

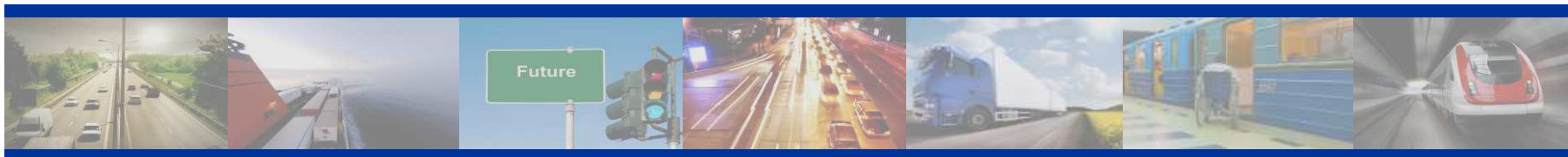


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# UNECE perspective on Customs - Trade - Transport

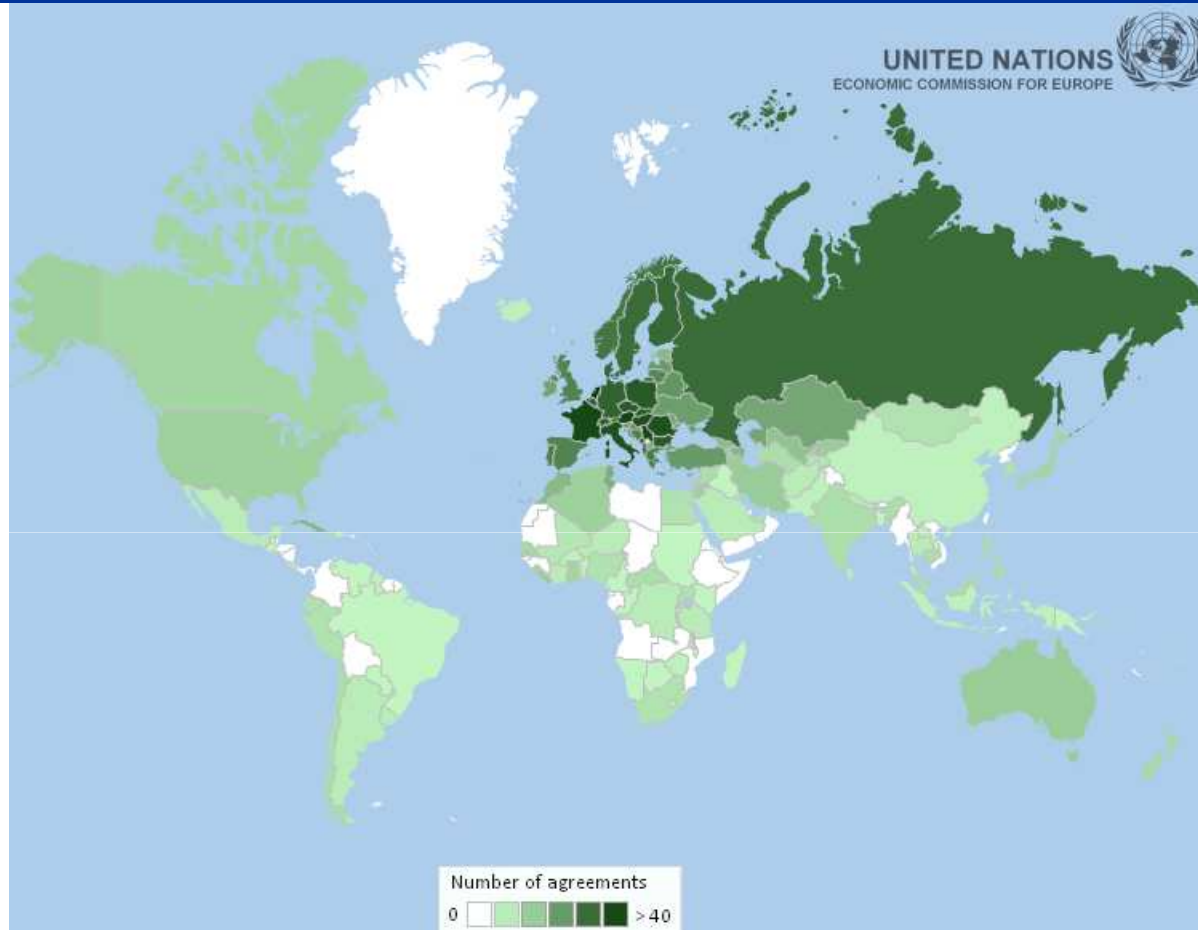
Eva Molnar

Geneva, 14 September 2011





# Centre for Transport Agreements



UN Transport Conventions and Agreements per country



# Centre for Border Crossing Facilitation



- Legal instruments
- Investment Planning support
- Customs Transit Guarantee Scheme - TIR





