

Experiences from UNESCWA on UN road transport and road traffic safety agreements

Economic and Social Commission for Western Asia



UNITED NATIONS

الاسكوا
ESCWA

Ms. Mona Fattah
Associate Coordination Officer
UNESCWA

**Lebanon Awareness Raising Workshop on Main
UN Road Transport Agreements
(Beirut, 16-17 May 2017)**

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ESCWA Member Countries (18 Arab Countries)

UNESCWA Objectives are to: (1) support economic and social development in member countries, (2) promote interaction and cooperation between member countries, (3) encourage the exchange of experience, best practice and lessons learned, (4) achieve regional integration and ensure interaction between Western Asia and other regions, and (5) raise global awareness of the circumstances and needs of member countries

➤ Bahrain	➤ Oman
➤ Egypt	➤ Palestine
➤ Iraq	➤ Qatar
➤ Jordan	➤ Saudi Arabia
➤ Kuwait	➤ Sudan
➤ Lebanon	➤ Syrian Arab Republic
➤ Libya	➤ Tunisia
➤ Mauritania	➤ United Arab Emirates
➤ Morocco	➤ Yemen

Major Challenges in ESCWA Region

- 60% of Railways are missing links
- Intraregional trade is only approximately 10%
- Border crossing formalities are cumbersome and time consuming
- No multimodal transport laws and operators
- Lack of harmonization of institutional framework and legislations in the Transport Sector in the ESCWA Region
- Limited traffic between Arab Mashreq and Maghreb
- No smooth connection between Africa, Asia and Europe
- Deficits in financial resources
- Some ESCWA countries have the highest road traffic fatality rates in the world
- Obstacles facing the implementation of the Great Arab Free Trade Area (GAFTA)

Major Challenges in ESCWA Region

- Limited intra-regional cooperation
- Delays in the implementation of the Arab Custom Union
- Limited Financial Resources
- Instability (conflicts, economic crises, insecurity, occupation, etc.)
- Increase of region's population (221 million in 1990 to 377 million in 2014)
- Increase of poverty by 34.5% especially in Mashreq and least developed countries
- Increased number of refugees from the Arab region (11 million; around 58% of global refugees)

ESCWA Assistance in Transport Development Policy in the Arab Region (since 1998)

- Development of an Integrated Transport System in the Arab Mashreq (ITSAM) in support of regional socioeconomic integration and development
- Transport Infrastructure Development
- Facilitation of the regional and interregional flows of goods and passengers
- Legal and administrative reforms
- ITSAM Expansion from ESCWA to the Arab Region
- Connecting Africa, Asia and Europe
- Financial tools and mechanisms

ESCWA Assistance in Transport Development Policy in the Arab Region (since 1998)

Development of ITSAM (Few Components):

- **UN International Roads and Railways Conventions, and Memorandum of Understanding on Maritime Transport Cooperation**
- **Transport and Trade Facilitation**
- **Road Safety**
- **Harmonization of Institutional Framework and Legislations in the Transport sector**
- **Financing Transport Related Projects**

ESCWA Assistance in Transport Development Policy in the Arab Region (since 1998)

Expansion the System to cover the Arab countries joining ESCWA in the past few years (16th Session of Transport Committee, Cairo, 23-24 November 2015):

- Integrated Transport System between the Arab States (ITSAS)
- Agreement on International Roads between the Arab States
- Agreement on International Railways between the Arab States
- Memorandum of Understanding on Maritime Transport Cooperation between the Arab States

The Office of the UN Legal Affairs registered the amendments as final after three months as “*none of the Contracting Parties to the Agreement expressed disagreement with the amendments*”.

ESCWA Assistance in Transport Development Policy in the Arab Region (since 1998)

- Agreement on International Roads between the Arab States (2016)
- Expansion of ESCWA roads network with the same specifications by the League of Arab States to all Arab countries (Arab Roads Network, Sert, 2010)
- Main amendments on Priority Routes M40 & M45
 - *East-West: M40 (4100 Km) Iraq, Jordan, Palestine, Egypt, Libya, Tunisia, Algeria, Morocco, Mauritania.*
 - *North-South M45 (3713 Km): Syria, Jordan, Saudi Arabia and Yemen*
 - *M85 extended till southern border of Libya*

Agreement on International Roads between the Arab States

Adopted: 10 May 2010

Adoption of its Action Plan: 4 March 2004

Effective Date of Amendment: 18 November 2016

Participant	Signature	Definitive signature(s), Ratification, Acceptance(A), Approval(AA), Accession(a)
Bahrain	8 Mar 2002	13 Dec 2006
Egypt	10 May 2001	5 May 2004
Iraq	19 Dec 2002	17 Mar 2008
Jordan	10 May 2001	18 Jan 2002
Kuwait		12 May 2006 a
Lebanon	10 May 2001	1 May 2003
Qatar	8 Apr 2002	28 Jun 2002
Saudi Arabia	7 Mar 2002	26 Jul 2004
State of Palestine ¹	10 May 2001	28 Nov 2006
Sudan		30 Jul 2009 a
<u>Syrian Arab Republic</u>	10 May 2001	21 Jul 2003
United Arab Emirates	10 May 2001	28 Feb 2011
Yemen	4 Jul 2001	15 Nov 2002

