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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

REPORT OF THE INLAND TRANSPORT COMMITTEE ON ITS
FIFTY-FIFTH SESSION

(1-5 February 1993)

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REPORT

ATTENDANCE

1. The Inland Transport Committee held its fifty-fifth session from 1 to 5 February 1993. Mr. P. Danjord (Norway) and Mr. D. Valasek (Czech Republic) were Chairman and Vice-Chairman respectively of the session.
2. Representatives of the following countries participated: Austria; Belgium; Croatia; Czech Republic; Denmark; Finland; France; Germany; Greece; Hungary; Israel; Italy; Luxembourg; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom; United States of America; Yugoslavia. The European Community (EC) was also represented.
3. Representatives of the United Nations Conference on Trade and Development (UNCTAD) and the United Nations Development Programme (UNDP) attended the session. Representatives of the following intergovernmental organizations also took part in the session: European Conference of Ministers of Transport (ECMT); Central Commission for the Navigation of the Rhine (CCNR); Intergovernmental Organization for International Carriage by Rail (OTIF).
4. The following non-governmental organizations were represented: International Organization for Standardization (ISO); International Touring Alliance (AIT); International Automobile Federation (FIA); International Federation for Housing and Planning (IFHP); International Road Federation (IRF); International Union of Railways (UIC); International Road Transport Union (IRU); International Transport Workers' Federation (ITF); Permanent International Association of Road Congresses (PIARC); International Organization of Motor Vehicle Manufacturers (OICA).
5. At the invitation of the secretariat, the secretariats of the European Free Trade Association (EFTA), and the Committee of the Organization for Cooperation between Railways (OSZhD) were represented.
6. The representative of Denmark, speaking on behalf of the European Community and its member States and the representative of the United States, made statements concerning the attendance at the session of the delegation of Yugoslavia. 1/
7. The representative of Austria associated herself with those statements. The representatives of the Russian Federation and of Yugoslavia also made statements. 1/

ADOPTION OF THE AGENDA

8. The Committee adopted the provisional agenda (ECE/TRANS/96).

1/ The statements are reproduced in full in annex 1 to this report.

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INTRODUCTORY STATEMENTS

9. The Chairman of the Committee and the Executive Secretary of the Economic Commission for Europe made introductory statements in which they underlined inter alia the importance of the work carried out by the Committee in the field of inland transport in Europe. They stressed in particular the role of the Committee in elaborating international legal instruments for the establishment of a coherent, efficient and well-balanced European transport system. This work would acquire an additional dimension in the light of its contribution to improved transport in Europe.

MATTERS ARISING FROM THE FORTY-SEVENTH SESSION OF THE ECONOMIC COMMISSION FOR EUROPE AND THE SECOND REGULAR SESSION OF 1992 OF THE ECONOMIC AND SOCIAL COUNCIL

Documentation: TRANS/R.351 (including the Economic and Social Council's resolution 1992/45).

10. The Committee took note of the information contained in the above document and in particular of Commission decision F (47) on "Cooperation in the field of transport" and of the ECOSOC resolution "1992/45, Europe-Africa permanent link through the Strait of Gibraltar".

11. In this connection the Committee also noted ECE decision G (47) "Economic Cooperation in the Mediterranean in the light of the Final Act of the Conference on Security and Cooperation in Europe", which has a bearing on transport.

12. The representative of Belgium, speaking on behalf of the European Community and its member States, made a statement in which he outlined the work accomplished by the Committee and expressed the willingness of the EC to actively and constructively work towards a closer and more progress-oriented cooperation among all European countries with a view to developing an efficient European Transport System.

RESULTS OF THE COORDINATION MEETING OF THE COMMITTEE

Documentation: TRANS/R.364, TRANS/R.365, TRANS/R.368.

13. In accordance with a decision taken by the Committee at its fifty-fourth session, a Coordination Meeting had been convened on 3 and 4 December 1992 to prepare the forthcoming session of the Committee. The Committee endorsed the decisions taken by the Coordination Meeting as contained in document TRANS/R.364 and agreed to discuss the various questions raised in that document in more detail under the respective items of the agenda.

(a) Organization and documentation questions

14. The Inland Transport Committee was informed about developments under way regarding the reorganization of the annual session of the Economic Commission for Europe. Current considerations foresee that the Principal Subsidiary Bodies of the Commission will have to submit their reports before 31 December of each year to an ad hoc Informal Meeting of the Commission in January. The

reorganization implies that the session of the Committee which normally takes place at the end of January/beginning February, should be held either in November/December or in May/June of a calendar year. The Committee agreed to discuss the matter further when dealing with the calendar of Meetings (agenda item 21).

(b) Conference on Transport and the Environment

15. The Committee noted that the Coordination Meeting had been informed that in accordance with Agenda 21, paragraph 9.15 adopted at the United Nations Conference on Environment and Development (UNCED) the feasibility of convening regional conferences on transport and the environment should be studied within the framework of the United Nations and its Regional Economic Commissions.

16. In this respect the representative of Sweden indicated the importance of the convening in the ECE region of such a regional Conference which should also include some non-ECE countries. He underlined that such a Conference should be aimed at the adoption of a resolution or similar instrument and at the establishment of a concrete action programme. He suggested the ECE take the initiative of convening a preparatory Committee responsible for the preparation of the Conference.

17. The Committee supported the Swedish proposals, provided the Commission would take positive steps towards the adoption of the principle of holding the Conference, after having studied its feasibility.

(c) Transport Efficiency

18. The Committee took note of document TRANS/R.368, on a proposal for a Transport Efficiency Programme prepared by the secretariat. In this connection, it recognized that the level of efficiency of transport systems in the ECE region was very uneven, in particular between market economies and countries in transition. However, the Committee underlined that such exercise should not be confused with the allocation of priorities already undertaken by the Committee. The Committee agreed to discuss this item in more detail as far as the programme elements are concerned under agenda item 20, dealing with the Committee's draft Programme of Work.

TERMS OF REFERENCE OF THE INLAND TRANSPORT COMMITTEE

Documentation: TRANS/R.364, TRANS/R.361 and a Paper dated 1 February 1993.

19. Following recent political and economic changes in Europe and the subsequent Commission's deliberations and decisions at its resumed forty-fifth session, the Inland Transport Committee undertook the revision of its terms of reference. The secretariat had prepared a first draft which was considered by the Coordination Meeting of the Committee and, on the basis of the comments received from Governments, a second draft which was considered by a small working group established in the framework of the Committee.

20. The Committee considered a new version as suggested by the small working group, discussed it further and adopted its "Terms of Reference" as reproduced in annex 2 to its report.

ANALYSIS OF THE TRANSPORT SITUATION IN ECE MEMBER COUNTRIES AND EMERGING DEVELOPMENT TRENDS**(a) Transport situation in ECE member countries**

Documentation: TRANS/R.358.

21. On the basis of the document prepared by the secretariat, the Committee was informed of the transport situation and trends in ECE member countries in 1991 and 1992. Noting that the secretariat paper had taken extensive account of the information provided by Governments, it had an exchange of views on the subject and requested the secretariat to submit a similar report at the forthcoming session of the Committee.

(b) Elaboration of a European Transport Charter

Documentation: TRANS/R.359.

22. The Committee was informed that at its request, as a follow-up to the Prague Conference, the ECE secretariat had been participating, together with other international organizations and institutions, in the elaboration of the European Transport Charter, which might be adopted on the occasion of a Second Pan-European Transport Conference due to take place in spring 1994. The Committee felt that such a Charter should be aimed at achieving a coherent and well-balanced all-European transport system which ensured efficient, safe and sustainable mobility for persons and goods throughout the whole European continent. It was of the opinion that the Charter should support the agreements and conventions elaborated so far under the auspices of the Committee, since they were already important tools for the achievement of such an objective.

23. The Committee requested the secretariat to continue to participate in the preparation of the Second Pan-European Transport Conference, and in the elaboration of the European Transport Charter in line with the orientations contained in the above document.

ASSISTANCE TO COUNTRIES IN TRANSITION

Documentation: TRANS/WP5/10; TRANS/WP5/R.40 and Add.1.

24. The Committee was given detailed information and an analysis of the workshops on transitional issues held under its auspices in 1991 and 1992 as indicated in documents TRANS/WP5/R.40 and Add.1 as well as of the actions taken in this regard by the Working Party on Transport Trends and Economics (WP5) (TRANS/WP5/10, paras. 15, 16 and 17-24). It was also made aware of an Information Notice set up by the secretariat on the establishment in 1992 of the UN/ECE Trust Fund for Assistance to Countries in Transition (TFACT).

