



United Nations

Economic Commission for Europe

Main UNECE

**Conventions and Agreements on
Transport Facilitation**

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Structure of Presentation

- Introduction
- About UNECE
- About UNECE Conventions on Transport
- UNECE Conventions on Transport Facilitation
- About Implementation
- Conclusions - recommendations



Introduction

- Transport, strategic factor for economic development
- Transport Challenges
- Need for intergovernmental cooperation
- Coordinated through International Organizations



About UNECE

- Regional branch of the United Nations
- 55 States Members, Neutral, Pan-European, Trans-Atlantic, Euro-Asian
- Forum for intergovernmental cooperation in economic areas, including Inland Transport
- UNECE, Pioneer in international cooperation on inland transport
- The Inland Transport Committee, in cooperation with the EC and all stakeholders, including NGOs



About UNECE (cont'd)

- 56 International Agreements and Conventions
- Legally binding, UN Procedures, UN S-G
Depositary Constantly updated, brought in line
with EC
- Applied by many countries worldwide
- A European legacy to the international Community



Main UNECE Agreements and Conventions on Transport

- Coherent International Infrastructure Networks
- Efficient, competitive Intermodal transport
- Safe Roads
- Safe and Clean Vehicles
- Simple Border Crossing Procedures
- Safe Carriage of Dangerous Goods



Main UNECE Agreements and Conventions on Transport (cont'd)

- Elaborated by consensus
- Main text and one or several Annexes
- Open to all UN Member States
- Many non-ECE States are already Parties
- No accession fee
- Main UNECE legal instruments on transport facilitation



UNECE legal instruments on Simple Border Crossing Procedures

- TIR Convention
- Harmonization of frontier controls
- Temporary importation of Commercial road vehicles
- Temporary importation of private vehicles
- On containers and pool containers
- Customs facilities for touring



1. TIR Convention, of 1975

Objectives

- To facilitate the international carriage of goods by road vehicles/containers across borders
- Through carefully designed border crossing procedures and an international guarantee chain
- In cooperation with road operators, IRU





1. TIR Convention, 1975 (cont'd)

Key Provisions

- Secure, Approved vehicles or containers according to standards
- International guarantee system for duties and tax
- Mutual recognition of Customs controls
- TIR Carnet: Customs and Guarantee document
- Controlled access of operators





TIR carnets use over the last 50 years

YEAR	TIR CARNETS ISSUED
1959	67,000
1969	790,035
1980	718,612
1990	748,600
2000	2,782,600
2004	3,211,000

1990 – 2000 about 4 times more

2000 – 2004 about 15% more



1. TIR Convention, 1975 (cont'd)

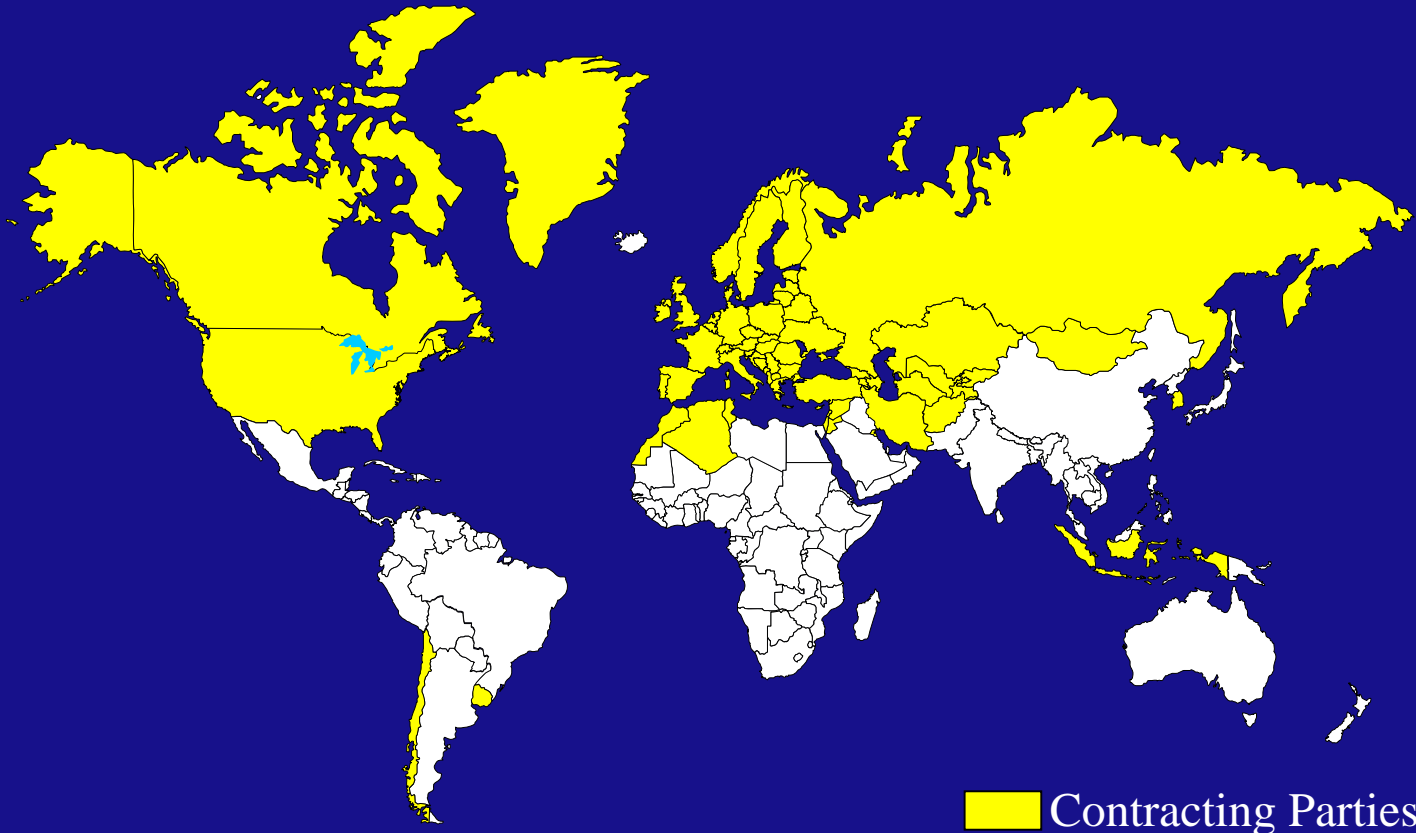
Benefits

- No inspection of goods at intermediate borders
- No payment of taxes and duties en route
- Lower border delays, Lower transport cost
- Lower import / exports costs
- Increased competitiveness and growth



1. TIR Convention, of 1975

Contracting Parties: 64 States + EU, of which 12 CIS





2. Convention on the Harmonization of Frontier Controls of Goods, 1982

Objectives

- To facilitate cross border transport of goods
- Through nationally coordinated, internationally harmonized, shorter, reduced formalities and controls on goods at borders





2. Convention on the Harmonization of Frontier Controls of Goods, 1982 (cont'd)

Key Provisions

- Procedures for efficient border controls:
 - Customs, Medico-Sanitary, Veterinary, Phytosanitary, Compliance with technical standards,....(IVWC to follow)
- Coordination among various national services
- Cooperation and coordination between border services of adjacent countries, including:
 - Joint controls, Harmonized opening hours, Same controls, ...



