rail and 294 road/motorway construction and/or rehabilitation projects with a total cost of approximately 188 billion EUR. The average cost of a project (approximately 388 million EUR) increased almost twofold in comparison with the average project in the original Master Plan. This increase was partly due to inflation, but extensively due to the larger and more demanding construction projects (e.g. high-speed rail lines in some countries) which frequently focus on the densely populated agglomerations. More stringent environmental protection measures also contributed to the increase.

20. Different types of rail and road bottlenecks were subsequently analysed, distinguishing between the condition bottlenecks, i.e. links in poor condition and the capacity bottlenecks, i.e. congested road and rail links in the backbone networks. Both types of bottlenecks are listed in the report and indicated on the corresponding maps. The report also includes detailed considerations on indicated barriers and on border crossings problems in the region, broken down according to their origin (i.e. infrastructure, procedures and staff), which are particularly common on borders between Schengen and non-Schengen countries.

21. In comparison with the original TEM and TER Master Plan of 2005, this report further considers the links between the rail and road backbone networks and between those networks and the other trans-shipment points such as terminals, ferry links and sea, river and lake ports of importance for international combined transport.
22. The original Master Plan did not deal with Intelligent Transport Systems (ITS). ITS applications would improve overall service levels by improving transport management and use of infrastructure. The present report underlines that the wider application of ITS could be increased through integration. ITS integration is also a necessary precondition for interoperability of ITS systems at the European level.
23. Finally, the revised Master Plan focuses on the most important transport impacts on the environment, i.e. carbon dioxide emissions and noise pollution, as well as on road safety and transport security issues. These issues are currently basic elements of the definition of transport service quality — provided there is balance between operational needs and security requirements.
24. The 1<sup>st</sup> TEM and TER Joint Rail and Road/Motorway Follow-up Expert Group Meeting was held on 26 October 2011, in Salzburg (Austria). The group approved the TEM Master Plan Revision monitoring mechanism based on four templates, which will form a critical part of the TEM Master Plan Revision Follow-up Action Plan.
25. The monitoring activities should concentrate in particular on the progress reached in the implementation of the Master Plan Revision infrastructure projects, updating of the Revision traffic data and traffic forecasts, development of the backbone network and on its status. The monitoring mechanism should guarantee the regularity and reliability of the procedure using approved templates as its basic tools. These templates will be submitted regularly to the TEM and TER Project Central Office (PCO) for checking and processing every year. The results of the monitoring activities would be submitted once a year for the consideration of the TEM and TER Steering Committees.
26. During 2011, closer contacts were established with the Ukrainian authorities as a follow-up of the 55<sup>th</sup> session of the TEM Steering Committee held in Suceava, Romania. The IHEEP (International Highway Engineering Exchange Program) 2011 Conference which took place in Winnipeg, Canada and the Conference on Development of Special Transport Infrastructures – Ferries/Seaports held in Baku, Azerbaijan on 20 September 2011, were also two major highlights of the TEM and TER Project Officer's activities.
27. TEM and TER projects have recently incorporated, among their major tasks, activities in support of the development of EATL project. Furthermore, they are undertaking specific actions to ensure closer cooperation and share their experiences with other countries further east, including Caucasus and Central Asian landlocked developing countries.

### **III. Activities under regional and sub regional programmes**

28. The main capacity building activities in transport, within the ECE Region, are focused on providing advisory services, strategic guidance and administrative support for technical cooperation projects designed to develop coherent pan-European transport networks and Euro-Asian transport links; strengthening national legal and regulatory frameworks on road safety; projects, workshops, seminars and training courses aimed at assisting countries in acceding to and implementing UNECE legal instruments, norms and standards, transferring know-how and sharing best practices, as well as implementing global commitments in transport; provision of support to transport initiatives and projects

carried out by sub regional groupings in particular, in the framework of SPECA, the Black Sea Economic Cooperation Organization (BSEC), the Central European Initiative, etc.

