STEPS TO UN CONVENTION ACCESSION

ACCESSION

How?

To become a Contracting Party (CP), any United Nations (UN) member State can submit "an instrument of accession, acceptance or approval" to the Secretary-General of the United Nations.

The decision

Accession only occurs when governments and other involved institutions provide their formal approval. For this to happen, government institutions should be informed of these instruments and convinced of their benefits. Experience shows it is often most effective to:

- a) Translate the legal instrument into national language
- b) Conduct and provide a cost-benefit analysis, outlining the fiscal and human resources required for implementation
- c) Determine a list of any required national legal reforms
- d) Consult with industry and civil society to ensure full transparency and legal certainty for professionals in fields affected by the new rules

A State must follow domestic constitutional procedures to make a formal decision to become a CP. This means that parliament must agree before the instrument (or letter) of accession is signed and sent, or that the country's constitutional court has to examine and confirm the instrument does not contradict the constitution (judicial review). In other cases, various councils or other institutions within the government have to provide approval before the letter of accession can be sent.

Becoming a CP requires no financial obligation or fee.

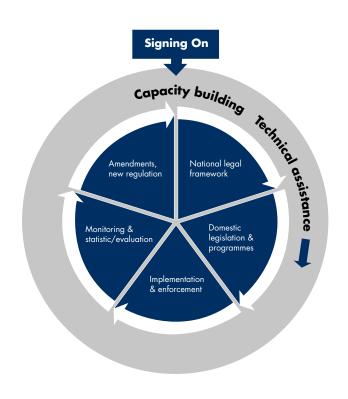
THE PROCESS

The letter

Depending on a country's institutional and constitutional structure, only the head of state, head of government or the minister for foreign affairs can sign and thus validate the letter of accession. It is sent via official channels to the Secretary-General of the United Nations, where the Treaty Section of the Office of Legal Affairs at the UN headquarters in New York City will receive and register the accession.

Entry into force

The convention then enters into force automatically after a designated period of time; for the UN conventions under discussion, this period is nine months on average. The time between accession and entry into force allows governments to prepare for implementation. Unless a convention specifically provides for progressive implementation or transitional periods, a country generally can no longer invoke national law as grounds for not implementing once a convention enters into force.



IMPLEMENTATION

Each country has its own process of implementing and enforcing the conventions and agreements.

ASSISTANCE

Various institutions, such as the United Nations Economic and Social Council's Committee of Experts on Dangerous Goods, and the UNECE Inland Transport Committee and its Working Party on Road Traffic, can help to ease accession and implementation by providing technical assistance and training.

	ROAD TRAFFIC, 1968	ROAD SIGNS & SIGNALS, 1968	VEHICLES REGULA- TIONS, 1958	TECHN. INSPECT. VEHICLES, 1997	GLOBAL VEHICLES REGULATIONS ,1998	DANG. GOODS BY ROAD (ADR), 1957
Afghanistan						
Albania						
Algeria						
Andorra						
Angola						
Antigua and Barbuda						
Argentina						
Armenia						
Australia						
Austria						
Azerbaijan						
Bahamas						
Bahrain						
Bangladesh						
Barbados						
Belarus						
Belgium						
Belize						
Benin						
Bhutan						
Bolivia						
Bosnia and Herzegovina						
Botswana						
Brazil						
Brunei Darussalam						
Bulgaria						

	ROAD TRAFFIC, 1968	ROAD SIGNS & SIGNALS, 1968	VEHICLES REGULA- TIONS, 1958	TECHN. INSPECT. VEHICLES, 1997	GLOBAL VEHICLES REGULATIONS ,1998	DANG. GOODS BY ROAD (ADR), 1957
Burkina Faso						
Burundi						
Cabo Verde						
Cambodia						
Cameroon						
Canada						
Central African Republic						
Chad						
Chile						
China						
Colombia						
Comoros						
Congo						
Costa Rica						
Côte d'Ivoire						
Croatia						
Cuba						
Cyprus						
Czech Republic						
Democra- tic People's Republic of Korea						
Democratic Rep. of the Congo						
Denmark						

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Djibouti						
Dominica						
Dominican Republic						
Ecuador						
Egypt						
El Salvador						
Equatorial Guinea						
Eritrea						
Estonia						
Ethiopia						
European Union						
Fiji						
Finland						
France						
Gabon						
Gambia						
Georgia						
Germany						
Ghana						
Greece						
Grenada						
Guatemala						
Guinea						
Guinea Bissau						
Guyana						
Haiti						
Holy See						
Honduras						
Hungary						
Iceland						
India						
Indonesia						

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Iran, Islamic Republic of						
Iraq						
Ireland						
Israel						
Italy						
Jamaica						
Japan						
Jordan						
Kazakhstan						
Kenya						
Kiribati						
Kuwait						
Kyrgyzstan						
Lao People's Dem. Rep.						
Latvia						
Lebanon						
Lesotho						
Liberia						
Liechtenstein						
Lithuania						
Luxembourg						
Lybia						
Madagascar						
Malawi						
Malaysia						
Maldives						
Mali						
Malta						
Marshall Islands						
Mauritania						
Mauritius						
Mexico						

	ROAD TRAFFIC, 1968	ROAD SIGNS & SIGNALS, 1968	VEHICLES REGULA- TIONS, 1958	TECHN. INSPECT. VEHICLES, 1997	GLOBAL VEHICLES REGULATIONS ,1998	DANG. GOODS BY ROAD (ADR), 1957
Micronesia (Federated States of)						
Monaco						
Mongolia						
Morocco						
Mozambique						
Myanmar						
Namibia						
Nauru						
Nepal						
Netherlands						
New Zealand						
Nicaragua						
Niger						
Nigeria						
Norway						
Oman						
Pakistan						
Palau						
Panama						
Papua New Guinea						
Paraguay						
Peru						
Philippines						
Poland						
Portugal						
Qatar						
Republic of Korea						
Republic of Moldova						
Republic of Montenegro						
Romania						

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Russian Federation						
Rwanda						
Saint Kitts and Nevis						
Saint Lucia						
Saint Vincent and the Grenadines						
Samoa						
San Marino						
Sao Tome and Principe						
Saudi Arabia						
Senegal						
Serbia						
Seychelles						
Sierra Leone						
Singapore						
Slovakia						
Slovenia						
Solomon Islands						
Somalia						
South Africa						
South Sudan						
Spain						
Sri Lanka						
Sudan						
Suriname						
Swaziland						
Sweden						
Switzerland						
Syrian Arab Republic						
Tajikistan						
Thailand						

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The FYR of Macedonia						
Timor-Leste						
Togo						
Tonga						
Trinidad and Tobago						
Tunisia						
Turkey						
Turkmenistan						
Tuvalu						
Uganda						
Ukraine						
United Arab Emirates						
United Kingdom						
United Rep. of Tanzania						
United States						
Uruguay						
Uzbekistan						
Vanuatu						
Venezuela						
Viet Nam						
Yemen						
Zambia						
Zimbabwe						