

15 November 2000

**Southeast European Cooperative Initiative (SECI)**  
**REGIONAL ROAD TRANSPORT COMMITTEE (RRTC)**

---

**CONCLUSIONS  
OF THE THIRD SESSION**

**held at Heraklion (Greece)  
from 4 to 6 October 2000**

**A. ATTENDANCE**

1. The third session of the Regional Road Transport Committee (RRTC) established by the Memorandum of Understanding (MoU) on the Facilitation of International Road Transport of Goods in the SECI Region was held from 4 to 6 October 2000 at Heraklion (Greece).
2. The session was co-chaired by Mrs. S. Piteni, representing the Secretary General, Ministry of Transport and Communications of Greece and Mr. Martin Magold, UN/ECE secretariat.
3. The session was attended by representatives/deputy representatives of the following SECI participating States: Albania; Bosnia and Herzegovina; Bulgaria; Croatia; Greece; Hungary; Romania; The former Yugoslav Republic of Macedonia and Turkey. A representative of the United States of America, a SECI supporting State, was also present. A representative of the European Conference of Ministers of Transport (ECMT) was also present.

**B. ADOPTION OF THE AGENDA**

Documentation: Programme and provisional agenda.

4. The Committee adopted its agenda on the basis of a draft prepared by Greece and the UN/ECE secretariat.

## **C. COORDINATION OF WORK WITH OTHER INTERNATIONAL ORGANIZATIONS**

Documentation: Document prepared by the Economic Analysis Division of the UN/ECE secretariat.

5. The Committee was informed of the current activities of the SECI PRO Committees, particularly BULPRO, HELLASPRO and MAKPRO, of the proposed programme on Trade and Transport Facilitation in Southeastern Europe (TTFSE) and of the activities of the Black Sea PETra Working Group on Harmonization of Institutional Aspects of Transport and Customs Procedures and the Working Group on Infrastructure, which would hold its second session in Thessaloniki on 7 November. In parallel with the above meeting of the Working Group an Ad Hoc group of Customs experts is scheduled to be convened on 8 November 2000.

6. The Committee took note of an analysis made by the UN/ECE secretariat on the current economic situation in the SECI participating States as well as on the role of the international community in the economic regeneration of South-East Europe.

## **D. PARTIES TO THE MEMORANDUM OF UNDERSTANDING (MoU)**

Documentation: Report of the first and second sessions of the Committee.

7. The Committee noted that the Government of Croatia had formally requested to become a Party to the MoU. In accordance with the procedure for SECI participating States to become a Party to the MoU, adopted by the Committee at its first session, the UN/ECE secretariat has communicated this request to all Parties of the MoU on 21 July 2000. As a consequence, on 20 October 2000 Croatia will become a Party to the MoU if, by that date, no objection had been communicated to the UN/ECE secretariat. The Committee also noted that the Government of Hungary had transmitted a letter to the UN/ECE supporting the candidature of Croatia.

## **E. REVIEW OF RESERVATIONS TO ARTICLES 3 AND 8 OF THE MoU**

Documentation: SECI Memorandum of Understanding (MoU); Reports of the first and second sessions of the Committee.

8. The Committee was informed by the representative of Hungary that his Party maintained, for the time being, the reservations to Article 3, paragraphs 1, 2, 3 and 4 of the MoU.

**F. IMPLEMENTATION OF THE PROVISIONS OF THE MOU IN LINE WITH THE PROGRAMME OF WORK OF THE COMMITTEE**

Documentation: SECI Memorandum of Understanding (MoU); Reports of the first session (particularly Annex II) and the second session of the Committee.

9. The Committee reviewed progress made in the implementation of the provisions of the MoU taking account of the time frames provided in the MoU and the work programme of the Committee adopted at its first session in Alexandroupolis (Greece).

**(i) Identification of roads servicing international traffic (E-Roads)  
(in accordance with Article 6 of the MoU)**

Documentation: Informal Documents No. 10, 9 and 6, Add.1 (2000) prepared by the UN/ECE secretariat.

10. In accordance with the decision taken at the first and second sessions of the Committee, the UN/ECE secretariat has prepared an updated version of the complete E-Road network based on information received through a questionnaire identifying those sections of the E-Road network in the SECI region on which lorries in international transport complying with the relevant regulations of the European Community on maximum dimensions and weights are allowed without requiring payment of charges for excess weight and dimensions (Informal Document No. 6, Add.1 (2000)). All SECI participating States, except the Republic of Moldova, have provided the requested data. On that basis, the UN/ECE secretariat has prepared maps covering all SECI participating States, also in an electronic format available on the relevant UN/ECE SECI web site ([http://www.unece.org/trans/new\\_tir/seci/intro.htm](http://www.unece.org/trans/new_tir/seci/intro.htm)).

11. On the basis of a draft prepared by Greece, in cooperation with the UN/ECE secretariat (Informal Document No. 9 (2000)), the Committee considered and adopted a Protocol to the MoU on the implementation of Article 6 of the MoU on roads servicing international traffic (E-Roads) on which lorries in international transport complying with the relevant directives of the European Community on maximum dimensions and weights (96/53/EC (25 July 1996) and 97/27/EC (22 July 1997)) are allowed (see Annex 1).

12. The Committee decided to establish, as a second step, a list of those E-Roads which are currently upgraded or are planned to be upgraded in order to allow for the carriage of road vehicles in line with the above EC regulations in accordance with Article 6, paragraph 1 of the MoU. Criteria allowing the establishment of internationally comparable information in this respect would need to be considered in this context by the Committee at its next session.

(ii) **Preparation of an international goods road vehicle weight certificate**  
**(in accordance with Article 7 of the MoU)**

Documentation: Informal Documents No. 17, 11 and 1, Add.1 (2000) prepared by the UN/ECE Ad Hoc Group of Technical Experts and the UN/ECE secretariat.

13. In accordance with Article 7 of the MoU, taking account of the considerations at its first and second sessions, and on the basis of proposals made by an UN/ECE Group of Technical Experts which had met in Geneva on 1 August 2000 (Informal document No. 11 (2000)), the Committee approved in principle an International Vehicle Weight Certificate (IVWC) as well as the text of a Protocol to the MoU in this respect, subject to a number of issues of a technical and administrative nature as contained in Annex 2.

14. With a view to resolving these issues, the Committee invited the UN/ECE secretariat to convene another group of technical experts, possibly in Geneva on 13 November 2000, in conjunction with the annual session of the UN/ECE Working Party on Road Transport. Particular attention should be given to the determination of the maximum permissible weighing errors as well as to other technical aspects ensuring that, independent of the weighing procedure used, the results obtained were identical. The Committee also invited all delegations to review with national experts the provisions of the above Protocol and to explore ways and means to ensure that its provisions as well as the international vehicle weight certificate could be implemented in all Parties to the MoU as soon as possible.

