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Assistance to countries with economies in transition

Delegates are kindly requested to consider how technical assistance activities in the future can develop a proactive capacity-building strategy for the whole UNECE in the field of transport.

The Committee may wish to support the strategy developed for the coming years and give guidance for the future. It may also explore extra budgetary funding possibilities.

A decade of technical assistance in the field of transport 2002–2012

Note by the secretariat

1. Technical assistance to United Nations member States is a crucial tool for implementing the UNECE programme of work and, as underscored by the 2005 Work Plan on UNECE Reform, forms an integral part of the Commission's activities.

The assistance is based on the main principles that it should be:

- demand driven;
- results oriented;
- focused on the countries with economies in transition; and
- linked to UNECE's normative work.

2. UNECE technical assistance services in transport, therefore, aim at improving the national capacity of member States to implement the United Nations legal instruments, norms and standards administered by the Transport Division. They have a strong regional/subregional dimension and promote trans-boundary solutions to shared problems. Another important goal is to support the UNECE member States with transition/emerging market economies in their efforts towards the achievement of internationally agreed development goals.

3. While implementing its programme of work, the UNECE employs the following main types of technical cooperation services:

- Advisory services and capacity-building workshops, seminars, study tours, and training courses;
- Technical cooperation projects with regional, subregional and global focuses, in areas where UNECE has a mandate and expertise. These projects often have multi-modal or multi-sectoral goals.

4. Technical assistance and capacity-building activities of the Transport Division are funded by different sources. The Regional Programme of Technical Cooperation (RPTC - Chapter 22) includes Regional Advisory work and the United Nations Development Account projects. The regular budget for the subprogramme (Chapter 19–2) is also used to cover capacity-building events and technical assistance activities, though given the resource constraints in the transport subprogramme: it is at a bare minimum level. As the legal instruments under the transport subprogramme of UNECE have both regional and global relevance, there is a growing demand to provide technical cooperation, consultations and capacity-building activities on transport matters also outside the ECE region. These rather limited - technical activities at global level are, in general, funded by various stakeholders. Another core area of the technical assistance work is related to support of the development of transport infrastructure. The infrastructure projects include the Euro-Asian Transport Linkages (EATL), Trans European Motorways (TEM) and Trans European Railways (TER) projects. The TEM and TER projects have their own specific financing mechanisms. The phase II of the EATL project benefited from financial support by the Russian Federation and to a lesser extent also by organizations, such as the Organization for Security and Cooperation in Europe (OSCE) and the Economic Cooperation Organization (ECO), as well as some others.

5. The United Nations Development Account (UNDA) provided funding for the execution of several global and inter-continental capacity-building projects, which were implemented in close cooperation with the other Regional Commissions:

- The global transport project connecting continents and regions, 2003–2007 — UNDA 2nd tranche; and its special programme that resulted in the EATL project (first phase), which has been followed up by EATL phase II;
- The global project on setting road safety targets, 2007–2009 — led by UNECE; UNDA 5th tranche;
- The global project, called For Future Inland Transport Systems (ForFITS), 2011–2013 — to mitigate climate change for Future Inland Transport Systems which aims at developing an information and analysis tool based on a uniform methodology for evaluating the emissions of carbon dioxide (CO₂) in the inland transport sector (road, rail and inland waterways) together with a transport policy converter concept — led by UNECE; UNDA 7th tranche;
- The new, just about to start global project for facilitating transit and border crossing for goods transport through Customs-to-Customs information exchange, 2012–2014 — also led by UNECE; UNDA 8th tranche.

6. Information on funding mechanisms is attached in annex I.

I. Activities performed

7. All technical assistance activities and missions relate directly to the programme of work of the UNECE transport subprogramme. Technical assistance in transport over 2002–2011 may be analysed according to the grouping of activities into 15 clusters, matching the one used by the committee for the biennial evaluation of the subprogramme performance. This history of technical assistance work offers many good lessons. In addition to the Regional Adviser's activities, technical assistance and capacity-building is also conducted by the Transport Division's regular staff as integral part of their regular work, taking into account their respective competences, providing advisory services, conducting advisory missions to member States and organizing and participating in national, regional and subregional events.

8. In the course of the past ten years, the activities of the regional adviser on transport were first concentrated on providing advisory services to transition economies under the SPECA project on Development of Transport Infrastructure and Border-Crossing Facilitation; the TEM and the TER projects and the elaboration of their Master Plan; the first UNDA project on Capacity-Building in Developing Interregional Land and Land-Cum-Sea Transport Linkages; and other projects related to the development of Pan-European transport corridors and Euro-Asian transport links.

