



**Organization for Security and Co-operation in Europe  
Secretariat**

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23 May 2005

ENGLISH only

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**Conference Services**

Please find attached the presentation by Mr. Michalis Adamantiadis, Regional Adviser, Transport Division, UNECE, delivered to the Session of the *Review of the implementation of OSCE commitments in the economic and environmental dimension focusing on “Integration, Trade and Transport”* of the 13<sup>th</sup> OSCE Economic Forum, Prague, 23-27 May 2005.



## Integration Through Transport Networks: The Role of the UNECE Governments

Michalis Adamantiadis, Regional Adviser,  
Transport Division  
United Nations Economic Commission for Europe  
(UNECE)

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## Structure of the Presentation

- International transport, indispensable to Integration
- Barriers, security threats to international transport
- Barriers, security threats to international transport must be addressed
  - Coherent International Transport Networks
  - Efficient, simplified and secure border procedures and controls
  - Regulations for efficient, safe, secure and sustainable transport
- Conclusions

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## International Transport, Indispensable for Integration

- Transport, vital to production, distribution of goods, trade
- Access **for all** to basic services: education, health, ....
- International transport, indispensable for international trade, exports and imports, a major factor for growth
- Vital to integration of countries, reduction of disparities
- Crucial for developing and transition countries to benefit from **globalization**, particularly for **landlocked** countries

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## Barriers, Security Threats to International Transport (1)

- **Inadequate, incoherent Networks**
- Long, cumbersome procedures and controls
- Security threats
- Heterogeneous transport regulations
- Safety and environmental concerns

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## Inadequate, Incoherent Networks

- Transport networks are inadequate, incoherent, unbalanced, insufficient
- Backlog in CE & SE European countries
- Lack of sufficient funds to remove it
- Networks, planned and funded by national budgets
- In competition with education, health, housing
- Macroeconomic constraints: deficits, public debt
- Insufficient share of GDP for transport networks

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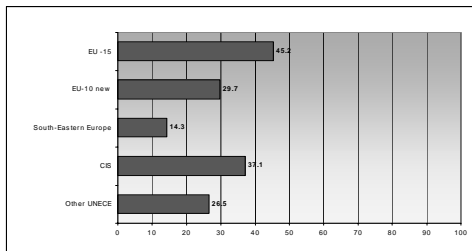
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## Double-Track Rail Lines in total Rail Network (%)



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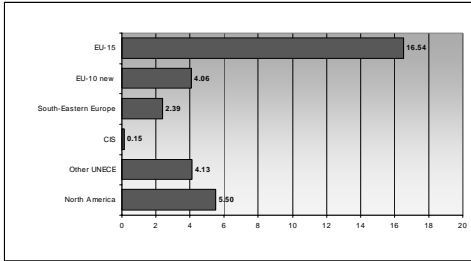
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## Km of Motorways per 1000 km<sup>2</sup>



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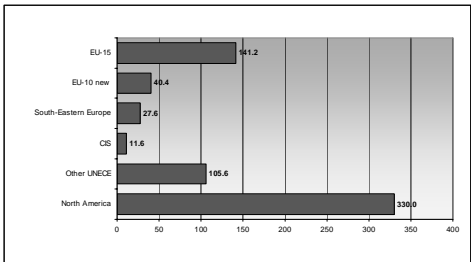
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## Km of Motorways per Million Population



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## Barriers, Security Threats to International Transport (2)

- Inadequate, incoherent networks
- **Long, complex border procedures and controls**
- **Security threats**
- Heterogeneous transport regulations
- Safety and environmental concerns

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## Long, Complex Border Procedures, Security Threats

- Border procedures, often too long and inefficient
- Security threats:
  - Vehicle theft, misuse for criminal or terror purposes
  - Theft of dangerous substances during transport
  - Attacks to key infrastructures, may collapse economy
- Borders, particularly vulnerable to security threats
  - Organized crime, International terrorism, Corruption
  - Illegal traffic of persons and/or goods, Smuggling

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## Barriers, Security Threats to International Transport (3)

- Inadequate, incoherent Networks
- Long, cumbersome border procedures
- Security threats
- **Heterogeneous transport regulations**
- **Safety, health and environmental concerns**

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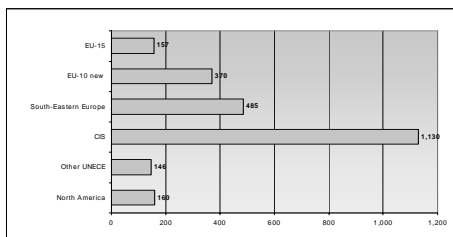
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## People killed in Road Accidents per Million Vehicles



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## Addressing Barriers, Security Threats to International Transport

- UNECE Governments developed international measures that facilitate transport while ensuring safety, security
- Contained in legally binding Agreements and Conventions
- Also Recommendations, Resolutions, Guidelines
- Specialized intergovernmental bodies, with participation of relevant NGO's, **constantly update them**

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## Addressing Barriers, Security Threats to International Transport (1)

- **Coherent international transport networks**
- Border crossing facilitation measures that take duly into account Security Threats
- Internationally agreed regulations for
  - Safe, secure and sustainable transport
  - Safe, clean and anti-theft protected vehicles
  - Safe and Secure transport of dangerous goods

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## Coherent International Transport Networks (1)

- Network Agreements: AGR, AGC, AGTC, AGN
- Define the “E” networks, standards, numbering
- Extended to the Caucasus and Central Asia
- The E road Network, a visible reality

