



UNITED NATIONS  
ECONOMIC COMMISSION FOR EUROPE

**UNECE conventions and agreements on transport  
infrastructure networks, road safety, road transport  
contract and transport of dangerous goods**

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**Workshop 'Enhancing National Capacity for the Facilitation of Interregional Transport along  
the Euro-Asian Transport Links'  
(6-7 November 2007, Chisinau, Moldova)**

# Facilitating international transport: the UNECE process

- UNECE facilitates international transport since 1947
- Harmonized regulations, updated by specialized intergovernmental bodies, with participation of NGOs
- Some 6,000 government officials and independent experts attend each year the meetings organized by the UNECE Transport Division in Geneva
- Last year 600 participants in capacity-building workshops for EECCA & SEE experts

# Facilitating international transport: the outcomes

- Results of the UNECE process include 56 transport agreements and conventions
- Governed by well-established UN legal procedures
- Most agreements and conventions open to all UN members
- EECCA countries account for over 20% of accessions over the last 5 years

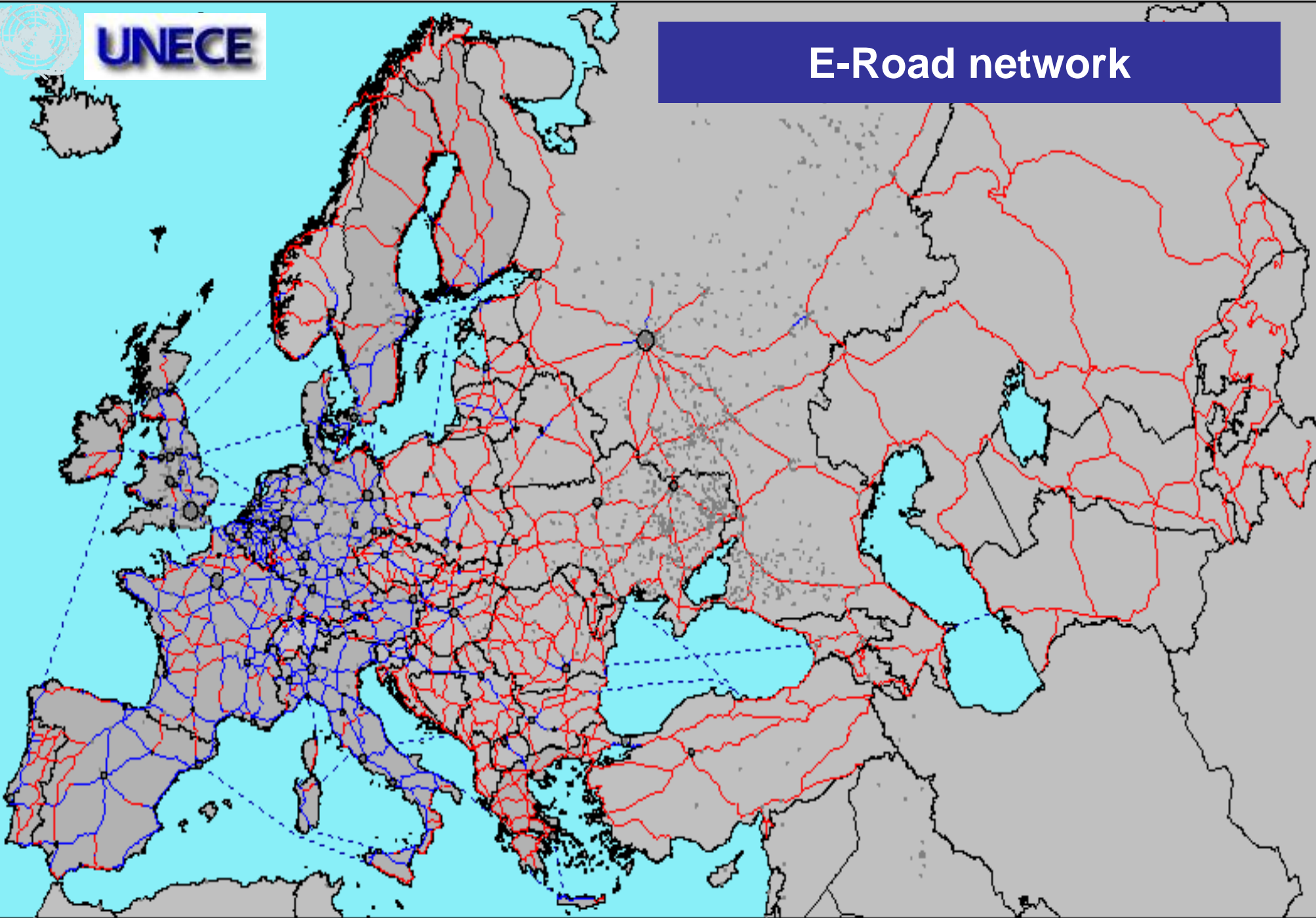
## Main areas of UNECE transport facilitation

