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Secretariat**

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Conference Services

Please find attached the power point presentation by Mr. Jose Capel Ferrer, Director, Transport Division, UNECE, delivered to Review Session (*Review of the implementation of OSCE transport related commitments with a particular focus on international legal instruments*), of the 14th OSCE Economic Forum, Part 2, Prague, 22-24 May 2006.



UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE

**Review of the implementation of OSCE commitments
in the economic and environmental dimension**

TRANSPORT

José Capel Ferrer
Director, Transport Division, UNECE

Fourteenth OSCE Economic Forum
22-24 May 2006, Prague, Czech Republic

UNECE review of transport

- Not a comprehensive review of all transport issues across all UNECE Member States
- Focus on selected inland transport issues and sub-regions/countries

Review of OSCE commitments in 2006

“The review ... will address transport-related commitments with a particular focus on international legal instruments, with a view to seeing how the OSCE could promote their wider acceptance and implementation.” (The OSCE Permanent Council Decision No. 684)

Inland transport: importance

- Transport plays a vital role in national economies
- An important sector on its own: large share of GDP/employment
- Inefficient transport lowers economic growth
- Costs depend on physical infrastructure and institutional framework

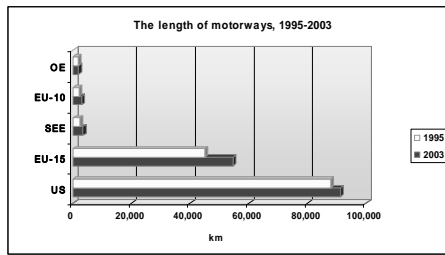
Transport commitment

“We encourage the development of transport networks in the OSCE region, which are efficient and integrated, free of avoidable safety and security risks and sensitive to the environment. In this regard, we will give a high priority to the uninterrupted operation of the existing transport corridors and to construction of new ones, where this can be economically justified” (The OSCE Strategy Document for the Economic and Environmental Dimension)

Inland transport: challenges

- Need to improve physical infrastructure (road and rail)
- Need to strengthen the supporting regulatory framework
- Improvements will reduce the economic significance of distance and increase economic growth

Infrastructure: roads

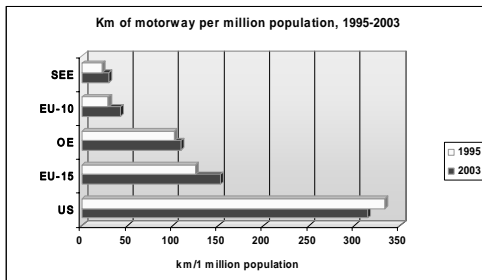


- Progress made, but many sub-regions still experience the consequences of under-investment

Border crossing

- Time is an important cost determinant
- Border crossing conditions vary significantly across the UNECE region
- Crossing times – by road or train – often too long

Infrastructure: roads

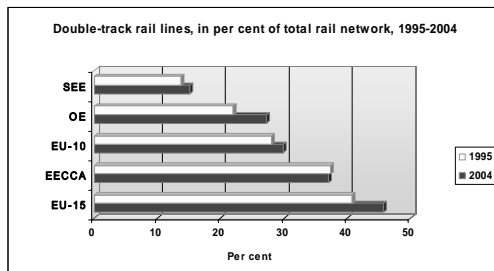


- Large disparities among sub-regions

Border crossing: the main barriers

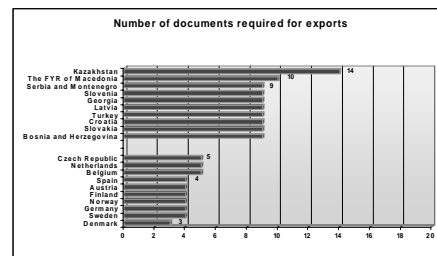
- Complex controls and procedures
- Inadequate infrastructure
- Low-skilled personnel

Infrastructure: railways



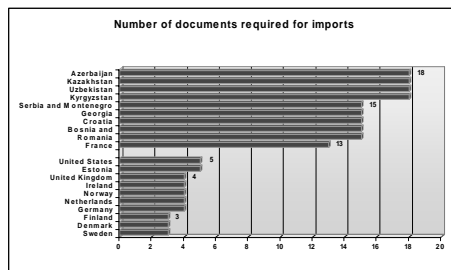
- Similarly, sub-regional disparities in railways

Border crossing: complex procedures



- Some EECCA, SEE and EU-10 countries require twice as many documents as “UNECE leaders”

Border crossing: complex procedures



- Some EECCA and SEE countries require many documents

Facilitating border crossing: the UNECE Conventions

- Aim at simplification and harmonization of procedures at border crossings
- The Harmonization Convention
- The TIR Convention

Border crossing: lengthy procedures

- A container load needs 5-9 days to be exported from some EU members, Norway and the US (Source: World Bank)
- Needs about one month in Greece, Republic of Moldova, Armenia and Croatia (Source: World Bank)

