

UN WORK ON TRANSPORT CORRIDORS AND CONVENTIONS

Prepared by the UNECE Transport Division

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“We encourage the development of transport networks in the OSCE region that 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. (OSCE Ministerial Council, Eleventh meeting, Maastricht 2003)”

I. Transport, vital to national economies

1. National economies are increasingly dependent on transport. In our days, transport is embedded in the production and distribution processes more than ever before. Transport is not just a service to those processes, but has become an essential part of them. In addition, transport has become an important economic sector itself, which accounts for a large share of GDP and employment in national economies. Transport also affects everyday life of people more than in any other time in the past. More and more people need transport everyday to perform their economic and social activities. Transport provides access to basic services, such as health and education, for all. Furthermore, transport is crucial for the integration of regions, particularly those that are peripheral or isolated, and for the reduction of unbalances among them.

2. At the same time, national economies depend increasingly on international trade, exports and imports, which, in turn, require transport. Therefore, national economies depend on international transport more than ever before. Globalization, and the unprecedented increase in international trade that it is bringing along, provides countries, particularly for developing countries and countries in transition, and most particularly for landlocked developing countries, with a unique opportunity to boost their economic growth and improve the living conditions of their populations. International transport is also crucial for the integration of countries and for the reduction of economic and social disparities among them. In addition, international transport is a basic pre-condition for the development of tourism, another factor for socio-economic development and integration of countries. For countries to reap these benefits, they must develop efficient transport systems. Countries with inefficient transport systems may be excluded from the benefits of globalization. The development of an efficient international transport is, therefore, of major, strategic importance for all countries, particularly for those with economies in transition or which are developing, and most particularly for landlocked developing countries.

3. Basically, an efficient international transport requires adequate, coherent and integrated international transport networks and a regulatory framework that enables the development of efficient and low cost, uninterrupted, safe and sustainable transport services.

II. Transport challenges

4. International transport, however, faces many obstacles, in terms of long and cumbersome border procedures, transport regulations that diverge from one country to another and insufficient, inadequate or poorly maintained transport infrastructures. In addition, transport raises serious concerns. It gives rise to large numbers of accidents and victims. It consumes fossil fuels and produces pollutant emissions that are harmful for human health and the environment. Transport security threats, including those from terrorism and organized crime, have recently become an additional cause of concern for Governments.

A. *Insufficient, inadequate transport infrastructures*

5. Transport networks are, however, far from being adequate, coherent and integrated, particularly at pan-European level. *Road networks* in Central, Eastern and South Eastern European countries as well as in the Caucasus and Central Asia, in spite of the progress made in recent years, still suffer from decades of neglect and under-investment under the former regimes and lag far behind the road networks in Western Europe, both in terms of capacity and quality. According to UNECE data provided by the Governments, while there are, on average, about 16,5 km of motorways per km² in the EU-15, this figure is about 4,1 or four times lower in the 10 new EU Member States, and only 2,4, therefore seven times lower, in South-Eastern Europe. In the CIS countries, the situation in this respect is much worse, as the number km of motorways per km² is on average just 0,15, therefore, over one hundred times lower than in the EU-15. Similarly, while in the EU-15 there are 141 km of motorways per million population, this number is: about 40, therefore 3,5 times lower, in the 10 new EU Member States; about 28, therefore 5 times lower, in South-Eastern Europe; and less than 12, therefore about 12 times lower, in the CIS (Figures 1 and 2, Table 1). In addition, the quality of existing roads in these countries is also much lower. They provide insufficient capacity to meet increased and foreseeable demand for road transport and are in bad need of upgrading, rehabilitation and maintenance. For example, in some new EU member countries, only a fraction of the road network, about 5 %, is suitable for the 11.5 kN axle load which is typical for EU-15. Long time used as barriers preventing people from travelling abroad, borders often represent additional bottlenecks that cause international transport unnecessary delays and costs. The same can be said of the crossing of towns and cities, level crossings with the railways and other circumstances. These factors represent major obstacles to international transport and trade in the region.

6. *Rail networks* are not fully interoperable even within the EU-15. Track gauges, electric traction voltages, platform length at stations and other rail technical standards often diverge from one country to another, requiring sometimes long and complex technical operations, particularly at borders. In new EU countries and in non-EU countries, rail networks, while dense, have lower capacity and provide lower transport quality than in EU-15. For example, according to UNECE data, the share of double-track rail lines in the total length of the rail network is, on average, about 46% in the EU-15, while this share is on average about 30 % in the 10 new EU members and just 15 % in South Eastern Europe (Figure 3, Table 2). The share of non-electrified lines is also higher in the 10 new EU members and in non-EU countries than in the EU-15. As a result of these and other factors, rail transport, particularly international rail transport, is complex, long and unreliable and, therefore, uncompetitive with road transport, particularly between the EU-15 and the other countries and among the latter countries.

7. *Inland waterway networks*, already limited to navigable rivers, are also hampered by bottlenecks and missing links as well as by technical standards that diverge from one basin to another and often also from one country to another.

8. All these network problems are aggravated by the *lack of sufficient funds* to address them successfully. Infrastructures represent huge investments. They are basically planned and financed within national budgets, in competition with other basic needs like education, health, housing or security, and under macro-economic constraints like deficits or public debt. The share of GDP devoted to transport infrastructure networks is, therefore, limited. To remove gradually the considerable backlog in transport networks that developed in the UNECE region between the East and the West, Eastern countries would need to devote for a large number of years no less than 2 to 2,5% of GDP to transport infrastructure networks, which far from being the case in most of these countries today. Alternative sources of financing can be Dedicated Funds, collected from users in the forms of tolls and taxes. However, transport users' willingness to pay is also limited. Public-private partnerships to finance transport infrastructure networks is another promising source of financing. However, many legal, financial and institutional barriers still exist, that would need to be removed in order to encourage private sector funds to be involved.

