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**Project Working Group on Transport and Border Crossing (PWG-TBC)**

16<sup>th</sup> Session  
20-21 April 2011  
Almaty, Kazakhstan

**Accession to and effective implementation of international conventions  
recommended by the Group**

(Item 5.3 of the agenda)

*Note by UNESCAP/ UNECE*

1. Harmonizing the legal regimes relating to international transport continues to be a prerequisite to ensure the smooth movement of goods through national borders and for enhancing the efficiency of international transport. During its previous sessions, the Working Group reaffirmed the importance of the international legal instruments listed in the protocol of its second session and re-iterated the invitation to SPECA countries to intensify their efforts to accede to all of them as soon as possible. The Working Group stressed that accession to the international legal instruments would only serve transport facilitation if followed by proper implementation/enforcement measures. It further encouraged SPECA countries to establish public and private sector partnerships to identify problems in the implementation of the international legal instruments and find timely solutions thereto.

2. The accession status to the conventions recommended by UNESCAP Resolution 48/11 and the Group is shown in Annex 1. Kyrgyzstan and Uzbekistan have acceded to all the seven conventions recommended by UNESCAP Resolution 48/11, and Azerbaijan and Kazakhstan have acceded to six of the seven conventions. While Azerbaijan and Kazakhstan continue to exert their efforts for accession to the remaining one convention respectively, there is a need for other SPECA countries to take concrete steps towards accession to the rest of the seven core conventions.

3. With respect to the additional legal instruments adopted by the second Session of SPECA PWG TBC, the situation is as follows:

- Taking into consideration the fact that the new Annex 8 to the “Harmonization” Convention has already been enforced since 20 May 2008, it would therefore still be beneficial for the whole region if Tajikistan and Turkmenistan ratify this Convention and if all SPECA countries improve its implementation, with a view to ensuring territorial continuity and consequently facilitating transport within the sub region and beyond.
- Having in mind the policy segment of the last UNECE Inland Transport Committee on international transport of dangerous goods and the importance of the ADR Agreement, it is recalled that, although many countries, including outside UNECE, have expressed interest in acceding to ADR, the technical regulations are complex and the implementation requires availability of expertise and a properly organized administrative structures for the management of such regulations and their enforcement. Expressions of

interest by SPECA member countries would definitely help in the development of a capacity building strategy for accession.

**Issues for consideration**

4. The Project Working Group may wish to consider the following recommendations to improve the accession and implementation of the key transport-related international legal instruments in the SPECA region:

- a) Reaffirm the importance of the international legal instruments listed in the protocol of its second session and reiterate the invitation addressed to SPECA countries to intensify their efforts to accede all of them as soon as possible and to properly implement them;
- b) Stress that accession to the international legal instruments would only serve transport facilitation if followed by proper implementation/enforcement measures; and
- c) Encourage public and private sectors to cooperate with a view of. establishing partnerships in order to:
  - a. identify problems in the implementation of the international legal instruments;
  - b. set up a proper monitoring mechanism; and
  - c. identify further assistance needed from UNECE and UNESCAP secretariats in assessing the implications of acceding to and implementing the transport-related international legal instruments.

**Accession Status to the UNECE International Agreements and Conventions Listed in the Protocol  
of the second Session of the PWG-TBC  
by 30 March, 2011**

№	Agreements and Conventions	AFG	AZE	KAZ	KGZ	TJK	TKM	UZB
<b><u>Conventions Recommended by UNESCAP Resolution 48/11</u></b>								
1	Convention on Road Traffic (1968)		X (2002)	X (1994)	X (2006)	X (1994)	X (1993)	X (1995)
2	Convention on Road Signs and Signals (1968)			X (1994)	X (2006)	X (1994)	X (1993)	X (1995)
3	Convention on the Contract for the International Carriage of Goods by Road (CMR, 1956)		X (2006)	X (1995)	X (1998)	X (1996)	X (1996)	X (1995)
4	Customs Convention on the Temporary Importation of Commercial Road Vehicles (1956)	X (1977)	X (2000)		X (1998)			X (1999)
5	Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) (1975)	X (1982)	X (1996)	X (1995)	X (1998)	X (1996)	X (1996)	X (1995)
6	International Convention on the Harmonization of Frontier Controls of Goods (1982)		X (2000)	X (2005)	X (1998)			X (1996)
7	Customs Convention on Containers (1972)		X (2005)	X (2005)	X (2007)			X (1996)
<b><u>Additional Agreements and Conventions:</u></b>								
8	European Agreement on Main International traffic arteries (AGR) (1975)		X (1996)	X (1995)				
9	European Agreement on Main International Railway Lines (AGC) (1985)							
10	European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) (1991)			X (2002)				
11	European Agreement supplementing the Convention on Road Traffic opened for signature at Vienna on 8 November 1968 (1971)							
12	European Agreement supplementing the Convention on Road Signs and Signals (1971)							
13	European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) (1970)		X (1996)	X (1995)			X (1996)	X (1998)
14	Customs Convention on the Temporary Importation of Private Road Vehicles (1954)							
15	European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (1957)		X (2000)	X (2001)				
16	Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) (1970)		X (2000)	X (1995)				X (1999)

Notes: 1. X - Final signature, ratification, accession (48 in 2009, 44 in 2006);

2. AFG – Afghanistan; AZE – Azerbaijan; KAZ – Kazakhstan; KGZ – Kyrgyzstan; TJK - Tajikistan; TKM – Turkmenistan; and UZB – Uzbekistan.