9. While pursuing the efforts of the whole Division towards support to countries to accede to the United Nations legal instruments under UNECE transport subprogramme, a lot of emphasis was given to the accession to and implementation of the 4 key infrastructure agreements leading to enhanced harmonization of the technical requirements in construction and traffic conditions throughout the ECE region, thus creating the basis of seamless transport.

10. Particular emphasis was given to the regional and subregional cooperation for enhancing national capacity for the development of transport infrastructure and, thus, promoting the pan-European and Euro-Asian economic integration. Development of the Euro-Asian transport links was promoted in cooperation with UNESCAP and member States, while strengthening of transport links between Europe and Africa, and Europe and Middle-East, as well as across the Mediterranean Sea, was promoted in cooperation with UNECA and UNESCWA. Transport and trade facilitation work focused on transit and border-crossing facilitation. In particular, it was mainstreamed, inter alia, through the implementation of the International Convention on the Harmonization of Frontier Controls of Goods and the TIR Convention. The special needs of landlocked transition economies and their transit neighbours are serviced through technical assistance and analytical work, in particular under the Special Programme for Economies in Central Asia (SPECA) and the implementation of the Almaty Plan of Action (APA).

11. UNECE countries include nine "landlocked developing countries" as classified by the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (LDCs). They are: Armenia, Azerbaijan, Kazakhstan, Kyrgyzstan, Republic of Moldova, Tajikistan, the former Yugoslav Republic of Macedonia, Turkmenistan and Uzbekistan. Six of them participate in SPECA.

12. LDCs in the ECE region continue to face numerous challenges to decrease their economic distance to markets and improve their competitiveness. Many United Nations legal instruments, standards, norms and recommendations can, if promoted, used and properly implemented, assist landlocked and transit countries in overcoming their special disadvantages. The UNECE does not only offer a large pool of legal instruments and recommendations, but is also deeply involved in capacity-building activities tailored more

to the needs and reflecting the significance of APA, e.g. by undertaking a number of APA-related initiatives.

13. The SPECA Project Working Group on Transport and Border Crossing Facilitation (PWG-TBC) is one of the key elements generating capacity-building activities in Central Asia. It focuses on developing new, and extending existing, road and rail networks in the region, as well as preparing for the Mid-Term Review (2008) of the Almaty declaration of land-locked and transit developing countries. To some extent, SPECA PWG-TBC may be considered as a privileged tool to focus attention of Central Asian countries on topics of concern for the whole region, not only on infrastructure projects and border crossing facilitation but also on particular subjects such as road safety, dangerous goods transport, or transport statistics (see annex II).

14. Technical cooperation with Mediterranean countries has been promoted in cooperation with the European Union EUROMED Project through the introduction of the major UNECE legal instruments in the field of road transport, in the framework of the EUROMED Training Seminar on International Road Haulage in the EUROMED region (Istanbul, December 2005). Recent contacts with European Commission experts engaged with the implementation of EUROMED Road, Rail, Urban Transport (RRUT) project, opened new opportunities for closer interaction of the European Commission and the UNECE Transport Division in the Mediterranean region.

15. For a short time after the transition of, the Central Asian and South Caucasus countries assistance was provided, with European Union funding, to experts of these countries from to facilitate their participation in the meetings of the Inland Transport Committee and selected subsidiary bodies. Advisory services were provided also through the BSEC Working Group on Transport as well as the OSCE Economic Forum.

16. Technical assistance activities performed in 2010–2011 took into account the new demand, i.e.:

- road safety, in the framework of the UNDA 5th tranche programme and the Decade of Action for Road Safety;
- environment protection, in the framework of the UNDA 7th tranche programme;
- Intelligent Transport Systems (ITS) applications in the field of transport to become more efficient, safer and greener.

17. Road traffic safety deserves particular attention. It has become a major global social, economic, development and health concern. A number of capacity-building activities were implemented under the UNDA funded project “Improving global road safety: setting regional and national road traffic casualty reduction targets”, which was carried out by UNECE in cooperation with the other United Nations regional commissions. Two sets of best practices in the area of road safety were published in 2009. UNECE supported the preparation and organization of the First Global Ministerial Conference on Road Safety that was organized by the Russian Federation in 2009. A detailed UNECE programme of technical assistance in road traffic safety was developed to implement the United Nations Decade of action for road safety in the period of 2011–2020. Now the implementation is to start as funding is secured.