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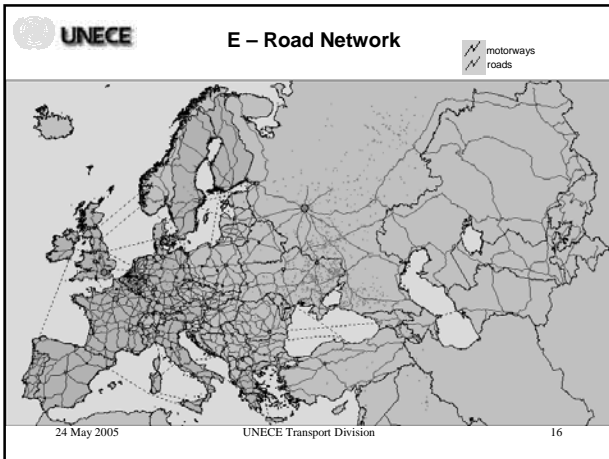
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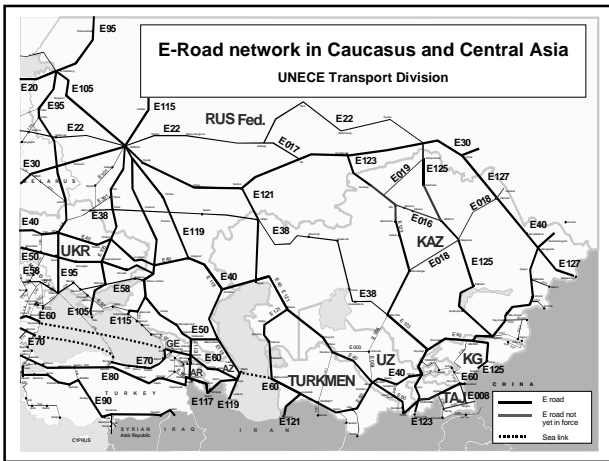
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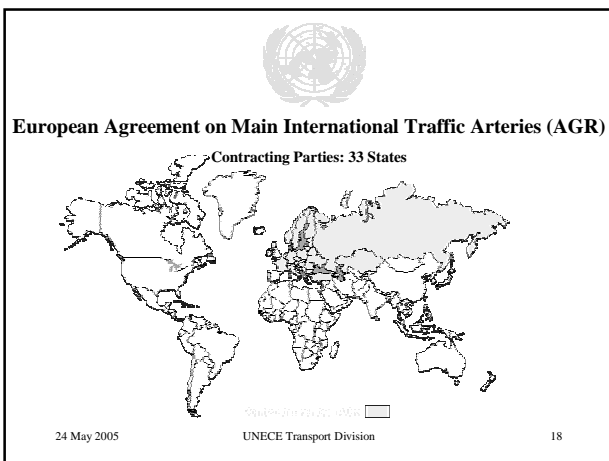
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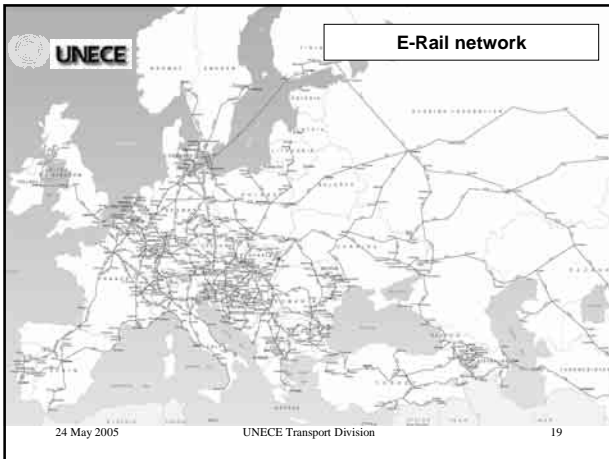
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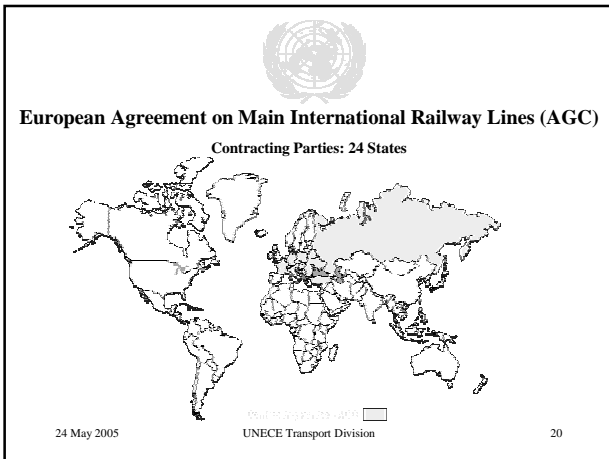
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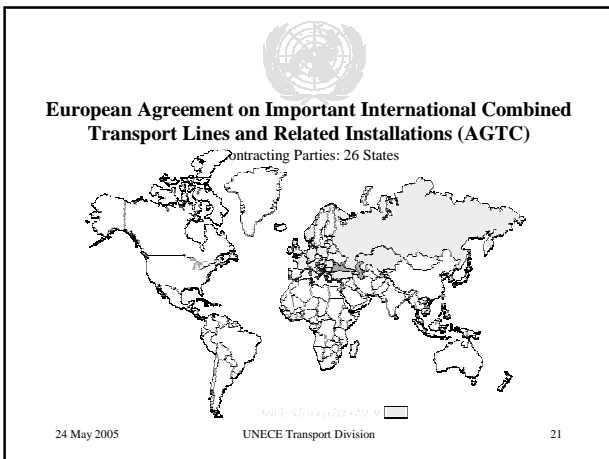
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**Coherent International Transport Networks (2)**