# Centre for Trade Facilitation

## UN Centre for Trade Facilitation and Electronic Business (UN/CEFACT)

- The only global standard for Electronic Data Interchange
- UNECE trade facilitation recommendations





UNITED NATIONS

# 1. Sustainable development assumes free access to markets





# Sustainable Development and Transport

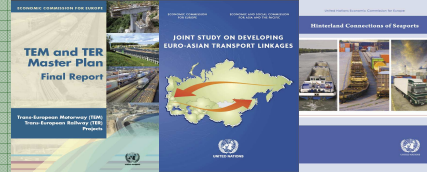
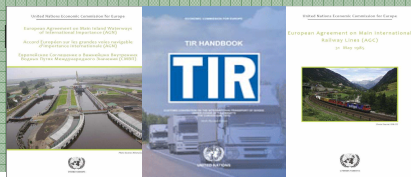


## UNECE Legal Instruments and standards

## UNECE Analytical work and Capacity building

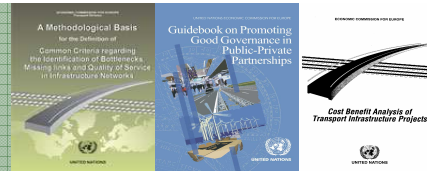
## UNECE Governance structure

Access



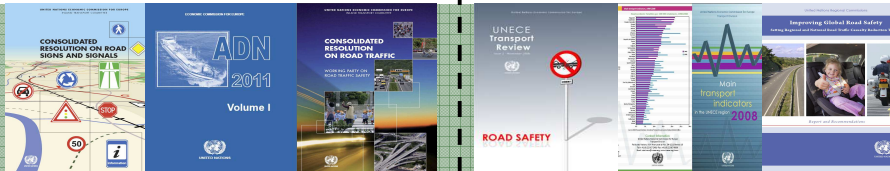
*Customs and Transport (WP.30)*  
*Transport Trends and Economics (WP.5)*  
*Trade Committee (CT)*  
*CEFACT Committee*

Affordability



*Transport Trends and Economics (WP. 5)*  
*Committee on Economic Competition and Innovation (CECI)*

Safety



*Road Safety Forum (WP. 1)*  
*WP on transport of dangerous goods*  
*Working Party on Railway Transport (SC.2)*  
*Inland Waterway transport (SC.3 and WP.3)*

Environment



*World Forum for Vehicle Regulations (WP.29)*  
*THE PEP - Transport, Health and Environment. Pan-European Programme.*





UNITED NATIONS

## 2. National competitiveness depends on transport and border crossing performance, but no multilaterally accepted measurement tool