18. Intelligent Transport Systems play an important role in shaping the future ways of mobility and the transport sector. Through the use of ITS applications, transport will become more efficient, safer and greener. The huge potentials and benefits however can only be reaped if ITS solutions are put in place in an internationally harmonized way. ITS is under-utilized and already today we witness the development of different standards around the world and its regions as well as the appearance of diverse liability problems. The core objective of the UNECE strategy on ITS is to lobby for new actions and policies where ITS

improve the quality of life and make sustainable mobility available across borders. Twenty UNECE actions were agreed on to promote the use of ITS as illustrated in the UNECE road map on Intelligent Transport Systems.

19. All types of technical assistance services have been used by the Division: advisory services, consultations, conferences, technical assistance through national or regional workshops. Advisory services provided by the sub-programme contributed, for instance, to improve the capacity of beneficiary countries to effectively apply the Globally Harmonized System of Classification and Labelling of Chemicals (GHS), as well as to implement rules and regulations that govern the transport of dangerous goods.

20. The demand for technical cooperation, consultations and capacity-building activities on transport matters outside the ECE region is increasing with the global nature of the legal instruments administered by the subprogramme. A conference on dangerous goods transport, held in Cairo in October 2011 for the League of Arab States, as well as a regional seminar in Colombia showed the interest of some countries outside the ECE region for the activities of the transport subprogramme related to transport of dangerous goods and chemical safety. This is also due to the fact that the Transport Division provides secretariat services to subsidiary bodies of the Economic and Social Council in these areas, where member States of all regions participate.

21. The high and fast development of vehicle technologies together with new car manufacturing centres in Asia and Latin America are leading the way for countries in these regions to adhere to agreements relating to vehicle regulations. Workshops and meetings were held in Brazil, Colombia, Indonesia and Philippines in 2011 to sensitize these countries to the 1958 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.

22. The UNECE Transport Division works in close cooperation with the other four regional commissions of the United Nations, namely the Economic and Social Commission for Asia and the Pacific (UNESCAP), the Economic Commission for Latin America and the Caribbean (UNECLAC), the Economic Commission for Africa (UNECA) and the Economic and Social Commission for Western Asia (UNESCWA). Cooperation with UNESCAP is especially emphasized through the SPECA PWG-TBC and because of the physical connections of the Euro-Asian landmass.

23. In providing its technical cooperation services in the area of transport, UNECE also closely cooperated with other relevant entities, such as the European Union, OSCE, UNDP, UNESCAP, TRACECA and ECO. Examples of such cooperation include, EU-UNECE cooperation in facilitating the participation of Central Asia and South-Caucasus countries in the work of the Inland Transport Committee and its subsidiary bodies; UNECE-UNDP provision of practical guidance to the authorities in Bosnia and Herzegovina on the preparation of the national law on the carriage of dangerous goods; capacity-building training for customs and transport experts of ECO member States on the International Convention on the Harmonization of Frontier Controls of Goods, in cooperation with the Islamic Republic of Iran's Customs Agency; the regular training of customs and other border agency experts in the OSCE Staff College, cooperation between UNECE and TRACECA for further improvement of the infrastructure network in Central Asia.

24. In the process of planning and delivery of its technical cooperation services, the UNECE Transport Division maintains active collaboration with key international organizations and institutions present in the region, both within and outside the United Nations system, with the aim to increase the effectiveness of its technical assistance and avoid duplication of resources. Special attention was given to the implementation of the

MoUs with OSCE and BSEC¹ and the contribution of UNECE, in its areas of expertise, to the European Union neighbourhood policy (see annex III). Partnerships with other organizations and institutions, including the business and academic communities and non-governmental organizations helped maximize synergies, ensured coordination and proper division of labour.

II. Lessons learned

- Technical assistance and capacity-building activities cover almost all the clusters of the Division;
- Most of the senior staff of the Division participated in these activities;
- Cooperation with the other United Nations regional commissions is necessary to speak with one voice on transport matters, as well as to facilitate the use of the UN transport conventions across the globe;
- Cooperation with other transport stakeholders, either governmental or non-governmental organizations, is also needed, as they bring valuable perspectives and solutions to transport issues;
- Among the topics, which were less or not addressed in the past ten years, are intermodal transport and inland water transport.

III. Challenges

A. TEM and TER projects' challenges

25. The elaboration of the TEM and TER Master Plan and its revision targeting to cover 21 countries of the region assisted towards the assurance of the TEM and TER Networks' continuity.

