

DECLARATION

adopted by the

Second International Euro-Asian Conference on Transport

held in

St. Petersburg, 12-13 September 2000

The representatives¹ of Governments and Parliaments of European and Asian countries, international organizations having a bearing on transport, international financial institutions and associations of transport carriers, freight forwarders and other private organizations having an interest in transport, participating in the *Second International Euro-Asian Conference on Transport* in St. Petersburg on 12-13 September 2000;

RECALLING the Declaration and reports of the *Second and Third Pan-European Transport Conferences* (Crete, March 1994; Helsinki, June 1997), the *first International Euro-Asian Conference on Transport* (St. Petersburg, May 1998), and other relevant international conferences and meetings on transport;

HAVING REGARD to Declarations of Conferences and Meetings on Euro-Asian transport issues including, *inter alia*, the *International Conference on the Restoration of the Historic Silk Route* (Baku, September 1998), the second *International Silk Road Rehabilitation Conference* (Tashkent, September 1999), the *second and third International TRANSASEURASIA Conferences* (Almaty, May 1998; Astana, June 2000), the Council of Ministers sessions of the European Conference of the Ministers of Transport (ECMT) (Warsaw, 1999 and Prague, 2000), the Sessions of the Council of Ministers of the country-members of the Organization of Railways Cooperation (OSShD) (Astana, 1999; Riga, 2000) and the Cairo Meeting of the Heads of UN Regional Commissions responsible for transport (December 1999);

RECOGNIZING the crucial role of transport in sustaining and promoting the economic and social development of countries in Europe and Asia;

RECOGNIZING also the increasing need for reliable, efficient, safe and environmental-friendly transport linkages between Europe and Asia for the promotion of international trade, tourism and economic co-operation;

CONSIDERING that the gradual opening of transport markets and the implementation of market economy principles by the European and Asian countries require closer co-operation in the field of transport;

¹ See Annex

CONCERNED that current significant and undue delays at border crossings are the source of unduly increased costs and inefficiencies in transport, trade and economic development of countries in Europe and Asia;

TAKING INTO ACCOUNT that economic, social, technological, environmental, safety and security aspects of transport policy continue to generate challenges and opportunities for all countries in Europe and Asia;

CONVINCED that the establishment of coherent, efficient, safe and environmental friendly Euro-Asian transport links require the approximation of national transport legislation and regulations in conformity with the international transport agreements and conventions, facilitation and harmonization of customs and other border-crossing procedures, such as transit regimes and especially the TIR Convention of 1975, co-ordinated development of relevant transport infrastructure and further research on transport issues, including those developed by the United Nations, European Union (EU) and other international organizations and fora;

RECOGNIZING the significance of activities implemented by the United Nations Economic Commission for Europe (UN/ECE), the United Nations Economic and Social Commission for Asia and the Pacific (UN/ESCAP), EU, European Conference of the Ministers of Transport (ECMT), Organization for Railways Cooperation (OSShD), Coordination Transport Meeting of the Ministers of Transport of the Commonwealth of Independent States (CIS), Council of Railway Transport (CIS), International Financial Institutions (IFIs) and other international organisations concerned with the development of international and interregional transport linkages and services in Europe and Asia, as well as between both continents;

Hereby,

- A. Acknowledge actions and decisions taken of relevance to Euro-Asian transport links, including:
- (i) Signature of the Addendum to the Memorandum of Understanding on the Pan European Transport Corridor 2 (PETC 2: Berlin - Warsaw - Minsk - Moscow - Nizhny Novgorod);
 - (ii) Signature of the Memoranda of Understanding on the Pan European Transport Areas (PETrAs) of the Black Sea and of the Barents Sea-Euro-Arctic Transport Area (BEATA);
 - (iii) Extension of the UN/ECE road, rail, inland water and combined “E” transport infrastructure network agreements (AGR and AGC) to the Caucasus, Central Asia and Russian Federation;

- (iv) Implementation of the UN/ESCAP integrated ALTID project comprising Asian Highway and Trans-Asian Railway networks as well as facilitation of land transport, and the implementation of ESCAP Resolution 52/9 on Intra-Asia and Asia-Europe land bridges;
 - (v) Extension of the Traceca Programme to new participants: Mongolia, Republic of Moldova and Ukraine; also the signing of the *Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor (The Basic Agreement)* (Baku, September 1998) and the setting up of the Inter-Governmental Commission and its Permanent Secretariat in Baku;
 - (vi) The establishment of the UN Special Programme (jointly by UN/ECE and UN/ESCAP) for the Economies of Central Asia (SPECA) with priority focusing on transport and border crossing facilitation for international and transit traffic throughout the region of Central Asia; and
 - (vii) The agreement between the Republic of Korea and the Democratic Peoples Republic of Korea on the interconnection of their respective railway systems on the Korean Peninsula;
 - (viii) The Inter-Governmental Agreement on the International “North-South” Transport Corridor, signed by the Republic of India, Islamic Republic of Iran and the Russian Federation on 12 September 2000, in the framework of this Conference in St. Petersburg.
- B. Support the following list of *Euro-Asian Land Transport Corridors*, presented to this Conference by UN/ECE and UN/ESCAP and based on the results of a recent meeting², as constituting the main backbone of the Euro-Asian Land Transport system:

***Euro-Asian Land Transport Corridors*³**

I Transsiberian

Europe (PETCs 2,3 and 9) - Russian Federation - Japan, with three branches from the Russian Federation to:

- Kazakhstan - China,
- Korean Peninsula, and
- Mongolia - China;

² Meeting on the establishment of Euro-Asian transport links (Geneva, May 2000) with participants from Germany, the Russian Federation, EC, UN/ECE, UN/ESCAP and International Union of Railways (UIC).