2. Convention on the Harmonization of Frontier Controls of Goods, 1982 (cont'd)

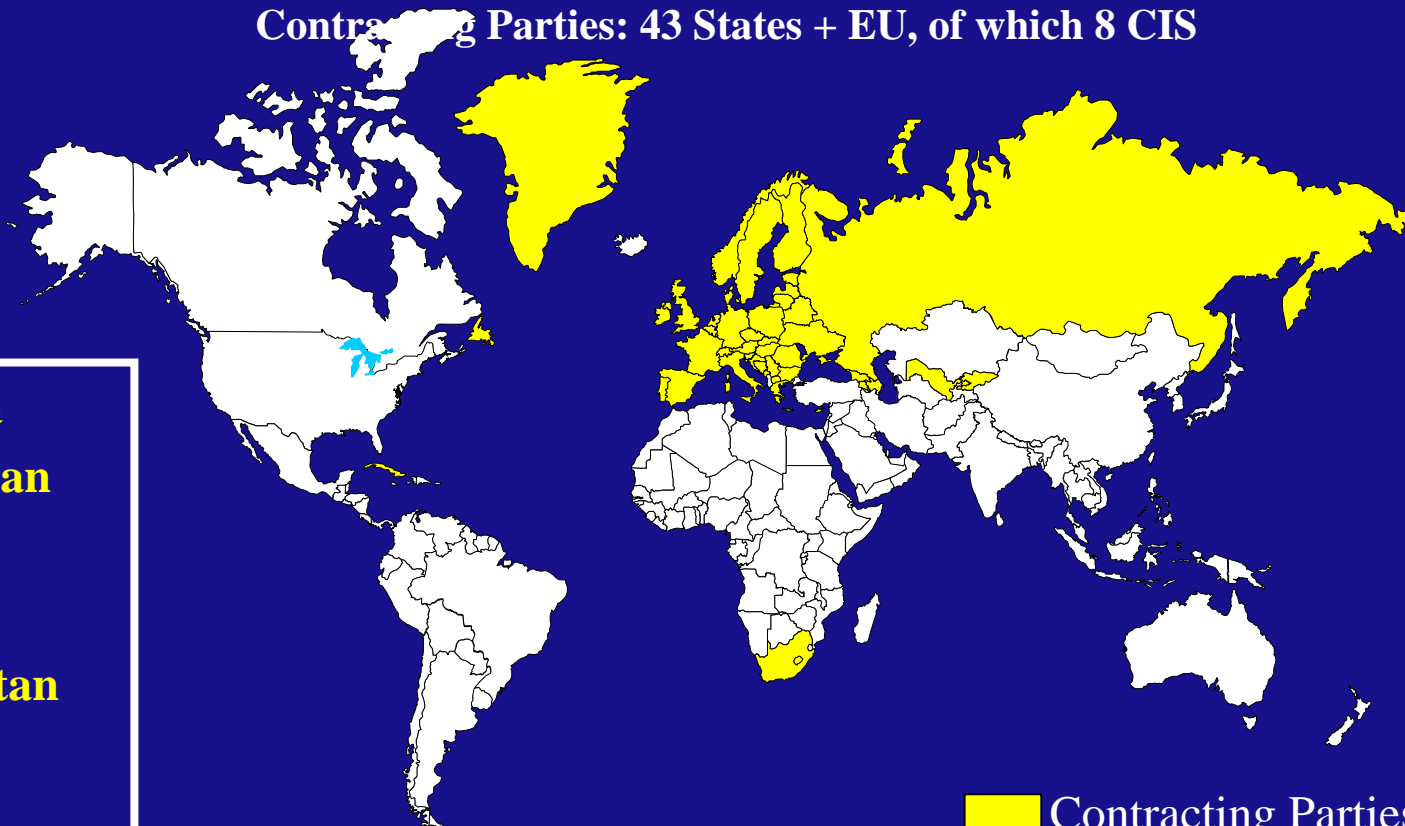
Benefits

- Lower border delays-Lower costs for carriers
- Lower border operating costs for State budget
- More efficient investments in border facilities
- Lower transport and export / import costs



2. International Convention on the Harmonization of Frontier Controls of Goods, of 1982

Contracting Parties: 43 States + EU, of which 8 CIS



Armenia
Azerbaijan
Belarus
Georgia
Kyrgyzstan
Russia
Ukraine
Uzbekistan



3. Customs Convention on Temporary Importation of Commercial Road Vehicles, 1956

Objectives

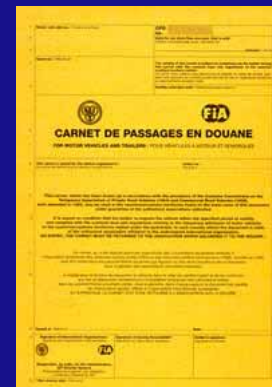
- To facilitate temporary admission of commercial road vehicles registered in another country
- Through agreed procedures and in cooperation with road users associations, AIT/FIA



3. Customs Convention on Temporary Imp. of Com. Road Vehicles, 1956 (cont'd)

Key Provisions

- Carnet de Passage en Douane
 - International Customs document
 - Guarantees vehicle taxes if vehicle not re-exported
- Procedures for temporary importation, including for claims if no re-exportation of the vehicle





3. Customs Convention on Temporary Imp. of Com. Road Vehicles, 1956 (cont'd)

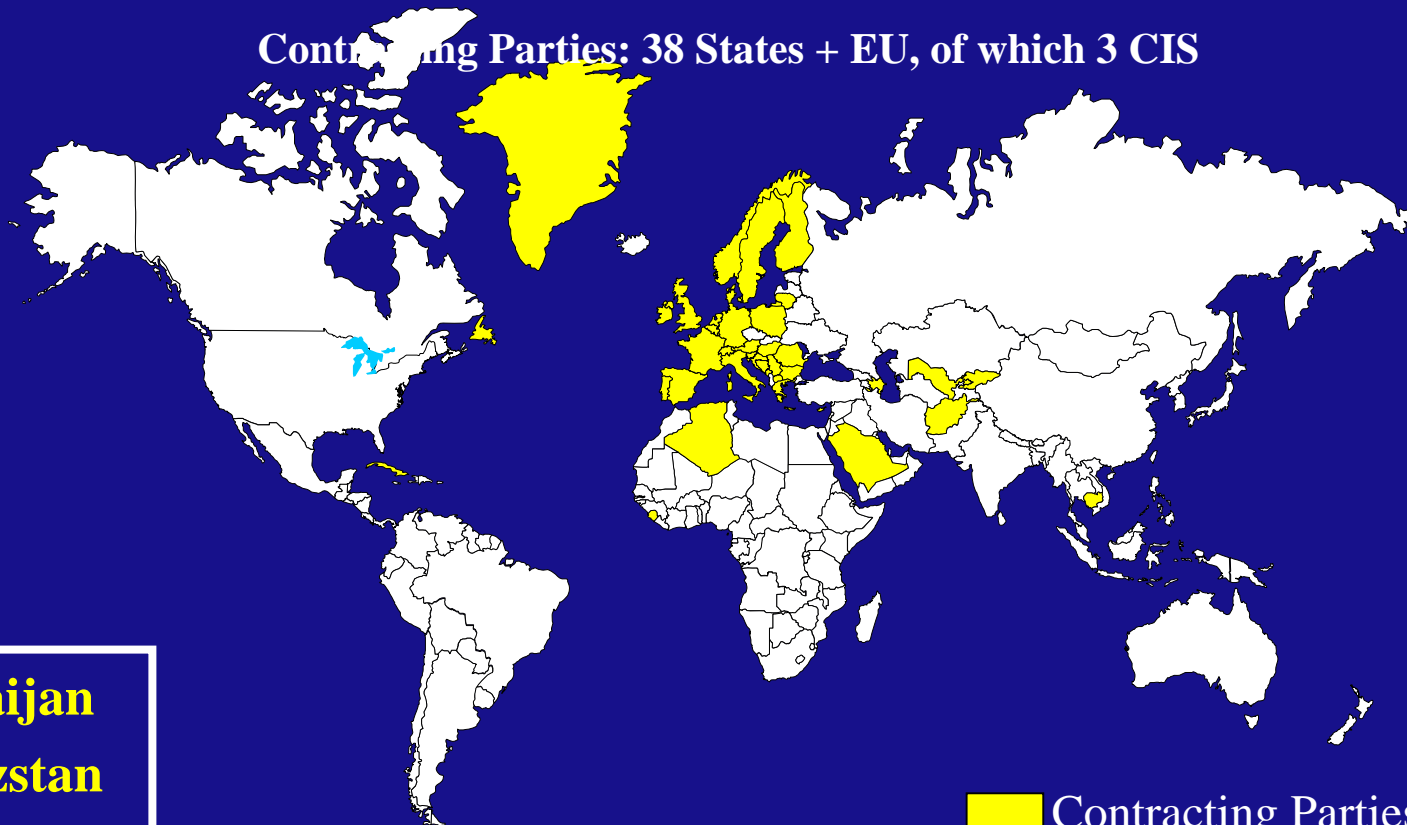
Benefits

- Internationally agreed procedures
- No payment of vehicles import taxes
- Lower border delays – Lower border costs
- Lower transport export / import costs



3. Customs Convention on the Temp. Importation of Commercial Road Vehicles, of 1956

Contracting Parties: 38 States + EU, of which 3 CIS



Azerbaijan
Kyrgyzstan
Uzbekistan



4. Customs Convention on Temporary Import of Private Road Vehicles, of 1954

Objectives

- To facilitate temporary admission of private road vehicles registered in another country
- Through agreed procedures and in cooperation with road users associations, AIT/FIA



4. Customs Convention on Temporary Import of Private Road Vehicles (cont'd)

Key provisions

- Carnet de Passage en Douane
 - International Customs document
 - Guarantees vehicle import taxes if vehicle not re-exported
- Procedures for temporary importation, including for claims if no re-exportation of the vehicle