- For planning the “E” networks, the UNECE Governments collect traffic data:
  - Traffic Census on E- Roads every 5 years
  - Traffic Census on E-rail lines: the first ever will be undertaken in 2005

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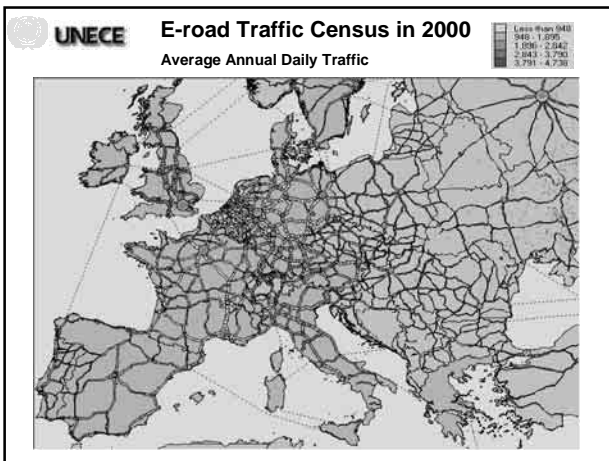
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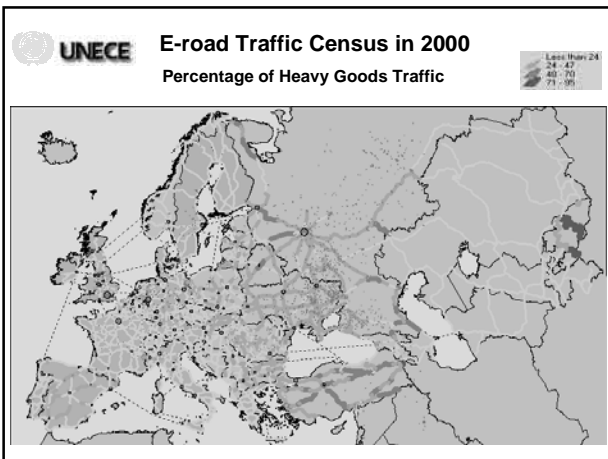
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### Coherent International Transport Networks (3)

- The UNECE Governments have developed **methodologies** for planning the “E” networks:
  - Inter-modal approach
  - Definitions of Bottlenecks and Missing Links
  - Methodology for Infrastructure Project Appraisal: based on Socio-Economic Cost Benefit Analysis, in conformity with EU, EBRD, EIB and WB practices

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### Coherent International Transport Networks (4)

- Networks: Huge investment, Scarce resources
- Need for prioritization of Corridors, projects
- The UNECE Governments can cooperate for the coordinated development of the networks:
  - The TEM and TER Projects
  - The Euro-Asian Transport Links Project

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## The TEM and TER Projects

- Open to C,E&SEE and CCA countries
- Self-financed
- National Coordinators
- Steering Committees
- Project Central Offices, Project Managers

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## The TEM and TER Master Plan

- 21 C,E&SE European countries participated
- Identified backbone road and rail networks
- Evaluated and prioritized 491 projects of a total cost of over 100 billion EUR
- Examined financing possibilities
- Useful for TEN-T in new EU Members

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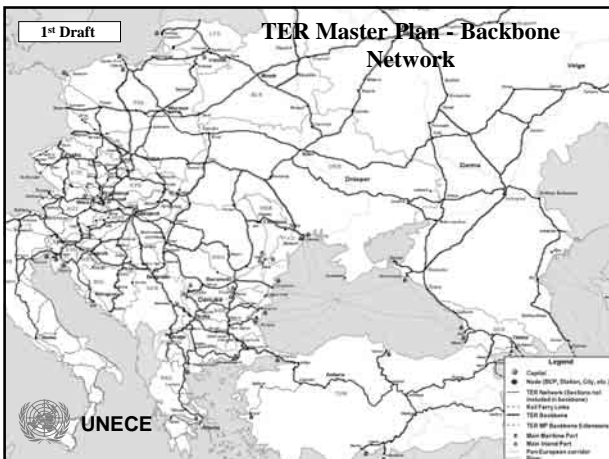
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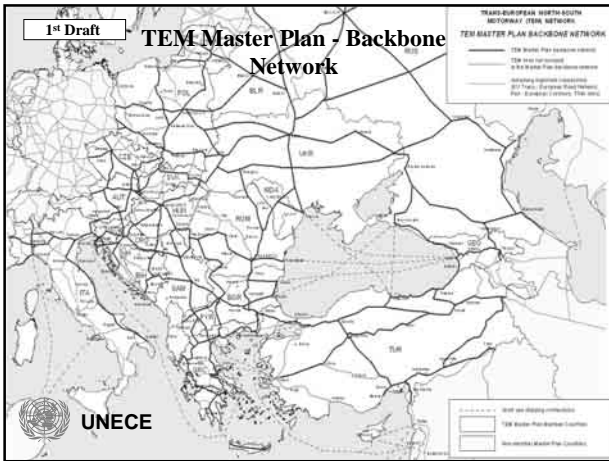
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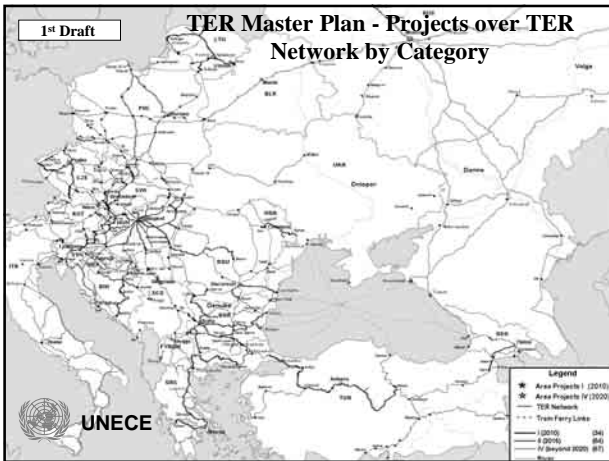
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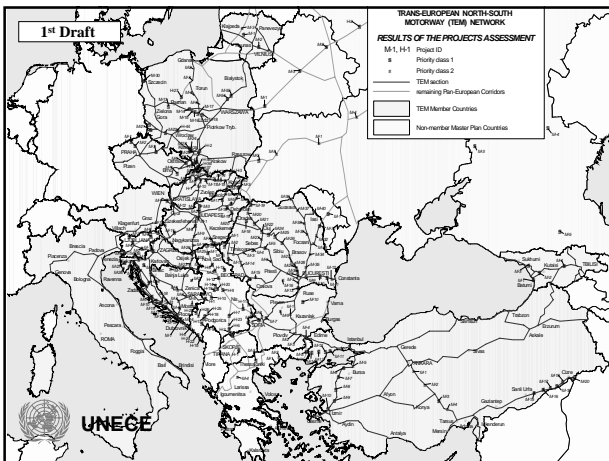
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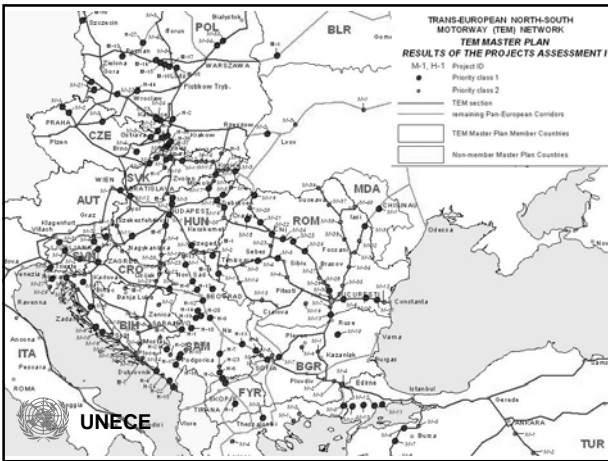
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## The Euro-Asian Transport Links Project (1)

