

Annex II - 1

Resolution 48/11. Road and rail transport modes in relation to facilitation measures

The Economic and Social Commission for Asia and the Pacific,

Considering that it is in the interests of all concerned countries in the region to promote international trade, tourism and transport,

Noting that large divergences between national transport facilitation measures exist in the region,

Being aware that international coordination and cooperation in the field of transport facilitation could contribute effectively to the development of international trade and transport in the region,

Recognizing that harmonized transport facilitation measures at the national and international levels are a prerequisite for enhancing international trade and transport along road and rail routes of international importance,

Desiring to secure the greatest possible simplification and harmonization of international land transport regulations and procedures in the region,

Noting that a large number of international agreements and conventions already exist in the field of transport facilitation, to which countries in the region may wish to accede or whose provisions could be used as an example for similar regional agreements and conventions,

1. *Recommends* that the countries in the region, if they have not already done so, consider the possibility of acceding to the following:

The Convention on Road Traffic of 1968, and the Convention on Road Signs and Signals of

International customs transit regimes, such as those stipulated in the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) of 1975 (as recommended in Economic and Social Council resolution 1984/79 of 27 July 1984)

The Customs Convention on the Temporary Importation of Commercial Road Vehicles of 1956 (currently under review) and the Customs Convention on Containers of 1972, to enact facilities for the temporary importation of goods road vehicles and loading units

The International Convention on the Harmonization of Frontier Control of Goods of 1982, as a legal framework for the harmonization of such operations to minimize border control measures in international transport, harmonize their inspection requirements, and to provide, if possible, for joint inspection locations

The Convention on the Contract for the International Carriage of Goods by Road (CMR) of 1956, to establish internationally acceptable regulations on the legal relationship between road

carriers and consignees or
consignors;

2. Also recommends that the
secretariat should examine the needs of
individual countries or groups of countries
in relation to the adoption of facilitation
measures in the field of road and rail

739th meeting
23 April 1992