



UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE



**Accession to and implementation of
UNECE legal instruments in the field
of transport at the EATL and
national levels:
Achievements and challenges**

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Non-physical obstacles to EATL

- EATL project identified and analysed non-physical obstacles
- Preliminary results available in joint study
<www.unece.org/trans/main/eatl/in_house_study.pdf>
- Focus on key UNECE transport-facilitating legal instruments
- Recommended by SPECA PWG-TBC

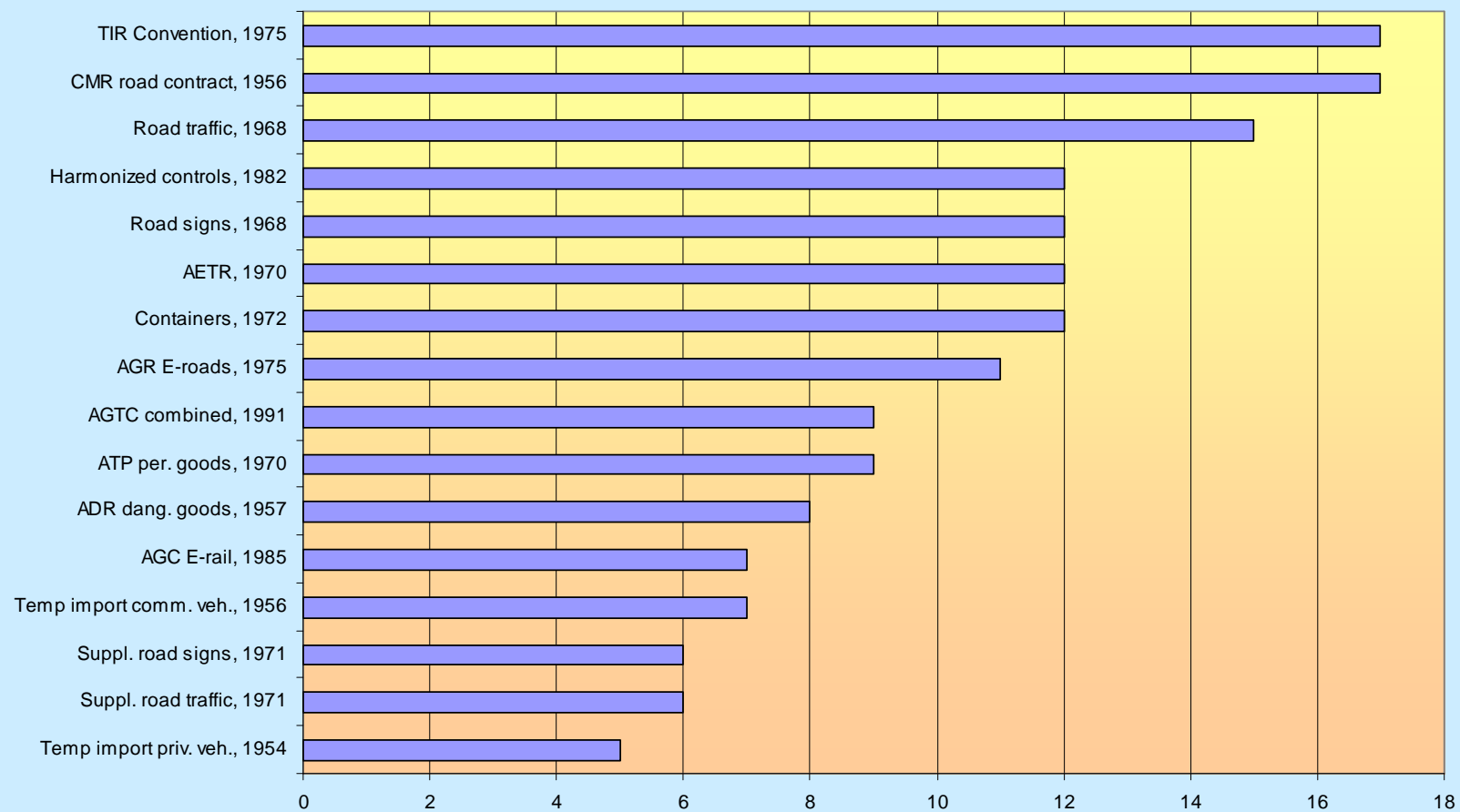


Key Legal Instruments

- *Infrastructure* (AGR, AGC, AGTC)
- *Road transport regulations* (2 Vienna conventions, 2 supplementary European Agreements, AETR)
- *Border-crossing facilitation* (CMR, TIR, Harmonization of frontier controls, 3 conventions on temporary import rules)
- *Dangerous and special goods* (ADR, ATP)