[illegible][illegible]

0 195 390 780 1,170 1,560 Kilometers

Updates from Lebanon

- Last Progress Report from the Ministry of Public Works and Transport was on 9 November 2009:
 - Phase I of identifying Roads Signs and locating them was completed, no updates on their production and placement
 - A thorough study of:
 - M30: Western Iraq-Eastern Mediterranean
Al Rutbah – Al Walid (Iraq/Syria) – Tanf (Syria/Iraq) – Damascus – Jedeidet Yabus (Syria/Lebanon) – Masna' (Lebanon/Syria) – Beirut.
 - M51: Eastern Mediterranean Coast
Kassab – Lattakia – Tartous – Dabboussieh (Syria/Lebanon) – Abboudieh (Lebanon/Syria) – Tripoli – Beirut – Naqoura.

ESCWA's Efforts to Enhance Road Safety in the Region

A. Annex II of the Agreement on International Road between the Arab states:

- *1. General Remarks: To ensure traffic safety, the protection of the environment, the smooth flow of traffic and user comfort, all parts of the routes mentioned in Annex I and roads to be added to the international network must satisfy the conditions laid down hereinafter....*
- *2. Classification of international roads: (b) First-class expressways: dual-carriageway highways, which are divided by a median and on which access is partially controlled by means of high-efficiency at-grade intersections, while interchanges may be used at certain points, taking into **account considerations of safety and accident prevention.***
- *Technical Specifications to be met on the Routes of the Arab International Road Network (table1): The reason for adding the “freeway” class to those proposed in the study by the Council of Arab Ministers of Transport is to **increase the efficiency of the international system, in as much as that class has excellent speed and safety characteristics and will help reduce traffic congestion and transport costs while improving highway safety***
- *....An appropriate design speed should be established according to the road classification. **The design speed is the speed which is chosen at the time of construction or improvement of the road to establish the engineering characteristics and at which drivers may safely travel....***

.....

ESCWA's Efforts to Enhance Road Safety in the Region

B. ESCWA 's Major Road Safety Activities/Programs:

- ESCWA resolution 256 (XXIII,2005): urged member countries to take part in the activities undertaken by ESCWA for improving road safety conditions in the region
- E/ESCWA/GRID/2005/6: Assessment of road traffic safety in ESCWA countries; (1) road safety-related legislation; (2) licenses and driver instruction; (3) road crash data; (4) education and awareness raising; and (5) an analysis of the current status of road safety
- Series of Regional Workshops.....
- UN Global Road Safety Weeks (2007, 2015 & 2017)
- Technical Support to member countries on the implementation of the Action Plan for the Decade of Action for Road Safety (2011-2020)

ESCWA's Efforts to Enhance Road Safety in the Region

- Participation at the Global conferences on Road safety and provide guidance and assistance to ESCWA member countries:
 - First Global Ministerial Conference on Road Safety: Time for Action, “Moscow Declaration” (Moscow, 19-20 November 2009)
 - Second Global High-Level Conference on Road Safety (Brasilia, 18-19 November 2015)
 - The Global Sustainable Transport Conference (Ashgabat, 26 -27 November 2016)
- ESCWA Guidelines on Road Safety Management (November, 2015)

Conclusion & Proposed recommendations for Lebanon as well as other Member Countries

- Reform of institutions and regulations
- Access to major existing international conventions and formulate new ones as deemed necessary
- Develop port communities
- Develop logistics centers
- Implement identified inter-regional transport corridors and routes connecting Lebanon to ESCWA region (with Europe and Asia)
- Improve transport infrastructure and facilities to increase/activate international trade between Lebanon, ESCWA region, European, and Asian countries
- Prioritize transport investment projects and include them in National Development Plans in line with the 2030 Agenda on Sustainable Development
- Improve road transport security and safety
- Attract regional international aids/donation/assistance
- Improve data collection/analysis/forecasting in relation to transport
- Set a national financing program for road transport project

Conclusion & Proposed recommendations for ESCWA and International Organizations

- Pursuing technical support and capacity building on transport (road) related issues mainly to accelerate the implementation the country's commitments in international agreements
- Provide technical assistance on financing tools and mechanisms
- Assist in the accession to the international transport conventions
- Build/pursue partnerships among them to enhance technical support to Arab States (maximize efficiency of technical and void redundancy and conflicting messages)

Thank you



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