



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### Seventy-seventh session

Geneva, 24–26 February 2015

Item 4 (h) of the provisional agenda

#### Strategic questions of a horizontal policy nature:

Status of accession to international UNECE transport agreements and conventions

## Status of accession to United Nations transport agreements and conventions administered by UNECE

### Note by the secretariat

#### *Summary*

This document presents the status of accession by UNECE and non-UNECE member States to UN transport agreements and conventions administered by UNECE.

On 17 November 2014, the total number of Contracting Parties to the 58 United Nations (UN) legal instruments in the field of transport administered by UNECE was 1,699, with six new Contracting Parties to six legal instruments in 2014. Although these legal instruments continue to attract new Contracting Parties, the increase was more modest than in previous years and that can be largely attributed to the fact that most UNECE member States have already become parties to the legal instruments of main importance.

The Committee may wish to invite countries, which have not yet done so, to accede to the UN conventions and other legal instruments in inland transport administered by the Committee and its subsidiary bodies.

## I. Overview

1. Figure 1 below shows the total number of Contracting Parties to international instruments on inland transport concluded under the auspices of the Inland Transport Committee (ITC). On 17 November 2014, the total number of Contracting Parties to the 58

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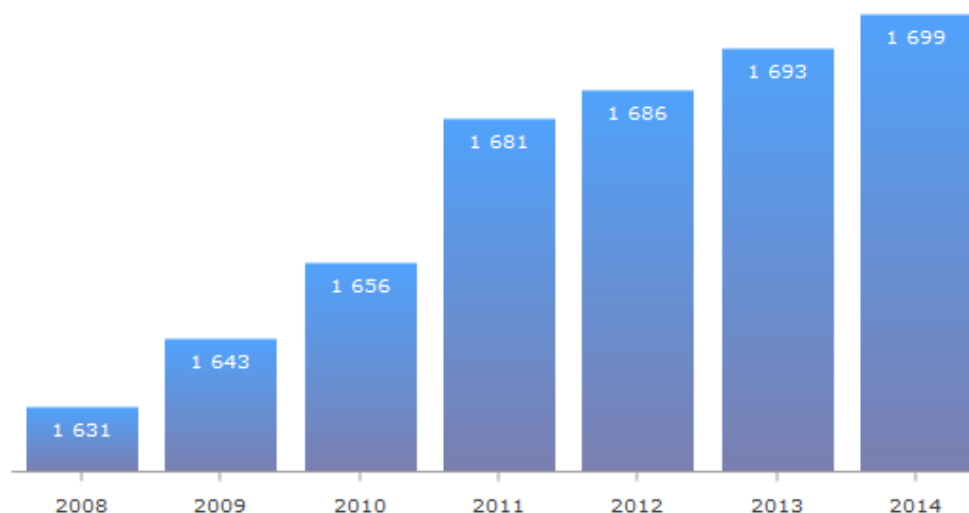
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United Nations (UN) legal instruments in the field of transport administered by the United Nations Economic Commission for Europe (UNECE) was 1,699<sup>1</sup>, with six new Contracting Parties to six legal instruments in 2014 (see annex for details). As yet, out of these 58 legal instruments, nine have not yet entered into force. The summary tables on the status of signatures, ratifications and accessions as of 17 November 2014 for all legal instruments are available at [www.unece.org/trans/conventn/intro.html](http://www.unece.org/trans/conventn/intro.html).

Figure 1

**Total number of Contracting Parties to international instruments on inland transport concluded under the auspices of the ITC**



Source: UNECE

## II. Geographical distribution of Contracting Parties

2. The total number of Contracting Parties to the 58 transport conventions is 1,699 (as of 17 November 2014), of which 1,692 are States. Of these, 1,311 are UNECE Contracting Parties and 381 are non-UNECE Contracting Parties.

3. Of the 193 United Nations Member States, 146 States (75 per cent) are Contracting Parties to at least one legal instrument on inland transport (see figure 2).

4. Of the 146 United Nations Member States that are Contracting Parties, 90 (60 per cent) are non-UNECE member States.

5. Out of the 58 legal instruments under the purview of UNECE, 49 are in force. Non-UNECE member States are Contracting Parties to 29 transport conventions. This means that about 60 per cent of United Nations transport conventions serviced by UNECE and in force have a geographical coverage beyond the territory of the UNECE. On average, each UNECE member State is party to 23 legal instruments, while each non-UNECE Contracting Party is party to 13 legal instruments.

<sup>1</sup> Due to a technical error, the accession by Viet Nam to the Convention on Road Traffic of 1949 was not counted in the tables in Contracting Parties until now.

Figure 2  
**UNECE and non-UNECE member States**  
**Contracting Parties to at least one United Nations transport convention**



*Legend:* Dark grey: Contracting Parties - Light grey: non-Contracting Parties

*Source:* UNECE

6. The European Union is a Contracting Party to seven legal instruments. In the future it may be likely that other regional integration initiatives may seek to become Contracting Parties as well.

7. For the majority of transport conventions, the number of UNECE Contracting Parties is higher than that of non-UNECE Contracting Parties. The relationship is reversed for some transport conventions. For example, 60 out of the 96 Contracting Parties of the Convention on Road Traffic of 1949 are not UNECE member States. Similarly, for some border crossing facilitation conventions, more Contracting Parties are from outside of the UNECE region: 44 out of 79 Contracting Parties for the Convention concerning Customs Facilities for Touring of 1954 and 42 out of 74 Contracting Parties for its Protocol; and 44 out of 80 Contracting Parties for the Convention on the Temporary Importation of Private Road Vehicles of 1954.

8. The Committee may wish to consider this information and provide guidance to the Working Parties and the secretariat on ways to increase the number of new accessions to the legal instruments under its purview.

**Annex****Accessions registered from 1 January - 17 November 2014**

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<i>Date</i>	<i>Contracting Party</i>	<i>Convention</i>
20/08/2014	Viet Nam	Convention on Road Traffic, of 8 November 1968
20/08/2014	Viet Nam	Convention on Road Signs and Signals, of 8 November 1968
17/06/2014	Belgium	European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), of 26 May 2000
08/05/2014	Slovenia	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 25 June 1998
21/02/2014	Slovakia	Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note (e-CMR), of 27 May 2008
10/01/2014	Serbia	European Agreement on Main Inland Waterways of International Importance (AGN), of 19 January 1996

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