26. The attainment of TEM and TER Projects' objectives was challenged basically due to the weak financial position of most TEM and TER member countries that, by a great majority, are countries with economies in transition. Therefore, most of them could not carry out the necessary transport infrastructure investments that would accelerate the attainment of the projects' objectives and would eliminate the existing transport infrastructure gaps.

27. Furthermore, since the UNECE is not in a position to co-fund the Projects' monitoring system for elaborating necessary feasibility studies, technical and economic research and pilot project implementations, thus leaving the Project Central Offices with limited financial resources coming only from the fixed annual contributions of their members to the Trust Funds, the Projects are still facing great difficulties in offering their members the further technical assistance they need.

28. The possibility of connecting the Projects' plans with European Union programmes that may finance activities of common interest was successfully used in the past and could be further promoted by the UNECE Transport Division in cooperation with the European Union. In this regard, the accession to the European Union of several TEM and TER member countries in the period under review resulted in a progressive release of European

¹ Organization of the Black Sea Economic Cooperation

Union Cohesion and Structural Funds of significant importance to these countries, assisting them in accelerating the implementation of their priority transport infrastructure plans foreseen by the TEM and TER Projects and therefore contributed to their achievement.

29. However, the lack of willingness of TEM and TER member countries to assign and fund the costs of international staff to the projects, particularly a Project Manager, may be considered as a threat to the smooth continuation of TEM and TER activities.

B. Staff fluctuations in Government institutions

30. An essential ingredient to effective policy development, implementation and delivery of government policies is the presence of well-trained and motivated staff. However, there are indications that a number of countries in transition do not adequately promote the sustainability of human resources in their respective institutions, thus compromising their effectiveness.

31. In a number of countries, high staff turnover in governmental institutions results in lack of continuity and loss of institutional knowledge. This is counterproductive to capacity-building efforts. This may seriously compromise the ability of governments to effectively implement policies and may result in adverse effects for economic development, international trade and integration into the world economies and markets.

32. Furthermore, effective development and delivery of government policies and services require well-motivated and dedicated staff. However, lack of job stability and security, as well as lack of adequate remuneration, may often lead to job dissatisfaction, lack of attention and disinterest on the part of staff in serving effectively their respective institutions and their peoples.

33. Another problem can be a situation whereby government staff, having received training or participated in conferences and meetings, fail to transfer the information, knowledge and expertise gained to other officials with functions in the areas concerned. Lack of adequate transfer of knowledge and follow-up can be detrimental to the effective implementation of national objectives and policies.

34. Concerted efforts are required by governments to address the effective implementation of human resource policies by their respective institutions in order to ensure sustainable economic development.

IV. Strategic direction for the future

35. Technical cooperation activities in the area of transport are first of all required to strengthen the capacity of countries of Eastern and South-Eastern Europe, South Caucasus and Central Asia, in particular landlocked countries, to implement relevant United Nations legal instruments, norms and standards in transport. In addition, as a response to increased demand by member States instead of trying to address all the tasks in each biennium with the same emphasis, comprehensiveness and depth, the UNECE transport subprogramme selectively identified strategic areas that deserve special attention (see programme of work of the UNECE transport subprogramme for 2012–2013 (ECE/TRANS/2012/9)). While keeping the traditional areas of work, i.e. support to multi-country cooperation of transport investment planning, the four broad issues of strategic importance in the current biennium are: sustainable transport development; climate change mitigation and adaptation; road traffic safety and intelligent transport systems (ITS). Therefore, capacity-building activities and technical assistance are also correlated with them and should contribute to their implementation.

A. Traditional support to multi-country transport investment planning

36. Technical assistance also refers to the TEM and TER infrastructure projects, the EATL multi-country investment planning and border crossing facilitation, as well as the SPECA PWG-TBC activities, which constitute more or less a permanent area of capacity-building activities carried out by the Division.

37. Phase II of the EATL project is under completion. The inter-country cooperation under the EATL Project, promoted by UNECE, encouraged cooperation among 27 countries along the Euro-Asian land bridge for the coordinated development of Euro-Asian inland transport links. The project has, so far, produced country-demanded, tangible results and proposals for the development and operation of safe, secure and efficient Euro-Asian transport solutions, addressing both physical and non-physical obstacles to transport. Results include an investment plan for transport infrastructure projects along the main Euro-Asian routes. In addition, it includes an analysis of non-physical obstacles to transport, a comparison of rail and maritime routes between Europe and Asia, a Geographic Information System (GIS) database and related applications, as well as policy recommendations. The second EATL ministerial meeting is planned for 26 February 2013 in Geneva.