Figure 1. Km of Motorway per 1,000 km² in 2003

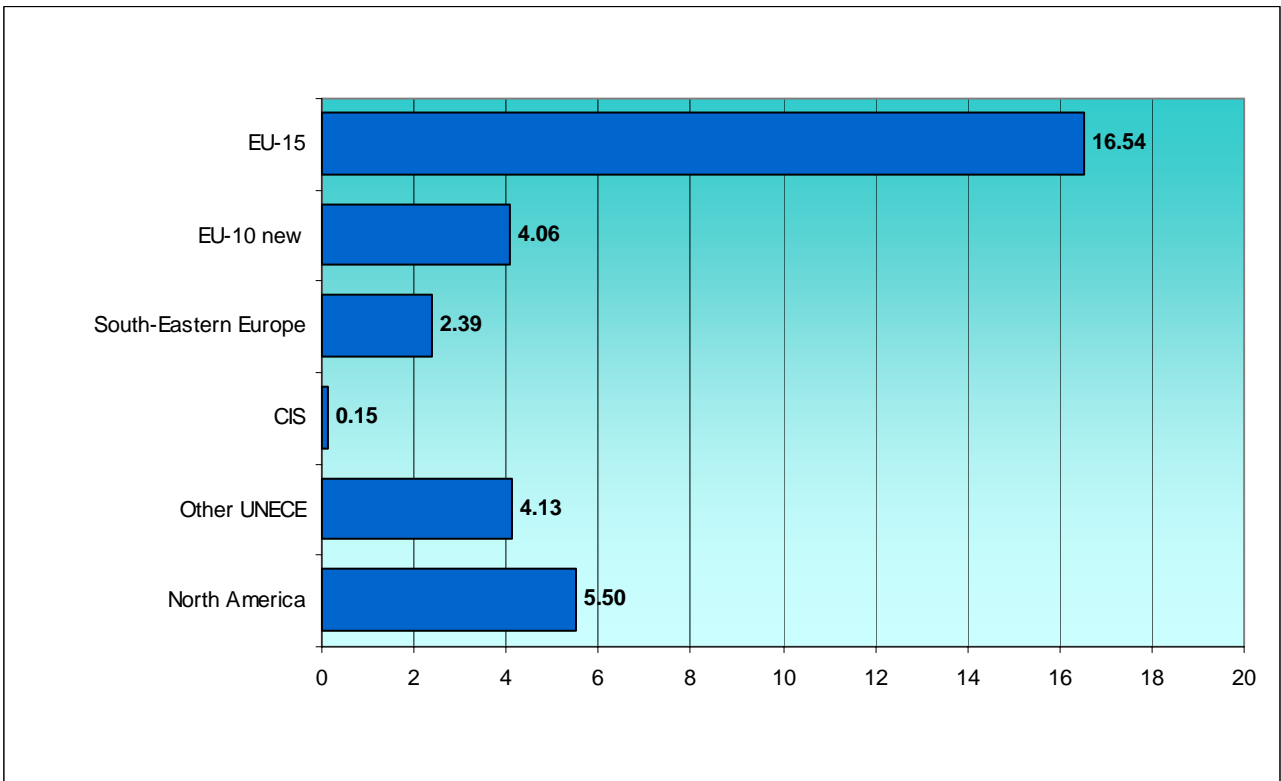


Figure 2. Km of Motorways per Million population in 2003

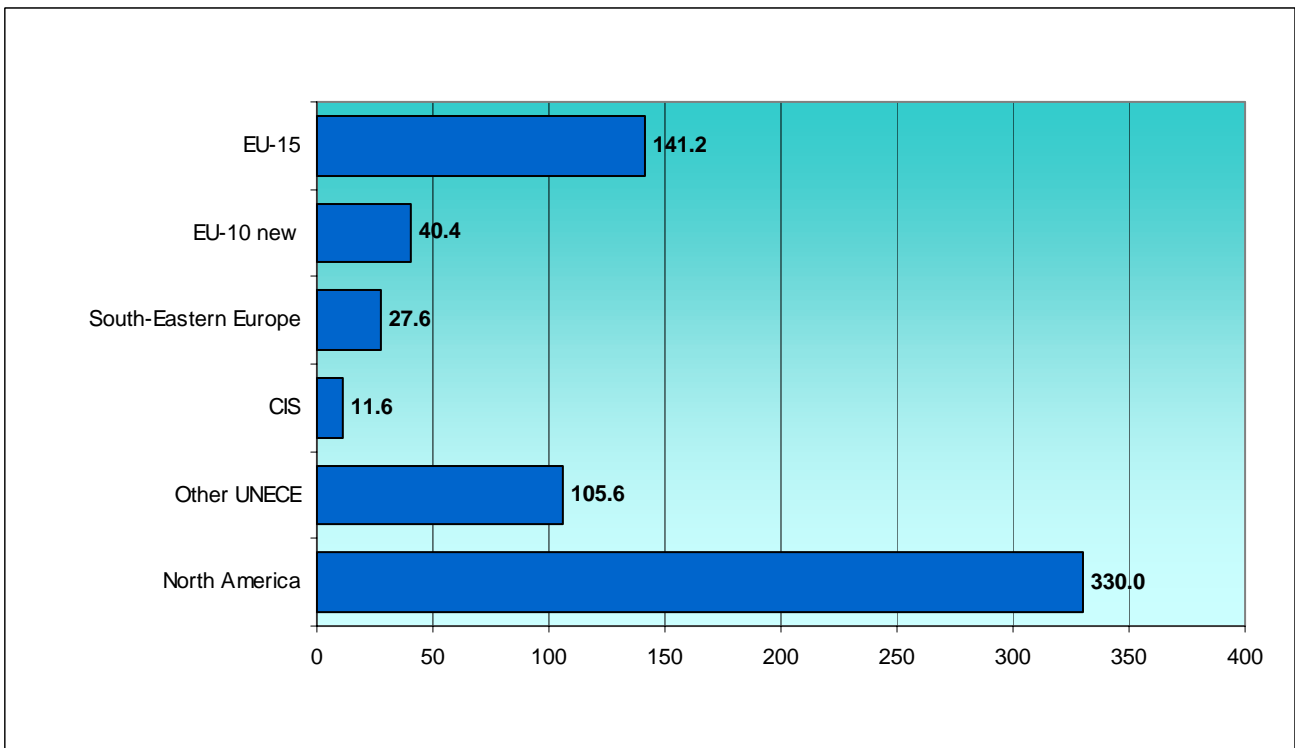


Table 1
Motorways per km² and population in the UNECE, 2003

Country	Motorways km	Area (km ²)	Population (1,000)	Motorways km/1,000km ²	Motorways km/ 1,000,000 population
Austria	1,670	83,858	8140.122	19.91	205.2
Belgium	1,730	30,528	10386.421	56.67	166.4
Denmark	1,010	43,094	5397.64	23.44	187.1
Finland	591	338,145	5219.732	1.75	113.2
France	10,223	551,500	59900.268	18.54	170.7
Germany	12,038	357,031	82531.671	33.72	145.9
Greece	730	131,957	11018.4	5.53	66.3
Ireland	176	70,273	3917.203	2.5	44.9
Italy	6,487	301,333	57044.017	21.5	112.1
Luxembourg	147	2,586	451.6	56.84	325.5
Netherlands	2,289	41,526	16298.032	55.12	140.8
Portugal	1,835	91,982	9991.654	19.95	183.7
Spain	9,571	505,892	41874.277	18.92	228.6
Sweden	1,529	449,964	8975.67	3.40	170.3
United Kingdom	3,609	242,900	57851.131	14.86	62.4
EU-15	53,635	3,242,669	379,768	16.54	141.2
Cyprus	268	9,251	730.4	28.97	366.9
Czech Republic	510	78,866	10,211.5	6.56	50.7
Estonia	98	45,227	1,351.1	2.17	72.5
Hungary	534	93,000	10,116.7	5.74	52.8
Latvia	-	64,589	2,331.5	..	..
Lithuania	418	65,200	3,445.9	6.41	121.3
Malta	..	316	399.9	..	..
Poland	405	312,695	38,190.6	1.30	10.6
Slovakia	302	49,036	5,380.1	6.15	56.1
Slovenia	457	20,273	1,996.4	22.54	220.9
EU-16 new	2,999	738,473	74,153.9	4.06	40.4
EU-25	56,634	3,981,142	453,921.8	14.23	124.8
Albania	-	28,748	3,102.8	..	..
Bosnia-Herzegovina	-	51,130	2,843.7	..	..
Bulgaria	324	110,910	7,601.3	2.92	41.5
Croatia	455	56,542	4,441.4	8.05	102.4
Romania	113	236,391	21,711.3	0.47	5.2
Serbia and Montenegro	374	102,173	7,498.0	3.7	49.9
The FYR of Macedonia	208	25,713	2,020.0	8.09	103.0
Turkey	1,851	774,815	71,251.0	2.39	26.0
South-Eastern Europe (8)	3,325	1,388,422	126,669.4	2.39	27.6
Armenia	-	29,800	3,212.2	..	..
Azerbaijan	-	86,600	8,265.7	..	..
Belarus	-	207,600	9,849.1	..	..
Georgia	-	69,700	4,315.2	..	..
Kazakhstan	-	2,724,900	14,862.5	..	..
Kyrgyzstan	141	199,900	4,994.4	0.7	28.3
Republic of Moldova	-	33,851	3,616.4	..	..
Russian Federation	1,300	17,075,400	144,168.2	0.08	9.0
Tajikistan	-	143,100	6,430.0	..	..
Turkmenistan	-	488,100	5,284.7	..	..
Ukraine	1,770	603,700	47,442.1	2.93	37.3
Uzbekistan	-	447,400	25,370.0	..	..
CIS (12)	3,211	22,116,651	277,846.5	0.15	11.6
Andorra	-	468	72.3	..	..
Iceland	-	103,000	290.6	..	..
Israel	74	21,056	6,748.4	3.51	11.0
Liechtenstein	..	160	30.0	..	..
Monaco	..	2	30.0	..	..
Norway	606	323,758	4,577.5	1.87	132.4
San Marino	..	61	30.0	..	..
Switzerland	1,342	41,285	7,364.1	32.51	182.2
Other UNECE (8)	2,822	489,799	19,142.9	4.13	105.6
Canada	16,571	9,970,610	31,629.7	1.66	523.9
United States	89,848	9,363,520	290,809.8	9.60	309.0
North America (2)	106,419	19,334,130	322,439.5	5.50	330.0
UNECE (55)	171,611	47,303,535	1,193,974.0	3.63	143.7