15. In this context, the Committee took note of information on vehicle weighing stations in SECI participating States provided in Informal Document No. 17 (2000) and recalled that, at present, only very few weighing stations in the regions are equipped with scales able to provide accurate individual axle weight measurements. Therefore, the Committee felt that it might be considered to allow, for a short transitional period only, the requirement of total road vehicle weight only rather than the full set of weight measurements, including individual axle weight. As an alternative, transport operators would have to obtain, in those countries that required, in accordance with national legislation, measurement of individual axle weights at entry and exit points, an additional vehicle weight certificate which would then be valid for the whole transport operation in the Parties to the MoU.

16. The Committee was informed that the Administrative Committee for the International Convention on the Harmonization of Frontier Controls of Goods (1985), at its forthcoming session (Geneva, 18 and 20 October 2000), would also consider the inclusion of a vehicle weight certificate into a newly to be created Annex 9 to the Convention. Representatives of SECI participating States, Contracting Parties to the Convention were invited to attend this session of the Administrative Committee.

(iii) **Implementation of Article 3 of the MoU**  
**(Progressive liberalization and sustainability of international road transport)**

Documentation: Informal Document No.18 (2000); ECMT/IRU guide for Government officials and carriers on the use of the ECMT multi-lateral quota.

17. The Committee reviewed once more the Draft Joint Statement on the Implementation of Article 3 of the MoU on progressive liberalization and sustainability of international road transport as approved already, in principle, at its second session.

18. The Committee adopted a Joint Statement on the implementation of Article 3, paragraph 3 of the MoU providing guidance on the implementation of a quota-free regime for “green” and “greener and safe” lorries by 1 January 2001 in accordance with the relevant ECMT regulations. The Joint Statement adopted by the Committee is contained in Annex 3 to this report.

19. As his country had entered a reservation to Article, 3, paragraph 3 of the MoU, the representative of Hungary did not take part in the considerations of this issue.

20. The Committee was informed about the administrative procedures allowing for the identification of “green” and “greener and safe” lorries. Details on the “green” and “greener and safe” lorry scheme as well as on the required certificates allowing for unequivocal identification of such vehicles are contained in Annex 4 to this report.

21. The Committee was informed by the delegations present on progress made in the implementation of Article 3, paragraph 3 of the MoU (see Annex 5 to this report). It noted with satisfaction that most SECI participating States had already undertaken the necessary steps in the framework of bilateral road transport agreements to ensure an early implementation of the relevant provisions of the MoU.

(iv) **Maintenance of an international information system**  
**(in accordance with Article 9 of the MoU)**

Documentation: Informal Document No. 12 (2000) (to be prepared and distributed by the UN/ECE secretariat following the session of the Committee).

22. In accordance with Article 9 of the MoU and following the decisions taken at the first session of the Committee, the UN/ECE secretariat has established an international information system on road transport in the SECI regions containing detailed information on permissible road vehicle weight and

dimensions, transportation costs, combined transport services and road transport control and enforcement agencies in the region.

23. The Committee took note of an Internet presentation of the information contained in the information system and urged all delegations to inform the interested private sector and Governmental authorities about the availability of the system ([http://www.unece.org/trans/new\\_tir/seci/seci\\_table.htm](http://www.unece.org/trans/new_tir/seci/seci_table.htm)). The Committee expressed its appreciation towards the IRU and the ECMT for the provision of free access to their internet services.

(v) **Accession to international agreements**  
**(in accordance with Article 4 of the MoU)**

Documentation: Informal Document No. 13 (2000) prepared by the UN/ECE secretariat.

24. The UN/ECE secretariat provided a status report on the accession by SECI participating States to the international agreements and conventions contained in the Annex to the MoU.

25. The Committee noted that Romania had acceded to the International Convention on the Harmonization of Frontier Control of Goods (1982) and that Albania has ratified the Convention on Road Traffic (1968).

(vi) **Review of charging policies in the region**  
**(in accordance with Article 8 of the MoU)**

Documentation: Informal Document No. 15 (2000) (prepared by Greece) and Informal Document No. 4 (2000) (road user charges in the PHARE countries).

26. The Committee reviewed once more a Joint Statement already approved in principle at its second session containing provisions which aimed at a gradual convergence of charging policies for international road transport of goods in line with the standards and principles applicable in the European Union and contained in the relevant ECMT resolutions (Informal Document No.15).

27. Following a detailed discussion of its provisions, the Committee adopted the Joint Statement as contained in Annex 6 to this report and requested the UN/ECE secretariat to establish terms of reference for the group of experts charged to study these issues for consideration by the Committee at its next session.

28. The Committee also decided to consider in this context the feasibility of establishing a regional vignette system covering user charges.

**(vii) Review of visa facilitation procedures for professional drivers**  
**(in accordance with Article 10 of the MoU)**

Documentation: Informal Document No. 14 (2000) prepared by the UN/ECE secretariat.

29. Recalling its earlier discussions on existing streamlined procedures in Bulgaria, Romania and Turkey, based on bilateral arrangements, allowing for quick and unbureaucratic delivery of visas for professional drivers without jeopardizing internal security and administrative control, the Committee took note of the results of a questionnaire which has been prepared by the UN/ECE secretariat.

30. The Committee stressed once more the importance of this issue which needed to be addressed urgently in order to implement the relevant provisions of the MoU.

**(viii) Procedures for the implementation of the MoU**

Documentation: Informal Document No. 19 (2000).

31. The Committee took note of a document prepared by the UN/ECE secretariat providing guidance on the procedures to be taken for the acceptance of Protocols to the MoU.

**G. PROGRAMME OF WORK (ACTION PLAN AND STRATEGIES)  
FOR IMPLEMENTATION OF THE MOU**

Documentation: Informal Document No. 16 (2000); Report of the first session of the Committee (particularly Annex II).

32. The Committee reviewed its programme of work, including its action plan and strategies for implementation of the MoU taking account of progress made in the various fields covered by the MoU and dealt with by the Committee. It noted that all work and activities provided for in the MoU and requested to be undertaken by the Committee were well on track and could be finalized in line with the deadlines provided for in the MoU.

33. The Committee took note of a progress report prepared by the host country containing an account of the activities undertaken by the Committee during the past year (Annex 7).

34. The Committee requested the UN/ECE secretariat to update its programme of work in line with the decisions taken by the Committee at its present session (Annex 8).

**H. HOST AND VENUE OF THE FOURTH SESSION OF THE COMMITTEE  
(in accordance with Article 12, paragraph 2 of the MoU)**

35. The Committee noted with appreciation the offer of the Government of Turkey to host the sessions of the Committee in the year 2001 and noted that the fourth session of the Committee was tentatively scheduled to be held in late April/early May 2001.