38. In the UNDA 8th tranche the global project called "Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration" was approved. The objective of the project is to further facilitate legitimate trade and transport from and to developing countries and countries with economies in transition, in particular landlocked countries, through an extended use of international standards and making use of the latest information and communication technologies to increase cooperation between Customs authorities and Customs to Customs (C2C) electronic information exchange, while further securing the collections of duties and taxes by customs. UNECE is the lead implementing agency in cooperation with the other regional commissions.

39. Technical assistance for border crossing facilitation is and remains a regular activity of the section in charge. Regional and national workshops are conveyed every year following a schedule set up by biennium. They usually focus on proper implementation of the two main international Conventions in this field, namely the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), 14 November 1975 and the International Convention on the Harmonization of Frontier Controls of Goods, 21 October 1982. The Harmonization Convention is a framework convention that lays down a number of key principles, which are sine-qua-non for border crossing facilitation, and provides for a high degree of flexibility for their implementation at the national level, due to the fact that there may be no 'one fits all' solution for the 55 Contracting Parties. Under this situation, examples of best practice have been found to be indispensable for the proper implementation of the Harmonization Convention. With this in mind, UNECE and OSCE have prepared and published, at the beginning of 2012, an extensive joint publication entitled 'Handbook on Best Practices at Border Crossings: A Trade and Transport Facilitation Perspective'. The round table will provide extensive information on the Handbook and address various examples of best practices – from the ECE region and beyond. Capacity-building activities may be developed on this ground.

B. Climate change mitigation and adaptation

40. One of the biggest technical assistance projects, currently under implementation, is the ForFITS project – funded from the 7th tranche of UNDA. The main objective of this project is to enhance international cooperation and planning towards sustainable transport

policies. Its achievement is expected to result from capacity-building initiatives organized for policymakers and training activities for technical experts, leveraging on the development of a modelling tool capable to assist users in the selection of the most appropriate and effective measures to reduce CO₂ emissions in the inland transport sector (including road, rail and waterways except air and maritime transport: CO₂ emissions from air and maritime transport are excluded from its scope). Since this modelling tool is meant to foster sustainable transport policies For Future Inland Transport Systems, it is named ForFITS. As soon as the ForFITS model has been developed, the capacity-building part of the project will come into the forefront.

41. The climate change adaptation project carried out under the auspices of the Working Party on Transport Trends and Economics (WP.5) and carried out by an Expert Group should lead to the finalization, in 2013, of a report “Climate change impacts and adaptation on international transport networks”.

C. Road traffic Safety

42. As indicated in para. 16, a detailed UNECE implementation plan for the United Nations Decade of Action on Road Safety has been developed and agreed upon by the relevant working parties, and first of all by the Working Party on Road Traffic Safety (WP.1). Accordingly, in 2013 two major events are expected. A regional capacity-building workshop on road safety management will be organized in Armenia with the support of the World Bank. Under the aegis of the second United Nations Road Safety Week, numerous events will be organized in Geneva, both to raise awareness and to focus organization of capacity-building and policy dialogues during this week. Moreover the International Road Federation (IRF) suggested the possibility to hold a one day seminar back to back with the annual session of the SPECA PWG-TBC to the raise awareness of SPECA countries on the necessity of regular vehicle technical inspections based on the provisions of the United Nations legal instruments.

43. A road map on Intelligent Transport Systems has called for one flagship workshop per year. In 2013, the workshop will be organized in cooperation with the International Telecommunications Union (ITU) on the topic of distracted driving, thus linking ITS and road safety challenges.

D. Transport of dangerous goods

44. Some legal instruments in this field, such as ADR for road transport, are open to non-UNECE member States and have been ratified or acceded to by most UNECE member States and some other States. However, there is still a gap between being party to an international convention or agreement and implementing it effectively. The SPECA PWG-TBC raised the awareness of SPECA countries on this matter at its 2011 session. The topic was then discussed again at the 2012 session. Further technical assistance may likely be needed, upon request, from some SPECA countries. Recent contacts in the context of the EUROMED Project show that non-UNECE Mediterranean States are also expecting technical assistance in this field. As the Transport Division also provides secretariat services to the subsidiary bodies of the Economic and Social Council (see para. 20), it is increasingly requested to provide support for technical assistance activities in non-UNECE countries: but given its limited resources, the Transport Division cannot currently satisfy all demands.