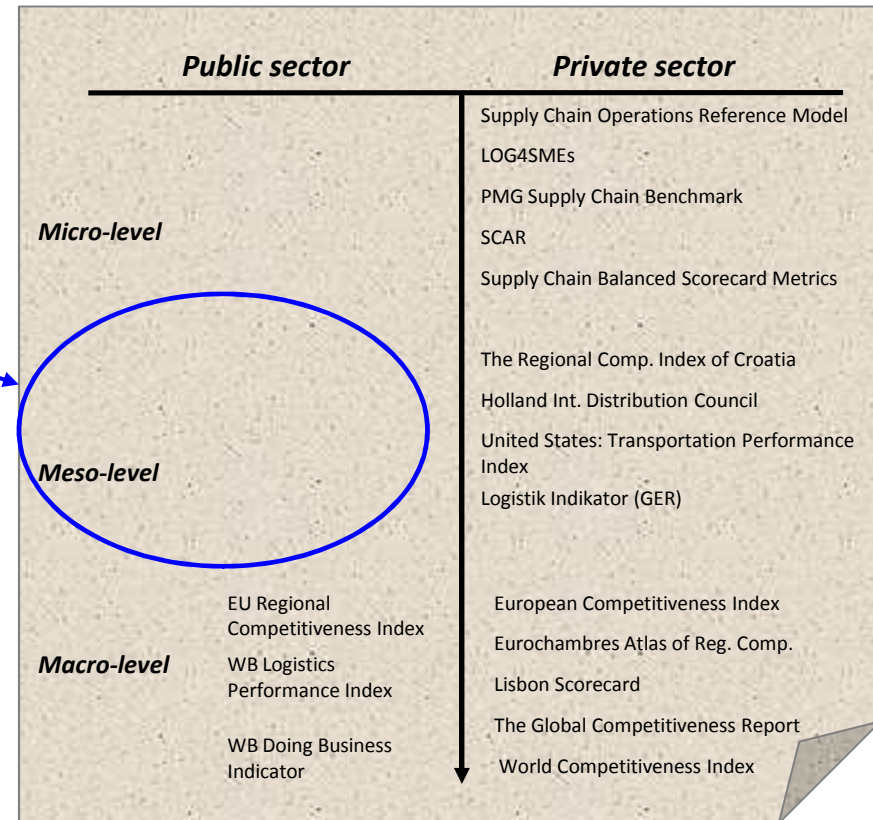




# Competitiveness and Transport

## UNECE Audit report: Gap analysis, selected results

**GAP**  
**Missing measuring systems for the Meso -level**





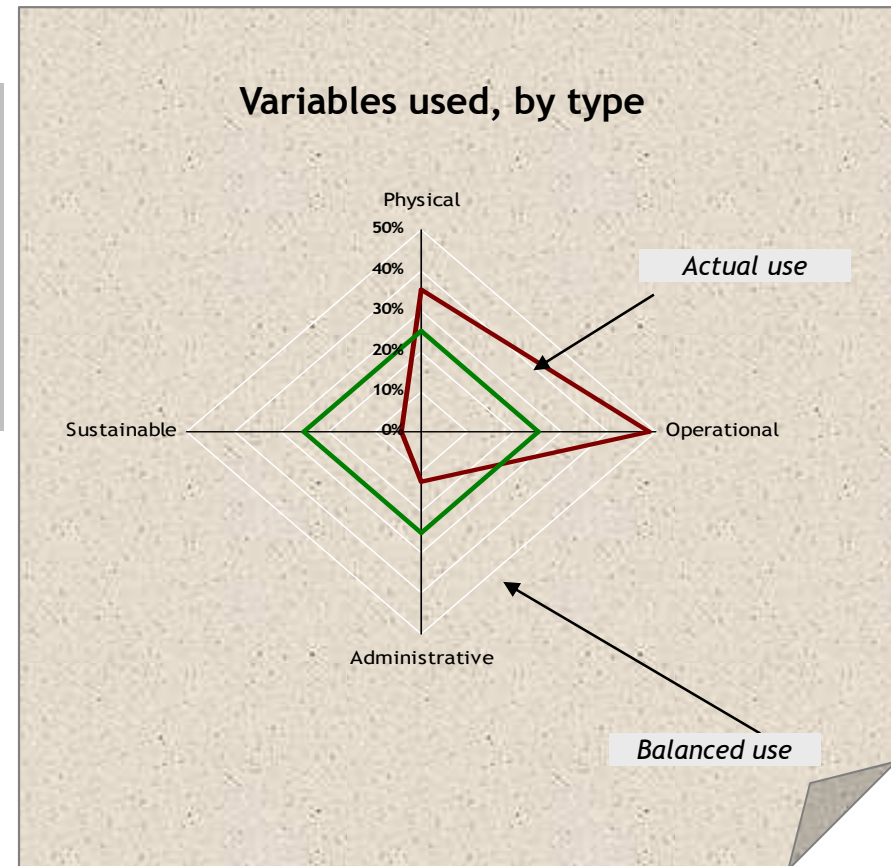


# Gap analysis - need for a TPI

<i>Dimension</i>	<i>Example</i>
Physical	Infrastructure density
Operational	Congestion
Administrative	Border crossing efficiency
Sustainable	Safety and security

**GAP :**

**The administrative and sustainable aspects of transport are widely ignored in existing benchmarking methods.**





UNITED NATIONS

### 3. Measuring border agencies' performance can lead to tangible facilitation results



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# B/C KPI or even benchmarking