**I. OTHER BUSINESS**

36. The Committee expressed its great appreciation to the Greek Government, in particular to the Ministry of Transport and Communications, for the professional organization of the meetings of the Committee and for the warm hospitality extended to all participants during the past two years.

**J. ADOPTION OF THE REPORT**

37. The Committee adopted the present conclusions of its third session on the basis of a draft prepared by the UN/ECE secretariat.

**K. LIST OF PARTICIPANTS**

38. The list of participants is contained in Annex 9 to this report.

\* \* \*

**Annex 1**

**Protocol**

**to the Memorandum of Understanding (MoU)  
on the Facilitation of International Road Transport of Goods in the SECI Region  
signed by Ministers responsible for Transport on 28 April 1999 at Athens**

**on the implementation of Article 6 of the MoU on  
Roads Servicing International Traffic (E-Roads)**

**adopted by the Regional Road Transport Committee (RRTC)  
on 5 October 2000**

1. The Parties, with a view to implementing Article 6 of the Memorandum of Understanding (MoU) agree on the list given below of those sections of the E-Road network in the SECI region on which lorries in international transport complying with the relevant regulations of the European Community on maximum dimensions and weights are allowed (European Community Directives 96/53 EC 1996 and 97/27/EC 1997).
2. On the E-Roads sections listed below, in accordance with Article 8, paragraph 3 of the Memorandum of Understanding (MoU), no charges for excess weight and/or excess dimensions shall be imposed on goods road vehicles complying with the above regulatory framework of the European Community (EC).
3. The Parties shall strive to upgrade those sections not yet suitable for the implementation of the above mentioned regulatory framework and shall inform the Regional Road Transport Committee accordingly.
4. The Regional Road Transport Committee shall, in accordance with Article 6, paragraph 2 of the MoU, consider, adopt and modify, if necessary, the list of E-Road sections given below on the basis of proposals from the Parties.
5. This Protocol has been adopted by the Regional Road Transport Committee on 5 October 2000 in accordance with Article 6, paragraph 2 of the MoU. Those Parties to the MoU which need to enact national legislation to implement the Protocol shall finalize this work at the latest six (6) months following its adoption. The Regional Road Transport Committee shall be informed accordingly.

## LIST of E-ROADS

(in accordance with the European Agreement on Main International Traffic Arteries (AGR)  
of 15 November 1975)

allowing for the use of goods road vehicles  
complying with the regulations of the European Community (EC)  
on maximum dimensions and weights in international road transport

### I. Albania (AL)<sup>1</sup>:

E 762 (YU/Bozaj-) Hani i Hotit - Tirana

E 852 Tirana – Kapshtica/Kafasan (-Podmolje/MK)

E 752<sup>2</sup> Shkoder - Morine (-Vbrnica/YU)

### II. Bosnia and Herzegovina (BiH):

E 65 (HR/Klek-) Neum 1 – Neum 2 (Duzi) (-Zaton Doli/HR)

E 71 (HR/Lièko Petrovo Selo -) Izaèiæ - Bihac – Ripaè (- Už ljebiæ/HR)

E 73 (HR/Slavonski Šamak-) Bosanski Šamak - Zenica - Mostar - Doljani  
(-Metkoviæ/HR)

E 661 (HR/Stara Gradiška-) Bosanska Gradiška - Banja Luka - Jajce - Donji Vakuf  
- Zenica

E 761 Bihaæ- Jajce - Donji Vakuf - Zenica - Sarajevo - - Vardište (-Už iæ/YU)

E 762 Sarajevo - Šæpan Polje (-...../YU)

---

<sup>1</sup> Albania has not yet acceded to the AGR.

<sup>2</sup> This E-Road is not part of the AGR.

**III. Bulgaria (BG):**

E 80 Sofia - Plovdiv - Orizovo

E 79 Botevgrad - Sofia

**IV. Croatia (HR):**

E 59 (SLO/Gruskovje-) Macelj- Krapina - Zapresic - Zagreb

E 61 (SLO/Starod-) Pasjak - Jusici - Diracje - Orehovica

E 65 (H/Letenye-) Gorican - Varazdin - Zagreb - Karlovac - Rijeka - Split - Klek  
(-Neum/BiH);

(BiH/Duzi-) Zaton - Doli - Dubrovnik - Debeli Brijeg (-...../YU)

E 70 (SLO/Obrezje-) Bregana - Zagreb - Djakovo - Velika Kopanica - Lipovac  
(-...../YU)

E 71 (H/Letenye-) Gorican - Varazdin - Zagreb - Karlovac – Licko Petrovo  
Selo – Vaganac – (BiH/Grabovac) – Strmica - Korenica – Gracac - Knin -  
Klis - Solin

E 73 (H/Udvar-) Knezevo - Beli Manastir - Osijek - Djakovo - Slavonski  
Samac (-Samac/BiH);

(BiH/Doljani-) Metkovic - Opuzen

E 80 Dubrovnik - Debeli Brijeg (-...../YU)

E 661 (H/Barcs-) Terezino Polje - Virovitica - Okucani - Stara Gradiska  
(-Gradiska/BiH)

E 662 (YU/Bezdan-) Batina - Knezevo – Osijek

E 751 Matulji - Vozilici - Labin - Pula - Buje - Plovanija (-Secovlje/SLO)

E 761 Grabovac - Licko Petrovo Selo (-Bihac/BiH)

**V. The former Yugoslav Republic of Macedonia (MK):**

E 65 Petrovec - Skopje - Kicevo - Ohrid - Bitola - Medjitlija (-Niki/GR)

E 75 (YU/Strecovce-) Tobanovce - Kumanovo - Skopje - Gevgelija - Bogorodica (-Evzoni/GR)

E 852 (AL/Kapshtica-) Struga - Polmolje - Ohrid

E 871 (BG/Gyueschevo-) Deve Bair - Kumanovo

**VI. Greece (GR):**

E 55 Igoumenitsa - Prevaza - Messolongi - Rion - Patrai - Pyrgos – Kalamata

E 65 MK/Medjitlija-) Niki - Vevi- Kozani - Lárissa - Domokos - Lamia - Brallos - Itea - Antirion ... Rion - Egion - Korinthos - Tripoli - Kalamata ... Kissamos - Chania

E 75 (MK/Bogorojca-) Evzoni - Thessaloniki - Lárissa - Almyros - Lamia - Athinai ... Chania - Iraklion - Agios Nikolaos - Sitia

E 79 BG/Kulata-) Promachon - Thessaloniki

E 85 (BG/Svilengrad-) Ormenio - Kastanies - Didymoteicho - Alexandroupoli

E 86 Krystalopigi - Florina - Vevi – Yefira

E 90 Igoumenitsa - Ioannina - Kozani - Thessaloniki - Alexandroupoli - Pherrai (-Ipsala/TR)