25. The representative of the Russian Federation proposed to activate the work of the Committee concerning the assistance to countries in transition raising it to a higher level. To this purpose he said a series of workshops on transport-related problems could be launched in Russia in 1993-1994 for experts from the Commonwealth of Independent States, the Baltic States and

other transition countries. In order to enable Russian authorities to carry out this programme of workshops, financial assistance should be sought either through the newly-established Trust Fund or from other sources. Priority issues for these workshops could be the following: (i) Transport legislation in market economies, (ii) Organization of transport of dangerous goods, (iii) Road traffic safety, and (iv) Privatization of the transport sector.

26. The representative of Germany confirmed the organization in Berlin on 1 and 2 April 1993 of a workshop on Privatization of the road haulage industry. He informed the Committee that his Government was prepared to offer free accommodation to two participants per country from countries in transition for two nights in the hotel reserved by Germany, if participants registered before the end of February. He also informed the Committee of a workshop on "Problems concerning the Requirements of Transport Infrastructure Planning" to be held on 8 and 9 March 1993 in Kerkrade (Netherlands). The German Federal Government offered to pay accommodation including full board if participants from countries in transition stayed at the Hotel Rolduc in Kerkrade. The number of experts is limited to three per delegation. Additional information was made available to interested delegations. Experts should check with the German and Netherlands embassies in their countries whether one or two visas would be necessary.

27. The representative of Romania said that his Government had the intention to organize in 1993 two workshops: on the Privatization of transport of passengers by road and on the Modernization of inland waterways infrastructure and improvement of port operations. He appealed for possible sponsorship or financial support of the two workshops mentioned.

28. The representative of ITF drew the attention of the Committee to the need to cover also social aspects of the transition process at the workshops organized under its auspices. The representative of AIT and FIA informed the Committee of the readiness of those two organizations to help countries in transition in their efforts relating to the prevention of road accidents, in particular through the establishment of national training programmes for the issuance of driving licences.

29. The Committee endorsed the decision of the Working Party WP5 concerning the establishment of an inventory regarding the reform process in central and eastern European countries related in particular to changes under way in the regulatory and institutional aspects of transport. In this connection the representative of OSZhD expressed the readiness of his organization to participate in drawing up the questionnaire as requested by the Working Party WP5.

30. The Committee felt that the work of its subsidiary bodies together with the programme of workshops carried out since 1991 contributed significantly to promoting the reform and integration of economies in transition with the rest of the ECE region.

31. The Committee invited Governments to continue to support the attendance of experts from transition countries at workshops, in particular through the provision of free accommodation and travel.

32. It also invited Governments to contribute to the newly established UN/ECE Trust Fund for Assistance to Countries in Transition and to inform the secretariat of their intentions in this regard.

ACTIVITIES OF OTHER ECE PRINCIPAL SUBSIDIARY BODIES AND OF OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE INLAND TRANSPORT COMMITTEE

Documentation: TRANS/R.350, TRANS/R.350/Add.1 and TRANS/R.362.

33. The Committee took note of the information contained in the above documents and was informed of the activities related to transport undertaken by several international organizations. The representatives of ECMT, IRU, PIARC, OSZhD and OTIF informed the Committee about their respective activities and expressed their views regarding future developments and action to be undertaken in the field of inland transport in Europe.

34. The Committee considered the questionnaire contained in document TRANS/R.350/Add.1 (Evaluation of Statistical Publications) submitted by the secretariat. It expressed its satisfaction with the Statistical Publications on transport (Annual Bulletin of Transport Statistics for Europe, Statistics of Road Traffic Accidents in Europe) and voiced its wish to see them published as in the past with possible improvements that may result from the answers to the questionnaire.

INFORMATION ON THE STATUS OF APPLICATION OF INTERNATIONAL TRANSPORT AGREEMENTS OF INTEREST TO ECE GOVERNMENTS

Documentation: TRANS/R.352.

35. The Committee took note of the information contained in the above document showing the situation as at 1 December 1992.

36. The representative of Switzerland announced that his Government had proceeded recently to the ratification of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC).

37. The representative of Greece announced that his Government had acceded to the Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, and that the European Agreements on Main International Railway Lines (AGC) as well as on Important International Combined Transport Lines and related installations (AGTC) would be considered for ratification in the near future.

38. The representative of the Russian Federation announced the participation of his country in the TER project, as well as the imminent accession to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), and the conclusion of several bilateral transport Agreements.

39. The representative of IRU expressed the concern of his organization due to the fact that the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR) was not yet in force.

40. In conclusion, the Committee took note of these interventions and decided to invite Governments which are not Parties to Agreements and Conventions on Transport to consider the possibility of acceding to those instruments.

TRANSPORT TRENDS AND POLICY AND TRANSPORT ECONOMICS

Documentation: TRANS/WP5/10; TRANS/R.366 and Add.1.

41. The Committee approved the report of the fifth session of the Working Party on Transport Trends and Economics (WP5) (TRANS/WP5/10). The attention of the Committee was drawn to the following questions:

(a) Follow-up to the Prague Conference

42. The Committee endorsed the decision taken by the Working Party WP5 at its fifth session to set up an improved version of the draft report on infrastructure bottlenecks and missing links to be prepared by a small informal group to be convened by the Chairman of WP5.

43. The Committee was informed about the reasons which had prevented the secretariat from convening the small informal group in January 1993 in Geneva and therefore from submitting the improved version of the report for consideration to the current session of the Committee. The Committee noted that the small informal group would be convened in late February or March 1993.

(b) Analysis of traffic flows

(i) Study of traffic flows along the Baltic Corridor

44. The Committee was informed by the representative of Finland of the progress made in finalizing the first phase of the study of traffic flows along the Baltic Corridor, the title of which will now read "Study of traffic flows in north-eastern Europe".

(ii) Study of traffic flows along the east-west corridors

45. The Committee approved the steps undertaken by the Working Party WP5 to prepare possible follow-up to the study of traffic flows along the east-west corridors at its forthcoming session.

46. The Committee also took note of the major traffic flows studies along the east-west corridor undertaken by the Government of the Russian Federation, in accordance with the Prague Declaration. Furthermore, a major seminar will be convened in 1993 with the assistance of the European Development Bank to deal with questions of greater efficiency in operating the Trans-Siberian Corridors through Russia.

47. The Committee supporting the activities carried out in the framework of the Working Party WP5 on the study of traffic flows in north-eastern Europe, requested that the activities in the study on east-west corridors also be brought to the attention of WP5 at its forthcoming session.

(iii) Establishment of a data bank system in central and eastern European countries

48. The Committee took note of the decision of the Working Party WP5, which in view of the difficulties encountered in the establishment of a transport data bank in countries in transition, had agreed (1) to revert to this question during its next session and to examine the possibilities of including in its programme of work an item concerning assistance to Governments of countries in central and eastern Europe to establish a data bank system, and (2) to request the UNDP to prepare an information paper for the next session of WP5 on the progress made in assisting countries in transition via a user-oriented transport information system.

(c) Questions related to transport in the Mediterranean

(i) Work of the transport study and training centres in the Mediterranean region

Documentation: TRANS/R.348 and Adds. 1-4.

49. The progress report for 1992 of the Transport Study Centre for the Western Mediterranean (CETMO), as well as its programme of work for 1993-1995, were presented by its Director who reiterated his offer, in accordance with Commission decision G (47), to develop certain subjects of the programme of work of the Working Party WP5. He said that this question would be further studied during the meeting to be held in March 1993 in Barcelona.

50. The revised draft programme of work for the period 1993-1996 of the Transport Training Centre (TTC) was presented by its Deputy Director, who said that TTC courses concentrated on road, rail, maritime and intermodal transport, as well as national technical courses. He added that TTC was prepared, in collaboration with the other Mediterranean transport centres, to work on a study analysing transport between eastern and western Europe, and the Far East including the related investments.

51. The Deputy Director of the Transport Study Centre for Eastern Mediterranean (TRANSCEM) reported the readiness of that Centre to continue taking part in the activities of the Committee.

52. The Committee noted the work carried out by the Transport Centres in the Mediterranean region and approved that they report annually to the Working Party WP5.

(ii) Europe/Africa permanent link through the Strait of Gibraltar

Documentation: E/1991/74; TRANS/R.348.

53. A member of the secretariat recalled the latest resolution of the Economic and Social Council requesting ECE and the Economic Commission for Africa (ECA) to prepare an evaluation report on the studies relating to the project in the period 1982-1993 for submission to the ECOSOC at its regular session in 1993. She reported that, under the supervision of the secretariat and with the assistance of SNED (Société Nationale d'Etudes du Détroit) from

Morocco and SECEG (Sociedad Española de Estudios para la Comunicación Fija a través del Estrecho de Gibraltar) from Spain, five consultants including CETMO were already working on the evaluation process.

54. The Committee welcomed the action taken by the secretariat towards the preparation of this evaluation report. The Committee noted that the Working Party WP5, at its fifth session, had agreed to continue receiving information from the secretariat regarding the developments on this Project.