Figure 3. Double-track rail lines as percentage of total rail network in 2004

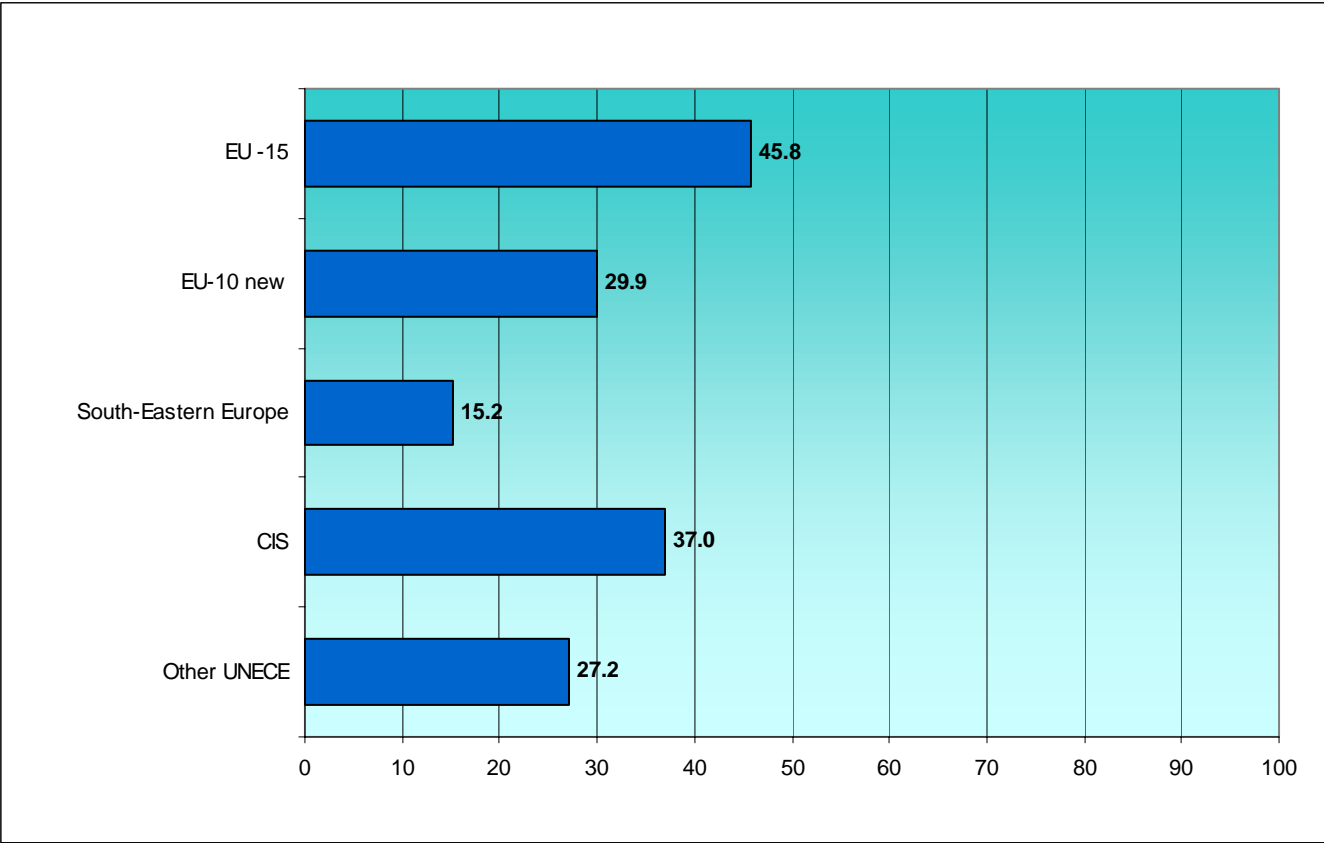


Table 2
Rail network in the UNECE, 2004

Country	Double track km	% of total network	Electrified km	% of total network	Total network km
Austria	2,030	35.0	3,580	61.7	5,001
Belgium	2,712	76.7	2,950	83.4	3,536
Denmark	924	43.2	813	28.8	2,141
Finland	507	8.8	2,819	45.6	5,741
France	16,167	55.3	14,645	50.1	29,246
Germany	17,957	51.7	19,340	55.7	34,719
Greece	431	17.6	83	3.4	2,449
Ireland	500	26.1	55	2.9	1,919
Italy	6,466	39.8	11,240	69.2	16,235
Luxembourg	140	50.9	262	95.3	275
Netherlands	1,886	67.1	2,064	73.4	2,811
Portugal	607	21.3	1,372	48.2	2,849
Spain	4,081	20.4	9,156	56.7	14,395
Sweden	1,759	17.0	7,644	77.3	9,095
United Kingdom	11,896	72.0	5,258	31.8	16,514
EU-15	68,663	45.8	79,881	53.8	148,526
Cyprus	-	-	-	-	-
Czech Republic	1,066	19.6	2,902	31.4	9,511
Estonia	110	11.5	131	13.7	959
Hungary	1,293	16.3	2,848	35.8	7,950
Latvia	303	13.3	258	11.4	2,270
Lithuania	305	21.6	122	6.0	1,702
Malta	-	-	-	-	-
Poland	8,744	44.7	11,910	60.8	19,576
Slovakia	1,020	27.9	1,555	42.5	3,680
Slovenia	300	26.9	504	41.0	1,229
EU-10 new	14,051	29.9	20,310	43.3	46,937
EU-25	82,114	42.0	100,191	51.3	195,463
Albania	-	-	-	-	447
Bosnia and Herzegovina	92	9.2	746	74.6	1,000
Bulgaria	940	22.3	2,854	67.0	4,259
Croatia	248	9.1	984	36.1	2,726
Romania	2,965	27.3	3,929	36.2	10,844
Serbia and Montenegro	278	6.8	1,414	34.8	4,058
The FYR of Macedonia	...	...	...	...	699
Turkey	440	5.1	1,920	22.1	8,697
South-Eastern Europe (8)	4,969	15.2	12,080	36.9	32,730
Armenia	...	...	...	...	447
Azerbaijan	802	37.8	1,270	59.8	2,122
Belarus	1,623	20.5	898	16.3	5,498
Georgia	297	19.0	1,565	100.0	1,565
Kazakhstan	4,802	34.9	3,865	28.1	13,770
Kyrgyzstan	...	...	...	...	417
Republic of Moldova	116	10.8	0	0.0	1,075
Russian Federation	36,327	42.5	42,335	49.5	85,542
Tajikistan	62	10.0	0	0.0	617
Turkmenistan	28	1.1	0	0.0	2,523
Ukraine	7,105	32.6	9,391	42.7	22,011
Uzbekistan	513	12.4	620	15.0	4,126
CIS (12)	51,755	37.0	59,944	42.9	139,713
Israel	132	26.8	-	-	493
Norway	214	5.2	2,518	61.8	4,077
Switzerland	1,814	53.7	3,378	100.0	3,378
Other UNECE (3)	2,160	27.2	5,896	74.1821842	7,948
Canada	18,063	31.3	129	0.2	57,671
United States	N/A	N/A	N/A	N/A	231,106
North America (2)	-	-	-	-	288,857
UNECE	140,998				664,711

B. Long and complex border procedures and controls

9. In addition to inadequate, incoherent and not integrated transport networks, international transport and trade in the UNECE region also face other obstacles and challenges of administrative and regulatory nature. Long, complex and inefficient border controls still persist at many borders, adding unnecessarily to transport delays and costs, and at the same time to the functioning costs of borders themselves. This is particularly true in international rail transport, where trains crossing borders between EU and non-EU countries or between non-EU countries quite regularly stay for hours waiting to be checked and cleared. Arbitrary, discriminatory and non cost-related transit taxes can also be a deterrent for the development of international transport and trade, particularly for inexpensive commodities from landlocked countries.

C. Security threats

10. Border controls and procedures are closely related to security concerns. Borders are particularly sensitive points from the security viewpoint, as organized crime and international terrorism engage in illegal traffic of goods and people. It goes without saying that, in order to combat these threats, controls and procedures are indispensable. However, it is important that these controls and procedures at borders are as efficient as possible and do not lead to excessive hindrances to international transport and trade.