E 92 Igoumenitsa - Ioannina - Trikala - Volos

- E 94 Corinthos - Athinai
- E 853 Ioannina - Ktismata (-Kakvija/AL)
- E 951 Ioannina - Arta - Agrinion - Messolongi
- E 952 Aktio - Vonitsa - Amfilochia - Karpenissi - Lamia
- E 961 Tripoli - Sparti - Githio
- E 962 Elefsina - Thiva

**VII. Hungary (H):**

- E 60 (A/Nickelsdorf-) Hegyeshalom - Mosonmagyaróvár - Győr – Budapest
- E 65 (SK/Rusovce-) Rajka - Mosonmagyaróvár
- E 71 Füzesabony - Budapest;  
Budapest - Balatonaliga – Zamáty
- E 75 (SK/Rusovce-) Rajka - Mosonmagyaróvár – Győr – Budapest -  
Kiskunfelegyháza
- E 77 Vac - Budapest

**VIII. Slovenia (SLO):**

- E 57 (A/Spielfeld-) Sentilj - Maribor - Ljubljana
- E 59 (A/Spielfeld-) Sentilj - Maribor – Gruskovje – (Macelj/HR)
- E 61 (A/Karawankentunnel-) Karavanke - Naklo - Ljubljana - Fernetici (-I/ Triest  
- Pesse) – Kozina - Starod (-Pasjak/HR)
- E 70 (I/Triest-) Fernetici - Ljubljana – Trebnje – Brežice - Obrežje (-St. vas  
Bregana/HR)

- E 652 (A/Loibltunnel) Ljubelj - Naklo  
E 751 (HR/Kaldanija-) Secovlje - Koper

**IX. Turkey (TR):**

- E-80:** Kapikule-Istanbul-Bolu-Amasya-Erzincan-Gürbulak  
**E-90:** Ipsala-Gelibolu-Bursa-Eski°ehir-Sivrihisar-Pozanti-Gaziantep-Habur  
**E-84:** Ke°an-Tekirdag-Kinali  
**E-87:** Aziziye-Babaeski-Havsa-Ke°an-Izmir-Aydin-Denizli  
**E-88:** Ankara-Yozgat-Sivas-Refahiye  
**E-89:** Gerede-Ankara  
**E-91:** Iskenderun-<sup>a</sup> ekerek-Yayladađi  
**E-96:** Anadolu Lise-Sivrihisar  
**E-97:** Trabzon-Gümü°hane-A°kale  
**E-98:** Topbođazi-Kirikhan- Cilvegözü  
**E-99:** Dođubeyazit-Bitlis-Diyarbakir-Urfa  
**E-95:** Samsun-Amasya  
**E-70:** Samun-Sarp

**Annex 2**

DRAFT

**Protocol**

**to the Memorandum of Understanding (MoU)  
on the Facilitation of International Road Transport of Goods in the SECI Region  
signed by Ministers responsible for Transport on 28 April 1999 at Athens**

**on the introduction of an  
International Goods Road Vehicle Weight Certificate**

1. The Parties, in accordance with Article 7 of the Memorandum of Understanding (MoU) on the Facilitation of International Road Transport of Goods in the SECI Region, signed on 28 April 1999 at Athens, taking account of the views of the Regional Road Transport Committee, established in accordance with Article 12 of the MoU introduce herewith an International Vehicle Weight Certificate (IVWC) as annexed to this Protocol.
2. The objective of the International Vehicle Weight Certificate (IVWC) is to facilitate border crossing procedures and, in particular to avoid repetitive weight measurements of goods road vehicles en route in the participating countries. Duly filled-in certificates shall be accepted as bearing valid weight measurements by the competent authorities of SECI participating States. Competent authorities shall refrain from requiring additional weight measurements.
3. The International Vehicle Weight Certificate (IVWC) shall be issued and used under the supervision of a designated Governmental authority in each Party to the MoU in line with the procedure described in the annexed certificate.
4. The use of the certificate by transport operators is optional.
5. The Parties shall approve authorized weighing stations to fill-in, together with the operator/driver of the goods road vehicle, the International Vehicle Weight Certificate (IVWC) in accordance with the following minimum requirements:
  - (a) Weighing stations shall be equipped with certified weighing equipment (scales). These scales may be built into fixed installations (platform scales) or may consist of portable equipment. In the latter case particular attention has to be accorded to the accuracy of the weighing results.

(b) The weighing equipment (scales) shall be well maintained. It shall be regularly verified and sealed by the competent national authorities responsible for weights and measures. The weighing equipment (scales), its accuracy levels and its usage shall comply with the rules and recommendations established by the International Organization for Legal Metrology (OIML) [figures for maximum permissible errors to be inserted].

(c) Weight measurements may be taken using static or dynamic (weigh-in-motion WIM) procedures. Particular care should be taken to minimize the intrinsic error values of the weighing equipment and the errors due to external factors (levelling, road surface, vehicle suspension system, etc.).

6. In exceptional cases and, particularly when irregularities are suspected, the competent authorities may re-weigh the vehicle.

7. The model of the attached certificate may be reproduced in any of the languages of the participating countries provided that the layout of the certificate and the placing of the items therein are not modified.

8. The Parties shall publish a list of all authorized weighing stations. These lists as well as any modification thereto shall be transmitted to the other Parties and to the UN/ECE secretariat for distribution to interested organizations and users.

9. Transitional provisions: Since only very few weighing stations in the SECI participating States are equipped at present with scales able to provide individual axle weight measurements, the Parties [except Romania] agree that, during a transitional period, expiring [12 months] following the entry into force of this Protocol, gross vehicle weight measurements as provided for under item 7.3 in the International Vehicle Weight Certificate (IVWC) shall be sufficient and shall be accepted by the competent national authorities.

[10. This Protocol will enter into force subject to its adoption by the Regional Road Transport Committee.]

\* \* \*

**Annex 3**

**Joint Statement**

**to the Memorandum of Understanding (MoU)  
on the Facilitation of International Road Transport of Goods in the SECI Region  
signed by Ministers responsible for Transport on 28 April 1999 at Athens**

**on the implementation of Article 3 of the MoU on  
Progressive Liberalization and Sustainability of International Road Transport**

**adopted by the Regional Road Transport Committee (RRTC)  
on 5 October 2000**

1. The Parties, with a view to implementing paragraph 3 of Article 3 of the SECI MoU on the Facilitation of International Road Transport of Goods, undertake to adopt a "Protocol" to their bilateral Agreements, or a Protocol in case such agreements do not exist, through diplomatic channels or as a result of bilateral meetings, if they so consider appropriate.