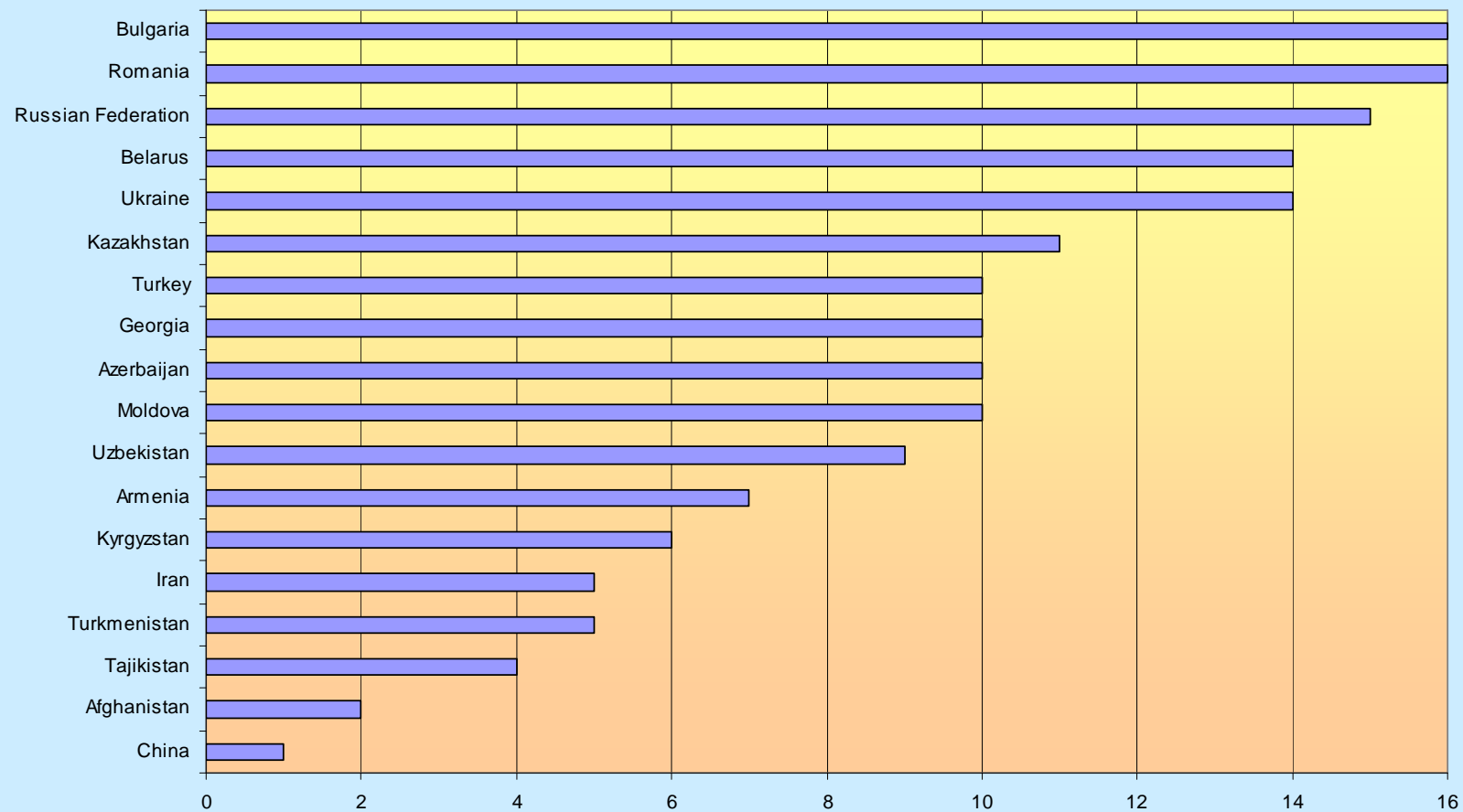


Acceptance by legal instrument





Acceptance by country





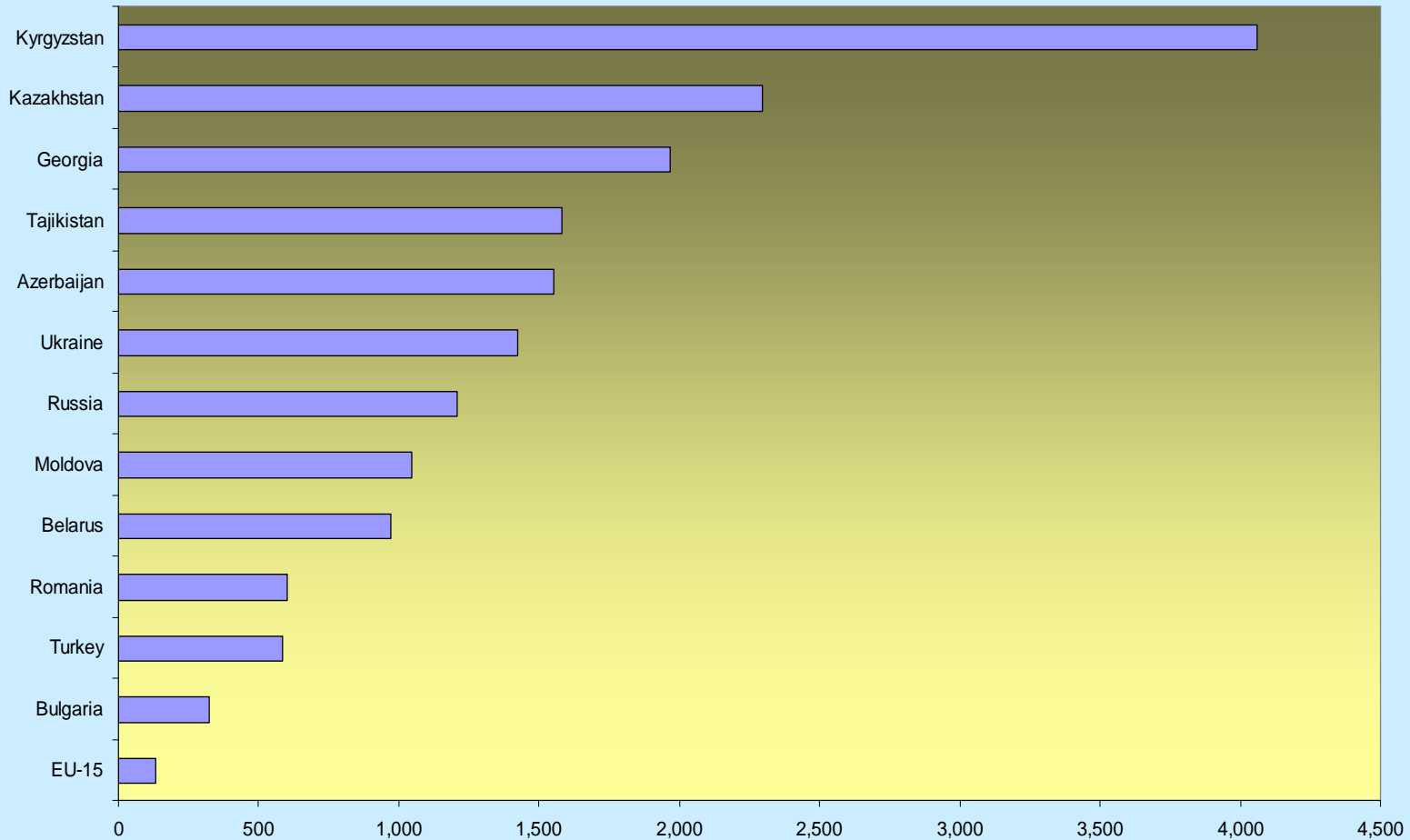
Remaining challenges

Wider acceptance, better implementation

- More accessions desirable
- Ukraine still has to adopt CMR and 2 conventions on temporary importation of road vehicles
- Effective implementation is key
- ‘Goodness’ of implementation can’t be measured directly
- But indicated by observed outcomes
- Example: road traffic safety
- Example: border-crossing facilitation