29. For these purposes, UNECE also works in close cooperation with the other four regional commissions of the United Nations, namely UNESCAP, the Economic Commission for Latin America and the Caribbean (UNECLAC), the Economic Commission for Africa (UNECA) and the Economic and Social Commission for Western Asia (UNESCWA).

## **A. Special Programme for the Economies of Central Asia**

30. The UNECE Transport Division, together with the UNESCAP, are among the main supporters of activities of the Working Group on Transport and Border Crossing Facilitation of SPECA, established in 1998 within the framework of the SPECA Tashkent Declaration, to offer technical support and backstopping. All countries involved in this activity are landlocked developing countries.

31. The sixteenth session of the SPECA Project Working Group on Transport and Border Crossing Facilitation held in Almaty (Kazakhstan) on 20 and 21 April 2011 was attended by all SPECA countries, except one. During the meeting, participants were informed of the progress made in the implementation of the project on the development of Euro-Asian transport linkages. They took note of the expert group meetings organized under the framework of the EATL Project in the second half of 2010 in Istanbul, Turkey, and Turkmenbashi, Turkmenistan, and encouraged SPECA member States to actively participate in the project.

32. The Project Working Group (PWG) reaffirmed the importance of the international legal instruments and invited SPECA countries to intensify their efforts to accede to and effectively implement the conventions. In this respect, the PWG encourages SPECA member countries who are not yet parties to the ADR and the ATP, to do so as soon as possible. It highlighted the need to identify any outstanding issues related to the accession to and implementation of the conventions, and requested UNECE and UNESCAP secretariats to provide assistance in assessing the implications of transport-related international legal instruments, when possible.

33. Highlighting the importance of the effective cooperation and coordination among all relevant stakeholders in the public and private sector for the formulation and implementation of international transport facilitation measures, the PWG noted the current status/progress of SPECA member States in establishing/strengthening national coordination mechanisms for trade and transport facilitation, and noted the availability of the UNECE and UNESCAP funds for workshops and advisory services at the request of member countries.

34. The PWG noted, with satisfaction, the tangible results achieved by the United Nations Development Account (UNDA) project Improving Global Road Safety: setting regional and national road traffic casualty reduction targets, jointly undertaken by five UN Regional commissions, and invited SPECA countries to take actions to respond to the decade of action for road safety and embrace the UN work undertaken at global and regional levels.

35. The PWG noted the progress achieved in the development of the common International Convention concerning the Carriage of Goods by Rail/Agreement on International Railway Freight Communications (CIM/SMGS) consignment note, and encouraged SPECA countries to consider actively participating in the project to contribute to the creation of the unified rail transport law and promoting facilitation of railway

transportation, in particular through an effective participation in the Group of Experts which met in Geneva.

36. The PWG adopted its programme of work for the biennium 2012–2013.

37. The UNECE Transport Division participated at the 2011 SPECA Economic Forum and at the Sixth session of the SPECA Governing Council, which coincided with the 20<sup>th</sup> anniversary of the independence of SPECA countries. Opened by Mr. Annamuhmet Gochiyev, Deputy Prime Minister and Minister for Foreign Affairs of Turkmenistan, Mr. Jan Kubis, UNECE Executive Secretary and Mr. Shun-ichi Murata, UNESCAP Deputy Executive Secretary, the forum offered the opportunity to take stock of the economic and social progress achieved during these two decades. It discussed the successes and challenges of regional economic cooperation and integration in Central Asia and made recommendations on the way forward. The UNECE Transport Division delivered a key note speech on *transport as a key for competitiveness and integration among LLDC of Central Asia*, providing information on the importance of transport, the main transport challenges in Central Asian and the UNECE contribution to address these issues, focusing on transport infrastructure and transport and transit facilitation, as well as road safety. The address noted the need for higher investments in transport infrastructure, enhanced cross-border cooperation and more attention to road safety concerns, and urged SPECA countries to facilitate transit by reducing non-physical obstacles to transport and invited them to become Contracting Parties to sixteen major ECE legal instruments. The sixth session of the SPECA Governing Council discussed the progress of the SPECA Project Working Groups on Water and Energy Resources, Transport and Border Crossing, Trade, Statistics, Knowledge-based Development and Gender and Economy and adopted the SPECA Work Plan for 2012-2013 and a list of projects. The SPECA Governing Council accepted the request of the Kazakhstan delegation to include the road safety issues in the programme of work of the SPECA PWG TBC and that of Tajikistan to include the issue of international transport of oversized and overweight shipments.