(d) Studies on transport economics and track costs undertaken by other organizations

55. The Committee noted the written information in this respect received from ECMT and OECD.

(e) Possible approach of UN/ECE regarding the establishment of a coherent European Infrastructure system for international transport

Documentation: TRANS/R.367.

56. Referring to the above document submitted by his Government, the representative of Italy pointed out in particular that it would seem appropriate that the Committee defines more precisely and eventually broadens the terms of reference of the Working Party WP5 by giving it thereby the possibility of presenting a detailed report on the coordination of transport infrastructures once a year, taking into account the work carried out by the Committee's subsidiary bodies dealing with sectoral transport infrastructure systems. That report could illustrate in a coordinated framework the state of integration of transport networks, the work undertaken to that effect, and what remained to be done during the year under review.

57. The Committee took note of this proposal and requested the Working Party WP5 to consider during its forthcoming session the proposal made by the Government of Italy and report subsequently to the Committee.

ROAD TRANSPORT

Documentation: TRANS/SC1/350; TRANS/SC1/WP1/38; ECE/TRANS/90/Rev.1; ECE/TRANS/92/Rev.1; ECE/TRANS/92/Add.1; TRANS/R.363; TRANS/SC1/R.232.

58. The Committee noted the report of the Principal Working Party on Road Transport on its eighty-sixth session (TRANS/SC1/350) and the report of the Working Party on Road Traffic Safety on its nineteenth session (TRANS/SC1/WP1/38) and took a number of decisions concerning road transport as described below.

(a) Road traffic safety

59. The Committee welcomed the activities of the Working Party on Road Traffic Safety in 1992, in particular the completion of the revision of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing it, and endorsed the proposed amendments to those instruments (ECE/TRANS/90/Rev.1; ECE/TRANS/92/Rev.1 and ECE/TRANS/92/Add.1) with the

modifications introduced by the Working Party at its nineteenth session (TRANS/SC1/WP1/38, annex 2). It noted that the amendments would be submitted to the Secretary-General of the United Nations by the Government of Belgium.

60. The Committee adopted a draft resolution concerning the next Road Safety Week in the ECE region to be organized in spring 1995 (see annex 3 to this report).

61. The Committee accepted with appreciation the invitation by the Government of Israel to hold the Seminar on Safety of Young Drivers jointly with the twenty-first session of the Working Party in Tel-Aviv from 10 to 15 October 1993.

(b) International harmonization of technical requirements for the construction of road vehicles

(i) Revision of the 1958 Agreement

Documentation: TRANS/SC1/350; TRANS/SC1/WP29/365; TRANS/SC1/WP29/R.615.

62. The Committee was informed by the Chairman of the Working Party on the Construction of Vehicles (WP29) of the progress of work on the revision of the 1958 Agreement (TRANS/SC1/WP29/R.615). It endorsed the request of the Working Party for an additional delay needed to finalize such revision (TRANS/SC1/WP29/365, paras. 19-22). The Committee asked the Working Party however to proceed as quickly as possible to complete the project aimed both at world-wide harmonization of technical requirements for the construction of motor vehicles and simplification of the administrative procedures in introducing new regulations and/or their technical adaptation.

(ii) Harmonization of ECE Regulations with the corresponding EC Directives concerning the construction of vehicles

Documentation: TRANS/SC1/350.

63. The Committee noted the information on the activities of the Working Party WP29 in this respect (TRANS/SC1/350, annex 2) and supported its further work in this area. It welcomed the important contribution that such harmonization would make to the improvement of road traffic safety, to the protection of the environment, to conservation of energy and to the elimination of barriers to trade.

(iii) Development of new Regulations and Recommendations and updating of the existing ones

Documentation: TRANS/SC1/350; TRANS/SC1/WP29/365.

64. The Committee welcomed the report on the results of the work of the Working Party WP29 and its Meetings of Experts during 1992 (TRANS/SC1/350, annex 2). It noted the intention of the Working Party to prepare a mission publication on the occasion of its one-hundredth session (22-25 June 1993) and endorsed its request to include it in the United Nations publication plan (TRANS/SC1/WP29/365, para. 15 and annex 3).

(iv) Power-weight ratio of road vehicles

Documentation: TRANS/SC1/WP29/353.

65. The Committee was informed about the consideration of the Resolution of the ECMT Council of Ministers of 21 November 1991 by the Working Party WP29 (TRANS/SC1/WP29/353, paras. 68-70). It noted the complex nature and the considerable technical and non-technical implications of the issue for private cars, which would require careful analysis. In view of these considerations and of the work undertaken by the Working Party on Road Traffic Safety with a view to evaluating the influence of the power weight ratio on road traffic accidents, the Committee requested the Working Party WP29 to examine further the problem after such evaluation was finalized.

(c) Road transport infrastructure

(i) European Agreement on Main International Traffic Arteries (AGR)

66. The Committee approved the decisions of the Principal Working Party concerning the revision of the AGR Agreement and, in particular holding the ad hoc Meeting on Implementation of the AGR Agreement on 27 and 28 September 1993.

67. The representative of Turkey informed the Committee that the implementation of the signing of E roads in accordance with the AGR Agreement had already been completed in his country.

(ii) Trans-European North-South Motorway (TEM) Project

Documentation: TRANS/SC1/R.232; TRANS/SC1/R.235.

68. A member of the secretariat gave information on the recent progress made in the Project. She explained that some of the statistical information which appeared under various country titles would be revised according to the recent developments in the area.

69. The representative of Turkey, providing some details regarding the TEM construction in his country, said that his Government had expedited a large motorway construction programme. He also mentioned that the TEM Steering Committee would meet in Antalya from 31 March to 3 April 1993 and that his Government would be pleased also to host ECE member countries as well as other organizations on that occasion.

70. The representative of Italy said that his Government would take part in the Project upon the clarification of the situation in the area around the Italian borders.

71. The representative of Croatia announced the intention of his Government to sign the TEM Trust Fund Agreement in the near future.

72. The Committee took note of the Progress Report of the TEM Project as well as the relevant paragraphs of the report of the Working Party on Road Transport. The recent developments of extending the TEM network to additional countries were of interest to the Committee, which wished to continue to be informed about the Project.

(d) Road transport facilitation

73. The Committee endorsed the proposed amendments to the AETR Agreement elaborated by the informal group established by the Principal Working Party (TRANS/R.363).

74. The representative of Norway informed the Committee that her Government was ready to submit the above-mentioned amendments to the Secretary-General of the United Nations.

75. The representative of ITF pointed out that some provisions of the AETR Agreement would need further amendments.

76. The Committee adopted a draft resolution concerning the improvement of traffic fluidity and prevention of hardship to drivers which may arise from traffic disruption (see annex 4 to this report).

77. It also took note of a number of decisions regarding the facilitation of international road transport, taken by the Principal Working Party (TRANS/SC1/350, paras. 15, 20, 22 and 23).

78. The representative of the Russian Federation proposed that the question of the establishment of a European-wide quota of permits for international road transport should continue to be examined by the Principal Working Party.

RAIL TRANSPORT

Documentation: TRANS/SC2/178.

79. The Committee noted the report of the forty-sixth session of the Principal Working Party on Rail Transport. The Committee's attention was drawn to the following questions:

(a) Follow-up to the Study (White paper) concerning the development of an international rail transport system in Europe

Facilitation of border crossing in international rail transport

Documentation: TRANS/SC2/AC.1/2.

80. The Committee took note of the detailed oral report given by the Chairman of the Principal Working Party on the progress achieved since its last session in the work of the ad hoc Meeting on the Facilitation of Border Crossing in International Rail Transport (Geneva, 2-4 September 1992).

81. The Committee was informed by the representative of OTIF of the progress achieved in a number of meetings between the States and railway administrations on administrative and technical difficulties at border stations within the nine axis groups. The work of the nine axis groups is scheduled to be completed in the autumn of 1993.

82. It noted the great interest the Government of the Russian Federation attached to the work of the ad hoc meeting in simplifying the border crossing procedures in international rail transport.

83. The Committee appreciated the progress achieved through the close cooperation between the secretariats of ECE, OTIF and UIC, in order to remedy the problem of border delays.

(b) Rail transport infrastructure

(i) European Agreement on Main International Railway Lines (AGC)

(1) Consideration of the AGC Agreement

84. The Committee was informed that the following countries were currently Parties to the AGC: Belarus; Bulgaria; the former Czech and Slovak Federal Republic; France; Germany; Hungary; Italy; Poland; Russian Federation; Slovenia; Ukraine; Yugoslavia.