Facilitating border crossing: the Harmonization Convention

- Regulations for various types of border controls
- Co-ordination among the responsible border services within each country
- Co-ordination between controls on each side of the border, including joint controls

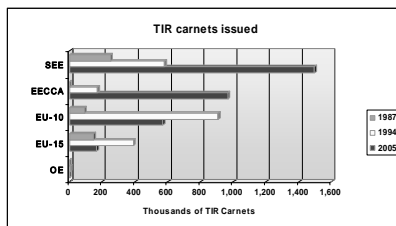
OSCE commitments – border crossing facilitation

“The participating States stress that expeditious process/treatment of goods and persons at international borders stimulates international trade and they will therefore make their borders more open for that purpose.” (Document of the Bonn Conference on Economic Co-operation in Europe, 1990)

Facilitating border crossing: the TIR Convention

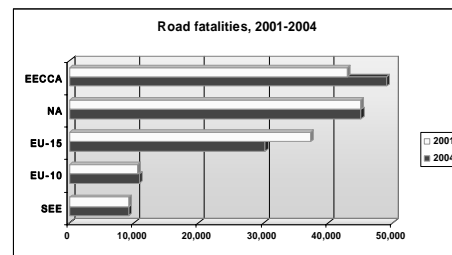
- Simple and secure international transit transport of goods
- No controls at intermediate borders, no financial guarantee at each border
- Implemented by customs authorities in co-operation with transport operators

Facilitating border crossing: the TIR Convention



- Increased number of TIR Carnets in SEE and EECCA facilitated a sharp increase in international transport and trade in these sub-regions

Road accidents: recent trends

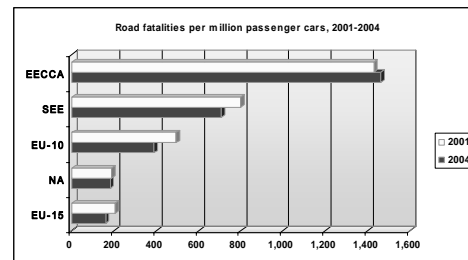


- About 150,000 people died on UNECE roads in 2004

Heterogeneous transport regulations

- Transport and traffic rules, road signs and signals are often not harmonized
- Divergences in transport regulations represent significant barriers to trade
- UNECE Conventions, including the Vienna Conventions provide the basis for a consistent and harmonized pan-European system

Road accidents: recent trends



- Improvements in all sub-regions except in EECCA

Road accidents

- Road accidents cause great human suffering and impose high economic costs (2 per cent of GDP)
- Adequate legislation is required to lower the risk of accidents and minimize the consequences
- Human error: main cause of over 90 per cent of accidents
- Effective implementation, education and info campaigns necessary to improve road safety

Air pollution from transport

- Transport is a major source of air pollution
- Cleaner vehicles and fuels have reduced air pollution, in particular in WE and NA
- Problematic areas remain

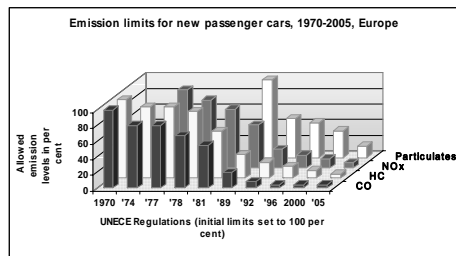
Vehicle emissions: UNECE Regulations

- Regulations must be developed and implemented internationally
- UNECE Regulations have delivered spectacular results

Infrastructure

- Road and rail networks are not adequate, coherent and integrated
- The UNECE Agreements, the TEM and TER Projects and the Euro-Asian transport links project provide ready to use tools and cooperation frameworks to address these challenges

Reducing vehicle emissions: UNECE Regulations



- Significant reductions in emission limits from new passenger cars (and trucks)

Infrastructure: TEM and TER Master Plan

- Identified the backbone road and rail networks in 21 SEE and EECCA countries
- 491 projects costing €102 billion (€49.5 billion for roads and €52.5 billion for rail) have been evaluated and prioritized
- The next steps: implementation and monitoring
- The OSCE could support the implementation of the TEM and TER Master Plan

CONCLUSIONS AND RECOMMENDATIONS

Infrastructure: Euro-Asian transport links

- To develop Europe-Asia transport links and to promote inter-regional co-operation
- UNECE, UNESCAP and 18 governments from the Euro-Asian region participate
- Main road, rail and inland water transport routes linking Europe to Asia agreed upon
- Project evaluation and prioritization under way
- The OSCE could support the implementation of the Euro-Asian transport links project

Border crossing

- Crossing times – by road or train – often too long
- The UNECE border crossing facilitation conventions, in particular, the TIR Convention and “The International Convention on the Harmonization of Frontier Controls of Goods”, provide the adequate basis to address this situation
- The OSCE could help UNECE strengthen the implementation of UNECE transport conventions by supporting capacity building activities related to the “Harmonization Convention”