E. Transport of Perishable foodstuffs

45. Bearing in mind the development of equipment certification centres for the transport of perishable foodstuffs in Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan in the framework of the ATP Agreement and under the European Union's TRACECA Programme for Central Asia, it is highly advisable that Turkmenistan become a contracting party to the ATP Agreement as soon as possible.

F. Statistics

46. Collecting transport statistics from Central Asian countries is difficult. On the basis of the requests made in various fora (Working Party on Transport Statistics (WP.6), ITC in 2009–2010), three seminars/workshops in the South-Caucasus and Central Asia were held in 2010–2012, to raise the awareness of those countries on the need for gathering data on transport and on the use of the common questionnaire with special focus on methodology and road accidents statistics. Information on the e-censuses was also included in the agenda. These workshops offered concrete examples of synergies of action between the three secretariats of UNECE, OECD-ITF and EUROSTAT. The most recent one held in Kiev (22 November 2012) gave the opportunity to statisticians of Georgia, Kazakhstan, Republic of Moldova, Tajikistan and Ukraine to be aware of the work carried out by WP.6 on transport statistics and to practice filling out the Web Common Questionnaire. The Chair of WP.6 and the representative of OECD-ITF participated in this workshop, which may be considered as the last of a series meant to achieve a coherent and comprehensive data system on transport statistics. Moreover, a document on transport statistics as a tool for economic development assessment was prepared with a special focus on CIS² countries, the South-Caucasus and Central Asia. The conclusions of this analytical work, in support of the technical assistance already provided, will need to be finalized and might be published as an additional tool for capacity-building in this field.

47. The diversity of actions undertaken by the various sections and the regional adviser show the complex interaction between the permanent objective of capacity- building activities aimed at the accession and implementation of the relevant UNECE legal instruments, norms and standards and the actual concerns of the transport community, where all stakeholders are facing new challenges due to globalization, new technologies and externalities such as environment, safety and security.

V. Way forward

48. Acceding to and implementing United Nations legal instruments, norms and standards, transferring know-how and sharing best practices as well as implementing global commitments in transport have been a motto for the past decade and should remain so in the future.

49. The work of the UNECE Transport Division is based on three pillars: consisting of regulatory work with transport policy aspects, analytical work and capacity-building/technical assistance activities. Technical assistance is seldom spontaneous and can only be successful when it is supporting and referring to the two other pillars of activity.

50. Seminars, workshops, conferences or field visits deserve careful preparation and financial coverage, which cannot be quickly achieved. As these activities are demand-

² Commonwealth of Independent States

driven, they also require from the demanding partner many consultations and preparatory work before being set up. Lack of continuity in policies developed and professionals involved may, therefore, be counterproductive to capacity-building efforts.

51. The work of the regional adviser is, therefore, of utmost importance to ensure proper coordination of the work carried out in the Division and the assistance brought forward to countries with economies in transition.

Annex I

Funding of Technical Cooperation Activities

1. The UNECE technical cooperation activities are funded from the United Nations regular budget, in particular its sections "Economic Development in Europe", "Regular Programme of Technical Cooperation" (RPTC) and "United Nations Development Account", as well as by extrabudgetary resources. RPTC is implemented by the UNECE regional advisers.
2. The regular budget resources are used to leverage extrabudgetary resources, which account for the largest part of funding of UNECE technical cooperation, which is not yet the case in transport. The importance of these resources for funding the UNECE technical cooperation activities has increased in the last few years.
3. The extra-budgetary contributions to the UNECE trust funds can originate from a variety of bilateral and multilateral sources: UNECE member States, the private sector, inter-governmental and non-governmental entities (the World Bank, UNDP, IRU, UNEP, WHO, etc.) and the European Commission.³
4. UNECE has established cooperation with a number of organizations and institutions involved in technical cooperation activities in the ECE region, such as UNDP, UNEP, the European Commission, OSCE, EBRD, ADB, as well as with the business and academic communities and non-governmental organizations. These need to be followed for potential support of activities in transport.⁴
5. The United Nations Development Account (UNDA) provides a common platform for the technical cooperation work of 10 entities of the Executive Committee on Economic and Social Affairs (DESA, 5 UN regional commissions, UNCTAD, UNEP, Habitat and UNODC). It was established by the General Assembly in 1997 and is funded from the United Nations regular budget.
6. The objective of the Development Account is to fund capacity development projects in the priority areas of the United Nations Development Agenda that benefit developing countries and countries with economies in transition. The projects serve as a natural extension to the normative and policy activities of the implementing entities in their follow-up to the United Nations conferences and summits in economic and social affairs. The UNDA encourages close collaboration of entities of the United Nations Secretariat on innovative, cross-sectoral regional or interregional projects which draw mainly on the technical, human and other resources available in beneficiary countries. The UNECE has been actively involved in the implementation of the UNDA projects since the year 2000.⁵
7. The UNECE member States have developed specific mechanisms for financing certain projects, such as the TEM and TER projects, which are financed through Trust Fund Agreements regularly approved by TEM and TER Steering Committees.⁶
8. Annual grants from the Russian Federation allowed the continuation and finalization of the EATL project phase II.
9. Annual grants from Kazakhstan facilitate the preparation of SPECA PWG-TBC and provide for some participation of SPECA delegates in UNECE transport activities.