11. Transport is also vulnerable to other security risks. In addition to illegal border crossing of persons or goods, including those that may contribute to terrorist attacks, other security threats include vehicle theft; vehicle misuse as car-bombs, theft of dangerous substances during their transport or attacks to key infrastructure points like tunnels and bridges. Transport equipment, as it was the case in the September 11 attacks, in the Madrid train bombings in March 2004 or in the London Underground and Bus bombings in July 2005, may be used as a key instrument of terrorist attacks. Vehicles carrying dangerous goods can be instruments for, or targets of, possible attacks with serious consequences.

D. Heterogeneous transport regulations

12. Transport rules and regulations that vary from one country to another can also be barriers to international transport and trade. These rules and regulations may concern road traffic rules, road signs and signals, the issuance of driving permits, the driving and rest periods of professional drivers, the transport of dangerous goods and many other transport issues.

E. Safety, environmental and health concerns

13. The still widespread use of old, unsafe and highly polluting vehicles in many countries raises safety, environmental and health concerns, which may represent another hindrance to international transport and trade. Together with the poor state of infrastructures and other circumstances, they result in inefficient transport services, congestion, higher rate of road accidents and victims (Table 3, Figure 5) and higher air pollution than in other UNECE countries.

Figure 4. Average number of people killed per million vehicles per year

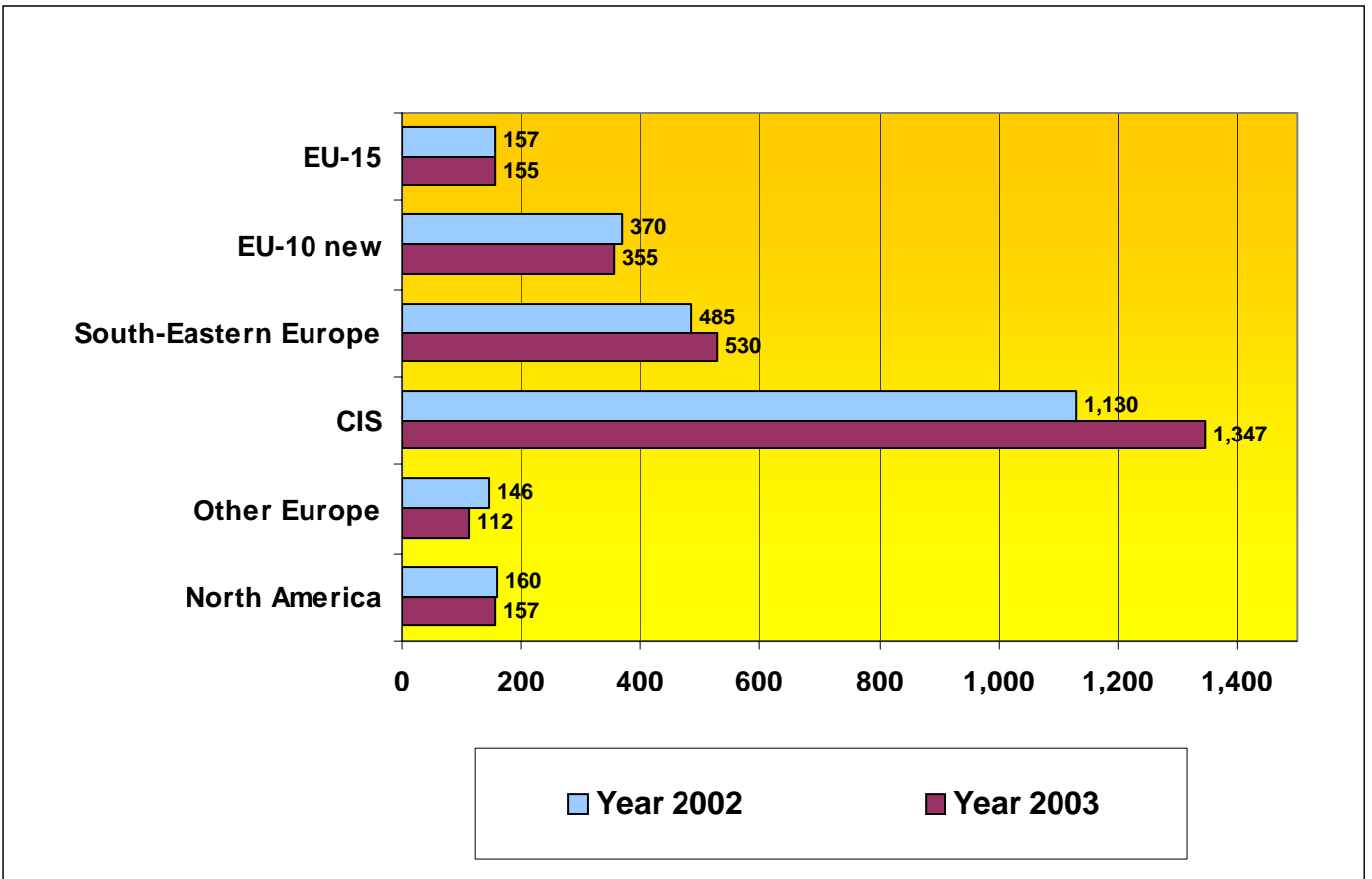


Table 3

Basic road safety data and indicators, 2003											
2003	Accidents and casualties					Road safety indicators					
	Accidents		Casualties			Killed			Total casualties		
	Total (number)	of which under influence of alcohol (number)	Total (number)	Killed (number)	Injured (number)	per 10 ⁴ km of roads	per 10 ⁶ vehicles	per 10 ⁸ vehicle-km	per 10 ⁴ km of roads	per 10 ⁶ vehicles	per 10 ⁸ vehicle-km
Austria	43,426	2,041	57,012	921	56,091	8.5	166	...	530.6	10,334	...
Belgium (2002)	47,620	...	66,343	1,353	64,990	9.0	235	15	443.1	11,521	713
Denmark	6,749	1,109	8,644	432	8,412	6.0	137	9	122.9	2,803	166
Finland	8,907	993	9,497	379	9,098	1.2	110	7	20.9	2,737	170
France	90,220	...	121,660	5,731	115,929	5.7	151	10	121.9	3,199	216
Germany	354,534	24,245	468,783	6,013	462,170	10.2	139	10	721.2	9,948	687
Greece	15,751	1,414	22,342	1,605	20,737	30.2	211	...	546.3	2,941	...
Ireland	5,965	...	8,597	335	8,262	3.5	183	...	89.7	4,708	...
Italy (2002)	237,612	2,901	344,614	6,736	337,878	6.3	157	...	422.7	6,042	...
Luxembourg	720	141	1,105	53	1,052	18.4	164	...	384.3	3,414	...
Netherlands	31,635	2,071	39,004	1,088	37,976	9.4	159	8	335.8	5,690	298
Portugal	41,495	...	56,614	1,356	55,258	19.4	160	...	611.0	6,693	...
Spain	99,987	...	150,034	5,289	150,636	32.9	219	47	950.6	6,337	1,358
Sweden	16,265	1,143	27,633	629	27,103	3.7	99	7	190.9	5,196	374
United Kingdom	214,030	12,400	290,607	3,508	287,099	8.3	110	7	609.6	9,133	560
EU-15 Total	1,215,238	49,338	1,679,458	36,948	1,642,510	8.6	155	11	492.8	7,199	524
EU-15 Average											
Cyprus	2,358	48	3,508	97	3,411	8.2	206	...	296.3	7,459	...
Czech Republic	27,320	3,404	36,895	1,447	35,438	11.1	289	33	283.0	7,360	852
Estonia	1,931	522	2,703	164	2,539	3.0	287	22	49.9	4,734	364
Hungary	19,976	2,450	27,953	1,326	26,627	8.1	391	...	171.7	6,236	...
Latvia	5,379	...	7,132	493	6,639	8.3	501	61	119.6	6,405	898
Lithuania	5,965	888	7,975	709	7,266	8.8	496	63	99.2	5,584	704
Malta	13,979	...	1,188	17	1,171	7.5	65	...	523.1	4,524	...
Poland	51,078	6,913	69,540	5,640	63,900	14.7	362	111	181.5	4,469	1,371
Slovakia	6,551	1,107	11,966	645	11,321	33.4	355	411	619.8	6,584	7,627
Slovenia	11,676	1,778	16,945	242	16,703	6.2	245	23	434.2	17,147	1,644
EU-10 new Total	148,213	17,116	185,795	16,786	175,815	11.4	355	78	197.1	6,121	1,154
EU-10 new Average											
Albania	363	9	512	264	248	14.7	1,130	...	28.4	2,191	...
Bosnia-Herzegovina (2002)	21,841	...	6,216	227	5,989	10.4	...	...	294.8	...	...
Bulgaria	6,997	420	9,448	960	8,488	25.5	...	517	251.2	...	5,094
Croatia	18,592	3,909	26,054	701	26,153	22.7	452	...	866.1	17,314	...
Romania	6,654	302	7,773	2,235	5,538	28.3	556	...	98.4	1,932	...
Serbia and Montenegro	...	...	...	...	...	...	...	...	...	...	...
The FYR of Macedonia	1,935	207	2,968	118	2,750	8.6	354	2,950	207.9	8,607	71,700
Turkey	67,051	18,847	122,160	3,946	118,214	10.9	621	75	338.8	16,141	2,333
South-Eastern Europe (8) Total	123,413	23,694	175,831	8,451	167,380	15.8	538	93	313.8	11,483	2,429
South-Eastern Europe (8) Average											
Armenia	1,025	45	1,546	252	1,294	45.3	...	795	278.2	...	4,875
Azerbaijan	2,311	85	3,415	724	2,691	29.0	1,487	...	136.6	7,016	...
Belarus	7,194	722	9,125	1,764	7,361	27.8	1,013	...	144.0	5,241	...
Georgia	2,113	123	3,157	572	2,585	26.3	1,767	1,741	155.9	9,750	9,610
Kazakhstan	14,013	1,264	19,705	2,754	16,951	30.9	2,015	...	221.4	14,415	...
Kyrgyzstan	3,380	291	4,988	897	4,091	48.9	4,404	426	272.1	24,490	2,366
Republic of Moldova	2,672	280	3,641	425	3,216	47.4	1,097	541	405.8	9,394	4,636
Russian Federation	204,267	34,500	279,521	35,602	243,919	65.4	1,288	...	513.6	10,115	...
Tajikistan	...	...	...	...	...	...	...	...	...	...	...
Turkmenistan	1,496	...	2,281	533	1,748	39.2	...	...	167.8	...	...
Ukraine	42,409	2,984	54,607	7,149	47,458	40.5	1,463	536	309.7	11,170	4,097
Uzbekistan	...	...	...	...	...	...	...	...	...	...	...
CIS (12) Total	288,889	46,294	381,984	58,672	323,312	52.5	1,342	551	396.8	16,212	4,828
CIS (12) Average											
Andorra	...	...	...	...	...	...	...	...	...	...	...
Iceland	607	36	1,244	23	1,221	1.8	119	10	95.9	6,460	646
Israel	17,745	320	37,080	451	36,629	26.7	...	12	2,193.7	...	952
Liechtenstein	565	...	...	5	147	12.5	155	...	...	...	...
Monaco	...	...	...	...	...	...	...	...	...	...	...
Norway	8,266	...	12,131	280	11,851	3.0	123	8	131.7	5,309	347
San Marino	...	...	...	...	...	...	...	...	...	...	...
Switzerland	23,840	...	30,644	546	30,098	7.5	107	10	421.6	6,026	558
Other Europe (8) Total	61,223	356	81,899	1,365	79,944	6.7	112	18	416.7	5,465	819
Other Europe (8) Average											
Canada	156,721	...	225,035	2,778	222,260	3.1	120	8	240.5	9,707	720
United States	1,963,252	...	2,031,643	42,643	2,889,000	6.5	160	...	450.0	10,994	...
North America (2) Total	2,119,973	...	3,156,678	45,421	3,111,260	6.1	157	9	425.6	13,128	729
North America (2) Average											
UNECE (55) Total	3,938,938	126,792	5,449,847	152,677	5,297,170	18.7	246	...	397.8	9,168	635
UNECE (55) Average											

III. The UNECE Conventions on transport