- 18 countries in the Euro-Asian region invited to cooperate to develop Euro-Asian links:
- Belarus, Bulgaria, Moldova, Romania, Russia, Turkey, Ukraine;
- Armenia, Azerbaijan, Georgia;
- Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan;
- Afghanistan, China, Iran.

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## The Euro-Asian Transport Links Project (2)

- 2 Expert Group Meetings in Almaty and Odessa in 2004, in which 17 countries participated
- Identified 8 rail routes, 10 road routes for priority development
- Agreed on a methodology for project prioritization
- Provided GIS data
- Tangible results with slim resources
- Useful for the EU High Level Group 2

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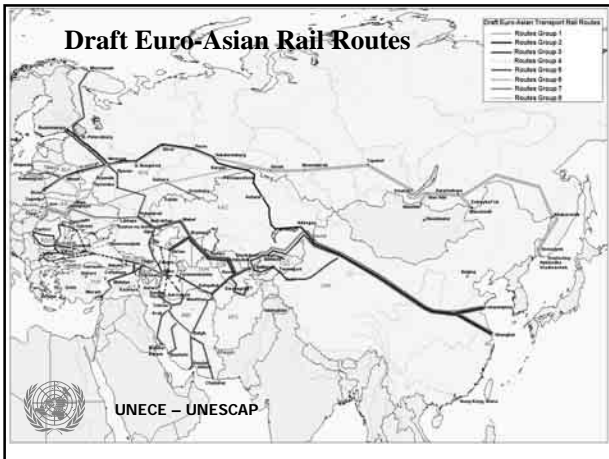
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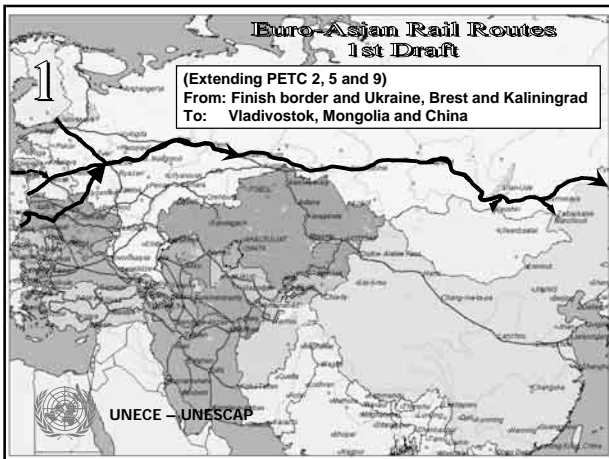