- *Infrastructure* (**AGR, AGC, AGN, AGTC**)
- *Road transport regulations* (**2 Vienna conventions, 2 supplementary European Agreements, AETR**)
- *Vehicle construction* (1958 and 1988 vehicle regulations)
- *Border-crossing facilitation* (**CMR, TIR, Harmonized frontier controls, 3 conventions on temp. import rules, ...**)
- *Dangerous and special goods* (**ADN, ADR, ATP**)
- 11 instruments selected (**bold type**)

# 1. The E road network agreement (AGR), 1975

- Minimum infrastructure standards for E roads in 37 countries, incl. Moldova and 7 other EECCA countries
- A numbering system for E roads
- The E road network extends to the Caucasus and Central Asia up to the Chinese border
- Density and quality of E roads and motorways uneven

# E-Road network



## 2. The E rail network agreement (AGC), 1985

- Minimum infrastructure standards for E railway lines in 27 countries, incl. Moldova and 3 EECCA countries in Eastern Europe
- A numbering system for E rail lines
- Extend from Western Europe to the Caucasus and Central Asia up to the Chinese border
- Density and quality of E rail lines uneven

### 3. The E combined transport network agreement (AGTC), 1991

- Minimum infrastructure standards for E combined road/rail services in 30 countries, incl. Moldova and 5 other EECCA countries
- Identifies relevant terminals, border-crossing points, ferry links and other installations
- Extends to the Caucasus and Central Asia up to the Chinese border
- Density and quality of the AGTC network lines and facilities uneven





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**Inventory of Standards**

## AGC - AGTC

[European Agreement on Main International Railway Lines \(AGC\)](#)

[Accord européen sur les grandes lignes internationales de chemin de fer \(AGC\)](#)

[European Agreement on Important International Combined Transport Lines and Related Installations \(AGTC\)](#)

[Accord européen sur les grandes lignes de transport international combiné et les installations connexes \(AGTC\)](#)

### **Electronic Inventory of standards and parameters of the AGC and AGTC Agreements**

### **Inventaire électronique des normes et paramètres dans les accords AGC et AGTC**

[Map of AGC and AGTC networks](#) 

[Carte des réseaux AGC et AGTC](#) 

**The inventory provides information on the performance of the pan-European rail (AGC) and combined transport (AGTC) networks and shows the degree of compliance with the infrastructure standards stipulated in the AGC and AGTC Agreements.**

**L'inventaire fournit des informations sur l'exploitation des réseaux ferroviaires et de transport combiné pan-européens contenus dans les accords AGC et AGTC et montre le degré de conformité avec les normes d'infrastructure définies dans les accords AGC et AGTC.**

Use the form below to build a report on existing infrastructure standards for a chosen railway or combined transport line. Any number of available parameters can be included in the report.

Utiliser le formulaire ci-dessous pour établir un rapport sur les normes d'infrastructure pour une ligne de chemin de fer ou de transport combiné donné. Le nombre de paramètres disponibles pouvant être introduits dans le rapport n'est pas limité.

**1. Choose a railway or combined transport line (refer to the above map)**

The chart below presents existing standards and parameters for your chosen railway or combined transport line. Details of the AGC/AGTC targets for each parameter can be accessed by clicking on the palette icon. To generate a bar chart, simply click on the icon to generate the bar chart.