2. The Parties, keeping in mind the provisions of paragraphs 2 and 4 of Article 3 of the MoU, shall endeavour to include in the bilateral Protocols the following text, or any equivalent text, in order to safeguard the uniformity of the application and implementation of the provisions of paragraph 3 of Article 3 of the MoU:

"As of 1 January 2001, the Parties shall allow for quota free bilateral and transit transport to/through their territory for "green" and "greener and safe" lorries, in accordance with the definitions of the ECMT, registered in any of the Parties to the MoU".

3. The Parties shall take all measures necessary for the implementation of the provisions of the present Joint Statement, at the latest by 1 January 2001, so as to allow for adequate time for the exchange of permits before 1 January 2001, if so required by the Parties. If such permits are required, in order to allow for sufficient time for their printing and distribution, the Parties are requested to inform each other by 15 November 2000, at the latest, about the number of such permits required for bilateral and transit traffic for the year 2001.

\* \* \*

## Annex 4

### Guide on the Use of the ECMT Multilateral Quota ECMT/IRU, 2 edition, 1998 (excerpts)

#### **The “green” lorry scheme**

Member countries that have opted to participate in the “green” lorry scheme have more licences than they would have had if they had not done so, although their licences can **only** be used for the carriage of goods by means of lorries complying with the following standards:

*a) Noise emissions for the vehicle*

(as laid down in Directive 92/97/EEC or ECE Regulation N° 51/02 and KDV 1967<sup>1</sup>)

78 dB (A) for vehicles with power up to 150 kW

80 dB (A) for vehicles with power over 150 kW.

*b) Chemical exhaust emissions for diesel engines*

(as laid down in Directive 91/542/EEC, or in ECE Regulation N° 49/02, approval A [“EURO1”], as far as production conformity is concerned)

CO: 4.9 g/kWh

HC: 1.23 g/kWh

No<sub>x</sub>: 9.0 g/kWh

Part.: 0.4 g/kWh<sup>2</sup>

A certificate of conformity with these standards is to be carried on board the vehicle together with the logbook.

People authorised to fill it in are either the manufacturer or the authorised representative of the manufacturers in the State of registration. In the latter case, the authorised representative has also to indicate the name of the manufacturer of whom he is the authorised representative.

The certificate is issued once for the vehicle and does not have to be renewed, unless the basic data indicated on it, for any kind of emissions, have been changed. The certificates already filled-in (1998) will therefore remain valid as far as the basic data indicated on them have not been changed.

---

<sup>1</sup> KDV = Kraftfahrzeugesetzdurchführungs-Verordnung = HGV Act implementing regulations (Austria).

<sup>2</sup> In the case of engines of 85 kW or less, a coefficient of 1.7 is applied to the limit value for particles emissions.

For certificates to be issued for new vehicles or for vehicles where the basic data have been changed, countries should however gradually use the new models for certificates as shown in Annex 3, at the latest as of 1 January 2000.

The certificate is available either in English or in French or in German. It must be accompanied by translations into the other two languages (see Annex 3).

In any event, should an on-the-spot check show that the emission values given on the certificate are exceeded, it is considered that the technical specifications have not been met. In such a case, the certificate is deemed to be invalid.

To facilitate and speed up frontier crossings, it is strongly recommended that "green lorries" should display at the front of the vehicle a magnetic "badge" or sticker. The badge should be green (background) and white (border) and bear the inscription "U" or "E" (Umwelt=Environment) (cf. Annex 6).

### **The "greener and safe" lorry scheme**

The requirements for the "greener and safe" lorry are the following:

#### *Noise emissions for the vehicle*

(as laid down in Directive 92/97/EEC or in ECE Regulation No. 51/02 and KDV 1967<sup>3</sup>)

78 dB(A) for vehicles # 150 kW

80 dB(A) for vehicles > 150 kW

#### *Chemical exhaust emissions for diesel engines*

(as laid down in Directive 91/542/EEC or in ECE Regulation No. 49/02, approval B, ["EURO 2"])

CO	4.0 g/kWh
HC	1.1 g/kWh
NOx	7.0 g/kWh
particle	0.15 g/kWh

#### *Minimum technical and safety requirements*

(according to ECMT Resolutions CEMT/CM(95)4/Final and CEMT/CM(96)5)

---

<sup>3</sup> KDV = Kraftfahrzeugesetzdurchführungs-Verordnung = HGV Act implementing regulations (Austria).

1. Vehicles and their trailers must have a minimum tread depth of 2 mm on all tyres.
2. Vehicles (semi-trailer tractors excepted) and their trailers, as referred to in the regulations quoted, must have a rear underrun protection device (according to ECE Regulation N° 58/01 or Directive 70/221/EEC, as last amended by Directive 81/333/EEC).
3. Vehicles (semi-trailer tractors excepted) and their trailers, as referred to in the regulations quoted, must have lateral underrun protection guards, in accordance with ECE Regulation N° 73/00 or Directive 89/297/EEC.
4. Vehicles must have hazard warning signal, in accordance with ECE Regulation N° 6/01 or Directive 76/759/EEC and a red warning triangle, in accordance with ECE Regulation N° 27/03.
5. Vehicles must use a tachograph, in accordance with EEC Regulation 3821/85, as last amended by EEC Regulation N° 3688/92.
6. Vehicles must have speed limitation devices according to ECE-regulation 89 or according to Directive 92/24/EEC.
7. Heavy and long vehicles must have retroreflecting rear marking plates according to ECE Regulation N° 70.
8. Vehicles must have anti-lock brakes (in accordance with ECE Regulation 13/06 or Directive 71/320/EEC, as last amended by Directive 91/422/EEC).
9. Vehicles must have a steering device in accordance with ECE Regulation 79/01 or Directive 70/311/EEC, as last amended by Directive 92/62/EEC.
10. Vehicles must fulfil the requirements concerning the roadworthiness test as laid down in EC Directive 77/143/EEC. In particular, the Directives 92/54/EEC and 94/23/EEC (brakes), as well as Directive 92/55/EEC (smoke: entry into force for diesel engines 1 January 1996) have to be taken into account. In compliance with the Directive 77/143/EEC, the roadworthiness test has to be passed every year, so that the certificate of compliance must not be older than 12 months;

Furthermore, ECMT licences for the “greener and safe” lorry can only be used by vehicles which comply with the technical specifications set out above and are valid only if they are accompanied by fully completed certificates indicating compliance with these technical standards.

The certificates are available either in English or in French or in German. They must be accompanied by translations into the other two languages (see Annexes 4A and 4B).

The certificate concerning noise and exhaust emissions requirements (cf. Annex 4A), for “greener and safe” lorries can be filled in either by the manufacturer or by the authorised representative of the manufacturers in the State of registration. In the latter case, the authorised representative has also to indicate the name of the manufacturer of whom he is the authorised representative.