4. Customs Convention on Temporary Import of Private Road Vehicles, of 1954 (cont'd)

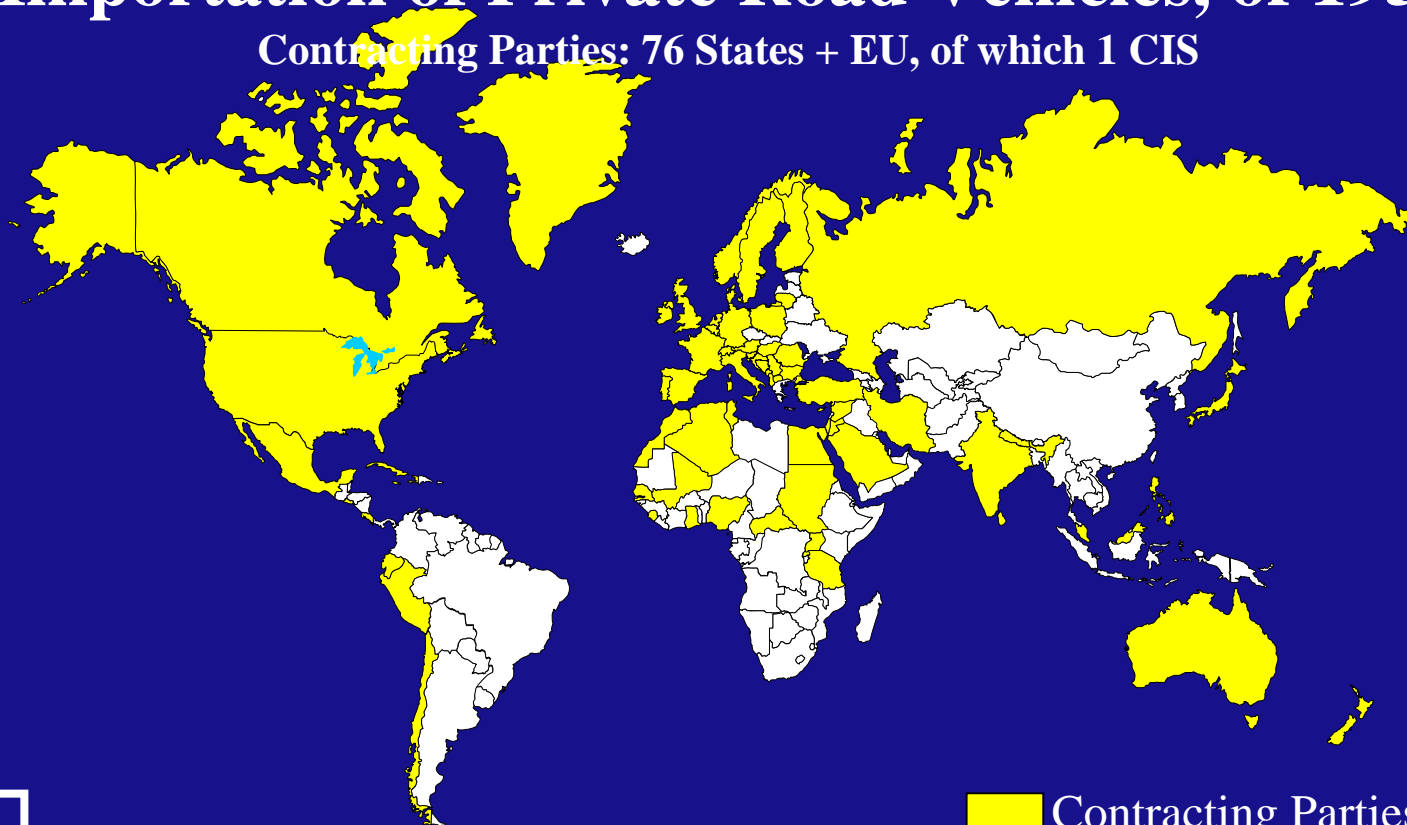
Benefits

- Internationally agreed procedure
- No payment of vehicles import taxes
- Lower border delays-Lower border costs
- Lower travel costs



4. Customs Convention on the Temporary Importation of Private Road Vehicles, of 1954

Contracting Parties: 76 States + EU, of which 1 CIS



Russia



5. Convention concerning Customs Facilities for Touring, of 1954

Objectives

- To facilitate international touring
- By facilitating the temporary duty-free admission of the personal effects imported by tourists



5. Convention concerning Customs Facilities for Touring, of 1954 (cont'd)

Key provisions

- Defines “personal effects” and conditions for their duty-free import
- Set up limits for duty-free import of other articles, including cigarettes and alcohol or travel souvenirs



5. Convention concerning Customs Facilities for Touring, of 1954 (cont'd)

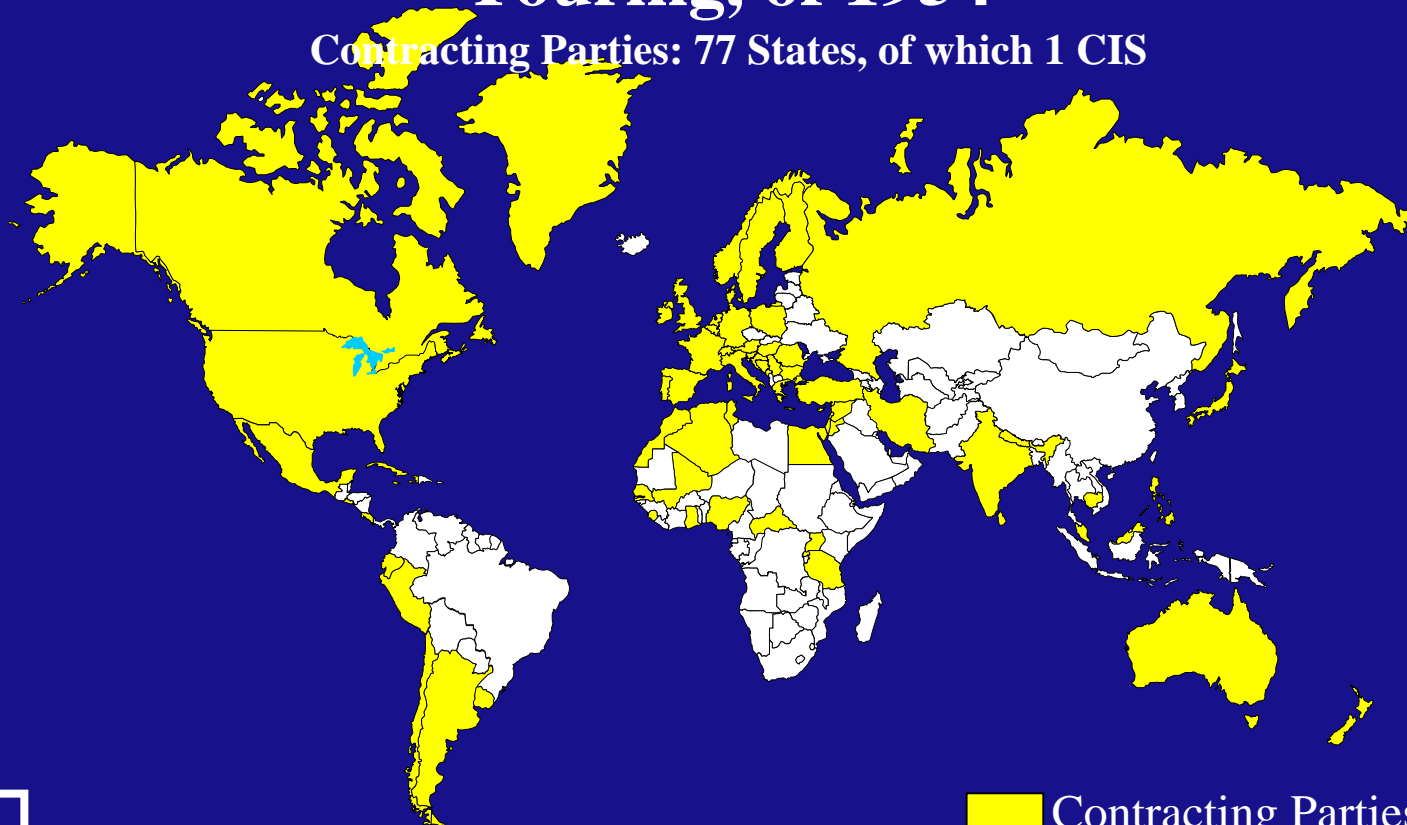
Benefits

- Rationalizes border controls of tourists
- Facilitates international touring



5. Convention concerning Customs Facilities for Touring, of 1954

Contracting Parties: 77 States, of which 1 CIS



Russia



6. Convention on Customs Treatment of Pool Containers Used in International Transport, of 1994, (14 CP / 1 CIS-UZB)

Objectives: Simplifies the regime set up by the *Customs Convention on Containers of 1972*, (22 CP / 5 CIS - BLR,GEO,RUS,UKR, UZB), according to which each container entering a country must be re-exported within 3 months and can be used once for domestic transport

Key provisions: Each CP assigns a number of own containers to a Pool and allows equal number of other CPs to travel without any restriction within its territory.