³ See www.unece.org/operact/opera/fundingoftcact.html

⁴ See www.unece.org/operact/opera/partner.html

⁵ See www.unece.org/operact/opera/unda.html

⁶ See www.unece.org/trans/main/tem/temtrust.html and www.unece.org/trans/main/ter/tertrust.html

Annex II

SPECA PWG-TBC meetings

<i>Session</i>	<i>Date - Place</i>	<i>Main topics</i>	<i>Outcomes</i>
7th meeting	25–27 November 2002 in Almaty-Kazakhstan	Investment projects which were of regional significance; transit transport problems, as well as facilitation of international transport	MoU on Facilitation of International Road Transport of Goods in the framework of SPECA
8th meeting	27–29 March 2003 in Baku-Azerbaijan	Transit Transport Cooperation	SPECA joint position for the Transit Transport cooperation for the International Ministerial Meeting of Landlocked and Transit Developing Countries held in Almaty-Kazakhstan, 28–29 August 2003
9th session	12–13 March 2004 in Almaty, Kazakhstan	Programme of work of the Central Asian and South-Caucasus region on transport transit issues in view of TRANSEURASIA – 2004 Conference, in Astana, Kazakhstan	Future work focussed in the following priority areas: <ul style="list-style-type: none">• Establishment/strengthening of national trade and transport facilitation committees;• Accession to and implementation of important international conventions and agreements in the field of transport;• Monitoring of international freight transportation at border crossing points;• Improvement of road transport communication with China through bilateral and multilateral agreements/conventions, and• Monitoring of border crossing problems.
10th session	24 March 2005 in Issyk-Kul, Kyrgyzstan	Review of the most important transit transport issues of the Central Asian and South-Caucasus region	Concrete tasks to be targeted by the Group in the period 2005–2006 were identified and agreed among participating countries

<i>Session</i>	<i>Date - Place</i>	<i>Main topics</i>	<i>Outcomes</i>
11th session	29–30 March 2006 in Almaty, Kazakhstan	Transit transport issues of the Central Asian and Caucasus region, with reference to the SPECA PWG-TBC programme of work and the Almaty Programme of Action	<ul style="list-style-type: none"> • Agreement on the SPECA road and rail networks and their respective maps; • Recommendation to consider establishing/strengthening national transport facilitation committees • Structure of the SPECA PWG-TBC database on transport endorsed
12th session	13–14 March 2007 in Dushanbe, Tajikistan	Transit Transport Cooperation and National measures to develop inland transport	<ul style="list-style-type: none"> • New project proposals of common interest to SPECA countries approved; • Technical Assistance for SPECA countries requested; • SPECA countries requested to accede to and implement the major UNECE Agreements and Conventions in the field of transport; • Five measures to improve the implementation of the TIR and Harmonization Conventions in the SPECA region, incl. regular training on TIR procedures for Customs officials with the assistance of the TIR Executive Board and TIR Secretariat recommended; <p>Each SPECA country encouraged to participate in the UNECE/WHO Transport, Health and Environment Pan-European Programme (THE PEP).</p>
13th session	12–13 March 2008 in Almaty, Kazakhstan	Transport infrastructure and facilitation issues in relation to the implementation of the Almaty Programme of Action	<ul style="list-style-type: none"> • Bilateral consultations on border crossing issues; • Review of priority transport databases development (rail routes, road routes, border crossing points, intermodal transport) for the SPECA region; • SPECA guide on road wayside facilities
14th session	17–18 March 2009 in Almaty, Kazakhstan	Border crossings and customs problems	<ul style="list-style-type: none"> • Growing importance of road safety; • Opening of a new test centre for Perishable foodstuffs