- The TTFSE experience
- OSCE - UNECE handbook
- Plans and expectations





UNITED NATIONS



**4. The UN facilitation agreements need your support so that the whole world subscribes and implements them**



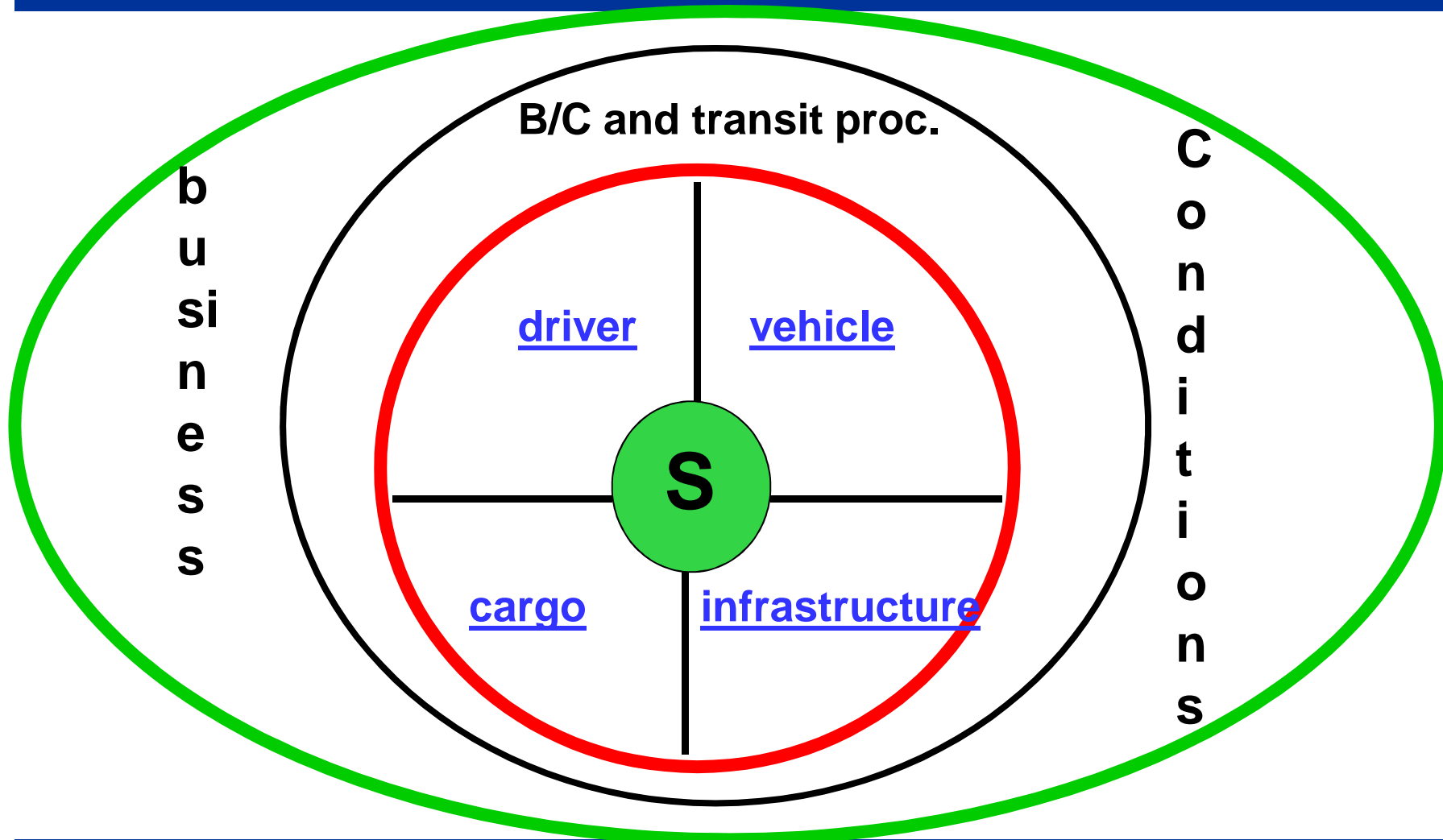
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# The UN facilitation agreements