38. To solve the problems encountered in collecting transport statistics in some member countries, particularly SPECA countries, a follow-up seminar to the workshop held in 2010 in Almaty (Kazakhstan) was held in the afternoon of the second day of meeting of the PWG TBC. The first workshop was an opportunity for transport statisticians from Kazakhstan, Kyrgyzstan and Uzbekistan to become more familiar with the online UNECE tools for gathering transport statistics. The second workshop, organized with the help of EUROSTAT, focused especially on using the Common Questionnaire and obtaining the Central Asian countries' replies to UNECE yearly statistical surveys in a timely fashion. On 21 April 2011, SPECA PWG TBC representatives of Afghanistan, Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan and Turkmenistan were informed of the concrete outcome of the first workshop and the further steps to be implemented on a national level, particularly the urgent need of national focal points on this topic.

39. To raise awareness about the importance and usefulness of transport statistics among SPECA countries, another capacity building event was held, by the Vice Minister of Transport of Azerbaijan in Baku on 9 December, 2011. This workshop held in cooperation with Organisation for Economic Co-operation and Development/International Transport Forum (OECD/ITF), was an opportunity to extend technical assistance activities in the field of transport statistics to Commonwealth of Independent States (CIS) countries.

## **B. United Nations Development Account Project (7th tranche)**

40. The UNECE Transport Division, together with the other UN Regional Commissions, initiated a new project to enhance international cooperation and planning

towards sustainable transport policies that facilitate climate change mitigation. The project is funded by UNDA for three years, from January 2011 to December 2013.

41. The project aims to develop an information and analysis modelling tool based on a uniform methodology for the evaluation of the emissions of carbon dioxide (CO<sub>2</sub>). This tool focuses on the inland transport sector (road, rail and inland waterways), while CO<sub>2</sub> emissions caused by international aviation and maritime transport are excluded from its scope. The tool is called “For Future Inland Transport Systems”, or ForFITS, since it is meant to pave the way for the future.

42. In order to define the requirements and features of the ForFITS tool, a wide range of models and tools used for inventory and impact assessment studies have been reviewed. The suitability of their underlying methodology and data for the development of ForFITS has been assessed.

43. The following transport data will be required as input to ForFITS for the calculation of CO<sub>2</sub> emissions:

- Vehicle stock, which is required by vehicle type, fuel type, weight, engine size, age, emission standard, etc.;
- Transport activity, which may be defined in terms of vehicle-kilometres (vkm), passenger-kilometres (pkm) or tonne-kilometres (tkm), and is again required by vehicle type, fuel type, etc.;
- Vehicle occupancy levels and loading factors;
- Real-world energy consumption;
- Taxation and registrations costs; and
- Maintenance and repair costs.

Several data sources can be used to obtain the above data for the various countries/regions:

- National data offices and institutions;
- International data offices and institutions;
- Industry statistics;
- Transport federations, committees, associations and agencies;
- National experts; and
- Research projects, literature and key investigators dealing with data collection

More information is available at: [www.unece.org./trans/theme\\_forfits.html](http://www.unece.org./trans/theme_forfits.html)

44. The current status of the project implementation includes the finalization of the concept document, the Global Status Report and the annual progress report. The project team agreed to hold the International Expert Meeting on 24 April 2012, in the presence of the Regional Commissions, the national focal points nominated by the replies to the questionnaire, International Organizations and academia.

### **C. United Nations Development Account Project (8th tranche)**

45. Under the 8th tranche of the UNDA Project (2012–2013), a new project will be implemented. The objective of the project is to strengthen the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, by means of increased exchange of secure electronic information between Customs administrations. Simultaneously, the project will further secure the supply chain and the



government revenues related to the international transport of goods. Ultimately, this project will contribute to increasing the cooperation between Customs administrations and promote the use of international standard electronic messages, in particular, for transit operations.