14. Creating the conditions for the development of efficient international transport while taking up all these challenges is a complex task, which requires, in particular, a comprehensive set of technical rules and regulations for the various transport components. Inland transport alone consists of several transport modes: road, rail, inland waterway and multimodal transport, each of them requiring specific infrastructures, specific vehicles and specific traffic rules. Traffic in each mode can be goods or passengers. Goods can be of diverse nature, including dangerous goods or perishable foodstuffs, which require special transport conditions.

15. National Governments play a major role in transport, basically through two main tools: the development of transport infrastructures and the establishment and implementation of a regulatory framework within which transport services can develop efficiently and under the best possible conditions of safety, security and environmental protection. However, as transport vehicles cross borders, international transport requires cooperation of Governments in the framework of international organizations like the UNECE.

16. The UNECE develops and keeps constantly up to date a comprehensive set of internationally agreed transport norms and regulations that facilitate international transport and at the same time ensure a high level of efficiency, safety, environmental protection and security in inland transport. These norms, elaborated on the basis of best national practices and measures, establish the conditions for the development of coherent international infrastructure networks for the various transport modes, harmonize and improve national transport regulations and facilitate and securitize border crossing. In view of the importance of their implementation by Governments, the UNECE develops these norms and regulations into international Agreements and Conventions that are legally binding for the countries that adhere to them. In doing so, the UNECE fulfils a real need that is not met by any other international organization.

17. These international legal instruments are constantly kept up to date by intergovernmental bodies, specialized in the various relevant infrastructural and regulatory issues, with the participation of the non-governmental organizations representing the transport industry, the transport equipment industry, the chemical and other industries, users and consumers.

18. Legally binding for the countries that become Contracting Parties to them, following well-established UN legal procedures, and constantly updated and brought in line with the relevant EU legislation, these Conventions on transport are key tools for development, integration and security in the OSCE region. Applied also by many other countries worldwide, they are a major legacy to the whole international community. Some of the Conventions and Agreements are actually of global scope.

19. Altogether, 56 international legal instruments on inland transport are available to OSCE countries for improving the efficiency, safety, security and environmental performance of their transport systems. About 30 of them are in force and up to date. Those that are considered the most relevant for accession and implementation by OSCE countries, with a short summary of their key provisions and **a tentative priority ranking**, are listed in the **Annex**.

20. Among all UNECE Conventions, those addressing border crossings may be of particular interest for OSCE member countries. Their objective is to make border procedures and controls more efficient while addressing adequately security concerns. In this context, the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (**TIR Convention**), of 1975, deserves a special mention. It provides simplified, secure border crossing and transit procedures for goods transported by road vehicles or containers across one or more borders. This is done through harmonized control procedures, documents and approval procedures for operators and vehicles as well as the establishment of an internationally accepted guarantee system. While facilitating border crossings, the TIR system provides a high level of security in international road transport. Access to the TIR system is subject to strict rules for associations of transport operators and for transport operators themselves. Printed with a large number of security features, the TIR Carnets are difficult to be falsified. And an electronic control system providing Customs authorities with useful information on the use of TIR Carnets has been introduced in the TIR Convention. Work is currently under way to fully computerize the TIR procedure.

21. Another UNECE Convention of particular interest in the OSCE context is the International Convention on the Harmonization of Frontier Controls of Goods, of 1982, which provides a framework for national authorities to establish integrated control procedures and authorities in neighbouring countries to establish harmonized control procedures and even, in some case, joint control stations. Such integrated border management procedures result in reduction of repetitive controls and increased efficiency for both the control authorities and operators.

22. Security in transport also deserves special mention. Following the September 11 attacks, the UNECE governments immediately focused attention on security threats to international transport. A review of transport security in the UNECE context was initiated, considering all UNECE transport activities with a view to identifying existing areas of work where additional transport security measures could be initiated and new areas where joint work of UNECE Governments would enhance transport security. In this context it was realized that many of the UNECE legal instruments contain provisions, in particular safety provisions, which are relevant to transport security, e.g. safety of transport of dangerous goods, international transit transport, security policy at borders, safety and security in tunnels. As a result of the review, UNECE Governments have agreed on new security related measures, in particular, in the field of transport of dangerous goods. UNECE Governments continue to focus attention on the issue and have agreed to hold a **Round Table on Transport and Security in the UNECE context** on 8 February 2006. The objective is again to identify possible security gaps in the UNECE transport regulations and determining whether further security work should be carried out to fill those gaps. In this context Governments have, in particular, emphasized that enhancing security in transport should be closely linked to transport facilitation.