Other main UNECE legal instruments on Transport Facilitation

- CMR and its protocol
- Perishable foodstuffs (ATP)
- Dangerous goods (ADR) and its protocol
- Work of crews (AETR)



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

Objectives

- To facilitate international road transport
- Through a commonly agreed transport contract, including contract document and liabilities



7. Convention on the Contract for the International Carriage of Goods by Road (CMR), of 1956 (cont'd)

Key Provisions

- Defines contract conditions and the document (The Consignment Note and information contained)
- Fixes carrier's liability limits in case of total or partial loss of goods or delay
- The e-Consignment Note is under consideration



7. Convention on the Contract for the International Carriage of Goods by Road (CMR), of 1956 (cont'd)

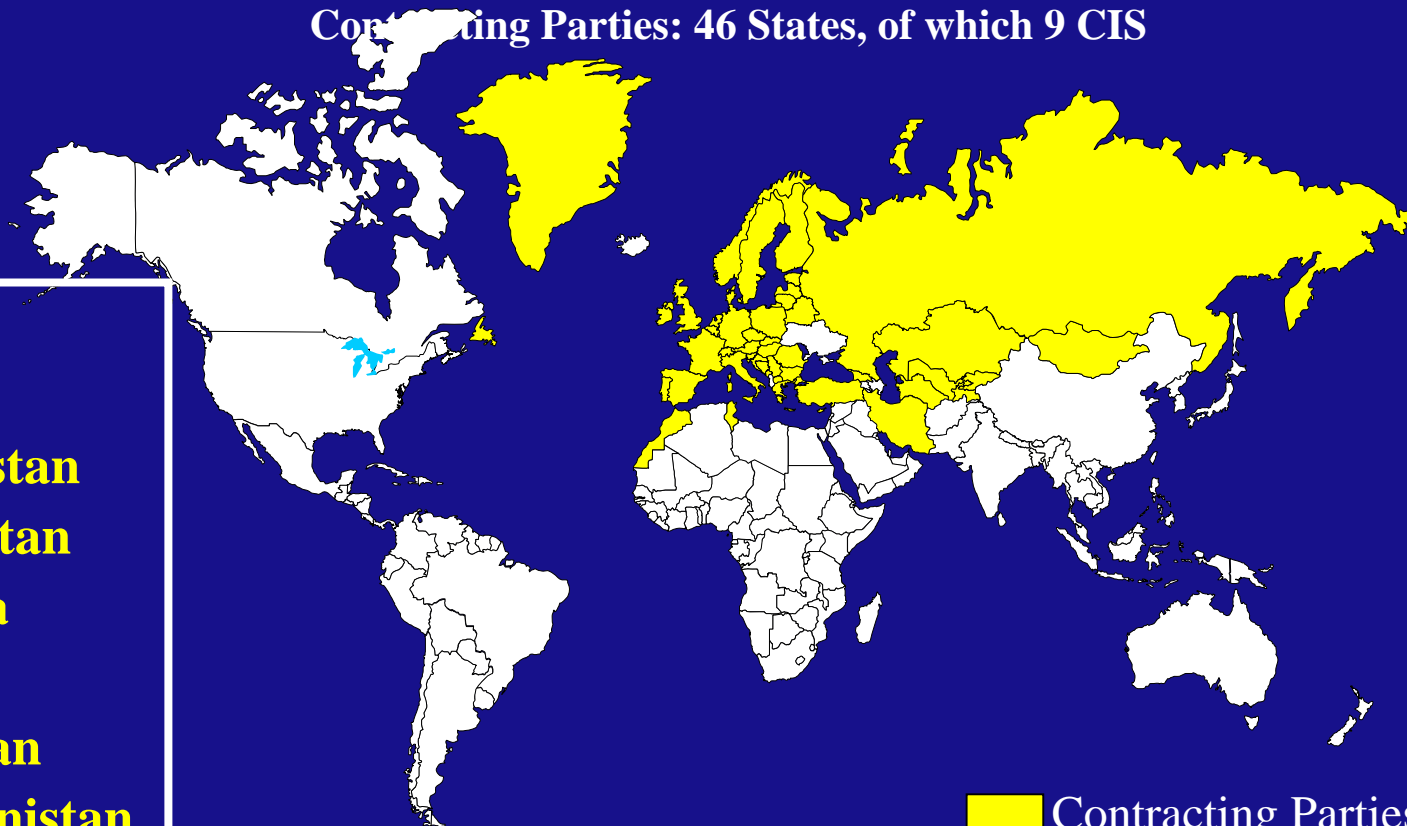
Benefits

- Fair competition between carriers
- Lower international road transport costs, including insurance costs



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

Contracting Parties: 46 States, of which 9 CIS



Belarus
Georgia
Kazakhstan
Kyrgyzstan
Moldova
Russia
Tajikistan
Turkmenistan
Uzbekistan

 Contracting Parties



8. Protocol to the Convention on the Contract for International Carriage of Goods by Road (CMR), of 1978

Objectives

- To facilitate financial compensation foreseen in the CMR
- By introducing the possibility to use the IMF Special Drawing Rights (SDR)



8. Protocol to the Convention on the Contract for the International Carriage of Goods by Road, of 1978 (cont'd)

Key provisions

- Defines the limit for compensation in SDR units
- Defines the conditions for conversion of the SDR unit into the national currency



8. Protocol to the Convention on the Contract for International Carriage of Goods by Road (CMR), of 1978 (cont'd)

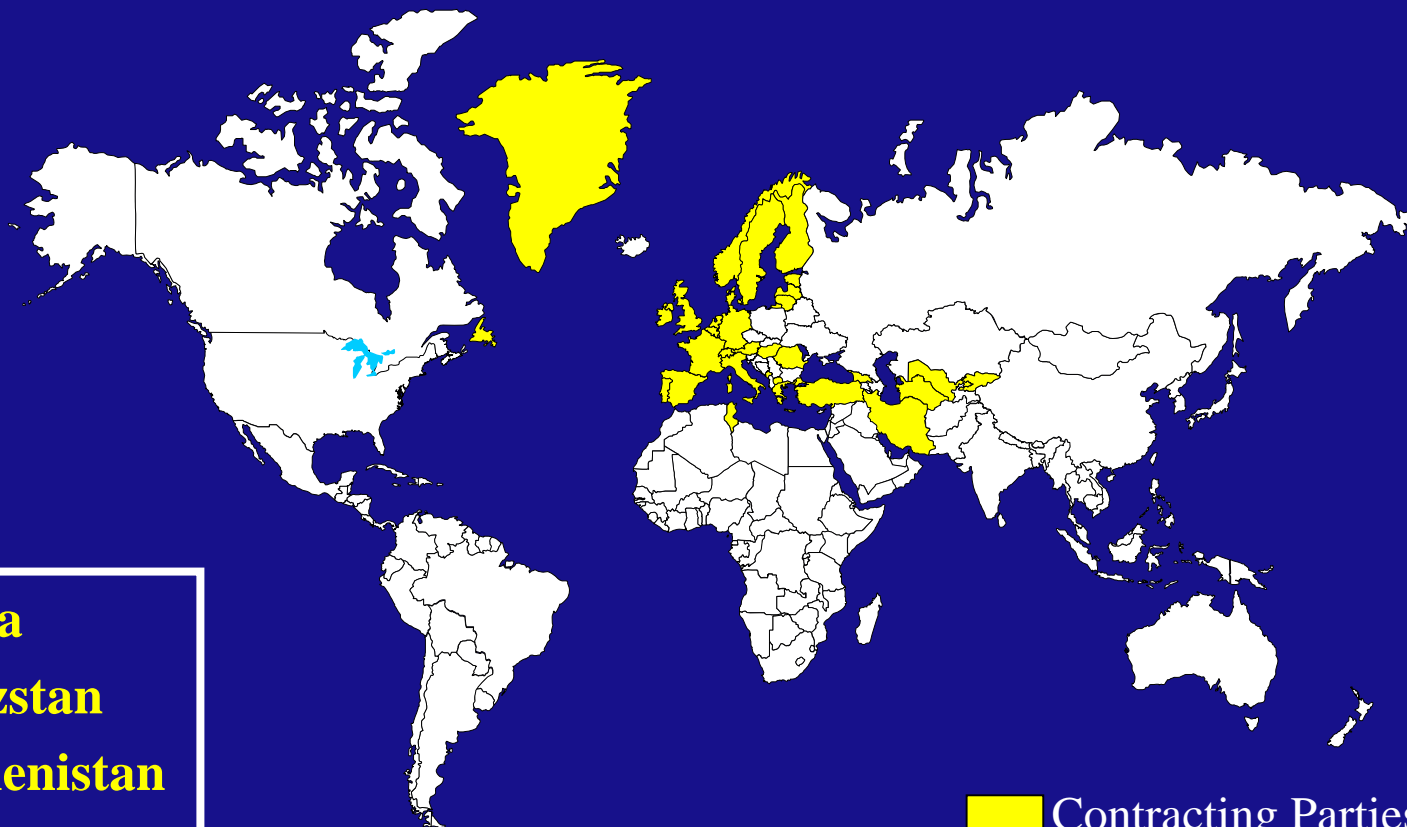
Benefits

- Adds to the benefits of the CMR by widening the choice for payment of compensation
- Facilitates settlement of disputes
- Facilitates international road transport and trade