**Railway Line: C-E 20**

Country	Section of Line	Number of tracks	Loading gauge	Minimum distance between track centres	Nominal minimum speed	Authorized mass per axle - Locomotives	Authorized mass per axle - Rail cars and rail motor sets	Authorized mass per axle - Carriages	Authorized mass per axle - Wagons	Authorized mass per linear metre	Maximum gradient	Minimum platform length principle station
Belgium	(Dover -) Oostende - Bruxelles - Liège (- Aachen)	2	3	3.5	140	22.5	19	19	22.5	8	33	
Germany	(Liège -) Aachen - Stolberg	2	-	3.5	160	22.5	22.5	22.5	22.5	8	27	
Germany	Stolberg - Köln - Duisbourg - Dortmund - Hannover - Helmstedt	2	-	3.5	160	22.5	22.5	22.5	22.5	8	12	
Germany	Helmstedt - Berlin (Seddin) - Frankfurt (O) (- Kunowice)	2	-	3.5	160	22.5	22.5	22.5	22.5	8	10	
Poland	(Frankfurt/O -) Rzepin	2	3	3.96	120	22.5	17	16	20	8	9.4	
Poland	Rzepin - Poznan	2	3	3.98	120	22.5	17	16	20	8	7.4	
Poland	Poznan - Lowicz	2	3	3.98	140	22.5	17	16	20	8	10.5	
Poland	Lowicz - Warszawa	2	3	3.75	130	22.5	17	16	20	7.2	17.4	
Poland	Warszawa - Luków	2	3	3.7	120	22.5	17	16	20	7.2	12	
Poland	Luków - Terespol (- Brest)	2	3	3.96	120	22.5	17	16	20	7.2	6.1	
Poland	Lowicz - Skierniewice	2	3	4	100	22.5	17	16	20	7.2	3.6	
Poland	Skierniewice - Pilawa	2	3	3.9	70	22	17	16	20	7.2	6.3	
Poland	Pilawa - Luków	2	3	3.72	70	22	17	16	20	7.2	7	
Belarus	(Terespol -) Brest - Minsk - Orsha (- Krasnoye)	2	2	4	90	22.5	17	16	20	8	35	
Russian Federation	(Orsha -) Krasnoye - Smolensk - Moskva - Nizhniy Novgorod	2	-	4.1	90	23	16	16	22	5.4	6	
Russian Federation	Nizhniy Novgorod - Ekaterinburg	2	-	4.1	90	23	16	16	22	5.4	6	
Russian Federation	Ekaterinburg - Tyumen - Omsk	2	-	4.1	90	23	16	16	22	5.4	6	
Russian Federation	Ekaterinburg - Tyumen - Kurgan - Petukhovo (- Mamlyutka - Petropavlovsk - Kara - Guga -) Isilkul - Omsk	2	-	4.1	90	23	16	16	22	5.4	6	
Russian Federation	Omsk - Novosibirsk - Krasnoyarsk - Tayshet - Irkutsk - Ulan - Ude	2	-	4.1	90	23	16	16	22	5.4	6	
Russian Federation	Ulan - Ude - Zaudinsky	2	-	4.1	90	23	16	16	22	5.4	6	
Russian Federation	Ulan - Ude - Naushki (- Sukhe-Bator)	2	-	4.1	90	23	16	16	22	5.4	6	

## 4. The E inland water network agreement (AGN), 1996

- Ratified by 13 UNECE countries (incl. Moldova and Russia), AGN aims to develop a coherent network of IWW
- Identifies relevant routes, E ports, technical and operational parameters
- Extends from Western and Central Europe to Southeast and Eastern Europe
- Density and parameters of the AGN waterways and ports uneven

