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
- 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

United Nations Economic Commission for Europe - Transport Division
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
Legal transposition index, 2007

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

- Russia
- Switzerland
- Latvia
- Luxembourg
- Croatia
- Ukraine
- Belgium
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

- \( \frac{Y(1)}{Y(0)} = \left[ \frac{S(1)}{S(0)} \right]^x \)
- 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

United Nations Economic Commission for Europe - Transport Division
Length of export procedures

Days per container, 2007

- Kazakhstan (12)
- Tajikistan (10)
- Uzbekistan (7)
- Afghanistan (12)
- Azerbaijan (9)
- Russia (8)
- Moldova (6)
- Ukraine (6)
- Armenia (30)
- Iran (8)
- Belarus (8)
- Bulgaria (5)
- China (7)
- Turkey (7)
- Romania (5)
- Georgia (8)
## Structure of export procedures

### Export procedures in selected EATL countries (days), 2007

<table>
<thead>
<tr>
<th>Process</th>
<th>Armenia</th>
<th>Azerbaijan</th>
<th>Belarus</th>
<th>Georgia</th>
<th>Moldova</th>
<th>Ukraine</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Documents preparation</strong></td>
<td>17</td>
<td>28</td>
<td>11</td>
<td>5</td>
<td>20</td>
<td>23</td>
</tr>
<tr>
<td><strong>Customs clearance &amp; tech. control</strong></td>
<td>1</td>
<td>10</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>2</td>
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<tr>
<td><strong>Ports &amp; terminal handling</strong></td>
<td>2</td>
<td>5</td>
<td>4</td>
<td>2</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td><strong>Inland transport &amp; handling</strong></td>
<td>10</td>
<td>13</td>
<td>4</td>
<td>3</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>30</td>
<td>56</td>
<td>24</td>
<td>12</td>
<td>32</td>
<td>31</td>
</tr>
</tbody>
</table>

*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
Thank you for your attention

www.unece.org/trans