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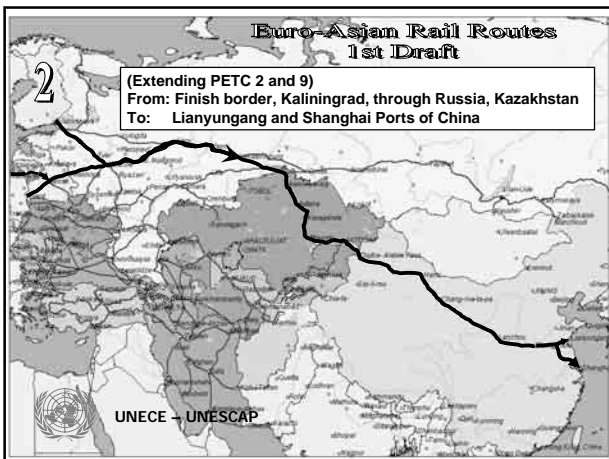
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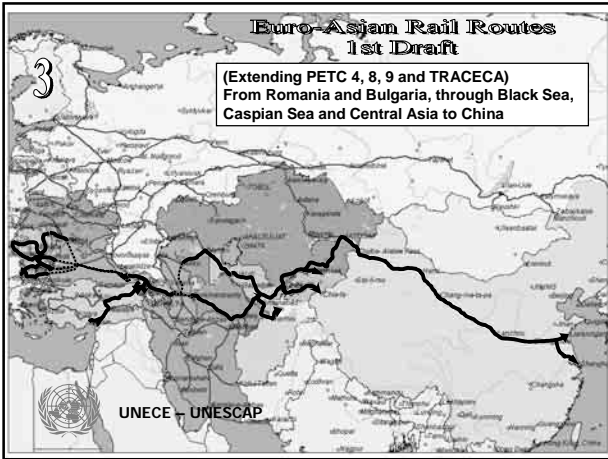
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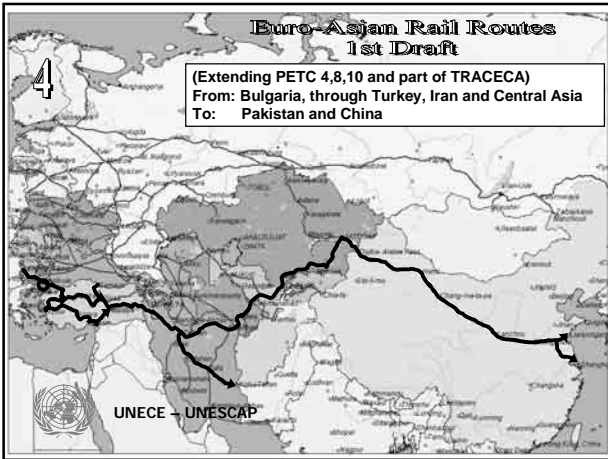
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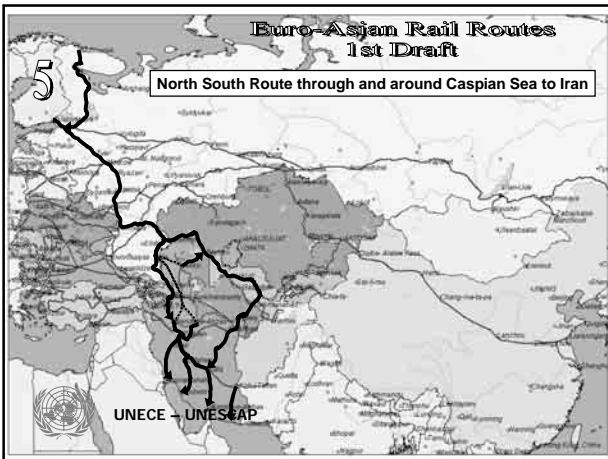
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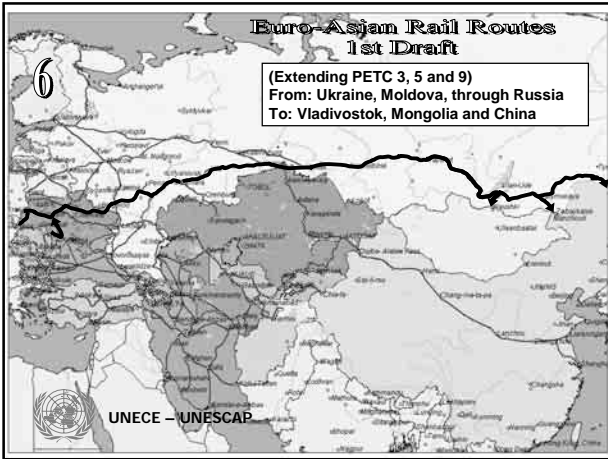
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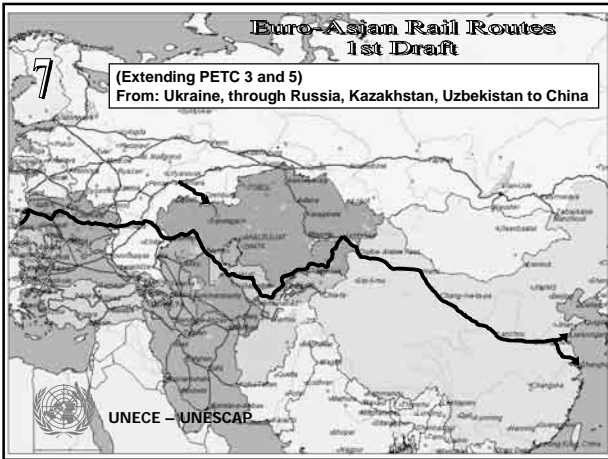
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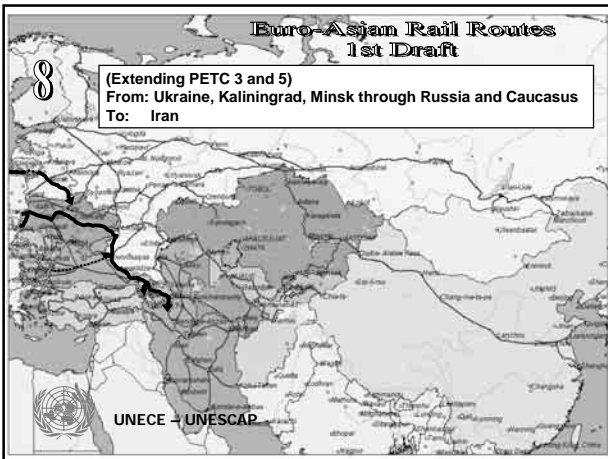
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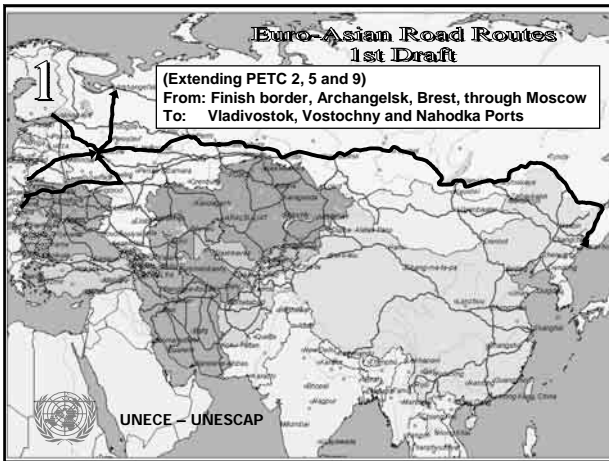
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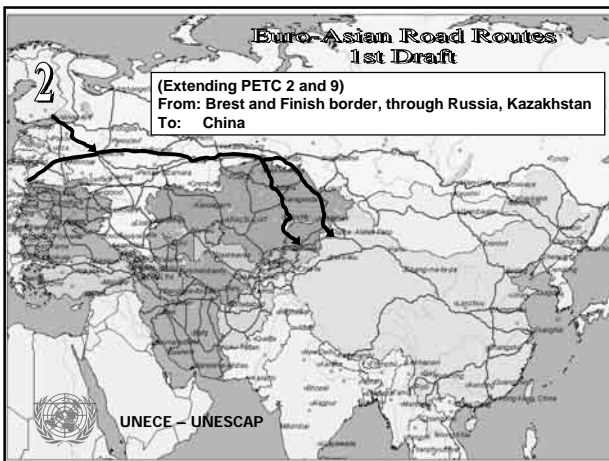