8. Protocol to CMR, of 1978

Contracting Parties: 31 States, of which 4 CIS



Georgia
Kyrgyzstan
Turkmenistan
Uzbekistan

 Contracting Parties



9. 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



9. ATP, of 1970 (Cont'd)

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
- Reciprocal Recognition of Certificates





9. ATP, of 1970 (Cont'd)

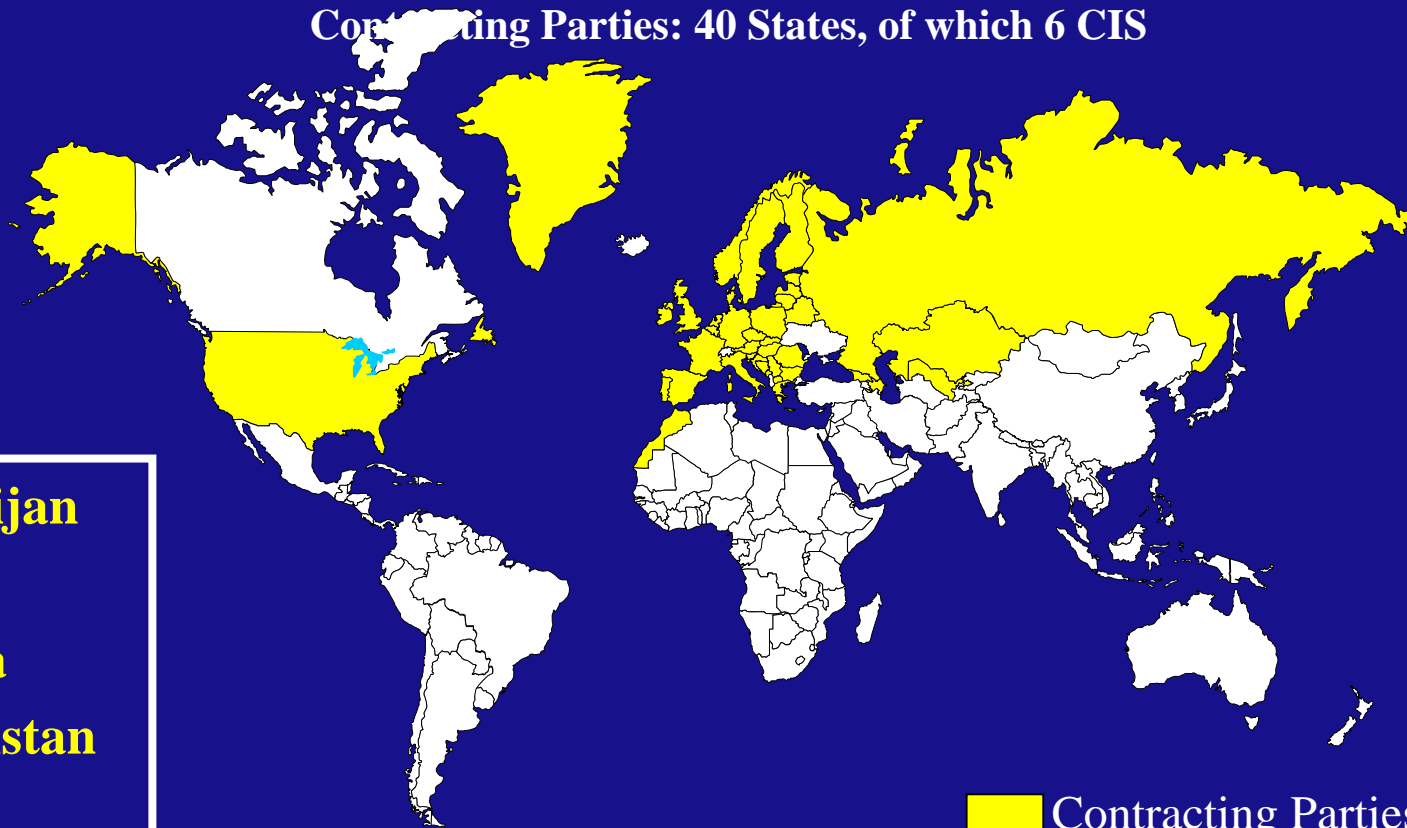
Benefits

- Preserved quality of foods during carriage
- Avoids refusal at borders, diseases
- Trade of perishable foodstuff is facilitated



9. Agreement on the International Carriage of Perishable Foodstuffs (ATP), of 1970

Contracting Parties: 40 States, of which 6 CIS



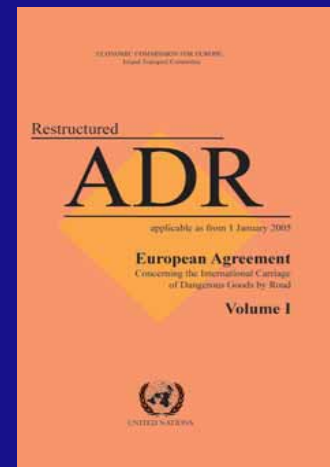
Azerbaijan
Belarus
Georgia
Kazakhstan
Russia
Uzbekistan



10. 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





10. ADR, of 1957 (cont'd)

Key provisions

- Identifies dangerous goods admitted to international transport
- Defines conditions of transport
- Dangerous goods/Vehicles in conformity to be accepted in all Contracting Parties





10. European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957 (cont'd)

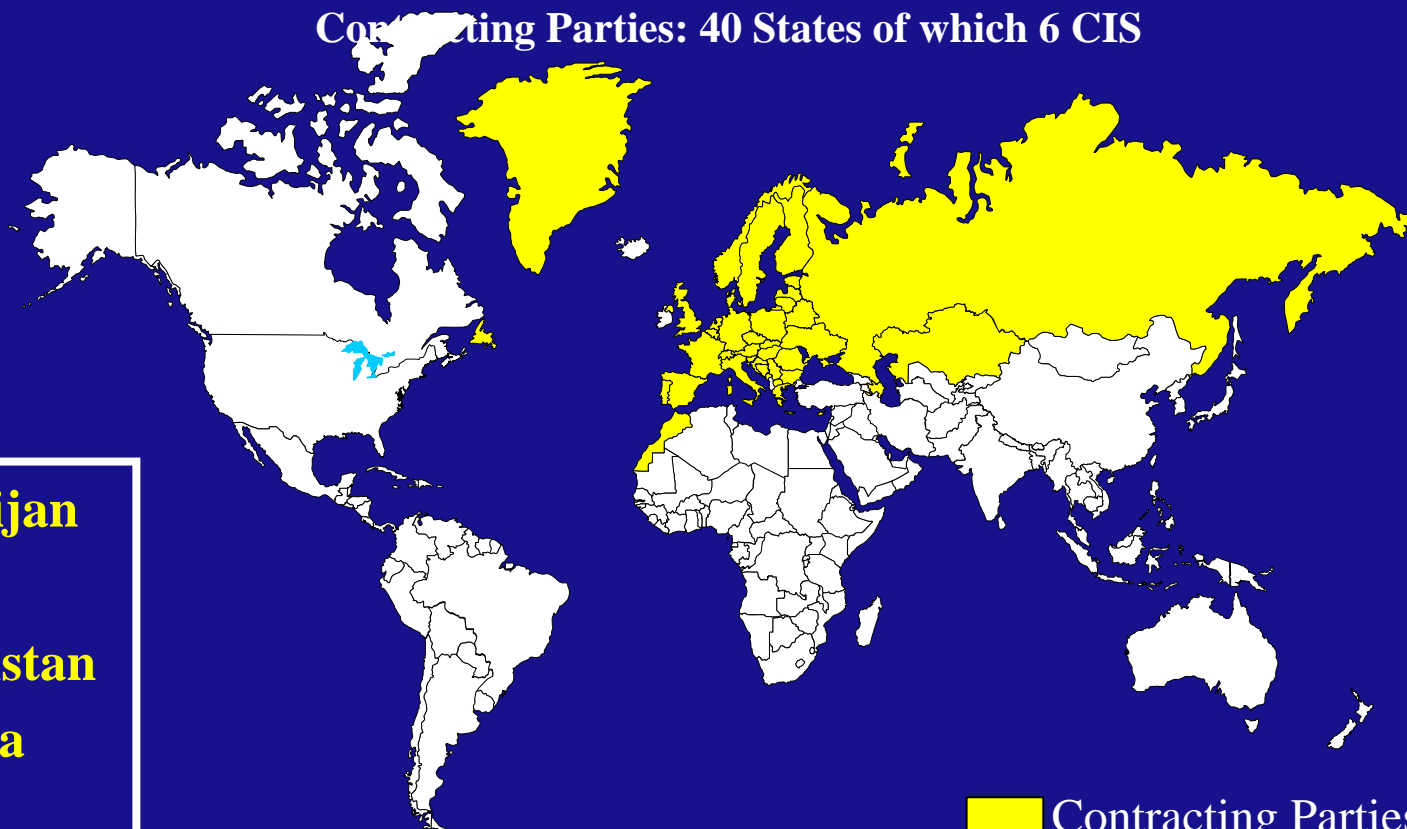
Benefits

- High level of safety and security
- Mutual recognitions of certificates
- Facilitated transport and trade of dangerous goods
- Harmonization with other transport mode regulations