85. It endorsed the decision of the Principal Working Party to convene an ad hoc group on the development of a European railway network to deal with questions related to railway lines and standards of the AGC network in line with programme activity 09.3.1 (a) (TRANS/SC2/178, paras. 32-34).

86. The Committee noted that the Government of Switzerland while supporting the work of the ad hoc group, proposed that the ad hoc group might consider giving a greater flexibility to some of the AGC infrastructure parameters as done, for instance, in the AGTC (see e.g. minimum distance between track centres, maximum gradient), which may allow Switzerland and other countries to become Parties to the AGC Agreement.

(2) Proposals for amendments to the AGC

87. The Committee took note of the decision of the Principal Working Party to amend Annex I of the AGC Agreement in the part which concerns only changes in Poland. Concerning the request of the Government of Turkey, it noted that: (i) the Principal Working Party had agreed to defer consideration of this question to its next session, (ii) Turkey had ratified the AGC Agreement and deposited its instrument of accession to it with the Secretary-General of the United Nations.

(ii) Trans-European Railway (TER) Project

Documentation: TRANS/SC2/R.171.

88. A member of the secretariat informed the Committee of the latest developments in the TER Project. She said that the Project Central Office

continued to be in Budapest, as offered by the Government of Hungary and that a TER Trust Fund Agreement had been established and was operational as of 1 January 1993 upon the signature of the Governments of Hungary, Romania and Turkey. She reported that there were expressions of intention to sign this Agreement by a number of other countries. The funds remaining from the UNDP Project until the end of 1992 were going to be re-phased to 1993 and were earmarked for specific activities, especially on financing and feasibility studies. On this subject, a round table on TER Investments with the participation of international financial institutions will be held from 8 to 10 March 1993 in Budapest.

89. The representative of Hungary wished for the continuation of an active role of ECE in the project development and pointed out that his Government would host the Central Office for the next five years. The representative of Croatia expressed the intention of his Government to sign the Trust Fund Agreement in the near future and thought that through the TER Project the capital of Croatia would be linked to the Adriatic ports and western Europe. The representative of Yugoslavia reported that the subject of their participation in the TER Project was under consideration. The representatives of the Ukraine and the Russian Federation considered the rail infrastructure as a capital intensive development for which the funds allocated by the railway administrations were insufficient.

90. A number of representatives expressed their wish to have UNDP and EC (PHARE) funds directed to this operational Project.

91. The Committee encouraged Governments of the region to sign the TER Trust Fund Agreement and invited other interested Governments and development institutions to contribute to the TER Project Trust Fund.

92. The Committee endorsed the Progress Report of the TER Project as well as the relevant paragraphs of the report of the Principal Working Party on Rail Transport (TRANS/SC2/178, paras. 41-42), especially underlining that UNDP should continue to finance the Project.

(iii) Location of important marshalling yards within the European Railway network

93. The Committee noted that the Principal Working Party at its forty-sixth session considered this item again after a period of two years and endorsed its decision to continue consideration of questions related to (1) the reduction of marshalling yards on the AGC network and (2) the policy of railway administrations regarding private sidings at its next session.

(c) Application of summer time

Documentation: TRANS/SC2/R.180.

94. The Committee was informed that the Council of the European Community had taken a decision in harmonizing the summer time arrangements for 1993 and 1994 throughout the European Community. It was also reported that the

question of application of summer time for 1995 and thereafter was currently under study by the Commission of the EC, particularly the consequences of the introduction of summer time concerning health and the environment.

95. The Committee requested Governments to study the possibility of extending summer time for a longer period and to provide that a medium-term period be applied for the same years in all European ECE countries.

INLAND WATER TRANSPORT

Documentation: TRANS/SC3/130; ECE/TRANS/94.

(a) Inland waterway infrastructure

(i) Study of the establishment of the Danube-Oder (-Elbe) connection

96. The Committee was informed that the updated draft economic study of the Danube-Oder (-Elbe) connection had been prepared and as expected would be adopted by the eighth, final meeting of experts in the first half of 1993 so that the final document could be approved by the Principal Working Party on Inland Water Transport at its thirty-seventh session.

(ii) Review of the classification of European inland waterways

97. The Committee took note of the adoption by the Principal Working Party of resolution No. 30 which establishes the classification of the European inland waterways, and invited Governments to comply with the requirements of the resolution when building new and modernizing existing waterways of international importance believing however that the fullest realization of its provisions could only be achieved through the establishment on the basis of this resolution of a network of main European inland waterways of international importance.

(iii) Questions relating to possible elaboration of a draft European Agreement on Main International Inland Waterways (AGN)

98. The Committee endorsed the decision of the Principal Working Party to launch a study on the establishment of a network of main inland waterways of international importance through the elaboration of an appropriate draft European Agreement. It underlined the importance of this project for the development of a coherent inland waterway and eventually combined transport infrastructures in Europe in line with the resolution as adopted by the Committee at its current session (see annex 5 to this report).

99. The Committee was informed about the results of the first session of the ad hoc Group of Experts on Inland Waterways Infrastructure (Geneva, 12-14 January 1993) which had been set up with a view to preparing the above-mentioned study, and it invited Governments and the EC to actively support the work of the ad hoc Group of Experts.

(b) Study or White Paper on trends in and development of inland navigation and its infrastructure

100. The Committee noted that work had been started by the Principal Working Party in order to prepare the White Paper and that the first part of it, relating to inland waterways infrastructure and ports, prepared by the secretariat had already been used by the ad hoc Group of Experts on Inland Waterways Infrastructure in its work. It requested the secretariat to undertake preparatory work for the second part of the White Paper relating to the administrative, economic and legal aspects of inland navigation taking into account relevant studies undertaken within ECMT, the European Community, the European Bank for Reconstruction and Development and other institutions.

(c) Consideration of the possibility of introducing a new legal regime for the limitation of the liability of owners of inland navigation vessels on a Europe-wide basis

101. The Committee took note of the decision taken by the Principal Working Party on this item (TRANS/SC3/130, para. 31). The representative of the CCNR indicated that he would make known the position of the CCNR with regard to possible modification of the Strasbourg Convention on the Limitation of Liability of Owners of Inland Navigation Vessels (CLNI), as proposed by some ECE member countries. Certain delegations pointed out that the Principal Working Party should continue its work on the subject with the consideration of two alternatives: either the accession of States not members of the CCNR to a modified Strasbourg Convention acceptable to all interested ECE member countries or the elaboration on its basis of a new Pan-European instrument to that effect.

(d) Technical questions concerning the development and facilitation of international inland water transport

102. Decisions taken by the Committee regarding activities of the Working Party WP15 related to the revision of the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) are reflected under the item concerning the transport of dangerous goods (see paras. 139-142 of this report).

103. The Committee took note of the adoption by the Principal Working Party of resolutions No. 31 concerning the Recommendations on Minimum Requirements for the Issuance of Boatmaster's Licences, No. 32 concerning the Technical Requirements for Hoisting Devices of Wheelhouses of Inland Navigation Vessels), and No. 33 concerning the Ship's Certificate.

104. The Committee expressed its appreciation for the results achieved by the Principal Working Party in dealing with complex questions covered by the above-mentioned resolutions. It considered the adoption of resolution No. 33 as a first step and encouraged the Principal Working Party to continue its efforts towards a full reciprocal recognition of the ship's certificates. To this end an updating of the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised) should be pursued together with the unification of procedures and rules for the survey of inland navigation vessels.

105. While welcoming the adoption by the Principal Working Party of resolution No. 33 on the Ship's Certificate the representative of Switzerland said that his Government was only prepared to support full reciprocal recognition of ship's certificates if the possibility was retained for control by national authorities of vessels even after the issuance of a certificate.

106. The Committee stressed the importance and value of the work carried out by the two River Commissions, that is the CCNR and the Danube Commission, in facilitating the work of the Committee on the harmonization on a Europe-wide basis of technical, safety and legal provisions in inland navigation and called for the closer coordination of activities of the three organizations in order to avoid duplication in studying the same or similar problems on the one hand, and to use to the maximum the provisions, which have already been agreed upon within the River Commissions, for the development of unified pan-European requirements on the other.

107. The Committee noted the report of the Principal Working Party on its thirty-sixth session (TRANS/SC3/130).

COMBINED TRANSPORT

Documentation: TRANS/WP24/51; TRANS/WP24/53; TRANS/WP24/55; ECE/TRANS/88; TRANS/WP24/R.46/Rev.1; TRANS/SEM.10/3; TRANS/SEM.10/R.10; TRANS/R.357.

(a) European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

108. The Committee noted that 18 ECE member countries had so far signed the AGTC Agreement and that Denmark, France, Germany, the Netherlands and Norway had become Contracting Parties to it.