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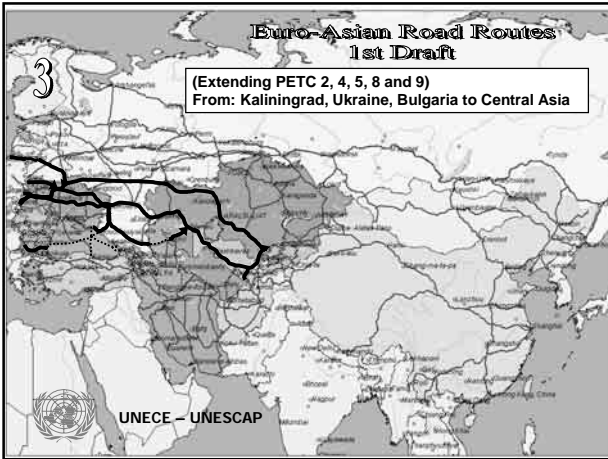
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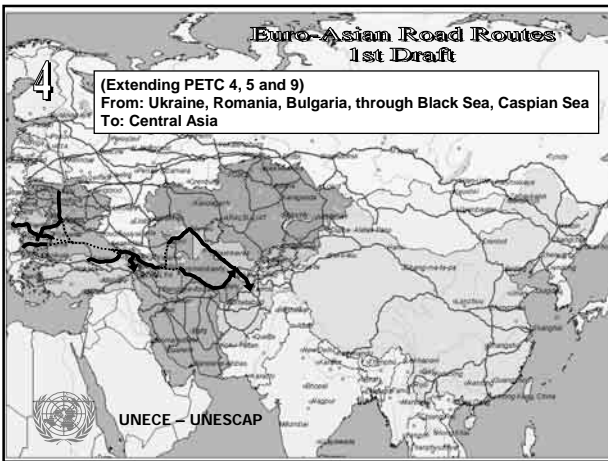
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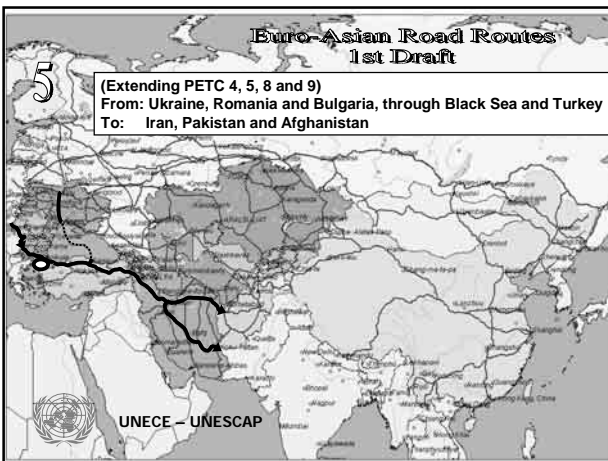
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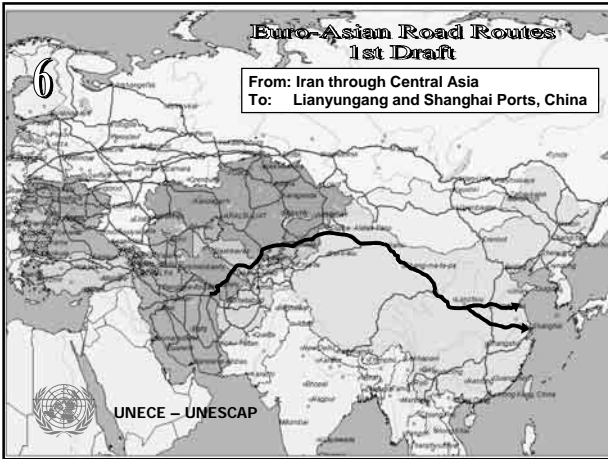
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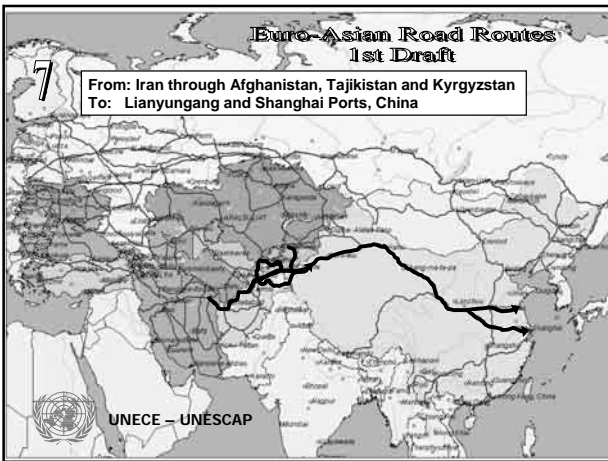
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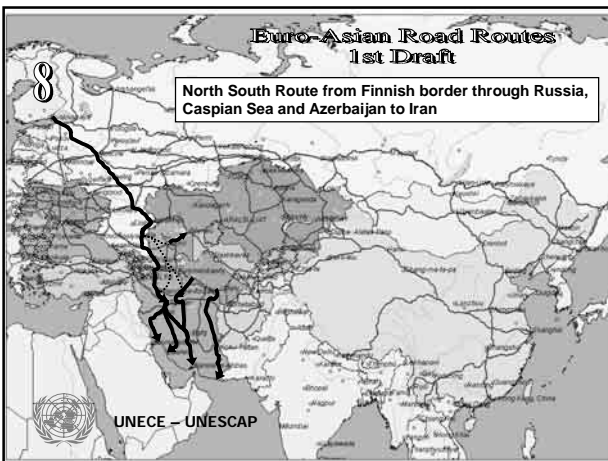
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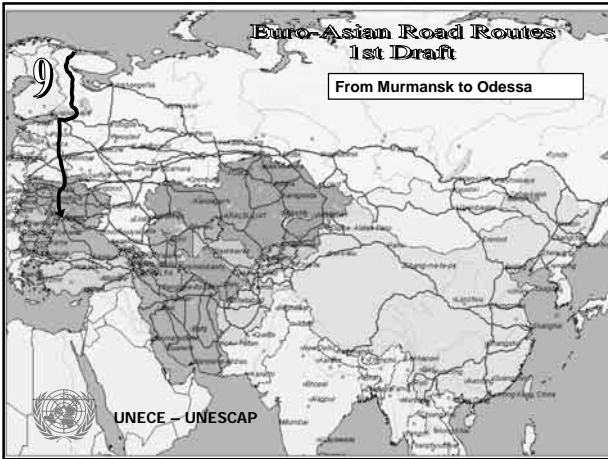
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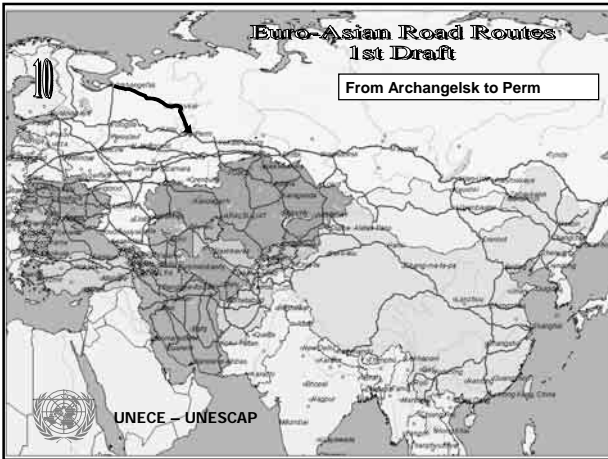
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### The Euro-Asian Transport Links Project (3)