IV. The UNECE work on Corridors

23. The UNECE has a long-standing experience and expertise in the development of coherent international transport networks in Europe. It has developed four main agreements, the AGR, AGC, AGTC and AGN, are aimed at the development of coherent networks for road, rail, inland water and combined transport respectively. Constantly kept up to date, these infrastructure agreements are the only Pan-European governmental legal basis for the long-term development of coherent international networks for the various modes of inland transport. As such, they were taken as a basis for the determination of the Pan-European transport corridors at the Pan-European Transport Conferences in Crete and Helsinki. Incorporating already the main roads and rail lines planned for the Eastern parts of the Russian Federation and for the Caucasus and Central Asian countries, the E road and the E rail networks represent the most useful basis for the identification of priority Euro-Asian transport corridors. The E road network, in particular, is a major visible reality. Although legally binding for countries that become Parties to them, the UNECE infrastructure agreements give Governments ample latitude for implementation. In particular, they establish neither deadlines nor priorities. The UNECE has no mandate to enforce such implementation.

24. In addition to this technical and regulatory work, the UNECE promotes the development of corridors and networks in Eastern and South-Eastern Europe, the Caucasus and Central Asia through sub-regional cooperation of the countries concerned.

A. The TEM and TER Master Plan

25. The UNECE has been for decades promoting sub-regional cooperation of Central, Eastern and South-Eastern European Governments in the framework of the UNECE Trans-European North-South Motorway (TEM) and the Trans-European Railway (TER) Projects with a view to the coordinated development of their international road, rail and combined transport networks. The legal basis of each project is a UN Trust Fund Cooperation Agreement signed by the participating countries. Both the TEM and TER Projects are financed mainly through voluntary in cash and in kind contributions from participating countries. Decisions in each project are taken by a Steering Committee composed of participating countries. Each Project has a Central Office and a Project Manager, located in Warsaw and Budapest, respectively.

26. In the context of these projects, a **TEM and TER Master Plan** has been finalized in 2005, in which 21 Central, Eastern and South-Eastern European countries have participated. The TEM and TER Master Plan has identified the backbone networks for road and rail transport in those countries and designed a realistic investment strategy to gradually develop them. It has also evaluated and prioritized as many as 491 projects (319 TEM and 172 TER) with an aggregate estimated cost of 101 billion EUR, of which, 49, 5 billion for TEM and

51, 5 billion for TER. These results have taken duly into account alternative scenarios of growth, bottlenecks and missing links as well as other priority infrastructure needs, and financing problems. The TEM and TER Master Plan was presented to the EU High Level Group on 25 October 2005 and has been referred to in its final report. The report of the TEM and TER Master Plan is available on the UNECE Transport Division website. Monitoring the implementation of the TEM and TER Master Plan will be a major task of the Projects in future.

B. Development of Euro-Asian Transport Links

27. In 1995, soon after countries in Central Asia and the Caucasus became UNECE Member States, the UNECE Inland Transport Committee decided to include their international transport networks in the E transport networks. The extension of the E road and of the E rail networks was completed in 2000 and 2001 respectively. The extension of the E combined transport network is under way.

28. The UNECE views the Euro-Asian inland transport links not just as an alternative to maritime transport, but also as a means of promoting economic development and integration of the countries in the Euro-Asian region. With this perspective in mind, the UNECE, jointly with its sister UN regional commission, ESCAP, invited the Governments of 18 countries in the Euro-Asian region, including China, to participate in a Project, funded by the UN Development Account and aimed at the development of Euro-Asian transport links. These countries are: Afghanistan, Armenia, Azerbaijan, Belarus, Bulgaria, China, Georgia, Iran, Kazakhstan, Kyrgyzstan, Moldova, Romania, Russian Federation, Tajikistan, Turkmenistan, Turkey, Ukraine and Uzbekistan. Three Expert Group Meetings have so far been organized: in Almaty (Kazakhstan) in March 2004, in Odessa (Ukraine) in November 2004 and in Istanbul in June 2005. At these meetings, Government representatives from those countries have agreed on the main road, rail and inland water transport routes linking Europe to Asia. They also agreed on the need for the identification of main transshipment points, for the identification and analysis of border crossing obstacles along these routes and for the evaluation and prioritization of infrastructure projects along the selected routes. In addition, they agreed to cooperate on the completion of a Geographic Information System (GIS) database concerning routes and projects.

29. However, this Project, and with it the UNDA funds, will finish end of 2006. **Ensuring financial resources, in the order of 100,000 USD per year, for the continuation of the Project after 2006 is essential.**

C. Monitoring the corridors and networks and collecting data on traffic flows

30. The UNECE collects every year statistics on the road, rail and inland water transport networks of its members. This data include the length of the network for each mode of inland transport, including motorways, double- and single-track rail lines, etc. It also monitors network development. In addition, it collects, every five years, traffic flows data on the E road network. In 2005, another E-road Traffic Census and, for the first time, an E-Rail Traffic Census has been carried out. Additional resources would be required for a more frequent monitoring and analysis of the implementation of the UNECE legal instruments as well as of those aimed at removing the administrative and regulatory obstacles for the uninterrupted operation of corridors and networks.

V. Conclusions and Recommendations

31. Transport, including international transport, is today more important than ever before for the economies and peoples of all countries. However, transport faces numerous obstacles and raises serious concerns. Facilitating transport while addressing these challenges properly is of utmost importance for the economic and social development of countries and their integration into the European and global economies. In particular, ensuring the right balance between the need for facilitating international transport and trade, on the one hand, and the need for providing adequate security is crucial. The UNECE Agreements and Conventions on transport, the TEM and TER Projects and the Euro-Asian transport links project provide OSCE countries with appropriate solutions and frameworks to promote transport and economic growth while addressing those challenges.

32. The OSCE could recommend its member countries that have not yet done so to accede to and implement those Conventions and participate in these Projects. OSCE could support the UNECE work, particularly help find funds for the Euro-Asian transport links, help organize training seminars and other capacity building activities and explore possibilities of jointly monitoring implementation of selected Conventions on transport.

ANNEX

A. Transport Infrastructure Agreements

1. *The European Agreement on Main International Traffic Arteries (AGR)*, of 1975, provides the international legal and technical framework for the development of a coherent international road network in the UNECE region. The AGR defines the E road network, consisting of the arteries channelling major international road traffic flows in Europe, and the infrastructure parameters to which those arteries should conform. The AGR underwent a major revision in the early 90's following the fall of the Iron Curtain. It has also been recently revised to include the international roads of the countries in the Caucasus and Central Asia. States that become Contracting Parties to the AGR commit themselves to its implementation, including the construction or upgrading of the E-roads in their territories, within their national investment programmes, although they are given complete latitude as to the timing for the completion of construction works. Contracting Parties at 18 January 2006: 33 States. **(Priority 1, contingent on financing)**

2. *The European Agreement on Main International Railway Lines (AGC)*, of 1985, similarly provides the legal and technical framework for the development of a coherent international rail network in the region. The AGC identifies the rail lines of major international importance, the E rail network, and defines the infrastructure parameters to which they should conform. The AGC is also revised whenever necessary to take account of political and transport changes in Europe. It has undergone a major revision in recent years in order to also include the international rail networks of the Caucasus and Central Asian countries. In becoming Contracting Parties to the AGC, European States commit themselves to its implementation, including the construction or the upgrading of the E-rail lines in their territories, within the framework of their national programmes but without any time constraints. Contracting Parties at 18 January 2006: 24 States. **(Priority 1, contingent on financing)**

3. *The European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)*, of 1991, provides the technical and legal framework for the development of efficient international combined road/rail transport in Europe. Combined road/rail transport comprises the transport of containers, swap bodies and entire trucks on railway wagons to and from especially equipped terminals. The AGTC determines all important European railway lines used for international combined transport, identifies all terminals, border crossing points, ferry links and other installations important for international combined transport services. It also establishes internationally acceptable infrastructure standards for those lines and related combined transport installations, and prescribes internationally acceptable performance parameters of trains and combined transport installations and equipment. European States who become Contracting Parties to the AGTC, commit themselves to its implementation in their territories within the framework of their national programmes but without any time constraints. Contracting Parties at 18 January 2006: 26 States. **(Priority 1, contingent on financing)**