46. On the basis of existing international standards on transit related information, such as those used and defined in the framework of the eTIR project, the project will deliver a Customs-to-Customs (C2C) exchange platform. Select pilot countries will then be provided with technical assistance in the form of workshops and technical assistance contracts in order to connect their Information and Communication Technologies (ICT) systems with the newly developed platform. The cross-border electronic exchange of transit related Customs information will not only streamline border crossing procedures but also improve risk assessment. The increased use of standards for electronic declarations will also greatly facilitate the work of transport operators.

47. Expert groups, workshops and a seminar throughout the project will ensure the exchange of best practices, capacity building and, at the end, the dissemination of the project results. The pilot countries will serve as examples and their experience will encourage additional countries to link up to the C2C exchange platform with the intention to fully computerize transit operations globally.

48. The proposal is consistent with the scope and priorities of the strategic frameworks for 2012-2013 of relevant sub programmes of UNECE, UNESCAP, UNECA, UNESCWA and UNECLAC and is directly linked to the Internationally Agreed Development Goals (IADGs), including the Millennium Development Goals (MDGs) and Development Agenda. The project builds on the experience of the UNECE Working Party on Customs Questions affecting Transport (WP.30) and, in particular, eight years of work of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1).

## **IV. Cooperation with other organizations**

### **A. Organization for Security and Co-operation in Europe**

49. Cooperation with the OSCE is undertaken in accordance with the 2004 memorandum of understanding. In the transport field, cooperation continues in the area of international transport and border crossing facilitation, as well as through reviews of the implementation of OSCE commitments, promotion of accession to and more effective implementation of UNECE legal instruments, such as the “Harmonization Convention” or TIR.

50. The UNECE and OSCE working relationship is particularly close in the area of international transport. In 2011, the UNECE Transport Division took active part in the process leading to the annual OSCE Economic and Environmental Forum. The 19th Forum was conducted under the 2011 Lithuanian Chairmanship under the theme “Promotion of common actions and co-operation in the OSCE area in the fields of development of sustainable energy and transport”. This event was timely and closely related to the ongoing work of the UNECE Transport Division. As a result, it offered an excellent opportunity to strengthen UNECE-OSCE cooperation in the area of sustainable inland transport. The UNECE Transport Division also continued to support the OSCE Border Management Staff College in Dushanbe. The College provides training programs to high level customs, border and transport officials. In 2011, UNECE trainers travelled to Dushanbe to deliver periodic courses on customs, trade and transport facilitation to participants mostly from CIS countries and Afghanistan.

51. OSCE provides the political support needed to implement UNECE regulations and projects and the synergy developed between both organisations over the past years proved beneficial to all member countries. In his own report to the Inland Transport Committee, the OSCE representative will provide additional examples of this fruitful cooperation.

## **B. Organization of the Black Sea Economic Cooperation**

52. Cooperation with the BSEC is promoted in accordance with the cooperative agreement between the two organizations, signed in 2001. UNECE has assisted in the process harmonizing national transport legislation of BSEC member States. Furthermore, UNECE contributed to the coordinated development of transport infrastructure in the BSEC region through the elaboration of the TEM and TER Master Plan, as well as through the development of the EATL project, including through the BSEC region.

53. UNECE participated at the BSEC Working Group on Transport and the Meeting of BSEC Ministers of Transport, held in Moscow from 19 to 21 October 2011, providing information on the results of ongoing UNECE activities of interest to BSEC member States, including the EATL Project Phase II, the Revision of the TEM and TER Master Plans, and the implementation of the digital tachograph and emphasising the important conclusions and recommendations of the UNECE-BSEC Road Safety Conference of Ioannina, Greece, and the “Ioannina Declaration”.