The certificate is issued once for the vehicle and does not have to be renewed, unless the basic data indicated on it, for any kind of emissions, have been changed. The certificates already filled-in (1998) will therefore remain valid as far as the basic data indicated on them have not been changed. For certificates to be issued for new vehicles or for vehicles where the basic data have been changed, countries should however gradually use the new models for certificates as shown in Annex 4A, at the latest as of 1 January 2000.

The certificate concerning safety requirements for “greener and safe” lorries:

- firstly, has to be renewed at least every year;
- secondly, is required for both the vehicle itself and the trailer;
- lastly, is also required for new vehicles.

It should be noted that the model reproduced in Annex 4B takes into account the latest Directives adopted within the European Union which cancel and replace the previous Directives which are referred to in the Resolutions CEMT/CM(95)4/Final and CEMT/CM(96)5 and in the preceding paragraphs.

This certificate concerning safety requirements for the greener and safe lorry is valid for 12 months only and therefore has to be renewed each year. Countries should gradually replace the existing certificates by the models shown in Annex 4B, which must be used at the latest as of 1 January 1999.

The certificates must be filled-in according to these provisions by:

- the Body or Establishment designated and directly supervised by the State of Registration for the purpose of Directive 96/96/EC, or

for newly manufactured vehicles:

- the competent validation Services in the country of registration;
- the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, or
- a combination of the competent validation Services in the country of registration and the vehicle Manufacturer, or the authorised Representative of the Manufacturer in the country of registration, when all the equipment is not fitted by the vehicle manufacturer.

In any event, should an on-the-spot check show that the emission values and safety requirements given on the certificate are not fulfilled, it is considered that the technical specifications have not been met. In such a case, the certificate is deemed to be invalid.

To facilitate and speed up frontier crossing, it is strongly recommended that greener and safe lorries should display at the front of the vehicle a “magnetic” badge or sticker modelled on that reproduced in Annex 6. The badge should be green (background) and white (border) and bear the inscription “S” in white (Sûr=Safe=Sicher).

**No.....**

**REQUIREMENTS FOR NOISE AND EXHAUST EMISSIONS  
FOR THE "GREEN" LORRY**

Certificate of compliance with the technical provisions of Resolution CEMT/CM(91)26/ Final

The:
as manufacturer or authorised representative of the manufacturer in the State of Registration <sup>1</sup> :
of the vehicle described hereafter, hereby confirms that the said vehicle is, on ....., identical to a vehicle, which was on ....., in compliance with the provisions of Resolution CEMT/CM(91)26/Final, and confirms that the particulars entered overleaf are correct.

Company signature of the manufacturer or of the authorised representative of the  
manufacturer in the State of Registration

-----

Place Date Signature

<sup>1</sup> Delete inappropriate mention.

Vehicle type:
Vehicle identification number:
Engine type:
Engine number:

<b>Measured according to<sup>1</sup>: ISO, ECE R.85, Directive 80/1269/EEC, as amended by Directive 89/491/EEC</b>	
Maximum engine power [kW]:	at engine speed [rpm]:

<b>Measured according to<sup>1</sup>: ECE R. 51/ 02, Directive 70/ 157/ EEC, as amended by Directive 92/ 97/ EEC</b>		
Maximum values [dB( A)] <sup>2</sup>	Engine power	Measured values [dB( A)]
78	< = 150 kW	
80	> 150 kW	

On:	In:
By:	
Approach speed [km/ h]:	in gear:
Compressed air noise [dB( A)]:	
Proximity noise level [dB( A)]:	at engine speed [rpm]:

<b>Measured according to: Annex 1 g KDV 1967<sup>3</sup></b>	
Engine braking noise [dB( A)]:	
Ambient noise [dB( A)]:	at measure point 2:
	at measure point 6:

<b>Measured according to<sup>1</sup>: ECE R. 49/02 Approval A, Directive 88/77/EEC as amended by Directive 91/542/EEC, Approval A</b>		
Maximum values [g/ kWh] <sup>2</sup>	Pollutant	Measured value [g/ kWh]
4.9	CO	
1.23	HC	
9.0	NOx	
Power <=85 kW: 0.68 Power >85 kW: 0.4	Particle	

<sup>2</sup> ECMT Resolution CEMT/CM(91)26/Final.

<sup>3</sup> KDV ("Kraftfahrzeugesetzdurchfuhrungs-Verordnung") = HGV Act implementing regulations (Austria).

No.....

**REQUIREMENTS FOR NOISE AND EXHAUST EMISSIONS  
FOR THE “GREENER AND SAFE” LORRY**

Certificate of compliance with the technical provisions of Resolutions CEMT/ CM(95)4/Final and CEMT/CM(96)5/Annex 1

The:
as manufacturer or authorised representative of the manufacturer in the State of Registration <sup>1</sup> :
of the vehicle described hereafter, hereby confirms that the said vehicle is, on ....., identical to a vehicle, which was on ....., in compliance with the provisions of Resolutions CEMT/CM(95)4/Final and CEMT/CM(96)5/Annex 1, and confirms that the particulars entered overleaf are correct.

Company signature of the manufacturer or of the authorised representative of the  
manufacturer in the State of Registration

Place \_\_\_\_\_ Date \_\_\_\_\_ Signature \_\_\_\_\_

<sup>1</sup> Delete inappropriate mention.

Vehicle type:
Vehicle identification number:
Engine type:
Engine number:

<b>Measured according to<sup>1</sup>: ISO, ECE R.85, Directive 80/1269/EEC, as amended by Directive 89/491/EEC</b>	
Maximum engine power [kW]:	at engine speed [rpm]:

<b>Measured according to<sup>1</sup>: ECE R.51/02, Directive 70/157/EEC, as amended by Directive 92/97/EEC</b>		
Maximum values [dB( A)] <sup>2</sup>	Engine power	Measured values [dB( A)]
78	< = 150 kW	
80	> 150 kW	

On:	In:
By:	
Approach speed [km/ h]:	in gear:
Compressed air noise [dB( A)]:	
Proximity noise level [dB( A)]:	at engine speed [rpm]:

<b>Measured according to: Annex 1 g KDV 1967<sup>3</sup></b>	
Engine braking noise [dB( A)]:	
Ambient noise [dB( A)]:	at measure point 2:
	at measure point 6:

<b>Measured according to<sup>1</sup>: ECE R.49/02 Approval B, Directive 88/77/EEC as amended by Directive 91/542/EEC</b>		
Maximum values [g/ kWh] <sup>2</sup>	Pollutant	Measured value [g/ kWh]
4.9	CO	
1.23	HC	
9.0	NOx	
0.15	Particle	

<sup>2</sup> ECMT Resolution CEMT/CM(91)26/Final.

<sup>3</sup> KDV (“Kraftfahrzeugesetzdurchführungs-Verordnung”) = HGV Act implementing regulations (Austria).

