

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 the 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.

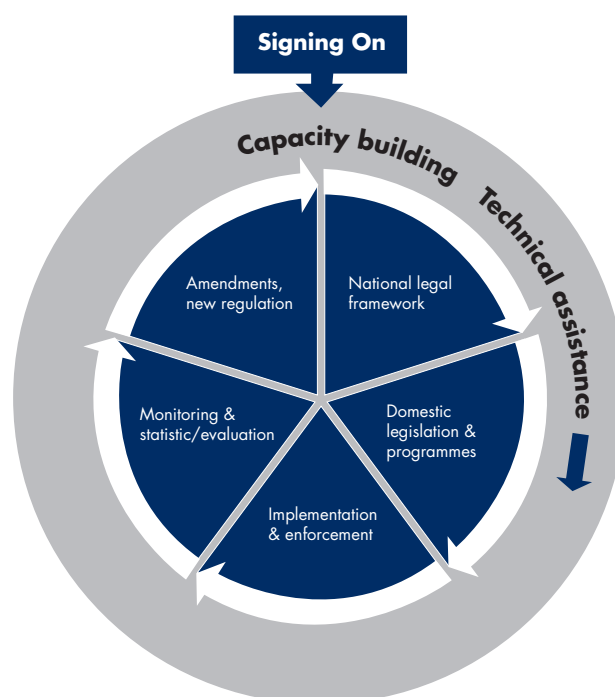
THE PROCESS

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.

ACCESSION STATUS

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE 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	■	■	■	■		■
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	■	■	■	■		■
Democratic People's Republic of Korea						
Democratic Rep. of the Congo	■	■				
Denmark	■	■	■	■		■

■ Ratification, accession, definite signature

■ Signature

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957
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	■	■	■		■	■
Libya						
Madagascar						
Malawi						
Malaysia			■		■	
Maldives						
Mali						
Malta			■			■
Marshall Islands						
Mauritania						
Mauritius						
Mexico	■	■				

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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						