109. The Committee approved the report of the Working Party on Combined Transport on provisions relating to inland water transport (TRANS/WP24/R.46/Rev.1) and agreed that these provisions should ultimately be incorporated into a legally binding international instrument. Various views were expressed whether such provisions should form a protocol to the AGTC Agreement ensuring that internationally accepted requirements and parameters on combined transport are conceptually grouped together or whether for practical and substantive reasons these provisions should be included into the yet to be prepared European Agreement on Main International Inland Waterways (AGN).

110. Since these legal questions required further careful consideration, the Committee requested the Working Party to study these issues in depth and to report to the Committee at its fifty-sixth session in 1994. In order however not to delay the implementation of the provisions on inland water transport prepared by the Working Party, the Committee adopted the draft resolution on the Development of Combined Transport on Inland Waterways as contained in annex 5 to this report.

111. The Committee noted that the rapidly changing developments in the field of combined transport and the emergence of new independent States in the ECE region would make amendments to annexes I and II of the AGTC Agreement

necessary. In view of the fact that it may be expected that the AGTC Agreement will come into force in due course, the Committee endorsed the activities of the Working Party to consider relevant amendments to the AGTC Agreement already at its forthcoming session (1-2 April 1993). All interested ECE member countries concerned were invited to transmit their amendment proposals to the secretariat as soon as possible.

(b) Evolution in the dimensions of loading units and its consequences on the organization of combined transport: Results of and follow-up to the ECE global Seminar (1-4 September 1992)

112. The Committee considered and endorsed the report, including the resolution adopted by the Seminar (TRANS/SEM.10/3). It felt that the large participation of both government and industry representatives at the Seminar from many countries worldwide as well as the large number of studies and other contributions prepared for the Seminar had allowed for the very comprehensive and constructive discussions covering all relevant aspects linked to the possible standardization and introduction of larger than ISO Series 1 standard containers.

113. The Committee also considered the position paper prepared for the Seminar by the Working Party (TRANS/SEM.10/R.10) and endorsed its clarifications and comments with regard to the resolution adopted by the Seminar (TRANS/WP24/55, para. 6).

114. As a follow-up to its resolution No. 237 adopted on 2 February 1990 and with a view to providing guidance for further action in this field, the Committee adopted the draft resolution on Increasing Dimensions of Loading Units in Combined Transport as contained in annex 6 of this report.

(c) Combined transport and coastal shipping

115. The Committee welcomed and endorsed the study on combined transport and coastal shipping prepared by the Working Party in accordance with a request of the Committee (TRANS/R.357). It underlined the possibilities and contributions of coastal shipping as a means of alleviating the burden of inland transport modes on a number of important intra-European long-distance transport itineraries.

116. The Committee requested the Working Party to continue its work on this subject along the lines of action proposed in the report of the Working Party, with a view to arriving at concrete proposals for improving the role of coastal shipping at the pan-European level. As had already been pointed out by the Working Party, the Committee was of the view that the expertise and work of other ECE bodies, the EC and other competent international organizations should be taken into account in carrying out these activities.

117. Finally, the Committee approved the reports of the Working Party on Combined Transport on its fifteenth, sixteenth and seventeenth sessions (TRANS/WP24/51, -/53 and -/55).

TRANSPORT OPERATIONS, PROCEDURES AND DOCUMENTATION

(a) Activities of the Working Party on Facilitation of International Trade Procedures and its subsidiary bodies, Progress report on UN/EDIFACT

Documentation: TRANS/R.356.

118. The Committee took note of document TRANS/R.356, containing the progress report of the Working Party on Facilitation of International Trade Procedures on the implementation of UN/EDIFACT and on other activities undertaken in 1992 in relation to the transport sector and requested to be kept informed of the developments in this priority area of the Commission's work.

(b) Development of electronic procedures and documentation: Development of an electronic data interchange system (EDI/TRANS)

119. The Committee was informed that the computer equipment which was currently available in the Transport Division amounted to 14 PCs. Some important publications have already been computerized, such as the United Nations Recommendations on the Transport of Dangerous Goods, the text of the ADR and the TIR Handbook. An interchange system through telecommunication is being studied in the field of Regulations on the Construction of Vehicles. A similar system will be studied in the field of Dangerous Goods upon request of the United Nations Committee of Experts on the Transport of Dangerous Goods. Moreover the Committee noted that a data bank concerning the schedules of Dangerous Goods would be created with the collaboration of UNEP.

CUSTOMS QUESTIONS AFFECTING TRANSPORT

Documentation: TRANS/WP30/143; TRANS/WP30/145; TRANS/WP30/147; TRANS/WP30/AC.2/31; TRANS/WP30/R.83; TRANS/R.354.

(a) Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention 1975)

120. The Committee noted that the Working Party on Customs Questions affecting Transport had considered and resolved numerous legal and technical questions relating to the application of the TIR Convention (1975), particularly in the newly independent States of central and eastern Europe, taking into account that the TIR transit facilities were increasingly used for east-west transport of goods by road. These activities of the Working Party had led to the adoption of amendments to article 16 and annex 8 of the TIR Convention by the Administrative Committee for the TIR Convention.

121. The Committee supported the view expressed by the Working Party that the new revised TIR Handbook should be issued by the secretariat as soon as possible.

(b) Customs Conventions on the Temporary Importation of Private Road Vehicles (1954) and Commercial Road Vehicles (1956)

122. The Committee welcomed the coming into force on 30 October 1992 of the extensive modifications to the two global Conventions, which had been prepared by the Working Party, the only exception being article 13, paragraph 4 of the 1954 Convention to which an objection had been entered by the Government of Japan. The Committee hoped that this remaining issue could be resolved in due course.

(c) Use of the International Consignment Note (CIM) as a transit document for international railway transport

123. The Committee took note of progress achieved by the Working Party in cooperation with the International Committee on Rail Transport (CIT) and the International Union of Railways (UIC) in the preparation of a Convention on International Customs Transit Procedures for the Carriage of Goods by Rail. In view of the importance of this Convention, which would extend the rail transit facilities available within the EC and EFTA countries to other ECE member countries, particularly those in central and eastern Europe, the Committee requested the Working Party to continue its work on the subject.

(d) Draft Convention on Customs Treatment of Pool Containers used in International Transport (Container Pool Convention)

124. In accordance with a decision of the Committee, the Working Party had prepared a final draft of the Container Pool Convention accompanied by explanatory notes on the objective, fundamental principles, functioning and likely practical implications of the Convention prepared by the secretariat (TRANS/R.354).

125. The Committee endorsed the work of the Working Party in this field and invited all ECE Governments, the EC and international organizations concerned to study the draft convention as contained in document TRANS/R.354 in detail during the course of 1993 and to bring any comments to the attention of the Working Party. After this review period, the Committee would decide at its session in 1994 whether the Convention should be adopted and opened for signature.

126. Finally, the Committee approved the reports of the Working Party on Customs Questions affecting Transport on its seventy-second, seventy-third and seventy-fourth sessions (TRANS/WP30/143, -/145 and -/147).

TRANSPORT STATISTICS

Documentation: TRANS/WP6/123; TRANS/WP6/R.62; TRANS/WP6/R.63.

(a) International comparability of transport and road traffic accident statistics

127. The Committee noted that the Working Party on Transport Statistics had continued to make data on the performance and structure of the transport sector comparable at the international level and to work on unambiguous

concepts and methodologies for meaningful inter-modal comparisons. It welcomed the progress achieved within the Inter-secretariat Working Group on Transport Statistics (ECMT, EUROSTAT and ECE) to establish a common database structure for transport statistics covering all modes and activities linked to the transport sector. It was hoped that this work would eventually lead to a reduced data response burden for member countries and to comparable transport data for Europe as a whole as well as for the United States. A common glossary of terms used in transport statistics was planned to be published in 1993 in all the working languages of the three organizations involved.

(b) 1990 Census of Road Traffic and preparation of the 1995 census

128. The Committee was informed that work on the compilation of the results of the 1990 round of E Road traffic censuses has been started within the secretariat. In view of the fact that a number of ECE member countries had not yet transmitted to the secretariat the requested data, considerable delays in the publication of the census results and the traffic flow maps were expected. The Committee urged once more all countries that had not yet transmitted to the ECE secretariat the required data and related census information for the 1990 round of E Road censuses, in accordance with the Committee's resolution No. 234, to do so as soon as possible.

129. In this context the Committee approved the convening of an ad hoc meeting on road traffic censuses on 22 and 23 November 1993 to discuss methodological counting problems and to prepare the 1995 E Road traffic census recommendations.

* * *

130. Finally, the Committee approved the report of the Working Party on Transport Statistics on its forty-third session (TRANS/WP6/123).

TRANSPORT OF DANGEROUS GOODS

Documentation: ST/SG/AC.10/C.3/12 and Add.1, ST/SG/AC.10/19, TRANS/WP15/120, TRANS/WP15/122, TRANS/WP15/124, TRANS/WP15/AC.1/48, TRANS/WP15/AC.1/50, ECE/TRANS/100, Vols. I and II.