**Annex 5**

Based on information received from Parties to the MoU, the UN/ECE secretariat has compiled the table below showing, in a systematic way, the status of implementation of Article 3, paragraph 3 of the MoU among SECI participating States. Since the Governments of Hungary and Slovenia have entered reservations to Article 3, paragraph 3, they are not expected to comply with its provisions.

Status: 20 November 2000

Country	Albania	Bulgaria	Bosnia and Herzegovina	Croatia	Greece	Hungary	Rep. of Moldova	Romania	FYROM	Slovenia	Turkey
Albania		R	O								
Bulgaria	R				O				O		X
Bosnia and Herzegovina	O			X		O			O	O	O
Croatia			X		O	X					
Greece		O		O			O		O	O	
Hungary			O						O		
Republic of Moldova					O						
Romania											R
FYROM		O	O		O	O				O	O
Slovenia			O		O				O		
Turkey		X	O					R	O		

**Legend**

- X Provisions of the Joint Statement, adopted by the Committee at its third session, have already been included into relevant bilateral road transport agreements.
- O No quantitative restrictions (quota) for lorries in bilateral and transit traffic.
- R No quantitative restrictions for bilateral traffic.

- No road transport agreement.
- Implementation has yet to be done.
- Not applicable.

## **Information on existing bilateral Agreements on International Road Transport**

### **Bulgaria**

- Agreement between the Government of the People's Republic of Bulgaria and the Government of the Republic of Turkey on the facilitation of the International Road Transport of Passengers and Goods  
Entry into force: 08.08.1979  
No permit requirement for bilateral and transit transport; permit requirement for back load transport and third country
- Agreement between the Government of the Republic of Bulgaria and the Government of the Republic of Macedonia on International Road Transport of Passengers and Goods  
Entry into force: 12.06.1999  
No permit requirement for bilateral and transit transport
- Agreement between the Government of the Republic of Bulgaria and the Government of the Republic of Albania on International Road Transport of Passengers and Goods  
Entry into force - 01.10.1999 /no permit requirement for bilateral transport

### Bosnia and Herzegovina

The table below provides an overview of the bilateral agreements concluded in the field of international road transport of goods. Agreements with Bulgaria, Greece and the Republic of Moldova will be concluded shortly.

#### PERMITS QUOTAS FOR ALL TYPES OF LORRIES

Country	PERMITS			
	Bilateral	transit	third countries	third countries including transit of country of registration
Albania	no permits	no permits	not allowable	not allowable
Bulgaria	-	-	-	-
Croatia	no permits	no permits	not allowable	not allowable
Hungary	no permits	no permits	no permits	-
Slovenia	no permits	no permits	200	no permits
Greece	-	-	-	-
Romania	1000	1000	200 <sup>*/</sup>	not allowable
Turkey	no permits	no permits	not allowable	not allowable
Moldavia	-	-	-	-
F.Y.R. Macedonia	no permits	no permits	300	not allowable
<sup>*/</sup> Romania: 1000 (800 bilateral-transit + 200 bilateral-transit-third)				

## **Greece**

1. Greece has proposed to Bosnia-Herzegovina, the establishment of a Bilateral Agreement and is preparing a Draft text to be considered.
2. Liberalization of bilateral and transit transport with Hungary and Republic of Moldova is of interest to Greece.
3. Bilateral meetings to renew the Agreements are to be convened with Romania and Turkey.

## **The Former Yugoslav Republic of Macedonia**

1. Agreement between the Macedonian Government and Albanian Government on International Transport of Passengers and Goods by Road, entered into force on 3 May 1998.  
In accordance with this Agreement permits for bilateral end transit are required. Ministry of Transport and Communications of the Republic of Macedonia suggested to the Ministry of Public Works and Transport, with letter from 26 October 2000, transport operations in bilateral and transit to be performed without permits from 1 January 2001.
2. Agreement between the Government of the Republic of Macedonia and the Republic of Bulgaria on International Road Transport of Passengers and Goods entered into force on 12 June 1999. - No permit requirement for bilateral and transit transport.
3. Agreement between the Government of the Republic of Macedonia and the Government of the Republic of Croatia, on International Road Transport entered into force on 11 May 1995. In accordance with this Agreement permits for bilateral and transit are required. Ministry of Transport and Communications of the Republic of Macedonia proposed to the Ministry of Maritime Affairs, Traffic and Communications of the Republic of Croatia, with letter from 26 October 2000, to implement the Article 3 of the MoU by introduction of special unlimited quota of bilateral-transit permits valid for "green" and "greener and safe" lorries in accordance with the definitions of ECMT from 1 January 2001.
4. Protocol on Transport and Communications, Athens 20.10.1995. - No permit requirement for bilateral and transit transport.
5. Agreement between the Macedonian Government and the Hungarian Government on International Carriage of Passengers and Goods by Road, entered into force on 30 August 1997.  
- No permit requirement for bilateral and transit transport.
6. Agreement between the Government of the Republic of Macedonia and the Government of the Republic of Slovenia, on International Road Transport of Passengers and Goods, entered into force on 1 May 1995. - No permit requirement for bilateral and transit transport.

7. International Road Transport Agreement between the Government of the Republic of Macedonia and the Government of the Republic of Turkey, entered into force on 4 October 1995.  
- No permit requirement for bilateral and transit transport.
  
8. Agreement between the Macedonian Government and the Romanian Government on Road Transport signed on 12 June 2000 and not entered into force yet. Ministry of Transport and Communications of the Republic of Macedonia proposed to the Ministry of Transport of Romania, with letter from 26 October 2000, to implement the Article 3 of the MoU by introduction of special unlimited quota of bilateral-transit permits valid for "green" and "greener and safe" lorries in accordance with the definitions of ECMT from 1 January 2001.
  
9. Agreement between the Government of the Republic of Macedonia and the Government of the Republic Moldova, on International Road Transport of Passengers and Goods, signed on 30 May 2000 and not entered into force yet. In accordance with this Agreement and Protocol of bilateral negotiations bilateral and transit permits are required but there are no any restrictions in the number of permits.
  
10. Agreement between the Government of the Republic of Macedonia and the Council of Ministers of Bosnia and Herzegovina on International Road Transport of Passengers and Goods initialled on 24 February 2000. - No permit requirement for bilateral and transit transport.

\* \* \*

**Annex 6**

**Joint Statement**

**to the Memorandum of Understanding (MoU)  
on the Facilitation of International Road Transport of Goods in the SECI Region  
signed by Ministers responsible for Transport on 28 April 1999 at Athens**

**on the implementation of Article 8 of the MoU on  
Charging Policies**

**adopted by the Regional Road Transport Committee on 5 October 2000**

The Parties, with a view to implementing Article 8 of the Memorandum of Understanding, aiming at a gradual convergence of charging policies for international road transport of goods as well as to adopt the European Union standards and relevant resolutions of the ECMT through the implementation of the principles of cost-relatedness, non-discrimination and transparency, without excluding any of these principles agreed on the following:

1. Cost relatedness (tolls/user charges)

Tolls are based on the distance travelled and user charges are based on the duration of the use of the infrastructure. They shall be differentiated in relation to the cost caused by road vehicles.