54. UNECE also participated at the BSEC Working Group on Transport, held in Istanbul, on 13–14 April 2011, during which United Nations activities within the Decade of Action for Road Safety were discussed. Following the “Ioannina Declaration” the BSEC Working Group on Transport endorsed UNECE’s proposal to BSEC member States to proceed with an assessment of their readiness for the implementation of the Plan for the Decade at the national level in accordance with a questionnaire developed by UNECE. The questionnaire was sent to all BSEC member States and replies are already being received by the UNECE secretariat.

## **C. Economic Cooperation Organization**

55. UNECE, the Economic Cooperation Organization (ECO) and the Islamic Development Bank (IDB) signed a Memorandum of Understanding (MoU) in Geneva on 30 March 2011, on the occasion of the sixty-fourth session of the Commission.

56. Through this MoU, the three organizations wish to strengthen their cooperation in the transport sector. This is a crucial sector to further promote regional cooperation and contribute to economic development and social progress in the respective member countries, many of which constitute an important crossroad for corridors connecting Europe and Asia. This MOU will complement those signed between ECO and UNECE in June 2003 and between ECO and IDB in July 1993. In addition, the MoU will support the United Nations General Assembly Resolution on cooperation between ECO and the United Nations.

57. The cooperation is guided by the following general principles:

- Long-term approaches to inclusive and sustainable development;
- Full stakeholder participation; and
- Results-oriented development policies and programs.

To ensure efficient and timely progress in carrying out planned activities, the three organizations will conduct joint mid-term reviews of the implementation of the MoU and consider further activities

58. In order to further promote the development of an internationally integrated intermodal transport and logistics system for members countries, the three organizations plan to work together on the further development of the East-West and North-South corridors connecting Asia and Europe as well as on strengthening the implementation of the international transport conventions and agreements, particularly those mentioned in the ECO Transit Transport Framework Agreement (TTFA).

## **V. Fund-raising for operational activities in transport**

59. In 2011, the UNECE secretariat continued the development of the Russian-funded project on developing Europe-Asian transport links (EATL Phase II). The Government of Kazakhstan granted 20,000 US dollars in November 2010 to develop SPECA activities in the field of transport in 2011.

60. Secondment programmes were pursued during 2011. The Government of Germany sponsored the post of an Associate Expert in ITS. It offered the opportunity for further in-depth studies related to ITS and vehicle regulations, and facilitated the preparation of the ITC policy segment of 2012 on Transport and ITS. A Spanish University and Spanish technical services also contributed by providing two trainees to work on technical regulations of vehicles.

61. Except for organizing and servicing intergovernmental meetings, and publishing and disseminating the technical regulations, standards or recommendations issued by these bodies, the UNECE Transport Division possesses very limited resources for carrying out projects that could be qualified as technology transfer, technical cooperation or capacity-building projects. Nevertheless, the UNECE Transport Division regularly provides technical and legal advice to Governments seeking information on the interpretation of these regulations, standards and recommendations, and facilitates contact between governments which seek assistance and those which can provide such assistance.

62. Technical cooperation and capacity building activities require increased travel by the secretariat. There is a growing demand on the secretariat staff to travel outside the ECE region, as the legal instruments become more and more global. Moreover, there is a growing need for consultations and technical assistance beyond the region. A workshop on dangerous goods transport held in Delhi in April 2011 and a conference on the same subject held in Cairo in October 2012, as well as regional seminars in Latin America proved the worldwide interest of some of our regulations. New automotive centres in Asia and Latin America are considering adhering to vehicle regulations. Workshops and meetings were already held in these regions in 2011.

63. The UNECE Transport Division promotes participation in the activities of its Working Groups and Committees and the implementation of their recommendations and regulations. It cooperates with organizations or Governments which possess resources for capacity-building activities in these areas (such as the European Union, other regional commissions, United Nations Institute for Training and Research (UNITAR), etc) by providing advice and expertise and training material for such activities, when possible.

64. The help of donor countries would be most welcome at a time of global economic crisis and restrictions in budgets to ensure the development of technical assistance activities. In the present context, fund-raising will be one of the main challenges to sustain the wide range of transport topics of common interest for all UNECE member countries.