(a) Report of work on the establishment and updating of recommendations for the multimodal transport of dangerous goods within the framework of the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods

131. The Committee took note of the work of the Subcommittee of Experts at its sixth session and of the Committee of Experts at its seventeenth session leading to the eighth revision of the United Nations Recommendations on the Transport of Dangerous Goods, to be published in 1993. The Committee noted in particular that the Recommendations should be widely followed by all organizations responsible for the various modes of transport and implemented through their various instruments (ADR, RID, ADN, ADNR, IMDG Code, ICAO Technical Instructions, IATA Regulations) by 1995; that should result in unprecedented intermodal harmonization and favour multimodal transport.

(b) Current situation regarding Regulations and provisions on the transport of dangerous goods by road (ADR), rail (RID) and inland waterways (ADN)

(i) Transport of dangerous goods by road

132. The Committee noted that the amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) adopted by the Working Party on the Transport of Dangerous Goods (WP15) in 1991 had come into force on 1 January 1993 and that the secretariat had published a consolidated revised version of ADR (ECE/TRANS/100, vols. I and II).

133. The Chairman of WP15 informed the Committee that the EC had declared its intention of applying ADR to national transport within the Community. He welcomed that official recognition, which would make ADR the sole reference in the Community and the European Economic Area; with the snowball effect, it should then spread to other countries of central Europe and to the Middle East. The deletion of the word "European" from the title of the Agreement might then need to be envisaged.

134. He also stressed the importance of the unanimous decision of WP15 to restructure ADR so as to separate performance requirements from means requirements, detect gaps in the context of its application to national transport and make the text easier to use. That decision had led to the establishment of a semi-permanent group on restructuring, and WP15 expected to bring the restructured ADR into force by 1 January 1997.

135. The Chairman of WP15, supported by a large number of delegations, pointed out that the staff resources available to the transport division were far from sufficient to undertake all the tasks currently assigned to them concerning the transport of dangerous goods and that it would be advisable not only to fill the P.3 vacancy urgently, but also to create an additional professional post and a new post of secretary.

136. The Committee agreed that the staff assigned to that work should be strengthened and decided to consider the question under agenda item 20. The secretariat was requested to draw the attention of the Executive Secretary of ECE to the urgency of the situation, and the members of the Committee were invited to approach their national representatives to ECE and at United Nations Headquarters in New York.

137. The Committee adopted the reports of WP15 on its forty-ninth, fiftieth and fifty-first sessions (TRANS/WP15/120, -/122 and -/124).

138. The Committee requested the Working Party SCI/WP1 to take into account the recommendations made by WP15 concerning signs and signals for the traffic of vehicles carrying dangerous goods in its work on the revision of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing it.

(ii) Transport of dangerous goods by inland waterways

139. The Committee noted that, despite an extra session of WP15 in February 1992 and the work of an ad hoc group on ADN during the fifty-first session of WP15, it had not been possible to complete the work of revising ADN for the current session as the Committee had urgently requested (ECE/TRANS/94, paras. 119-121). The Chairman of WP15 explained that the work on ADN depended on the work done by the CCNR on the Regulations for the carriage of dangerous goods on the Rhine (ADNR), and that that raised timetable problems. Since the work on ADNR was not completed, sufficient texts were not available to justify the special session of WP15 scheduled for January 1993, which had been replaced by extra meeting days to be added to the regular sessions of WP15 in May and October.

140. The representative of CCNR informed the Committee that the revision of ADNR would be completed by the spring session of CCNR and that the revised ADNR could come into force in 1994.

141. The Committee reiterated its request to WP15 to complete the work of revision at latest during its October 1993 session so that the revised ADN could be adopted at the next session of the Committee. The Coordination Meeting of the Inland Transport Committee should be kept informed.

142. The Chairman of WP15 pointed out that since substantial sections of ADN would be available by May 1993, Governments wishing to commence translation into their own languages could obtain them from the secretariat.

(iii) RID/ADR Joint Meeting

143. The Committee took note of the work of the RID/ADR Joint Meeting which was expected to produce a series of major amendments to RID and ADR, scheduled to enter into force on 1 January 1995, and which should result in greater harmonization with the regulations applicable to shipping and air transport on the basis of the United Nations Recommendations.

(c) Convention on Civil Liability for Damage caused during Carriage of Dangerous Goods by Road, Rail and Inland Navigation Vessels (CRTD)

144. The Committee noted that no State had yet become a Contracting Party to the Convention, which to date had been signed only by Germany and Morocco.

TRANSPORT OF PERISHABLE FOODSTUFFS

Documentation: TRANS/WP11/186.

Implementation of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP)

145. The Committee was informed that the Working Party on the Transport of Perishable Foodstuffs had drafted a new Annex 4 to the ATP concerning the monitoring of air temperatures for transport of perishable foodstuffs and a

new Annex 5 concerning the procedure for the sampling and measurement of temperature for carriage of chilled, frozen and quick-frozen perishable foodstuffs.

146. It took note of the work done on revising ATP, more specifically the entry into force of new amendments, and welcomed the work done on harmonizing ATP and the EC directives.

147. The Committee also took note of the accession of Croatia and Greece to ATP.

148. The representative of the Netherlands welcomed the important work done on ATP. He said that the time needed for the adoption and entry into force of amendments should be shortened and that close cooperation was needed with other international organizations, especially the European Community.

149. The Committee adopted the report of the Working Party on its forty-eighth session (TRANS/WP11/186).

**FACILITATION OF MOVEMENT OF PERSONS WITH REDUCED MOBILITY:
REPORT ON MEASURES TAKEN IN THE TRANSPORT FIELD**

Documentation: TRANS/R.355.

150. The Committee took note of the report on the subject.

151. The Committee exchanged views on the proposals regarding the future consideration of the subject made by the Coordination Meeting (TRANS/R.364, para. 1 (c)) and decided to invite ECMT and the European Community to report to the forthcoming session of the Committee on the progress made in this field. In case technical measures are being developed for the transport of disabled persons the Committee should see to what extent it can contribute to the subject.

PROGRAMME OF WORK FOR 1993-1997

(a) Discussion of the programme of work

Documentation: TRANS/R.353.

152. The Committee considered the draft Programme of Work for the period 1993-1997 (TRANS/R.353), prepared on the basis of the relevant decisions taken by its subsidiary bodies in the course of 1992, and of modifications suggested by the Coordination Meeting, and adopted it as contained in annex 7 to this report (see ECE/TRANS/97/Add.1).

153. Regarding programme element 09.6.1 "Impact of transport infrastructure and operations on the environment including pollution and noise", the Committee felt that the impact of rail transport on the environment might also

be covered and requested the Principal Working Party on Rail Transport (SC2) to consider at its next session as to whether the following item could be inserted in programme element 09.6.1:

"Rail Transport

Description: Consideration of the impact of rail infrastructure on the environment.

Work to be undertaken: As referred to under programme element 09.3.1 (a) (Continuing)"

(b) Transport efficiency programme

Documentation: TRANS/R.368.

154. The Committee considered the above document and agreed to request its Coordination Meeting to discuss the proposal for a transport efficiency programme at its forthcoming session.

(c) Allocation of resources

155. In discussing the allocation of resources to the various elements of the Committee's programme of work, reference was made to Commission decisions O (45) and B (47) according to which the priority areas of activity should receive the necessary human and financial resources to carry out their work in an efficient manner. In reply to questions from the floor, the secretariat informed the Committee of the budgetary situation of the Transport Division, referring in this connection to questions of staffing, equipment, travel, consultancies and conference services. It reminded delegations that comments from member Governments were invited by 8 February 1993 on the budget proposal to be submitted by the ECE secretariat to the United Nations Headquarters. The Committee was also made aware of the current distribution of resources within the Transport Division with special mention of the situation in the priority areas and in particular in the field of the transport of dangerous goods.

156. The Committee expressed its appreciation for the explanations given by the secretariat and requested that the resource question be included in the future towards the beginning of the Agenda of the Committee for discussion earlier during the session.

157. It also requested that all vacant posts in the Transport Division be filled as soon as possible including the additional post provided in the area of the transport of dangerous goods.

SCHEDULE OF MEETINGS**(a) Schedule of meetings in 1993**

Documentation: TRANS/R.360.

158. The Committee considered the tentative list of meetings (TRANS/R.360), the final version of which will be issued as document ECE/TRANS/98.