Impact of transport on health and the environment


- Transport is a major source of air pollution
- Cleaner vehicles and fuels have reduced air pollution in many UNECE countries; more progress needed
- The UNECE World Forum for Harmonization of Vehicle Regulations extremely effective in minimizing the harmful health and environmental effects of road vehicles

Harmonization of transport legislation

- National transport and traffic rules vary from one country to another
- This is a major non-physical barrier to trade
- The UNECE transport conventions enable countries to harmonize their transport and traffic legislation with those of other European countries
- The OSCE could encourage its participating States to accede to and implement the main UNECE transport conventions

Road safety

- There are still too many road traffic deaths and injuries in the UNECE region
- The UNECE road safety conventions and agreements provide a solid basis for lowering the number of road accidents and fatalities
- The OSCE could encourage accession to and implementation of UNECE road safety conventions



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UNECE Transport Division 4

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UNECE Transport Division 2

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UNECE Transport Division 5

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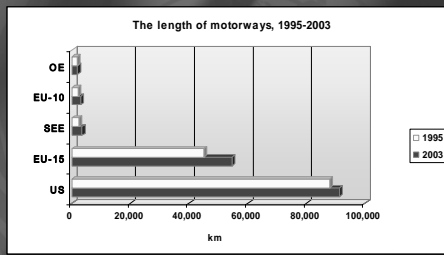
UNECE Transport Division 3

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UNECE Transport Division 6

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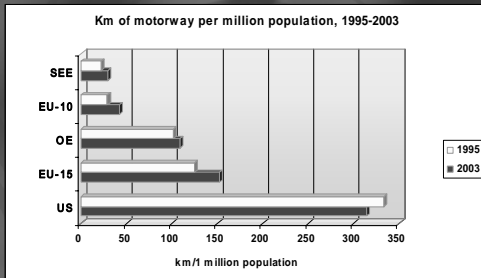


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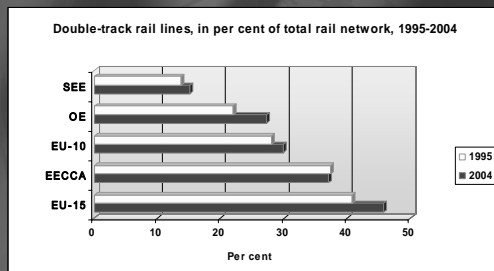


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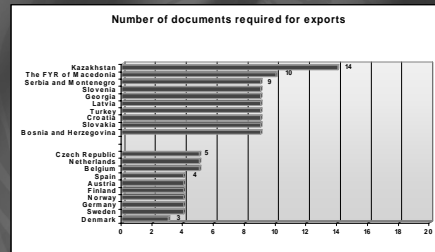
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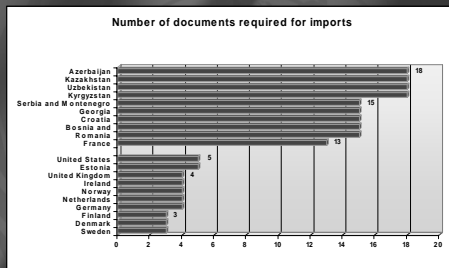
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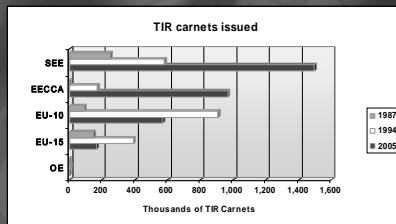
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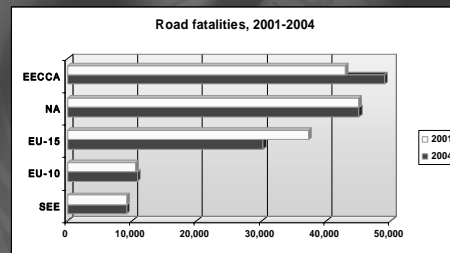
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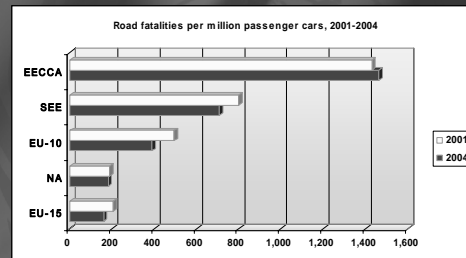


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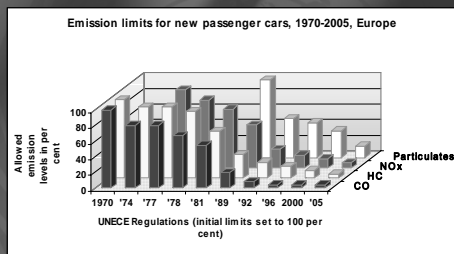
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