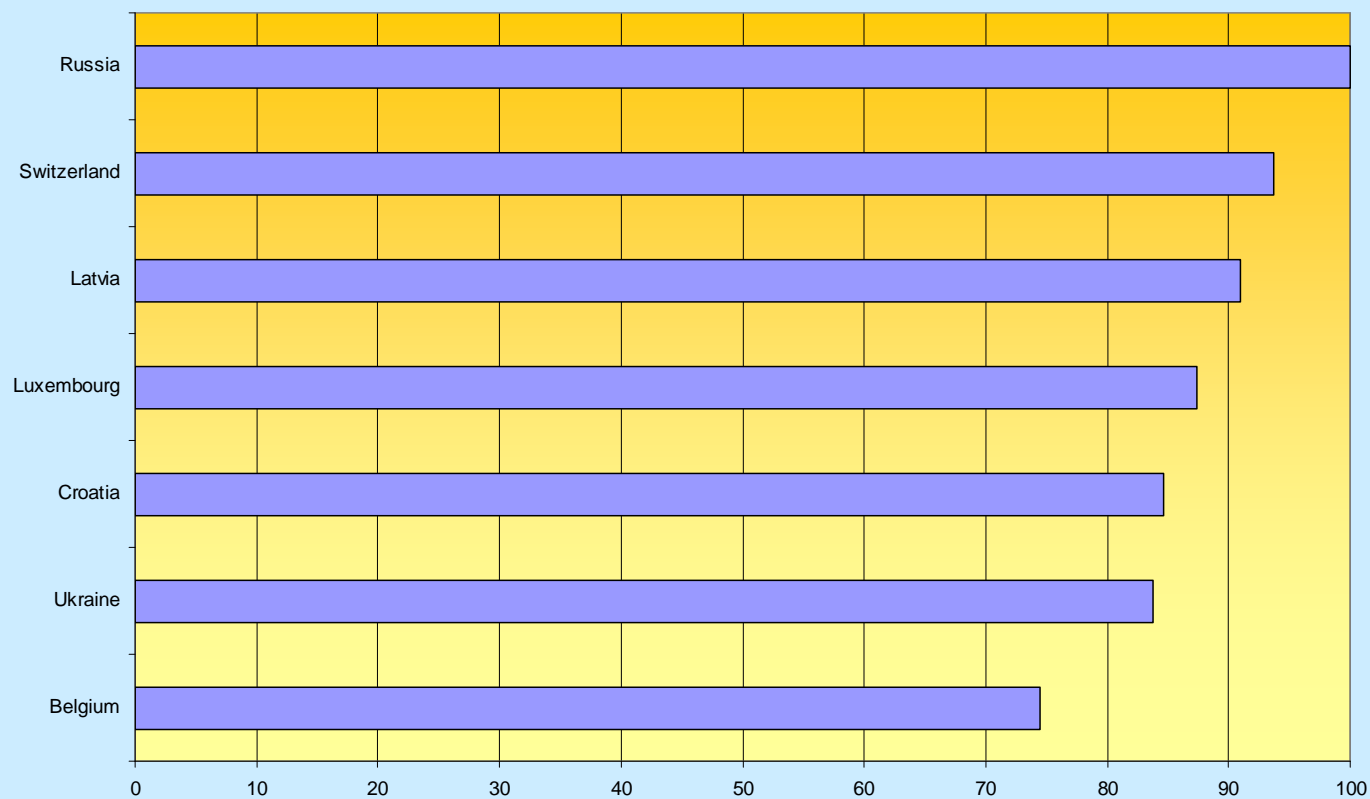
People killed per million vehicles, 2004





Legal transposition index, 2007

Legal transposition of the 1968 Vienna Convention on Road Traffic
(Index, max. = 100)





Legal instruments are not enough

- Accession to key UNECE transport agreements and conventions necessary but not sufficient
- Effective implementation: based on evidence, comparison of costs and benefits
- Benefits not easy to estimate
- Example: speed management



The Power Model

- www.vv.se/filer/41555/speed_and_road_accidents.pdf
- $Y(1)/Y(0) = [S(1)/S(0)]^x$
- Fatalities: $x = 4.5$
- Serious injuries: $x = 3.0$
- Property-damage only: $x = 1.0$
- Valid range: 25 km/h – 120 km/h
- Application: cost-benefit analysis



The Power Model (cont'd)

- Reduce speed from 60 km/h to 50 km/h
- Predict change in fatalities, serious injuries
- $[50/60]^{4.5} = 0.4402$; $[50/60]^3 = 0.5787$
- Fatalities ↓ 56%, serious injuries ↓ 42%
- Use results to estimate benefits
- Estimate costs (new signs, ...) & compare
- Another example: trade facilitation