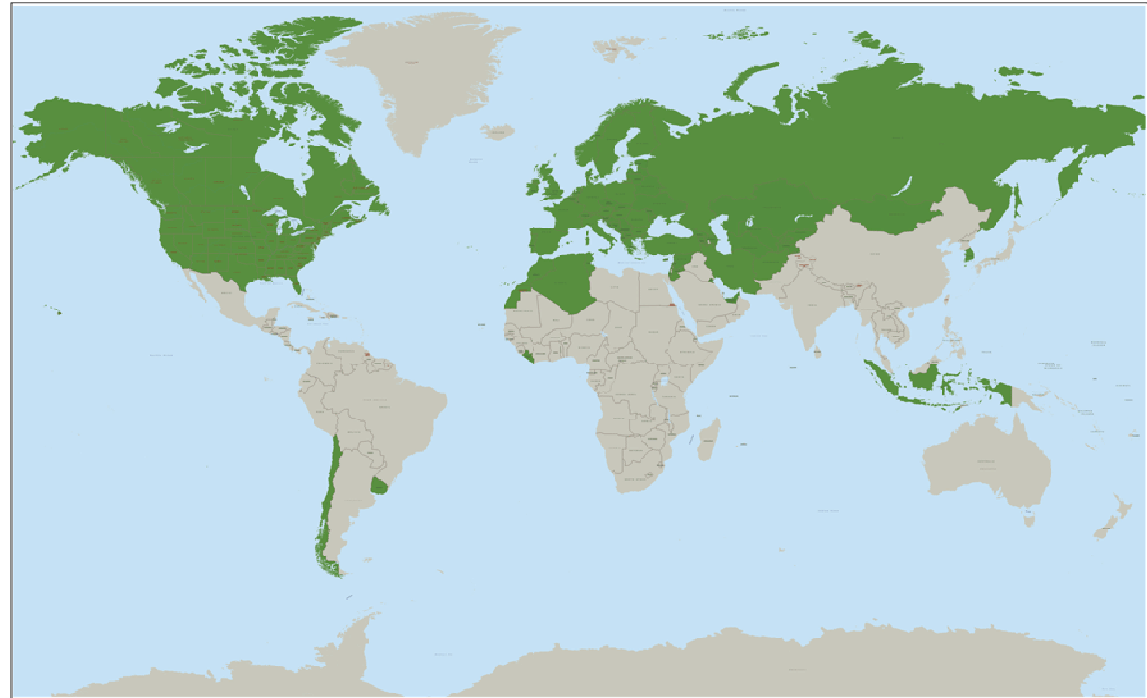




# Border Crossing Facilitation - TIR Convention

- International transport of goods without frontier inspections
- Over 3 million TIR carnets used annually
- study underway
- PPP

TIR Convention, 1975



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# Unique tool: TIR system

## TIR Convention, 1975

**Secure vehicles  
or containers**

**Guarantee**

**Controlled  
access**

**Mutual recognition  
of Customs  
controls**

**Document  
(TIR Carnet)**



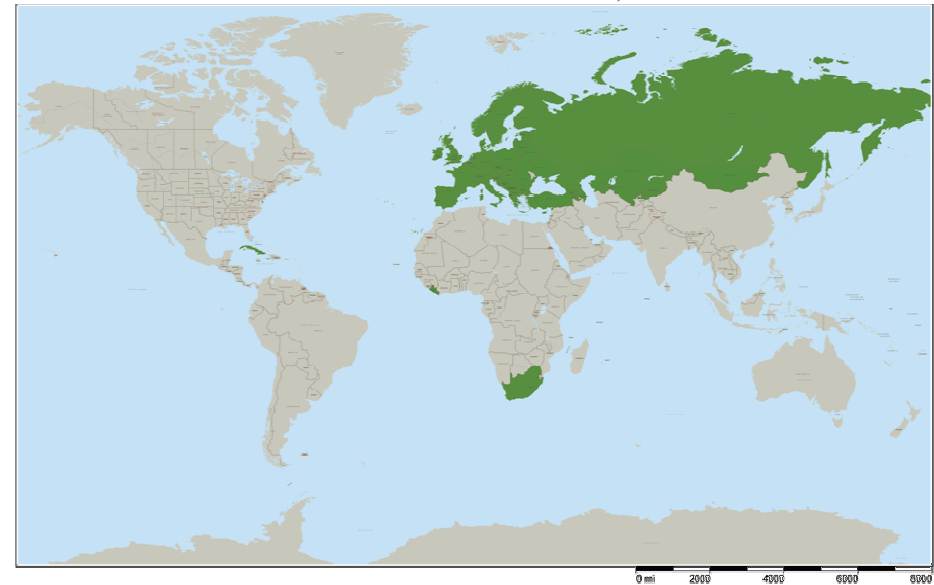


# The only B/C facilitation agreement

## Convention on the Harmonization of Frontier Controls of Goods, 1982

- Modern integrated border management
- Harmonization of border crossing procedures

Harmonization of Frontier Controls of Goods, 1982







# Conclusions

Help us to achieve

- All countries join and implement the facilitation agreements
- The B/C Performance Indicators is developed in a way that all countries will use them





Thank you for your attention



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Transport Division



Future [www.unece.org/trans](http://www.unece.org/trans)