<i>Session</i>	<i>Date - Place</i>	<i>Main topics</i>	<i>Outcomes</i>
15th session	7 and 8 April 2010 in Almaty, Kazakhstan	Transport and Border Crossing Facilitation	<ul style="list-style-type: none"> • SPECA countries were invited to support the development of a unified rail transport law and the promotion of rail transport; • Outstanding issues related to the accession to and implementation of the main United Nations conventions to be identified with the assistance of UNECE and UNESCAP secretariats; • Importance stressed of UNECE Inland Transport Committee (ITC) and UNESCAP Time/Cost-Distance methodologies for identification and isolation of bottlenecks along international routes and corridors; • SPECA countries invited to set national road safety targets and work towards their achievement
16th session	20 and 21 April 2011 in Almaty, Kazakhstan	<ul style="list-style-type: none"> • Progress made in the implementation of the project on the development of Euro-Asian transport linkages; <p>Efforts to accede to and effectively implement the United Nations conventions</p>	<ul style="list-style-type: none"> • SPECA countries encouraged to develop national road safety policies and joint the UN Decade of Action; • SPECA countries encouraged to actively participate in the EATL Phase II project; • SPECA countries who are not yet parties to the ADR and the ATP encouraged to join;
17th session	6 and 7 June 2012 in Almaty, Kazakhstan	<ul style="list-style-type: none"> • Transport and Border Crossing Facilitation in the framework of the Almaty Programme of Action 	<ul style="list-style-type: none"> • SPECA countries encouraged to support the continuation of the EATL project and actively participate in its initiatives such as the development of block trains in the region and the update of the comparison study; • Handbook of Best practices at border crossings – a trade and transport facilitation perspective, jointly published by UNECE and OSCE, recognized as a tool for knowledge sharing and border crossing improvement; • SPECA countries encouraged to intensify their efforts to accede to all the agreements relating to the Transport of Dangerous Goods and agreed to establish some coordination mechanisms for technical assistance and capacity building workshops in this field.

Annex III

Memoranda of Understanding signed between the UNECE and other international governmental and professional organizations

<i>Organization concerned</i>	<i>Date of Signature</i>	<i>Area of Work</i>	<i>Complements</i>
1. CEI	May 1998	Cooperation Agreement in the field of trade, transport and environment	MoU + Cooperation Agreement
2. IEC, ISO, ITU	24 March 2000	Standardisation in the field of electronic business	Supplement an initial MoU of January 1995
3. World Customs Organization	25 April 2001	Promotion of trade and transport facilitation	
4. BSEC	July 2001	Economic analysis and statistics, environment, energy, inland transport, trade, industry and entrepreneurship	
5. UIC	February 2002	UNECE acting as Executing Agency for the TER Project	
5 bis. UIC	24 May 2010	More global MoU on strengthened cooperation	
6. SITPRO	May 2002	UNeDocs Project	
7. ICC	23 July 2002	For the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT)	
8. IRU	6 February 2003	On TEM Project and TEMSTAT	No time limit
9. ASECAP	26 February 2003	On TEM Project and TEM Master Plan	No time limit
10. ECO	24 June 2003	4 areas: Transport; Trade, Industry and Entrepreneurship; Sustainable energy development; Environment; economic analysis and statistics	
10 bis. ECO & IDB	29 March 2011	Addendum specific for transport but tripartite	First MoU to include an IFI (the Islamic Bank of Development)
11. WTPF	November 2004	Trade facilitation and electronic business	

<i>Organization concerned</i>	<i>Date of Signature</i>	<i>Area of Work</i>	<i>Complements</i>
12. OSCE	6 December 2004	5 = environment, energy, sustainable development; Integration, trade and transport; Investment climate; Poverty, social exclusion and education; Public and corporate governance	The other signatory was Jan Kubis
13. EurASEC IPA	January 2007	Standards for trade facilitation, transport, environment and housing	Valid for 3 years, renewable
14. UNESCAP and EurASEC	23 May 2007	5 = Sustainable development and environment; Water and energy resources; Transport networks and facilitation; trade policy and facilitation; Information and communication technologies	Until end May 2012
15. TRACECA	4 December 2008	Transport; border crossing procedures, trade facilitation, environment human resources development	
16. European Commission (DG TREN) ,+ JRC	23 January 2009	Implementation of the digital tachograph within the AETR	UNECE and European Commission services will contribute to further development of the system after 30 June 2012