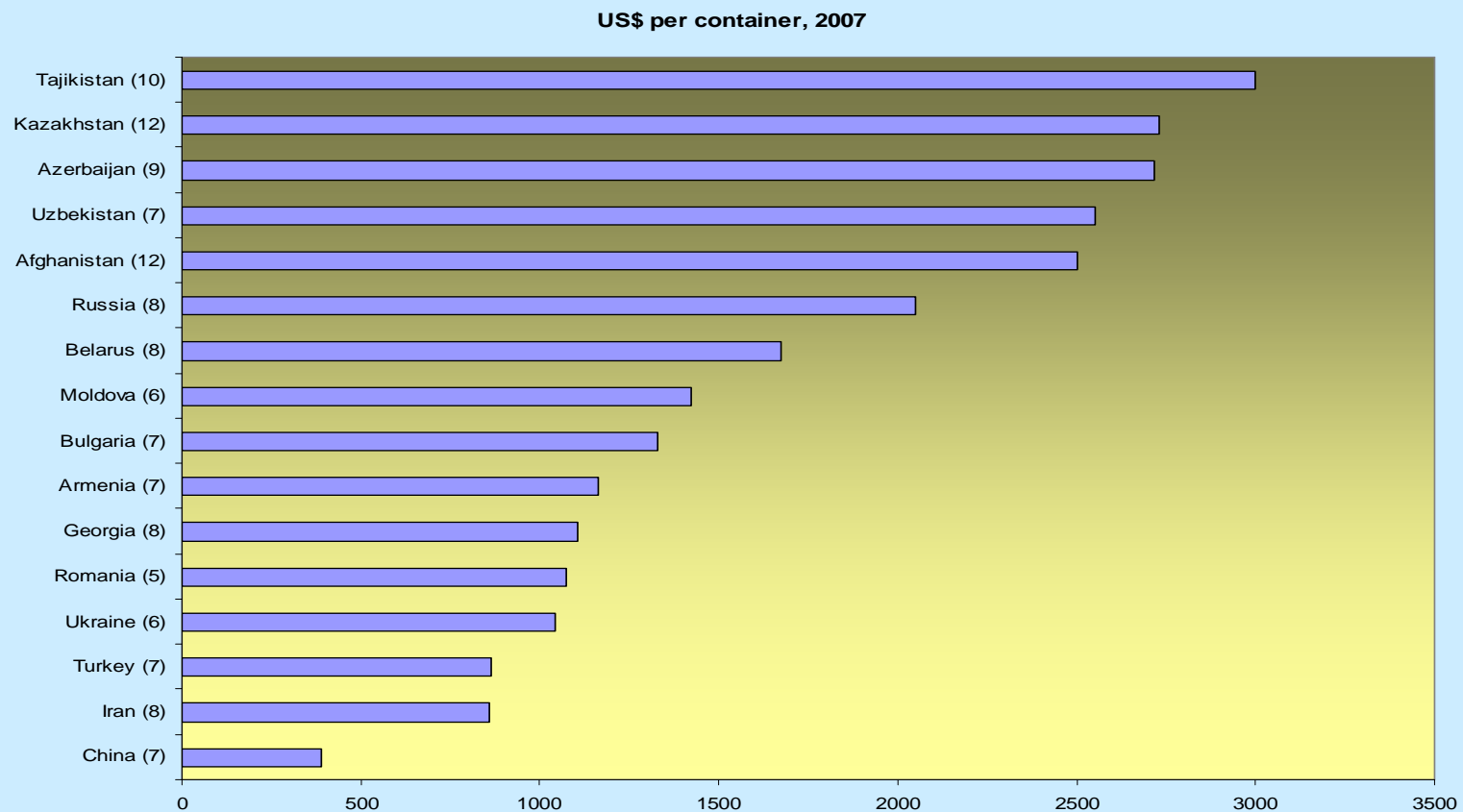


Trading on Time

- The World Bank's 'Doing Business' database provides comparable performance indicators
- Procedural requirements for exporting and importing a standardized cargo of goods
- Number of documents required
- Time necessary to comply with mandatory procedures
- Costs associated with procedures
- www.doingbusiness.org/ExploreTopics/TradingAcrossBorders