(b) Possible new dates of future sessions of the Committee

159. In continuation of its earlier discussion (see para. 14 above) the Committee discussed at great length the question of a possible new date of its annual session. Bearing in mind the preparatory work to be undertaken by the ad hoc Informal Meeting of the Commission the Committee agreed to advance its annual session to be held in future in the middle of January of a calendar year. This new arrangement would permit to have the report of the Committee available in time for consideration by the ad hoc Informal Meeting of the Commission. The Committee underlined the fact that for a number of other dates which had been explored in the course of the discussion great difficulties were encountered in particular because of important transport meetings held in other fora such as the Council of Ministers of the EC and ECMT, for which extensive preparation had to be made by the experts participating in the Committee's session. Therefore, the Committee would appreciate it if the Commission could agree to the new arrangement as set out above.

ELECTION OF OFFICERS FOR THE FIFTY-SIXTH SESSION OF THE COMMITTEE

160. Mr. D. Valasek (Czech Republic) and Mr. J. Silva Rodrigues (Portugal) were elected Chairman and Vice-Chairman respectively for the fifty-sixth session of the Committee.

161. The representative of the Russian Federation pointed out that his country had not been in the Bureau of the Committee for a long time and hoped that this would be possible in the very near future.

COMPOSITION OF THE COMMITTEE'S COORDINATION MEETING

162. The Committee agreed that its Coordination Meeting should comprise the Chairman and the Vice-Chairman of the Committee as well as the following countries and institution: Finland, France, Germany, Hungary, Italy, the Netherlands, the Russian Federation, Switzerland, the United Kingdom, the United States and the Commission of the European Communities.

OTHER BUSINESS**(a) UNDP Programme for an Integrated Transport Information System**

163. The representative of UNDP informed the Committee that in accordance with the UNDP's Fifth Cycle Inter-country Programme the Agency had undertaken the formulation of a programme for an Integrated Transport Information System for Eastern/Central European, Baltic and CIS countries. The programme would

provide participating countries with skills and tools for dealing with transport and related data and would allow the developing of analysis, policy and investment recommendations. The programme would set up in each participating country an Integrated Transport Information Centre, which would act as a focal point. The two existing networks TEM and TER could provide substantive assistance, by receiving responsibility for implementing specific activities as an implementing agent. Support on specific technical issues from United Nations agencies, especially of the ECE, will be required in the implementation of the project. The project had been discussed with EBRD, EC (PHARE), EIB, the World Bank and with some potential bilateral donors. Strong interest had been expressed, in particular by EBRD and the EC. It was expected that a finalized project document would be circulated and presented to the recipient countries and potential multilateral and bilateral donors in a Donors Conference on the Project tentatively scheduled for April 1993 in Bucharest.

(b) Documentation

164. The Committee decided that no restriction should be placed on the circulation of documents issued for the current session.

ADOPTION OF THE REPORT

165. The Committee adopted the report on its fifty-fifth session and the annexes thereto.

Annex 1

**STATEMENTS CONCERNING THE ATTENDANCE OF THE DELEGATION
OF YUGOSLAVIA AT THE SESSION**

Statement made by the representative of Denmark on behalf of the
European Community and its member States

"I am speaking on behalf of the European Community and its member States.

As we have already made clear on a number of occasions, the European Community and its member States do not accept that the Federal Republic of Yugoslavia is the automatic continuation of the Socialist Federal Republic of Yugoslavia.

In this context, we take note of General Assembly resolution 47/1, adopted on 22 September 1992, in which the Assembly considered that the Federal Republic of Yugoslavia (Serbia and Montenegro) cannot continue automatically the membership of the former Socialist Federal Republic of Yugoslavia in the United Nations, and decided that the FRY (Serbia and Montenegro) should therefore apply to join the United Nations and shall not participate in the work of the General Assembly.

The European Community and its member States have also noted the United Nation's Legal Counsel's advice on the applicability of the General Assembly resolution to other United Nations bodies. We regard General Assembly resolution 47/1 as a model for action in the specialized agencies and other United Nations bodies in due course, as appropriate.

We do not accept that representatives of the Federal Republic of Yugoslavia (Serbia and Montenegro) may validly represent Yugoslavia in this meeting. The presence of the representatives in question is without prejudice to any future action which the Community and its member States may take."

Statement made by the representative of the United States of America

"As we have already made clear on numerous occasions, the Socialist Federal Republic of Yugoslavia no longer exists. Furthermore the United States do not consider Serbia/Montenegro to be the continuation of, or sole successor to, the Socialist Federal Republic of Yugoslavia.

In this context, we call your attention to United Nations General Assembly resolution 47/1 adopted on 22 September 1992 which determined that Serbia/Montenegro could not continue automatically the membership of the Socialist Federal Republic of Yugoslavia in the General Assembly. In that resolution the General Assembly decided that Serbia/Montenegro should apply for membership in the organization and should not participate in the work of that body.

Under the circumstances, we consider that the participation of the delegation in question in this meeting of the Inland Transport Committee is without prejudice to future action which might be taken on this issue."

Statement made by the representative of Yugoslavia

"The delegation of Yugoslavia is of the opinion that meetings of the Inland Transport Committee should not be politicized and that this Committee is not the appropriate place to consider such questions as the one raised by the representative of Denmark on behalf of the EC and supported by the United States and Austria.

We underline that General Assembly resolution 47/1 relates only to the General Assembly and does not cover the Economic Commission for Europe, this meeting included.

Yugoslavia has not been excluded nor suspended from the ECE membership.

Consequently, the delegation of Yugoslavia has the right to participate in the work of this Committee.

I wish to remind the participants at this meeting of the Declaration adopted by the Yugoslav Parliament on 27 April 1992, when the Constitution of the Federal Republic of Yugoslavia was proclaimed. The Declaration states that: "The Federal Republic of Yugoslavia shall strictly respect the continuity of the international personality of Yugoslavia and shall continue to fulfil all the rights conferred to and obligations assumed by the SFRY in international relations, including its membership in all international treaties ratified or acceded to by Yugoslavia.

The Government of Yugoslavia is doing everything in its power to restore peace and economic cooperation on the territory of the former Yugoslavia. In such circumstances, to prevent the representatives of Yugoslavia participating in the work of this Committee, would be legally unfounded, politically unjustified and counterproductive from the point of view of the Committee's objectives.

I would like to request, Mr. Chairman, that this statement be included in the minutes of this meeting."

Statement made by the representative of the Russian Federation

"The Russian delegation takes note of the statement by the distinguished representative of Denmark, the country which holds the Presidency of the European Community during the current half-year, and also of the support for the Danish viewpoint from the distinguished representatives of the United States and Austria. At the same time we wish to draw attention to the fact that General Assembly resolution A/RES/47/1 suspends the participation of the Federal Republic of Yugoslavia only in the General Assembly itself and its committees. This resolution does not extend to the regional commissions of the United Nations, including ECE, and accordingly, particularly in the light of the statement by the representative of Yugoslavia, we do not consider it advisable that the Yugoslav delegation should not take part in the work of the ECE Inland Transport Committee."

Annex 2

TERMS OF REFERENCE OF THE INLAND TRANSPORT COMMITTEE

(a) The Inland Transport Committee provides a forum for its member for (i) cooperation and consultation based on the exchange of information and experiences, (ii) the analysis of transport trends and economics and transport policy trends and (iii) coordinated action designed to achieve an efficient, coherent, balanced and flexible transport system in the ECE region which is based on principles of market economy, pursues the objectives of safety, environmental protection and energy efficiency in transport and takes into account transport developments and policy of member Governments;

(b) The Committee promotes the harmonization and improvement of technical and operational regulations, standards and recommendations in the various fields of inland transport in the ECE region, particularly in Road Safety, Road Vehicles, the Transport of Dangerous Goods, Infrastructures and Combined Transport;

(c) It promotes the facilitation of international road, rail and inland waterway transport, particularly through the simplification and harmonization of administrative border crossing procedures and documentation, including electronic data interchange (EDIFACT);

(d) It promotes the coordinated development of infrastructures for road, rail and inland waterway transport as well as for combined transport with a view to achieving coherent international transport networks for each mode in the ECE region;

(e) The Committee pursues the objective of sustainable transport development by means of promoting both the reduction of the negative impact of transport on the environment and the utilization of environmentally sound modes of transport including the development of combined transport;

(f) With a view to achieving the above objectives and ensuring the above functions, the Inland Transport Committee elaborates, administers and where appropriate revises Agreements, Conventions and other international legally binding instruments in the various fields of inland transport;

(g) It develops appropriate methodologies and definitions for the collection, compilation and harmonization of transport statistics for the purposes of comparability and consistency. It also evaluates the need for the collection and coordination of statistics at the international level and reviews ways to improve their collection, presentation and quality;

(h) Upon request, the Committee advises and assists ECE member countries particularly those facing major economic changes through workshops, training and other appropriate means on transport matters of specific interest in particular in developing transport systems and infrastructures which are compatible with those of neighbouring parts of the ECE region;

(i) The Committee undertakes the study of problems at the interface of inland transport with maritime and air transport in the ECE region;

(j) In carrying out its mandate the Committee cooperates closely with other ECE Principal Subsidiary Bodies, the European Community and intergovernmental organizations, in particular ECMT, regional organizations for economic cooperation, financial institutions such as IBRD, EIB and EBRD, as well as with non-governmental organizations active in the field of European transport with a view to avoiding duplication of work and maximizing the contribution of each organization to coherent multilateral regional transport development, safety, environment, and ultimately to the economic development and benefit of member States;

(k) The Committee may establish subsidiary bodies or convene meetings as it deems necessary to assist it in carrying out the above mandate.