**LEGEND LÉGENDE УСЛОВНЫЕ ОБОЗНАЧЕНИЯ**

Main waterways  
Voies navigables principales  
Основные водные иути

E 10

Branches  
Branches  
Ответвления

E 61-66

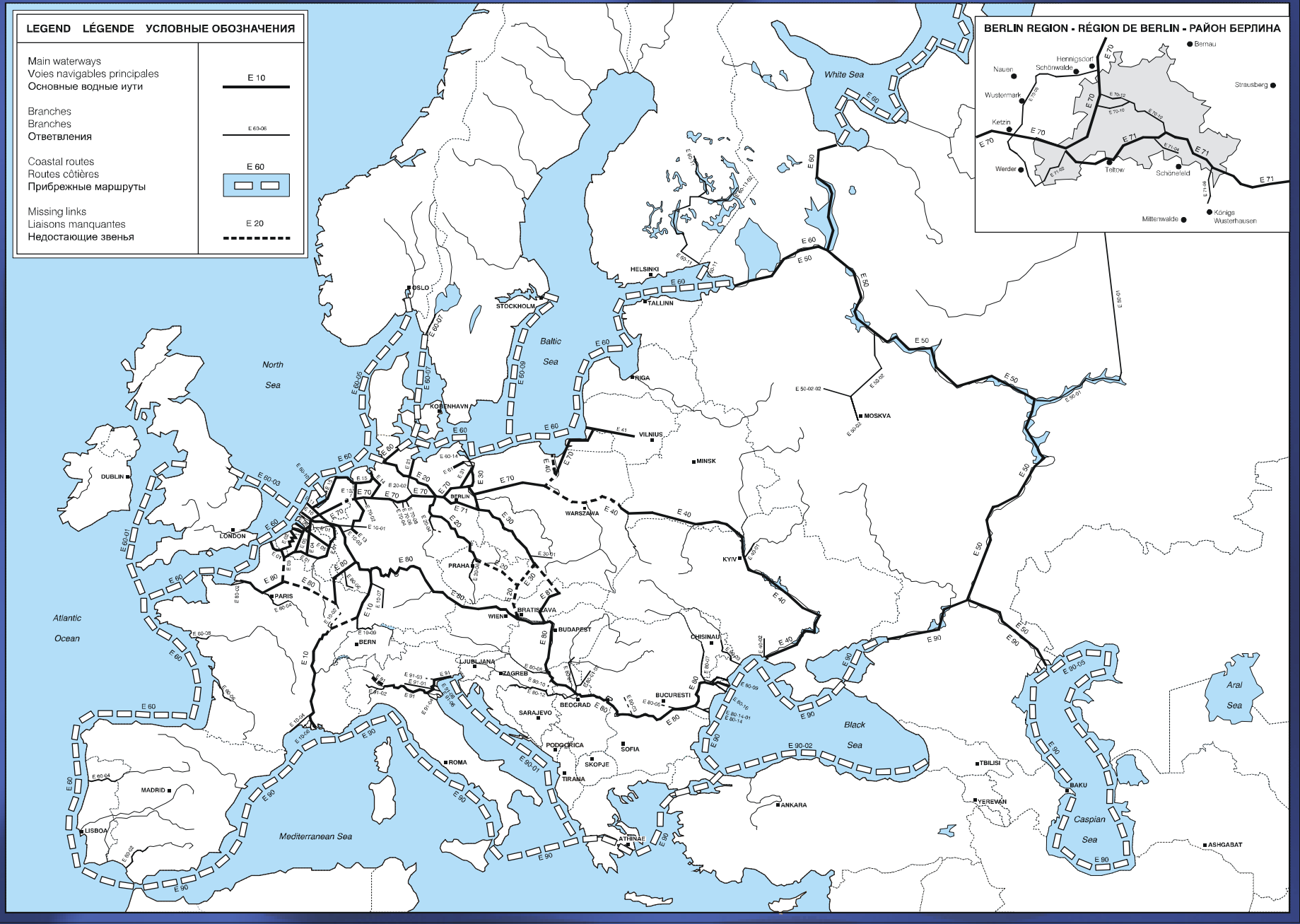
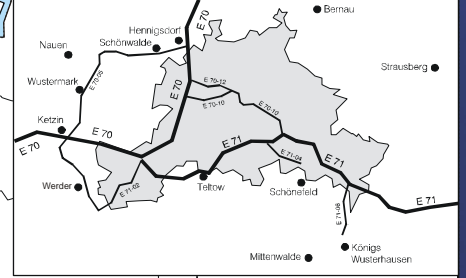
Coastal routes  
Routes côtières  
Прибрежные маршруты

E 60

Missing links  
Liaisons manquantes  
Недостающие звенья

E 20

**BERLIN REGION - RÉGION DE BERLIN - РАЙОН БЕРЛИНА**



## 5. The Vienna Convention on Road Traffic (1968)

- Facilitates international road traffic in 67 countries, incl. all EECCA states
- And enhances road safety
- Through uniform rules for drivers and other road users
- And for road vehicles

## A Systems Approach to Road Safety

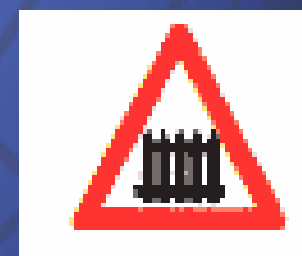
- Firstly, the driver and perhaps the most difficult to influence (behavioural rules)
- Secondly, the vehicle (registration, technical and inspection requirements)
- Finally, the infrastructure (road signs and markings, traffic light signals)