10. European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957

Contracting Parties: 40 States of which 6 CIS



Azerbaijan
Belarus
Kazakhstan
Moldova
Russia
Ukraine



11. Protocol of 1993 Amending Articles 1 (a), 14 (1) and 14 (3) of ADR

- Objectives: Improve the amendment procedure for Annexes A and B of ADR
- Key provisions: Allows the Secretary-General to submit amendments to Contracting Parties



11. Protocol of 1993 Amending Articles 1 (a), 14 (1) and 14 (3) of ADR (cont'd)

Benefits

- Simplifies and accelerates amendments to ADR

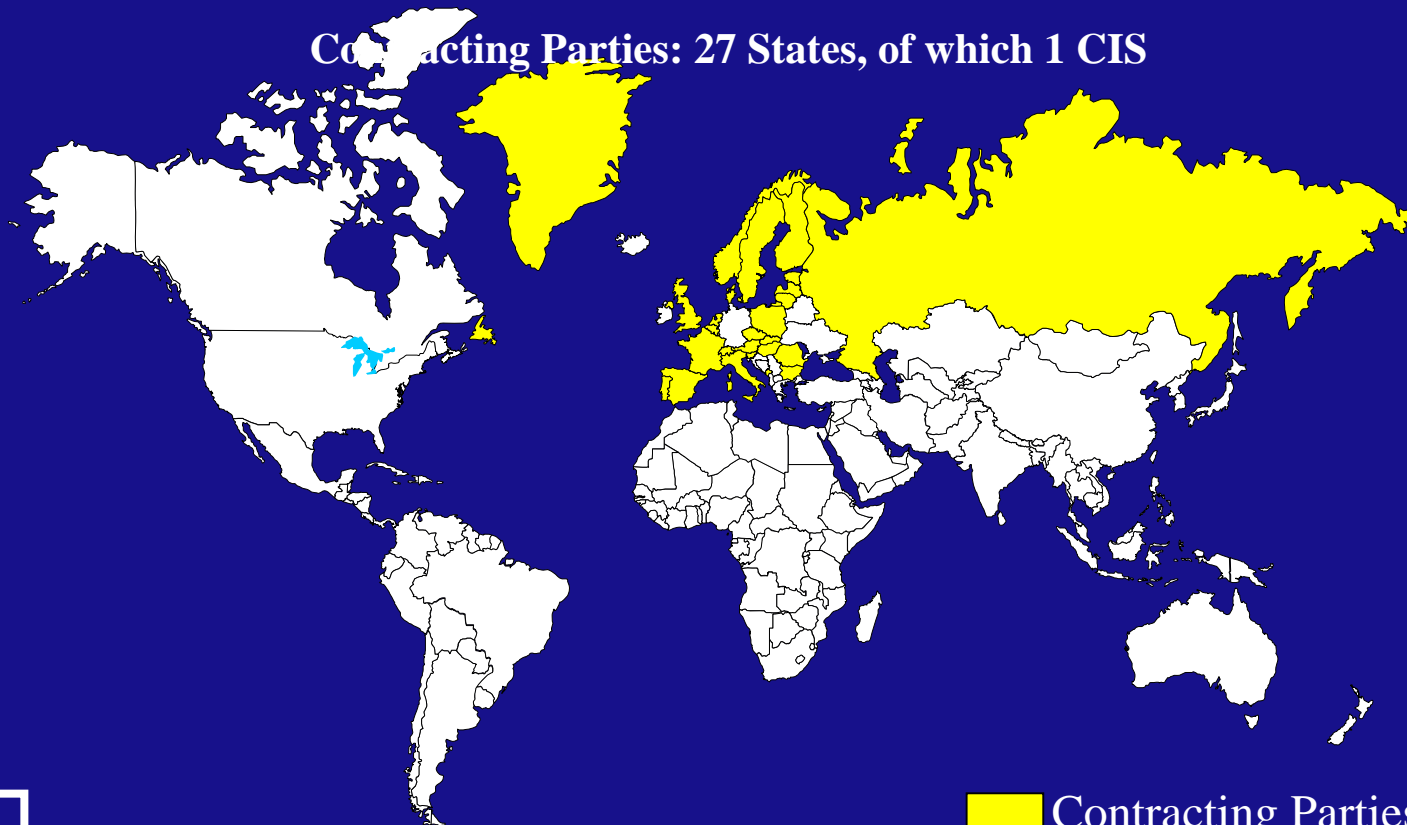
Entry into force:

- Accession by all Contracting Parties to ADR needed
- Currently only 27 out of 40 Contracting Parties to ADR
- Accession to both ADR and Protocol is recommended



11. Protocol of 1993 amending art. 1(a), art. 14(1) and art. 14(3)(b) of the ADR

Contracting Parties: 27 States, of which 1 CIS



Russia

 Contracting Parties



12. 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:
 - Preventing serious road accidents due to fatigue
 - Avoiding distortions in competition conditions



12. (AETR), of 1970 (Cont'd)

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



12. (AETR), of 1970 (Cont'd)