Annex 3

SECOND ROAD SAFETY WEEK IN THE UN/ECE REGION

Resolution No. 238

adopted by the Inland Transport Committee on 5 February 1993

The Inland Transport Committee,

Conscious of the need to continue efforts aimed at reducing the unacceptably high number of road accidents and their victims through, first of all, developing and implementing measures that may effectively influence the behaviour of road-users, in particular of young road-users,

Noting that the first Road Safety Week in the ECE Region organized in 1990 was recognized by member States as an important step towards intensification of joint efforts of Government and national and international organizations for promoting greater awareness by road-users and the general public of the importance of measures aimed at reducing road traffic accidents,

Recalling its decision taken at the fifty-third session to consider organizing the next international road safety campaign in the ECE Region on the basis of the conclusions reached at the Seminar on Road Safety (Geneva, 23 and 24 March 1992) and taking into account the conclusions and recommendations of this Seminar,

1. Decides to designate one week in spring 1995* as the second ROAD SAFETY WEEK during which simultaneous road safety campaigns, with young road-users as a target group, will be waged in ECE member States;

2. Invites member Governments to make the necessary arrangements and take the appropriate actions for the preparation and carrying out of road safety campaigns in their countries in support of the Road Safety Week;

3. Recommends in particular that Governments:

(a) Address national campaigns to young road-users chosen as a common target group for the Road Safety Week;

(b) Determine and develop national activities to be carried out in the framework of the Road Safety Week and specific messages to be addressed to young road-users in accordance with road safety problems in their respective countries;

* The exact date of the Road Safety Week will be determined by the Working Party on Road Traffic Safety at its twentieth session on the basis of views of member States.

(c) Involve in the preparation and implementation of the Road Safety Week governmental and non-governmental organizations working in the area of road traffic safety, local communities and mass media;

(d) Give the widest possible publicity to the Road Safety Week;

(e) Ensure continuous monitoring of the execution of the Road Safety Week and transmit to the ECE secretariat a report on the results achieved;

4. Invites international organizations to give their support and to contribute to the preparation and execution of the Road Safety Week;

5. Requests the Working Party on Road Traffic Safety to elaborate the programme and modalities of the Road Safety Week including in particular activities to be taken at the international level;

6. Requests the Economic Commission for Europe and its secretariat to give all necessary support and publicity to the activities concerning the preparation, execution and follow-up to the Road Safety Week, at the international level.

Annex 4

**IMPROVEMENT OF TRAFFIC FLUIDITY AND PREVENTION OF HARDSHIP
TO DRIVERS WHICH MAY ARISE FROM TRAFFIC DISRUPTION**

Resolution No. 239

adopted by the Inland Transport Committee on 5 February 1993

The Inland Transport Committee,

Conscious of the need to improve traffic flow and to prevent hardship to drivers arising from traffic disruption, especially as caused by blockages of roads at frontier crossings,

Recommends that Governments:

1. Apply concretely the International Convention on the Harmonization of Frontier Controls of Goods of 21 October 1982;
 2. Make priority provision for border crossings by customs-sealed commercial vehicles using the TIR or Community Transit System;
 3. Provide the following facilities or encourage the provision of the following facilities at borders: toilets, washrooms and showers in sufficient number, free drinking water, restaurant and food provision services, money-changing facilities, communication facilities with possibility of payment by credit card, laundry services, etc.;
 4. Make contingency plans for action in the event of blockages, whatever their cause, including the physical protection of drivers and vehicles in consultation with the national road transport operators' associations and the relevant trade unions.
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Annex 5

DEVELOPMENT OF COMBINED TRANSPORT ON INLAND WATERWAYS

Resolution No. 240

adopted by the Inland Transport Committee on 5 February 1993

The Inland Transport Committee,

Emphasizing the important role of combined transport involving an inland waterway link to alleviate the burden on the European road and rail network and to mitigate environmental damages,

Desiring to exploit the still largely untapped potential of combined transport on European inland waterways,

Expressing its appreciation to the Working Party on Combined Transport for the preparation of provisions which could serve as a coordinated international plan for the development of a network of inland waterways suitable for international combined transport,

Approves the provisions relating to inland water transport prepared by the Working Party on Combined Transport as contained in document TRANS/WP24/R.46/Rev.1, paragraphs 8-38 and its annexes I, II and III,

Recommends ECE member countries and the European Community, when developing their respective inland water transport networks, to take into account already today the market requirements as well as the technical and operational minimum requirements for combined transport services using inland waterways, contained in document TRANS/WP24/R.46/Rev.1, paragraphs 8-38 and in the provisions of its annexes I, II and III,

Requests the Working Party on Combined Transport, in cooperation with the Principal Working Party on Inland Water Transport, to study in detail the possibilities to establish a legally binding international instrument containing the above provisions relating to inland water transport as well as further aspects of combined transport, such as those relating to coastal shipping and the handling of dangerous goods in combined transport terminals which might be developed at a later stage. In particular, the Working Party should examine whether it would be more adequate to include such provisions into a protocol to the AGTC Agreement or into the yet to be prepared European Agreement on Main International Inland Waterways (AGN), and to prepare concrete proposals in that respect for the next session of the Committee.

Annex 6

INCREASING DIMENSIONS OF LOADING UNITS IN COMBINED TRANSPORT

Resolution No. 241

adopted by the Inland Transport Committee on 5 February 1993

The Inland Transport Committee,

Bearing in mind the concern expressed in many transport circles, by many UN/ECE member Governments and by the European Community about the impact of increasing dimensions of loading units on the organization of the combined transport chain and on transport infrastructure,

Recalling resolution No. 237 adopted by the Committee on 2 February 1990 following the first global Geneva Seminar on the Impact of Increasing Dimensions of Loading Units on Combined Transport (13-16 November 1989),

Expressing its appreciation to standardization organizations, Governments, UNCTAD and other competent international organizations as well as to the ECE secretariat for the implementation of the provisions of resolution No. 237, in particular the preparation and organization of the second global Geneva Seminar on the Impact of Increasing Dimensions of Loading Units on Combined Transport (1-4 September 1992),

Endorses the report of the second Geneva Seminar summarizing the main conclusions which emerged from the discussion, including the resolution adopted by the Seminar on 4 September 1992 (TRANS/SEM.10/3),

Endorses also the clarifications and comments made by the Working Party on Combined Transport at its seventeenth session (7-8 September 1992) (TRANS/WP24/55, para. 6),

Regrets that in spite of numerous studies undertaken and in spite of constructive and comprehensive discussions at the Seminar covering all relevant aspects linked to the possible standardization and introduction of larger than ISO Series 1 containers, a consensus on globally acceptable dimensional standards acceptable to both Governments and the transport industry could not be achieved,

Regrets further that while the cost element of the introduction of a new series of larger than present ISO Series 1 standard containers had been adequately analysed and discussed at the Seminar, the possible benefits for the industry and the economy at large had not been examined and quantified to any extent, either by the transport industry or by any other circles advocating the introduction of larger containers, both of which were invited to do so,

Underlines that any further studies on this subject should be undertaken by the industry concentrating on the benefits of a possible introduction of larger containers in order to enable Governments responsible for traffic

safety and transport infrastructure to evaluate whether modifications that might be required in traffic regulations and/or transport infrastructure were justified,

Invites the International Organization for Standardization (ISO) to keep the UN/ECE informed on any further activities it might envisage concerning a new series of standard containers as well as related work in this field;

Requests the Working Party on Combined Transport to continue its monitoring of the developments in this field and to intensify its cooperation with standardization organizations worldwide with a view to advising these organizations on Governmental policy and infrastructure planning and to keep UN/ECE member Governments informed of any new emerging developments in dimensions of loading units;

Requests the ECE secretariat to intensify its cooperation with the ISO Technical Committee 104 in order to ensure that the results of the Seminar as well as the views expressed by ECE member Governments are taken into account in any further action ISO might wish to envisage towards a new series of standard containers.

Annex 7

PROGRAMME OF WORK FOR 1993-1997

Note: The text of this annex will be reproduced in document
ECE/TRANS/97/Add.1.