## 6. The Convention on Road Signs and Signals (1968)

- Improves road safety: over 200 internationally agreed road signs & signals in 56 countries, incl. 9 EECCA states but not Moldova
- 3 categories of signs: danger warning, regulatory, informative
- Norms concerning shapes, dimensions, colours
- Norms for traffic lights, road markings, road works and level-crossings signs

# DANGER WARNING SIGNS

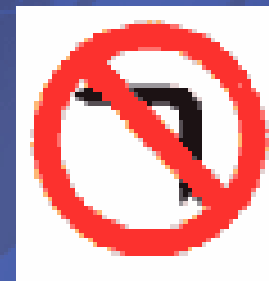
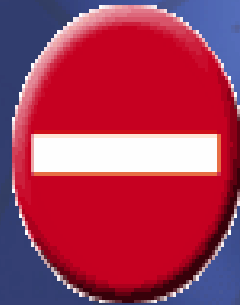
equilateral triangle, ground white or yellow, border red





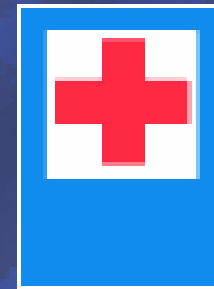
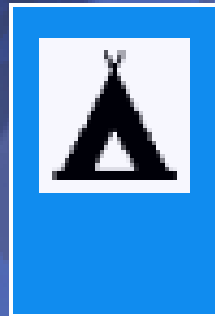
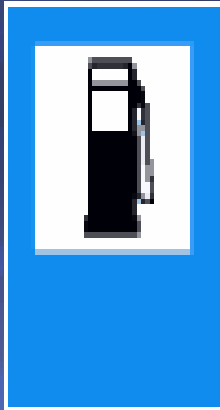
# REGULATORY SIGNS

circular, white or yellow background with a red border



# INFORMATIVE SIGNS

rectangular, blue or green background, bearing a white or yellow rectangle with sign



## Recent Amendments (28 March 2006)

- New measures to enhance the safety and mobility of cyclists
- Use of handheld mobile phones prohibited while driving
- Improved visibility and legibility of signs
- Greater harmonization of domestic driving permits

## 7-8. Supplementary European Agreements (1971)

- Stricter road safety and vehicle registration norms
- E.g. maximum alcohol level in blood 0.5 mg per litre (since 28 March 2006)
- Supplementary agreement on road traffic adopted by 31 UNECE member states, incl. Moldova and 3 EECCA countries in Eastern Europe
- Supplementary agreement on road signs and signals adopted by 29 UNECE member states, incl. 4 EECCA countries but not Moldova

## 9. Convention on the Contract for the International Carriage of Goods by Road (CMR), 1956

- Ratified by 51 countries to date, incl. Moldova and 5 other EECCA states
- Uniform waybill for international road shipments
- Fixes carrier's liability (loss of goods, delays)
- E-consignment note (Protocol could be signed in 2008)

## Benefits

- Simplifies border-crossing formalities
- Simplifies liability issues
- Fair competition between carriers
- Lower transport costs, including insurance

## 10. Agreement on the Carriage of Dangerous Goods by Road (ADR), 1957

- Ratified by 42 countries, incl. Moldova and 6 other EECCA states
- Assures safe transport of dangerous cargoes by road
- Uniform rules for vehicle equipment and signs
- Also uniform operator training rules

## Benefits

- High level of safety and security
- Mutual recognition of certificates
- Facilitates transport and trade of dangerous goods
- Harmonization with other transport mode regulations (air, rail, maritime and inland waterway transport)



## 11. Agreement on the Carriage of Dangerous Goods by Inland Waterways (ADN), 2000

- Ratified by 6 countries– Moldova signed but did not ratify
- In force one year after 7<sup>th</sup> ratification (probably 2008)
- Aims to assure safe transport of dangerous cargoes on inland waterways
- Uniform rules for vessel equipment and signs
- Also uniform procedures (inspections, training)
- Regulations updated every 2 years

## Conclusions

- Moldova a CP to 8 out of the 11 UNECE transport agreements and conventions reviewed
- The country could benefit from acceding to the 1968 Vienna Convention on Road Signs & Signals, the supplementary 1971 European Agreement and ADN
- Effective implementation is key
- A trade and transport facilitation mechanism could improve and monitor implementation
- Involvement of both public and private sectors desirable



**Thank you for your attention!**

Detailed information (incl. English, French and Russian versions of international transport agreements and conventions) is available on the UNECE Transport Division website:

[www.unece.org/trans](http://www.unece.org/trans)