4. *The European Agreement on Main Inland Waterways of International Importance (AGN)*, of 1996, establishes the internationally agreed European network of inland waterways and ports as well as the uniform infrastructure and operational parameters to which they should conform. The geographical scope of the E waterways network, consisting of navigable rivers, canals and coastal routes extends from the Atlantic to the Ural, connecting 37 countries and reaching beyond the European region. By acceding to the AGN, Governments commit themselves to the development and construction of their inland waterways and ports of international importance in accordance with the uniform conditions agreed upon and within their investment programmes. Contracting Parties at 18 January 2006: 13 States. **(Priority 1, contingent on financing)**

B. Main Road Traffic and Road Safety Conventions

5. *The Convention on Road Traffic*, done in Vienna in 1968, aims at facilitating international road traffic and at increasing road safety through the adoption of uniform road traffic rules. The Convention sets up commonly agreed rules on all factors influencing international road traffic and its safety, including the driver and the vehicle, with which Contracting Parties must comply and ensure compliance. The Convention establishes that, in general, and without affecting the right of a Contracting Party to make the admission of vehicles in their territory subject to any applicable national law, Contracting Parties shall be bound to admit to their territories in international traffic motor vehicles and drivers that fulfil the conditions laid down in the Convention and to recognize vehicle registration certificates issued by other Contracting Parties. In addition, the Convention details the basic conditions for the admission of vehicles and drivers in international traffic. The Convention has

recently been amended to prohibit the use of hand-held mobile phones while driving and better control driving permits. The benefits of this Convention for countries are obvious. International trade is increasingly carried by road. This Convention is crucial for facilitating international road traffic, therefore international transport and trade as well as tourism. In addition, the Convention rules provide for a high level of road safety. Contracting Parties at 18 January 2006: 63 States. **(Priority 1)**

6. *The Convention on Road Signs and Signals*, done in Vienna in 1968, sets up a set of commonly agreed road signs and signals. It classifies road signs in three categories: danger warning, regulatory and informative, and provides for each of them definitions and physical appearance, including dimensions, shapes and colours, graphic symbols and norms for ensuring their visibility and legibility. The Convention also prescribes common norms for traffic light signals and signals for pedestrians. Moreover, the Convention prescribes uniform conditions for road markings, signs for road works and signals and gates for level crossings. Amendments, including new provisions regarding the legibility of signs, priority at roundabouts and new signs to improve safety in tunnels, were adopted in 2003. Contracting Parties at 18 January 2006: 52 States. **(Priority 1)**

7. *The European Agreement supplementing the 1968 Convention on Road Traffic, of 1971*, sets up stricter provisions than the Convention in order to further enhance road safety on European roads. Contracting Parties at 18 January 2006: 30 States. **(Priority 1)**

8. *The European Agreement supplementing the 1968 Convention on Road Signs and Signals, of 1971*, similarly establishes stricter rules for signs and signals for use on European roads to increase safety. Contracting Parties at 18 January 2006: 28 States. **(Priority 1)**

9. *Protocol on Road Markings, Additional to the European Agreements supplementing the 1968 Convention on Road Signs and Signals, of 1973*, sets up the rules according to which marking should be placed on the roads to better organize road traffic and prevent road accidents. Contracting Parties at 18 January 2006: 23 States. **(Priority 1)**

C. Agreements on Regulations for the Construction of Vehicles

10. *The Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the Basis of these Prescriptions, of 1958*, provides the legal framework for the development of the safety and emissions regulations according to which motor vehicles must be manufactured in Europe and in many other parts of the world. Altogether more than 120 such regulations have been developed. These regulations and the successive amendments they have undergone have considerably increased vehicle safety and drastically reduced vehicle emissions. Contracting Parties at 18 January 2006: 44 States and the European Community. **(Priority 2)**

11. *The Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles, of 1998*, provides the framework for the development of global technical regulations for vehicles. 2 global technical regulations have already been adopted. Contracting Parties at 18 January 2006: 23 States and the European Community. **(Priority 2)**

D. Other Road Transport Conventions

12. *The European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)*, done on 1 July 1970, aims at preventing drivers and crews of commercial vehicles of more than 3.5 tonnes, or transporting more than 9 people, engaged in international road transport, from driving excessive hours, as this increases the risk of serious road accidents and may create disparities in the working conditions of this category of workers and in the competition conditions of their companies. To this end, the AETR regulates the driving and rest periods of those professional drivers. The Agreement also defines the on board control device, the so-called tachograph, that is used to control those periods, and sets up the general provisions as well as all technical requirements for the construction, testing, installation and inspection of the device. Additionally, the AETR also sets up requirements for the checking of driving hours by the competent authorities of Contracting Parties. The AETR is now being amended to introduce the digital tachograph, which,

contrary to the mechanical tachographs, will be tamper proof and cannot be manipulated. By regulating the driving and rest periods of drivers of heavy commercial vehicles engaged in international transport, the AETR creates a level playing field in the road haulage industry and helps prevent road accidents caused by fatigue. These accidents may be all the more serious as vehicles involved are heavy goods vehicles or carry a large number of passengers. Contracting Parties at 18 January 2006: 43 States. **(Priority 1)**

13. *The Convention on the Contract for the International Carriage of Goods By Road (CMR)*, done in Geneva on 19 May 1956, facilitates international road transport by providing a common transport contract, including a common consignment note and harmonized liability limits. The CMR fixes the conditions governing the contract for the international carriage of goods by road between the carrier and the forwarder and sets the conditions of liability of the carrier in case of total or partial loss of goods. The CMR belongs to private law and have no direct implications for the Government. However, in order for transport operators to implement the Convention, it must be included in their national legislation. A new Protocol to the CMR is being considered in order to introduce the use of an electronic consignment note. The CMR helps to maintain fair competition between carriers and limits the costs of international road transport, including insurance costs. Contracting Parties at 18 January 2006: 46 States. **(Priority 1)**

14. *The Protocol to the Convention on the Contract for the International Carriage of Goods by Road of 1978*, modifies the provisions concerning the liability of the carrier for compensation in respect of loss of goods, set out in article 23 of the Convention. To date, 30 States, Contracting Parties to the CMR, have become Parties to the 1978 Protocol. Contracting Parties at 18 January 2006: 31 States. **(Priority 1)**

E. Border-Crossing Facilitation Conventions

15. *The Convention concerning Customs Facilities for Touring, of 1954*, facilitates the development of international touring by providing temporary admission, free of import duties and import taxes, of the personal effects imported by a tourist, provided they are for the personal use of the tourist, that they are carried on the person of or in the luggage accompanying the tourist, that there is no reason to fear abuse, and that these personal effects will be re-exported by the tourist on leaving the country. Contracting Parties at 18 January 2006: 77 States. **(Priority 2)**

16. *The Additional Protocol to the Convention concerning Customs Facilities for Touring, relating to the Importation of Tourist Publicity Documents and Materials, of 4 June 1954*, establishes the special conditions for the admission of such documents and materials. Contracting Parties at 18 January 2006: 77 States. **(Priority 2)**

17. *The Customs Convention on the Temporary Importation of Private Road Vehicles*, of 1954, facilitates the temporary admission into a country Contracting Party to the Convention of private road vehicles registered in another country, also Contracting Party to the Convention, without payment of import duties and taxes for the vehicles. The Convention defines the concept of private road vehicle and establishes the principle of temporary importation of such vehicles under the cover of the international "Carnet de passage en douane" (CPD). These Carnets guarantee payment of import duties and taxes of the vehicles to national competent authorities if the vehicle that has been temporarily admitted is not re-exported. The "Carnets de passage en douane" are issued by authorized organizations or associations, which guarantee the payment. The Convention describes in detail the functioning of the temporary importation procedures and the documents to be used as well as claims procedures to be applied when exportation of vehicles has not been done within the time limits prescribed. The Convention is open to all UN Members. It introduces a uniform procedure and provides for an internationally recognized document, which replace national procedures and documents, often different from one country to another. The procedure also avoids the operation of national guarantee systems, as all taxes and duties are covered. In addition, it ensures accurate filling-in by competent authorities and associations or private vehicle drivers. As a result, the Convention helps minimize procedures and delays at border crossings. Contracting Parties at 15 April 2005: 76 States and the European Community. **(Priority 1)**