³ All Transport Corridors are over land with the exception of the Transsiberian that links to Japan over sea.

II TRACECA

Eastern Europe (PETCs 4,7,8,9) - across Black Sea - Caucasus - across Caspian Sea - Central Asia;

III Southern

South-eastern Europe (PETC 4) - Turkey – Islamic Republic of Iran, with two branches to:

- Central Asia - China, and
- South Asia - South East Asia/Southern China;

IV North-South

Northern Europe (PETC 9) - Russian Federation, with three branches:

- Caucasus - Persian Gulf, and
- Central Asia - Persian Gulf;
- Across the Caspian Sea – Republic of Iran – Persian Gulf

C. Reiterate support for the principles reflected in section “B” of the Declaration of the First St. Petersburg Conference (1998) and emphasize the importance of the following guidelines for the development and operation of the Euro-Asian Transport Corridors:

- (i) safe and environmental-friendly sustainable conditions of transport operations and infrastructure being of paramount importance; also their compliance and, where appropriate, harmonization of national transport legislation with the relevant international regulations; also efficiency and effectiveness of transport in terms of transit time and cost;
- (ii) sustained efforts towards progressive liberalization and harmonization of the transport markets of all parties; fair and transparent transport competition among carriers and modes of transport and free and unimpeded market access to users ;
- (iii) accession to and implementation of international agreements norms and standards and best practices relevant to facilitation of international and transit traffic;

- (iv) avoidance of discriminatory taxes and charges and of other discriminatory conditions for transport users; also promotion of facilitating conditions for international transport operators through reduction and/or elimination of undue delays at border crossings suffered by them; moreover consistent treatment in obtaining entry visas for all professionally certified transport crews across all modes;
- (v) augmentation of the capacity and output of the existing infrastructure through cost-effective technical and administrative means prior to introducing major capital investments;
- (vi) establishment of uniform and harmonized information systems including electronic data interchange (EDI) and electronic data processing (EDP), with collected data to be protected against misuse;
- (vii) promotion and facilitation of public private partnership (PPP) schemes for the development of transport in the Euro-Asian context;
- (viii) appraisal of major investment projects and their selection for financing based on sound economic and environmental principles and widely accepted international standards.

D. Recommend the following initiatives on the development for an integrated Euro-Asian transport system:

- (i) Concerted efforts by countries and all other parties concerned to ensure the early establishment of transport routes/networks for each of the Euro-Asian Corridors and to their progressive development based on sound economic principles; also, for continuity and orderly and effective development of transport in the region, the emerging networks of the Euro-Asian Corridors be based on the existing UN/ECE, UN/ESCAP, EU and OSShD transport networks;
- (ii) Step-by-step, pragmatic and concrete initiatives be introduced on all Euro-Asian Corridors to ensure harmonization of legal frameworks, especially in respect to border crossing and optimization of border crossing procedures, in order to minimize undue delays suffered by international and transit traffic and by transport operators;
- (iii) Extension of the Pan European Corridor 2 to, *inter alia*, Yekaterinburg could be considered as a potential link to ensure interface between the PETCorridors and the Euro-Asian transport systems;

- (iv) Demonstration runs of container block-trains along each route in order to demonstrate the ability of land routes to compete with sea routes; also to identify bottlenecks;
 - (v) Development of the air traffic system on the crosspolar routes;
 - (vi) UN/ECE and UN/ESCAP complete as soon as possible the on-going preparation of their joint programme on Euro-Asian land transport as recommended by the First St. Petersburg Conference (1998); particular attention be given to resource mobilization to make such programme effectively operational; moreover, in the interest of a consistent approach towards the development of new initiatives and subject to availability of resources, UN/ECE and UN/ESCAP be prepared to provide appropriate advice;
 - (vii) International organizations and programmes concerned take note of the above recommendations for possible assistance in their implementation.
- E. Recommend the next International Euro-Asian Conference on Transport be held in about two to three years to review progress on Euro-Asian land transport and to address further major related issues; also consider the establishment of a Permanent secretariat.
- F. Express their appreciation to the Government of the Russian Federation for the organization of this Conference; note the efforts made heretofore by participating States to implement international agreements relevant to the development and facilitation of efficient, safe and environmental friendly transport in the Euro-Asian context; also note the positive contribution of the private sector towards improving the transport of people and goods through and across Europe and Asia.

St. Petersburg, 13 September 2000.

Note: This document has been issued in two official versions in the English and Russian languages.

**List of participating States and international organizations at the
Second International Euro-Asian Conference on Transport
(St. Petersburg, 12-13 September 2000)**

Six-hundred-and-six representatives of the following States and organizations attended the Conference.

States

Azerbaijan
Belarus
Belgium
Bulgaria
China
Cuba
Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Hungary
India
Iran
Italy
Japan
Kazakhstan
Korea
Latvia
Lithuania
Mongolia
Republic of Moldova
Netherlands
Norway
Poland
Russian Federation
Slovakia
Sweden
Switzerland
Thailand
Turkey
Ukraine

United Kingdom
USA
Yugoslavia

International Organizations

Black Sea Economic Cooperation (BSEC)
European Bank of Reconstruction and Development (EBRD)
European Conference of the Ministers of Transport (ECMT)
European Commission (EC)
International Police and Road Transport Organization (ITPRTO)
International Road Union (IRU)
Organization for Railways Cooperation (OSShD)
Union State of Russia and Belarus
United Nations Economic Commission for Europe (UN/ECE)
United Nations Economic and Social Commission for Asia and the Pacific (UN/ESCAP)
World Bank (WB)

Non-Governmental and private organizations

Representatives of 185 non-Governmental (NGOs) and private organizations attended the Conference.
