1st Preparatory Conference to the 14th OSCE Economic Forum

The Role of transportation to enhance regional economic cooperation and stability

Dushanbe, 7 and 8 November 2005

The UNECE work in the area of transport

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Overview

• Strategic importance of international transport
• Barriers to international transport
• The UNECE and international transport
  ➢ Infrastructure networks
  ➢ International road transport, traffic and safety
  ➢ Transport of Dangerous goods and special cargos
  ➢ Border crossing Facilitation
• Summary
International transport, a strategic government task

• Vital to trade and tourism
  ➢ Prerequisite for exports and imports
  ➢ Precondition for free movement of people
• Crucial for production and distribution
• Essential to growth and competitiveness
• Critical for regional integration and disparity reduction
• Essential for move from transition to globalization economy
Barriers to International Transport

- Inadequate, incoherent Networks
- Long, cumbersome procedures and controls
- Security threats
- Heterogeneous transport regulations
- Safety and environmental concerns
The UNECE and international transport

• The Inland Transport Committee (ITC)
• Aim: facilitates international transport, Improves safety and environment
• Stakeholders, governments and NGOs
• Transport: 55 Agreements and Conventions and Recommendations, Resolutions
  ➢ International Infrastructure Networks
  ➢ International road traffic, transport & safety
  ➢ Transport of Dangerous & special cargos
  ➢ Border Crossing Facilitation
  ➢ Regulations for Safe and Clean Vehicles
International Infrastructure Networks (1)

- Network Agreements:
  - European Agreement on Main International Traffic Arteries (AGR)
  - European Agreement on Main International Railway Lines (AGC)
  - European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)
  - European Agreement on Main Inland Waterways of International Importance (AGN)
- Define the “E” networks, standards, numbering
- Extended to the Caucasus and Central Asia
- TEM and TER Projects
- Asian Highway & rail network; Euro-Asian links
AGC Agreement, E-Rail network
AGTC Agreement, Combined transport

ACG 24
Contracting states
AGTC 26
Contacting states
AGN Agreement, E-inland water network

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International Infrastructure Networks (2)

- For planning the “E” networks, the UNECE Governments collect traffic data:
  - Traffic Census on E- Roads every 5 years
  - Traffic Census on E-rail lines: the first ever will be undertaken in 2005

- The UNECE Governments have developed methodologies for planning the “E” networks:
  - Inter-modal approach
  - Definitions of Bottlenecks and Missing Links
  - Methodology for Infrastructure Project Appraisal
Euro-Asian Transport Links Project

- 17 participating countries
- Identified 8 rail routes, 10 road routes for priority development and draft Inland water routes
- Agreed methodology for project priorities
- Provided GIS data
- Future tasks:
  - Identify trans-shipment points
  - Address border crossing issues, security threats
  - Complete GIS database
  - Funding necessary for continuation
International road transport, traffic and safety

- Convention on Road Traffic, 1968
- Convention on Road Signs and Signals, 1968
- Agreement on drivers working hours (AETR), 1970
- Convention on the Contract of Carriage, 1956
- Global road safety crisis: 1.2 million fatalities, up to 50 million injuries
Convention on Road Traffic, 1968

Objectives:

- To facilitate international road traffic
- To increase road safety
- Through internationally agreed traffic rules and the reciprocal recognition of documents issued in conformity with those rules
Convention on Road Traffic, 1968

Key Provisions

- Binds Contracting Parties to admit, but preserves their right to refuse
- Must hold a driving permit, issued after tests
- Driving rules: speed, distance, overtaking,
- Behaviour towards Pedestrians, Cyclists
- Vehicles: registration certificate, distinguishing sign
- No mobile phones
- Harmonized information for driving permits
Convention on Road Traffic, 1968

Benefits

- A set of agreed road traffic rules, reference for national Highway Codes
- Reciprocal Recognition of Vehicle Certificates and Driving Permits
- Facilitates international traffic, trade, tourism
- Provides for road traffic safety
Convention on Road signs and Signals

Objectives

• To facilitate international road traffic
• To increase road safety
• Through internationally agreed road traffic signs and signals
Convention on Road signs and Signals

Key Provisions

- Three Categories of Road Signs:
  - Danger Warning, Regulatory, Informative
- Norms on shapes, dimensions, colours, visibility
- Norms on Traffic Light Signals, Road Markings
- Road Works and Level Crossings Signs
Convention on Road signs and Signals