18. *The Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention)*, of 1975, sets up the procedure that permits the international carriage of goods by road vehicles or containers from one Customs office of departure to a Customs office of arrival, through as many countries as necessary, without intermediate check of the goods carried and without the deposit of a financial guarantee at each border. The procedure includes the use of secure vehicles or containers that have to be approved by

authorities according to standards prescribed in the Convention in order for them to be used for TIR operations. It also includes an international guarantee chain, set up under the Convention, to cover duties and taxes at risk throughout the journey and whereby in each Party a duly authorized association provides a guarantee towards national competent authorities. In addition, each vehicle must carry an international Customs document, the TIR Carnet, which certifies the contents of the cargo as checked at the Customs Office of departure and which is also a guarantee document. The Customs authorities at intermediate borders recognize the TIR Carnets, trust the information contained therein and do not undertake checks unless deemed appropriate for any reason. Finally, the procedure foresees a controlled access to the TIR system and the exclusion from the system of operators that misuse it for illegal purposes. An Administrative Committee, composed of all Parties to the TIR Convention, administers the Convention, which is open to all members of the United Nations. Through efficient control procedures and an international guarantee system, the TIR Convention of 1975 permits to avoid physical inspections of goods in transit as well as payment of taxes and duties for the goods en route. It also permits to avoid a national guarantee system and national Customs document and control systems. All this results in minimum procedures and delays at borders and in lower transport costs, which in turn results in lower export and import costs. Contracting Parties at 18 January 2006: 64 States and the European Community. **(Priority 1)**

19. *The Customs Convention on the Temporary Importation of Commercial Road Vehicles*, of 1956, facilitates the temporary admission into a country Party to the Convention of commercial road vehicles registered in another country also Party to the Convention without payment of import duties and taxes for the vehicle. The Convention sets up the principle of temporary importation of such vehicles under cover of the international document "Carnet de passage en douane" (CPD). These Carnets guarantee payment of import duties and taxes of the vehicles to national competent authorities if the vehicle that has been temporarily admitted is not re-exported. The CPDs are issued by authorized organizations or associations, which guarantee the payment. The Convention describes the functioning of the temporary importation procedures and the documents to be used as well as claims procedures to be applied when the exportation of vehicles has not been done within the time limits prescribed. The Convention introduces a standardized procedure and provides for an internationally recognized document, which replace national procedures and documents, often different from one country to another. The procedure also avoids the operation of national guarantee systems, as all taxes and duties are covered. In addition, it ensures accurate filling-in by competent authorities and transport operators. As a result, the Convention helps minimize procedures and delays at border crossings. The Convention is open to all UN Members. Contracting Parties at 18 January 2006: 38 States and the European Community. **(Priority 1)**

20. *The International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail*, of 1952, facilitates the crossing of borders for passengers carried by rail by providing procedures for control of the entry and exit of passengers and their baggage by competent authorities of two adjoining countries linked by a railway line carrying a considerable volume of passengers crossing the frontier. Contracting Parties at 18 January 2006: 10 States. **(Priority 3)**

21 *The International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail*, of 1952, facilitates the crossing of frontiers by goods carried by rail by providing procedures and conditions for harmonizing and ensuring a high level of efficiency in the controls of goods carried by rail at borders between two adjoining countries on a railway line carrying a considerable volume of goods. Contracting Parties at 18 January 2006: 11 States. **(Priority 3)**

22. *The Customs Convention on Containers*, of 1972, facilitates the temporary use of containers in international transport by deferring payment of taxes and duties for the temporary use in a Contracting Party of containers registered in another Contracting Party. Contracting Parties at 18 January 2006: 30 States. **(Priority 2)**

23. *The International Convention on the Harmonization of Frontier Controls of Goods*, of 1982, aims at facilitating border crossing in international transport of goods through harmonization and reduction of the requirements for completing formalities and the number and duration of border controls. The Convention establishes the procedures for carrying out efficiently all types of controls that may be necessary at borders, including Customs controls, medico-sanitary inspections, veterinary inspections, phytosanitary inspections, controls of compliance with technical standards and quality controls. Procedures largely call for national cooperation and coordination of the various services among them, as well as for international cooperation between the respective border services of the adjacent countries. The Convention foresees measures that include joint controls of goods and documents through the provision of shared facilities, same opening hours and same

types of services at the same border. These procedures apply to all goods being imported, exported or in transit and to all modes of transport. An Administrative Committee manages the Convention, which is foreseen for global application. The Convention provides for a reduction in the number and duration of all types of controls and best practices for efficient controls of goods at border crossings. It aims at promoting the one-stop-shop principle for border controls. As a result, the Convention reduces border delays, which results in lower transport costs and, therefore, in lower export and import costs. Contracting Parties at 18 January 2006: 43 States and the European Community. **(Priority 1)**

24. *The Convention on Customs Treatment of Pool Containers Used in International Transport, of 1994*, aims at the duty-and tax-free admission of containers belonging to a Pool by simplifying the regime set up by the Customs Convention on Containers, of 1972. Contracting Parties at 18 January 2006: 14 States. **(Priority 2)**

F. Transport of Dangerous Goods

25. *The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)*, of 1957, aims at ensuring the highest possible level of safety in the transport of dangerous goods at an economically acceptable cost. It identifies the substances that are considered as dangerous goods and that can be admitted in international transport as well as those that cannot be admitted. For the former, the ADR establishes the conditions under which they can be carried. These include the classification of substances according to their specific type of danger (explosives, flammable liquids, flammable gases, corrosive substances, etc.), packing conditions, labelling, marking, placarding, documentation and special requirements for tanks. The ADR also contains requirements on transport operations, driver training as well as vehicle construction and approval. Security provisions have recently been included. The Annexes to the ADR are usually amended every two years. While obliging Contracting Parties to accept vehicles coming from other Parties if they comply with the ADR, the Agreement preserves the right of Contracting Parties to prohibit, for reasons other than safety during carriage, the entry of dangerous goods into their territory. Contracting Parties also retain the right to arrange less stringent conditions of international transport on their territories, by special bilateral or multilateral agreements. The ADR is open for accession to all UN member States. Accession to the ADR has no financial implications for countries. However, for exporting countries, it imposes administrative structures for testing and approval of packagings, tanks and vehicles, for driver and dangerous goods safety adviser training and for issuing the corresponding certificates. The ADR provides for a high level of safety and security during international carriage of dangerous goods. It also facilitates transport and trade of such goods resulting from mutual recognition of packaging, tank, vehicle and driver training certificates. Being harmonized with the UN Model Regulations that serve as a basis for all modes of transport and most national regulations at worldwide level also facilitates compliance, enforcement and control. Annexes A and B may be, and actually are, used for also regulating domestic traffic in EU countries. Contracting Parties at 18 January 2006: 40 States. **(Priority 1)**

26. *The Protocol amending article 1(a), article 14 (1) and article 14(3)(b) of ADR*, of 1993, simplifies the procedures for amending the annexes to the ADR, and harmonizes the definition of the term "vehicle" with the definition used in various EC directives. Contracting Parties at 18 January 2006: 27 States. **(Priority 1)**

27. *The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN)*, of 2000, aims at ensuring a high level of safety in such carriage at an economically acceptable cost. It includes provisions that must be respected by all components of such transport, including vessels and crew. Signatories at 18 January 2006: 4 States. **(Priority 2)**

G. Transport of Perishable Foodstuffs

28. *The Agreement on the International Carriage of Perishable Foodstuff and on the Special Equipment to be used for such Carriage (ATP)*, of 1970, establishes uniform prescriptions for the preservation of the quality of the perishable foodstuffs during their international transport. It defines uniform norms and standards for the special transport equipment required as well as for the checking of insulation and sets up uniform distinguishing marks to be affixed to the special equipment. Also uniform equipment and temperature conditions for deep-frozen and frozen foodstuffs are specified. Contracting Parties at 18 January 2006: 40 States. **(Priority 1)**