- 3rd Expert Group Meeting in June 2005
- Future tasks:
  - Identify trans-shipment points
  - Address border crossing issues, security threats
  - Complete GIS database
  - Ensure funding for the continuity of the Project
  - Expert Group Meeting, a permanent framework

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## Coherent International Transport Networks (5)

- Building the networks requires huge investments
- Make a better use of existing infrastructures
- Rehabilitation versus New Construction
- What share of transport investment in national budgets?
- Dedicated Funds: with fuel and other specific taxes, tolls. But how much are users ready to contribute?
- PPP: still existing barriers to PPP should be removed

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## Addressing Barriers, Security Threats to International Transport (2)

- Coherent international transport networks
- **Border crossing facilitation measures that take duly into account Security Threats**
- Internationally agreed regulations for
  - Safe, secure and sustainable transport
  - Safe, clean and anti-theft protected vehicles
  - Safe and Secure transport of dangerous goods

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## Border Crossing Facilitation Measures that Take account of Security Threats

- The TIR Convention
- The International Convention on the Harmonization of Frontier Controls of Goods

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## The TIR Convention (1)

### Objective

- To facilitate the international carriage of goods by road across one, more borders, while ensuring a high level of anti-fraud security
- Through a carefully designed border crossing procedure and an international guarantee chain
- In cooperation with road transport operators

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## The TIR Convention (2)