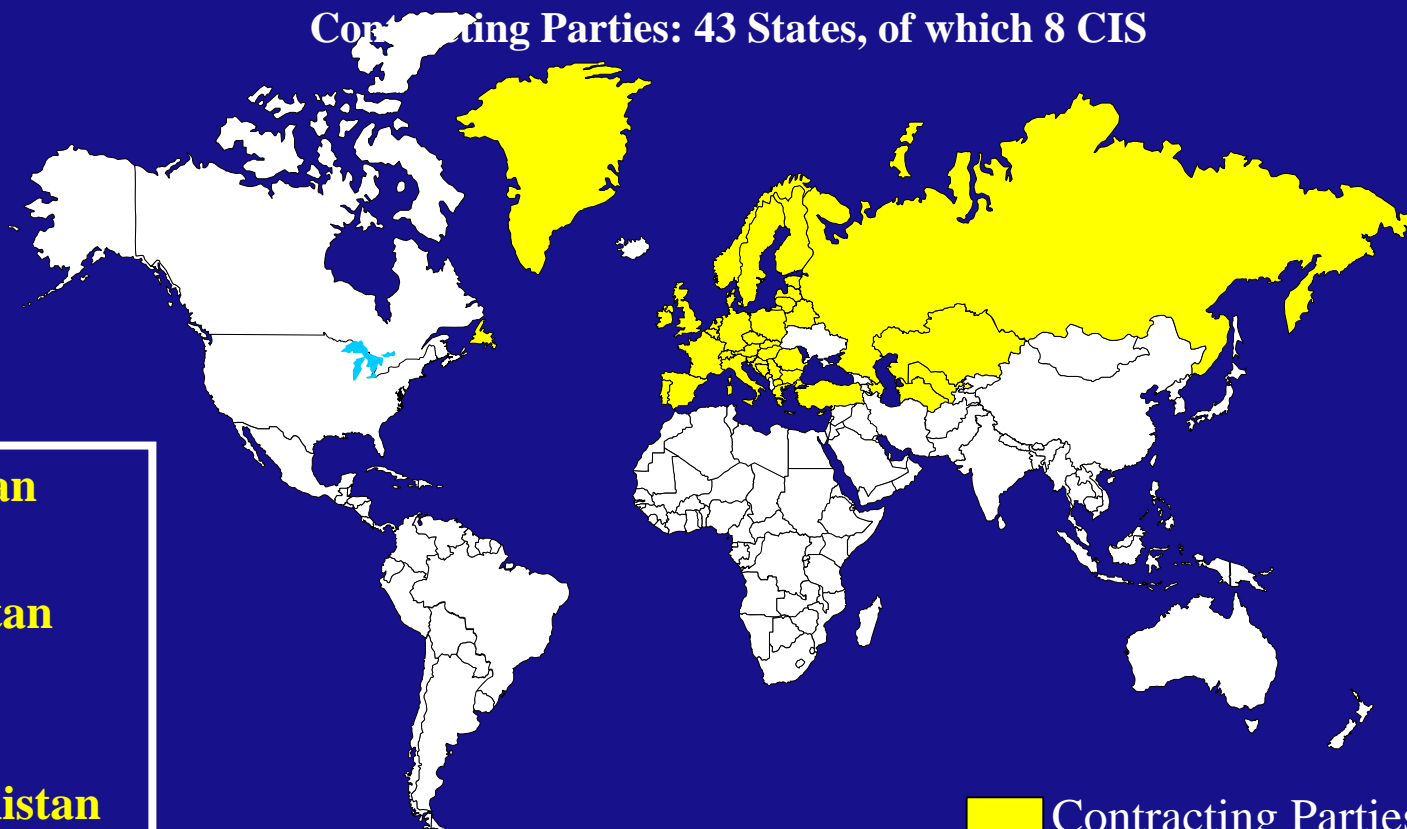
Benefits

- Fair competition between carriers
- Lower risk of accidents involving heavy vehicles caused by drivers fatigue
- No cheating on driving or rest hours in futuers with the digital tachograph



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

Contracting Parties: 43 States, of which 8 CIS



Azerbaijan
Belarus
Kazakhstan
Moldova
Russia
Turkmenistan
Ukraine
Uzbekistan



Major UNECE legal instruments on transport infrastructure

- European Agreement on Main International Traffic Arteries (AGR) of 1975
- European Agreement on Main International Railway Lines (AGC) of 1985
- European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), of 1991
- European Agreement on Main Inland Waterways of International Importance (AGN), of 1996



Major UNECE legal instruments on transport infrastructure (cont'd)

Objectives:

- To assist the development of international road, rail, inland waterways and combined transport throughout the UNECE region
- To provide legal framework for construction and development of coherent international road, rail, inland waterways and combined transport networks



Major UNECE legal instruments on transport infrastructure (cont'd)

Key provisions

- **Define the E - road, rail, inland waterways and combined transport networks consisting of numbered arteries channelling major international traffic flows**
- **Provide the infrastructure parameters to which those arteries should conform**
- **Contracting Parties commit themselves to its implementation, including construction and upgrading of E-networks in their territories, under national plans**
- **No deadlines for implementation**

E-Road network

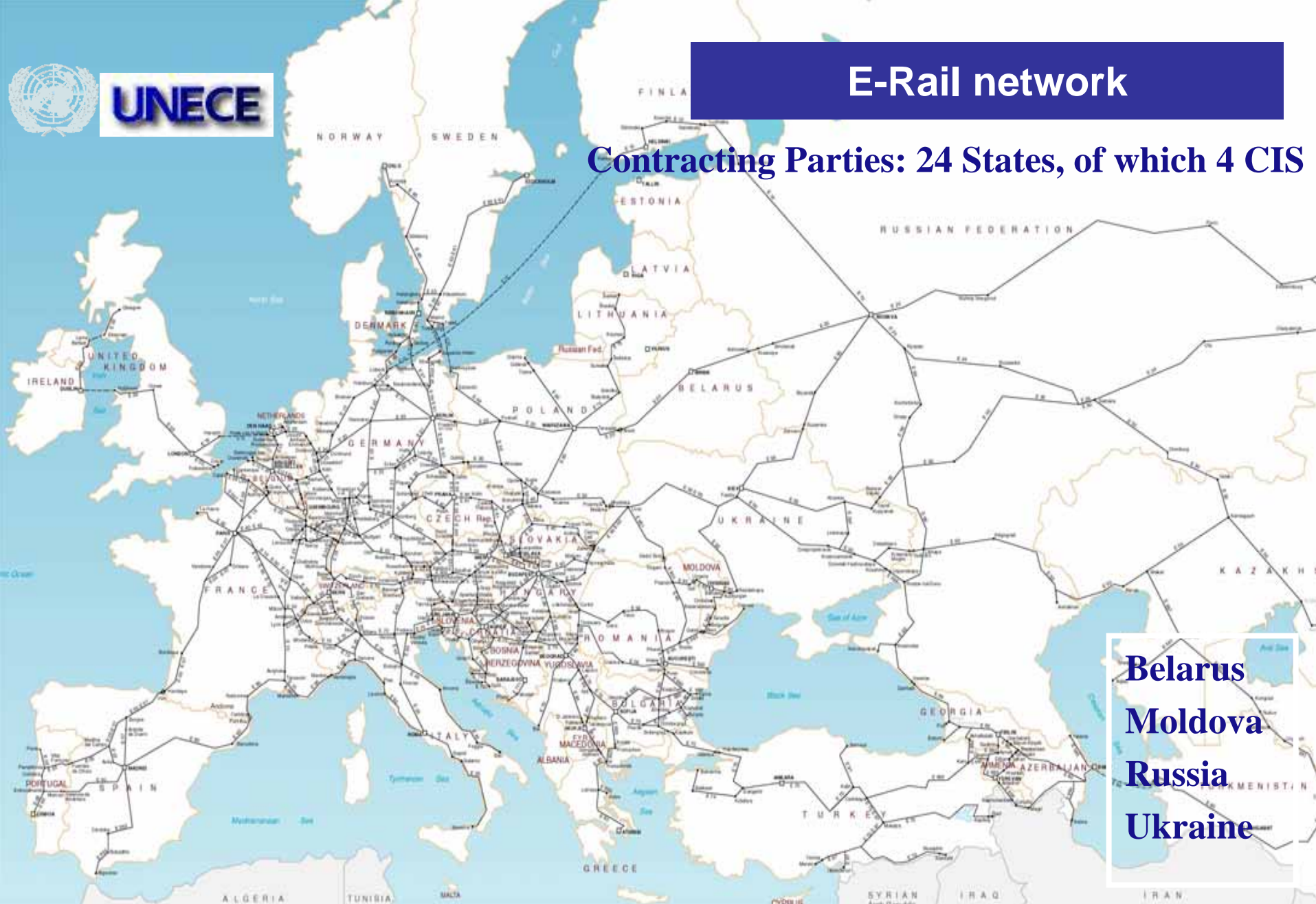
Contracting Parties: 33 States, of which 6 CIS