- Danger Warning signs
- Regulatory signs
- Informative signs
Convention on Road signs and Signals

Benefits

- Over 200 Reference Road Signs and Signals
- Facilitate international road traffic, trade, tourism
- Provides for road traffic safety
Convention on Road signs and Signals

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European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), of 1970

Objectives

- Prevent professional drivers from driving excessive hours, thereby:
  - Preventing serious road accidents due to fatigue
  - Avoiding distortions in competition conditions
AETR Agreement

Key provisions

• Maximum driving period in 1 day & in a 2-week period
• Minimum rest period after 6 consecutive days and rest period in each period of 24 hours
• On-board control device (tachograph) and provisions for construction, testing, installation and inspection
• Provisions for checking at roadside and at companies
AETR Agreement

Benefits

• Fair competition between carriers
• Lower risk of accidents involving heavy vehicles caused by driver fatigue
• No cheating on driving or rest hours in future with the digital tachograph.
AETR Agreement

42 Contracting Parties
Convention on the Contract for the International Carriage of Good by Road (CMR), of 1956

Objectives

• To facilitate international road transport
• Through a commonly agreed transport contract, including contract document and liabilities
CMR Convention, of 1956

Key Provisions

- Defines contract conditions
  - The contract document: The Consignment Note
  - Fixes carrier’s liability limits in case of total or partial loss of goods or delay
- The e-Consignment Note is under consideration
CMR Convention, of 1956

Benefits

- Fair competition between carriers
- Lower international road transport costs, including insurance costs
CMR Convention, of 1956

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46 Contracting Parties
Transport of Dangerous Goods and Special cargos

- European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957
- Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP), of 1970
European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957

Objectives

- To increase safety of international road transport
- To ensure the highest possible safety in the transport of dangerous goods by road in economically sustainable conditions
ADR Agreement

Key provisions

• Identifies dangerous goods international transport
  ➢ Explosives, Flammable, Radioactive, Toxic, Corrosive

• Defines conditions of transport
  ➢ packagings, tanks, labels, documents, vehicles, training

• Dangerous goods/Vehicles in conformity to be accepted in all Contracting Parties

• Parties may prohibit entry on their territory for reasons other than safety during carriage

• Derogation possible (bilateral/multilateral agreements)
ADR Agreement

Benefits

- High level of safety and security
- Mutual recognition of certificates
- Facilitated transport and trade of dangerous goods
- Harmonization with other transport mode regulations (sea, air, rail, inland waterways)
- Open for accession by all UN Member States
ADR Agreement

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Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP), of 1970

Objectives

• To facilitate international transport of perishable foodstuffs
• To ensure a high level of preservation of quality of perishable foodstuffs during their carriage
ATP Agreement

Key Provisions

• Harmonized and improved conditions for preservation of the quality of foods
  ➢ Temperature to be observed during the carriage
  ➢ Equipment used (refrigerating capacity, insulating capacity and efficiency of thermal appliances)

• Equipment must be certified on basis of ATP

• Reciprocal Recognition of Certificates
Austrian Transport Agreement

Benefits

- Preserved quality of foods during carriage avoids refusal at borders, diseases
- Trade of perishable foodstuffs is facilitated
ATP Agreement

39 Contracting Parties

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Border Crossing Facilitation

- TIR Convention, 1975
- International Convention on Harmonization of Frontier Controls of Goods, 1982
- Temporary Importation Conventions on Private (1954) and Commercial (1956) Road vehicles
- Convention concerning Customs Facilities for Touring, of 1954
- Customs Convention on Containers, of 1972
- Convention on Customs Treatment of Pool Containers Used in International Transport, of 1994
Security in transport

- Security, a major new concern of UNECE Governments
- New security measures on dangerous goods
- Vehicle anti-theft systems strengthened
- Deactivation of stolen vehicles under consideration
- Round Table on Transport Security: to be held in February 2006
Summary issues to consider

• UNECE Conventions and agreements on transport
  ➢ facilitates,
  ➢ harmonizes standards,
  ➢ improves safety standards
  ➢ Improves environment standards

• Accession to Agreements and standards
  ➢ Facilitates trade development
  ➢ Provides market access and inclusion in globalization

• Focus on implementation
  ➢ Responsibility of countries
  ➢ Monitoring necessary
  ➢ Call on OSCE to assist in this process
http://www.unece.org