### Key Provisions

- Use of Secure, Approved Vehicles or Containers
- Mutual Recognition of Customs Controls, Seals
- International Guarantee system
- Customs&Guarantee document: TIR Carnet, still on paper, but with advanced security features
- Controlled Access of transport operators

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## The TIR Convention (3)

### Benefits

- No inspection of goods at intermediate borders
- No payment of taxes and duties en route
- Lower border delays, Lower transport, import and export costs, Higher competitiveness, growth
- High level of Security and anti-fraud protection

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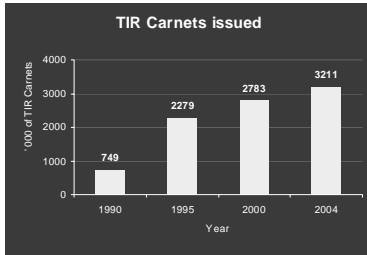
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## The TIR Convention (4)



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## The TIR Convention (5)

Contracting Parties: 64 States + EU



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## Convention on the Harmonization of Frontier Controls of Goods (1)

### Objective

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

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## Convention on the Harmonization of Frontier Controls of Goods (2)

- Procedures for efficient, secure border controls:
  - Police, Customs, Medico-Sanitary, Veterinary, Phyto-Sanitary, Compliance with technical standards,.....
- Coordination among various national services
- Cooperation and coordination between border services of adjacent countries, including:
  - Joint controls, Harmonized opening hours, Same controls,...

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## Convention on the Harmonization of Frontier Controls of Goods (3)

### Benefits

- Lower border delays, Lower transport, export and import costs
- Secure border crossings
- Lower border operating costs for State budget
- More efficient investments in border facilities

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## Convention on the Harmonization of Frontier Controls of Goods (4)

Contracting Parties: 43 States + EU



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## Addressing Barriers, Security Threats to International Transport (3)

- Coherent international transport networks
- Border crossing facilitation measures that take duly into account Security Threats
- **Internationally agreed regulations for**
  - Safe, secure and sustainable transport
  - Safe, clean and anti-theft protected vehicles
  - Safe and Secure transport of dangerous goods

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## Commonly Agreed Norms for Safe, Secure and Sustainable Transport

- The Convention on Road Traffic, of 1968
- The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

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## Convention on Road Traffic, 1968 (1)

### Objectives:

- To facilitate international road traffic
- To ensure a high level of road safety (and security)
- Through internationally agreed traffic rules and the reciprocal recognition of documents issued in conformity with those rules

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## Convention on Road Traffic, 1968 (2)

### Key Provisions

- Binds Contracting Parties to admit, but preserves their right to refuse
- General and specific rules for Drivers:
  - At all times able to control their vehicle
  - Must hold a driving permit, issued after tests
  - Driving rules: speed, distance, overtaking,....

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## Convention on Road Traffic, 1968 (3)

- Behaviour towards Pedestrians, Cyclists.....
- General rules for Vehicles
  - Must be registered, Registration Certificate
  - Distinguishing Sign of country of registration
- Recent Amendments:
  - No hand-held mobile phone while driving
  - Stricter rules for issuance of Driving Permits

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## Convention on Road Traffic, 1968 (4)

### Benefits

- A sound basis for National Highway Codes
- Reciprocal Recognition of Vehicle Certificates and Driving Permits
- Facilitates international traffic, trade, tourism
- Provides for road traffic safety (and security)

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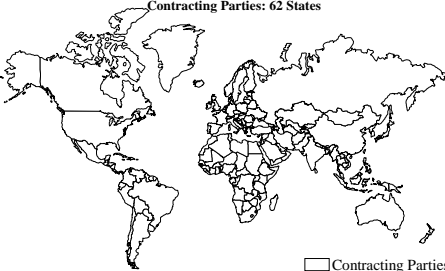
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## Convention on Road Traffic, 1968 (5)

Contracting Parties: 62 States



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## European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (1)

**Objectives**

- To increase safety of international road transport
- To ensure the highest possible safety and security in the transport of dangerous goods by road in economically sustainable conditions

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## The ADR (2)

**Key provisions**

- Identifies dangerous goods admitted to international transport (Explosives, Flammable, Radioactive, Toxic, Corrosive,...)
- Sets up norms for safe, secure transport (labelling, packaging, tanks, documents, vehicles, training)

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### The ADR (3)

#### Key provisions (Cont'd)

- Dangerous goods/Vehicles must be in conformity with ADR rules to be accepted in all Contracting Parties
- Parties may prohibit entry on their territory for reasons other than safety during carriage
- Possibility of derogations (bilateral/multilateral agreements)

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### The ADR (4)

#### Benefits

- High level of safety and security
- Mutual recognition of certificates
- Facilitated transport and trade of dangerous goods
- Harmonization with other transport mode regulations (sea, air, rail, inland waterways)
- Possibility of use for national regulations

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### European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (5)

Contracting Parties: 39 States



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### **Addressing Barriers, Security Threats to International Transport (4)**

- Security, a major new concern of UNECE Governments
- New security measures on dangerous goods
- Vehicle anti-theft systems strengthened
- Deactivation of stolen vehicles under consideration
- **Round Table on Transport Security: to be held in February 2006**

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### **Conclusions (1)**

- International transport is vital to integration, development of OSCE countries
- International transport faces obstacles and is vulnerable to security threats
- UNECE Governments have developed legally binding Agreements and Conventions that facilitate international transport while addressing security threats

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### **Conclusions (2)**

- Still OSCE Governments must implement them
- OSCE countries would benefit from implementing those instruments
- OSCE countries would also benefit from participating actively in the TEM and TER and Euro-Asian Transport Links Projects

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