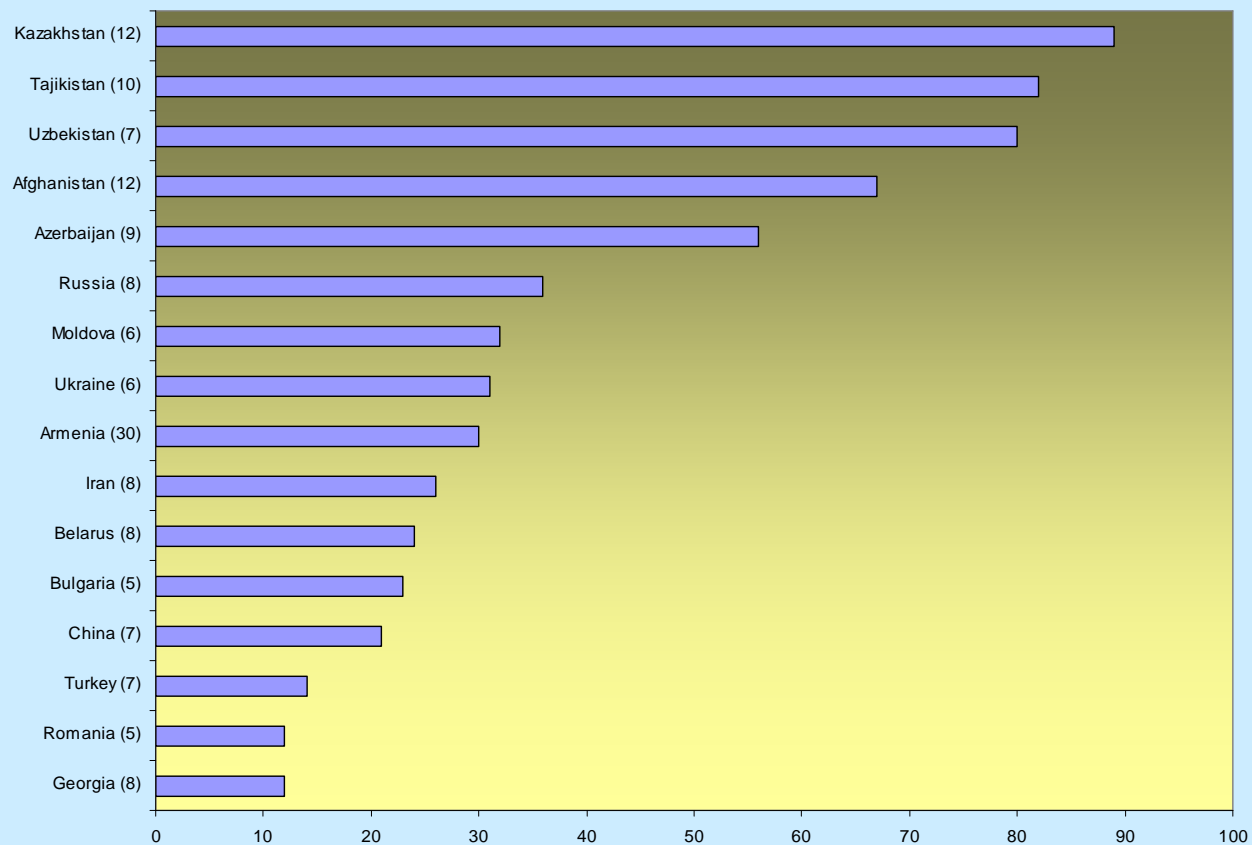
Cost of export procedures





Length of export procedures

Days per container, 2007





Structure of export procedures

Export procedures in selected EATL countries (days), 2007

	Armenia	Azerbaijan	Belarus	Georgia	Moldova	Ukraine
Documents preparation	17	28	11	5	20	23
Customs clearance & tech. control	1	10	5	2	3	2
Ports & terminal handling	2	5	4	2	5	3
Inland transport & handling	10	13	4	3	4	3
TOTAL	30	56	24	12	32	31

Source: www.doingbusiness.org



What a difference a day makes

- Modern research shows that trading on time matters
<www.doingbusiness.org/Documents/TradingOnTime_DEC06.pdf>
- Length of export procedures ↓ 10% → exports ↑ 3.5%
- Reducing export procedures by 1 day could increase exports of Ukraine by up to \$437 million per year
- Could be achieved by policies that improve the business environment
- Adoption and good implementation of UNECE transport-facilitating conventions makes economic sense



Conclusion

Recommendations

- Implement effectively the UNECE transport-facilitating agreements and conventions already adopted
- If administrative capacity sufficient, accede to 3 conventions (CMR, temporary importation of private and commercial road vehicles)
- Evaluate the goodness of implementation continuously with the aid of performance indicators



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Thank you for your attention



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