Azerbaijan
Belarus
Georgia
Kazakhstan
Russia
Ukraine



E-Rail network

Contracting Parties: 24 States, of which 4 CIS

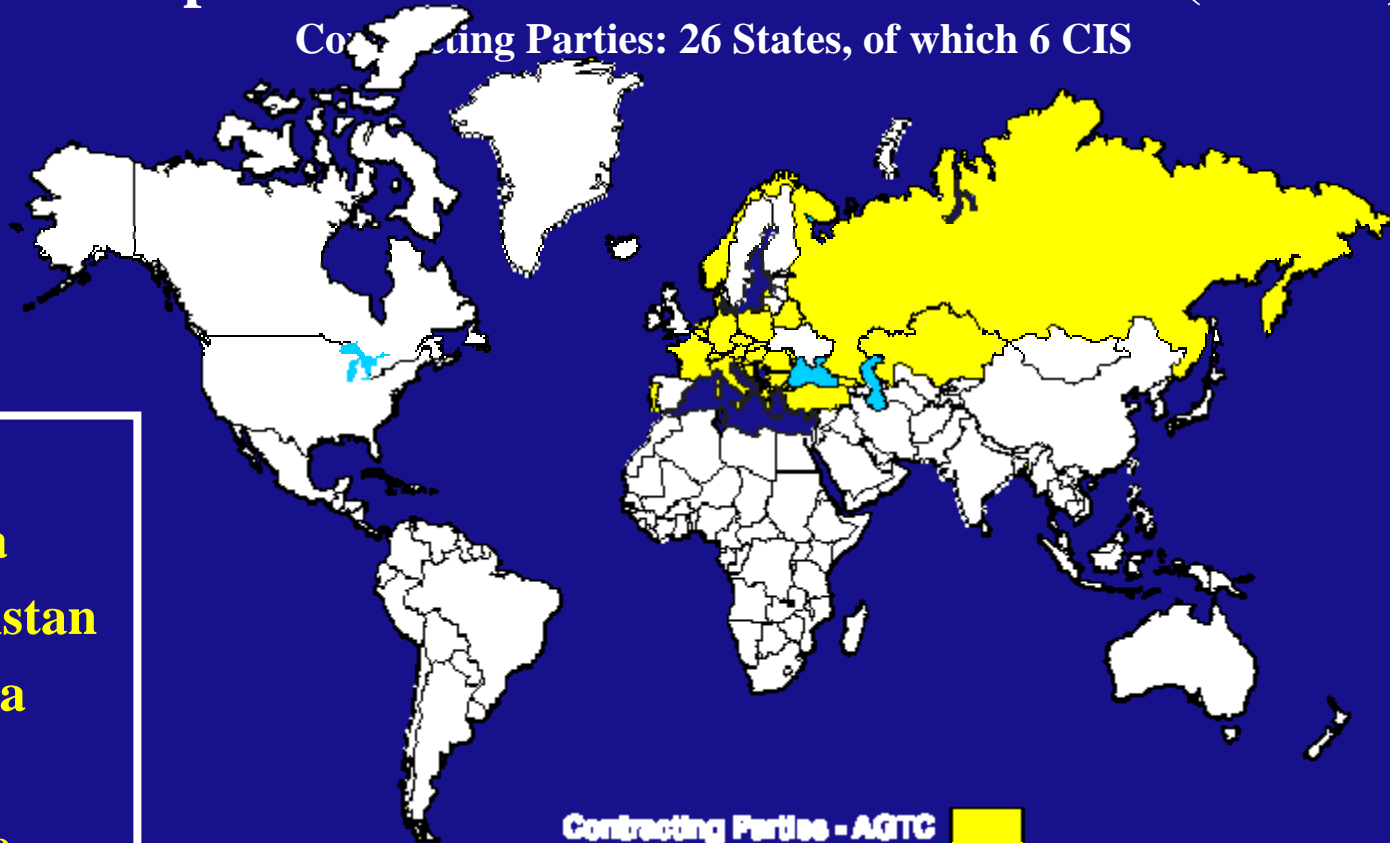


Belarus
Moldova
Russia
Ukraine



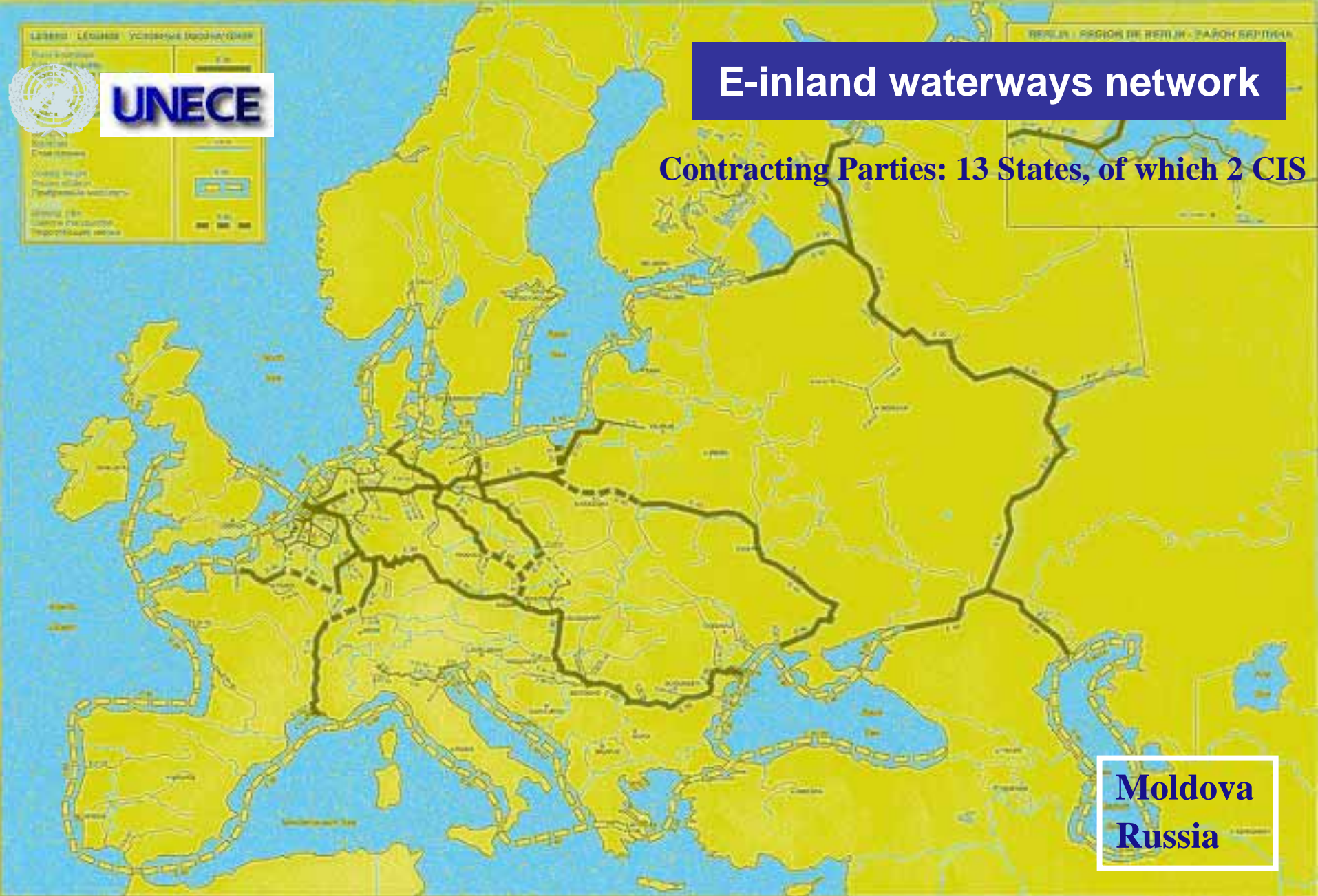
15. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

Contracting Parties: 26 States, of which 6 CIS



Belarus
Georgia
Kazakhstan
Moldova
Russia
Ukraine

Contracting Parties - AGTC 





About Implementation

- International Conventions on transport facilitation can yield substantial benefits
- For this to happen, they must be fully and effectively implemented
- The ECE has neither enforcement authority nor financial means for implementation



About Implementation (Cont'd)

- Implementation is the responsibility of Contracting Parties
- Within its limited resources, the ECE
 - Promotes accession and implementation
 - Provides technical assistance and advise
 - Monitors implementation (whenever possible)



Conclusions

- Conventions on Transport, vital to countries
- To facilitate international transport
- Provide for efficiency to international transport
- Key to international trade, exports and imports, international tourism



Conclusions (cont'd)

- Harmonize and improve standards of road transport
- Ensure fair competition among carriers
- Facilitate border crossing procedures
- Decrease border crossing delays and costs and avoid payment of unnecessary taxes
- Facilitate settlement of disputes
- Facilitate international transport of dangerous goods and perishable foodstuffs



Conclusions (cont'd)

- Provide market access and integration
- Provide inclusion in globalization
- Basic tools for the creation of a common pan-European and Euro-Asian transport space

STATUS OF ACCESSION OF GEORGIA TO MAIN UNECE TRANSPORT FACILITATION AGREEMENTS AND CONVENTIONS		
1	TIR CONVENTION	X
2	HARMONIZATION OF FRONTIER CONTROLS	X
3	TEMPORARY IMPORTATION COMMERCIAL VEHICLES	-
4	TEMPORARY IMPORTATION PRIVATE VEHICLES	-
5	ON CONTAINERS	X
6	ON POOL CONTAINERS	-
7	CUSTOMS FACILITIES ON TOURING	-
8	CMR	X
9	PROTOCOL CMR	X
10	PERISHABLE FOODSTUFFS (ATP)	X
11	DANGEROUS GOODS (ADR)	-
12	PROTOCOL (ADR)	-
13	WORK CREWS (AETR)	-
STATUS OF ACCESSION OF GEORGIA TO MAIN UNECE TRANSPOR INFRASTRUCTURE AGREEMENTS		
14	MAIN INTERNATIONAL TRAFFIC ARTERIES (AGR)	X
15	MAIN INTERNATIONAL RAILWAY LINES (AGC)	-
16	INTERNATIONAL COMBINED TRANSPORT LINES (AGTC)	X
	TOTAL (50%)	8



Recommendations

- Georgia is CP to about 50% of major UNECE transport facilitation Conventions
- Competent authorities should undertake the appropriate national legal procedures for Accession
- Deposit an Instrument of Accession with the S-G
- Ensure full implementation

Remember, no fees only benefits



Model instrument of accession

ACCESSION

WHEREAS the *(title of agreement)* was concluded at *(place)* on *(date)*,

NOW THEREFORE I, *(name and title)* declare that the Government of *(name of State)* having considered the above mentioned agreement accedes to the same and undertakes faithfully to perform and carry out the stipulations therein contained.

IN WITNESS WHEREOF, I have signed this instrument of accession at *(place)* on *(date)*

(signature)



UNECE

**Conventions on Transport Facilitation
Efficient Instruments for Economic
Development**

www.unece.org/trans