The Parties shall ensure that either tolls or user charges be levied upon carriers by the end of 2002. Tolls and user charges shall not be levied simultaneously for the same road section. Additional tolls or user charges for certain elements of infrastructure (bridges, tunnels, etc.) may be maintained.

The Parties shall take adequate measures to permit the payment of tolls or user charges at any time with different means of payment.

The tolls or user charges shall be related to the cost of constructing, improving, maintaining and operating the infrastructure concerned.

Each Party shall identify elements in line with their policies concerning tolls or user charges. This process may be facilitated by a special study for the determination of basic and commonly accepted components of charging systems.

2. Non-discrimination

The Parties shall take all appropriate steps to abolish all tolls or user charges levied on a discriminatory basis by the end of 2002, all national and international carriers being subject to the same level of tolls or user charges.

3. Transparency

The Parties shall ensure the availability of the information regarding their national charging system as well as the elements of their basis with a view to arriving at a gradual convergence of charging policies. The UN/ECE secretariat is requested to update the relevant international Information System on charges, when necessary.

4. Reporting Mechanism

The above mentioned issues should be studied by an ad hoc group of experts to be established by the Regional Road Transport Committee (RRTC) by mid-2001. The ECMT should be invited to assist in the work of the group of experts. The group of experts may meet, whenever necessary, upon request of the Regional Road Transport Committee (RRTC).

The group of experts, considering the results of its study, should also evaluate the level of implementation of the above principles and prepare a report for consideration and adoption by the Regional Road Transport Committee (RRTC). This task should be finalized by the end of the year 2002.

\* \* \*

**Annex 7**

**Progress report on the activities of the Regional Road Transport Committee**  
**prepared by the Government of Greece**  
**(in accordance with Article 4 of the Rules of Procedure of the Committee)**

1. **Background - results**

The Regional Road Transport Committee (RRTC) has met twice, in Alexandroupolis, in October 1999 and in Santorini, in May 2000 and has been making significant progress in the implementation and monitoring of the provisions of the MoU on the facilitation of international road transport of goods in SECI region.

It should be mentioned that the RRTC has established a very consistent work programme, specifying the actions to be realized, setting the means for their implementation and the appropriate time framework for all the MoU provisions.

More particularly, the RRTC has accomplished:

- A Protocol, in collaboration with the Greek Government, **on E-Roads servicing international traffic** and complying with the European Community standards as regards maximum permissible weights and dimensions of heavy goods vehicles, in accordance with Article 6 of the MoU for the abolition of special charges for those parts of the E-Roads where maximum permissible weights and dimensions are compatible to those of the Community.
- **A Protocol on the implementation of Article 3 of the MoU on progressive liberalization and sustainability of International Road Transport**, which provides for a quota – free regime for green, greener and safe goods vehicles, according to the definitions of the ECMT.
- **A Protocol on the implementation of Article 8 of the MoU on charging policies** which provides for the rationalization and gradual convergence of road transport charging systems through the adoption of the principles of transparency, cost relatedness and non-discrimination, prevailing in the framework of the European Community and regarding the designation of road transport pricing policies.

- **A Protocol on the introduction of an International Goods Road Vehicle Weight Certificate** acceptable by all SECI countries. The respective document has been prepared by the UN/ECE secretariat in co-operation with competent national authorities, experts from the industry and international bodies. The implementation of this document will help users to overcome delays and extra cost stemming from repetitive weighing.

It has to be mentioned that the RRTC has also remarkably progressed in the following fields:

- **The establishment of a database providing information to road users** on the different types and amounts of charges on waiting times at the borders, parking facilities, combined transport services etc. in SECI countries. The UN/ECE secretariat is currently administering this information system, which is available on the specific SECI Internet web site, on the basis of information received by the countries in the region.
- **The facilitation of issuing multiple entry visas** for professional drivers of certified international transport companies, without prejudice to the provisions of the Schengen Agreement. The UN/ECE secretariat has collected relevant information on visa facilitation procedures on the basis of relevant questionnaires filled in by participating States.
- **The accession to international road transport Agreements**, in particular to UN agreements and conventions. The UN/ECE secretariat, on the basis of questionnaires, has prepared a list also available on the web, with up-to-date information, on the status of accession to these agreements and conventions.

## 2. Follow up

The 3. meeting of the RRTC is scheduled to be held from 4 to 6 October 2000 in Crete.

The Hellenic Chair attributes major importance to this meeting, since the Committee should be in the position to finalize and formally adopt several Protocols prepared for the implementation of the MoU and should ensure continuation of the work.

The Government of Turkey has indicated that it might possibly host the sessions of the Committee in 2001.

**Annex 8**

**Programme of work (action plan and strategies)**  
**for the implementation of the MoU for the years 2000 to 2002**

**Article 3 of the MoU**

Short term

- objective A: Implementation of a quota free regime for “green” and “greener and safe” goods road vehicles (Article 3, paragraph 3 of the MoU)
- Deadline: End of 2000
- Work: Joint Statement on the implementation of Article 3 of MoU adopted by the Committee on 5 October 2000

Short term

- objective B: Promotion of combined transport (Article 3, paragraph 5 of the MoU)
- Deadline: Continuing (for regular review)
- Work: Identification of measures that will be endorsed by the Committee, as appropriate, to promote combined transport in the region
- Action: Documentation to be established by all Parties to the MoU
- Means: Regular monitoring and consideration by the Regional Road Transport Committee

Longer-term

- objective C: Quota free regime for bilateral and transit road traffic (Article 3, paragraph 2 of the MoU)
- Deadline: End of 2002
- Work: Establishment of recommended procedures and provisions (clause type) for inclusion into bilateral transport agreements and, eventually, inclusion into the multilateral framework agreement on road transport
- Action: Draft proposals by the Parties to the MoU
- Regular monitoring (every six months) through questionnaires to be issued by the secretariat
- Means: Consideration and adoption at the second session of the Regional Road Transport Committee in early 2000
- Progress to be monitored regularly by the Committee until the end of 2002 and beyond, if necessary

#### **Article 4 of the MoU**

**Objective:** Accession to the 16 international transport treaties established in the framework of the United Nations Economic Commission for Europe (UN/ECE) as identified in the MoU

**Deadline:** End of 2002

**Work:** Establishment of a regular status report

**Action:** Monitoring of the status of accession and assistance during these legal and administrative procedures by the secretariat

**Means:** Regular considerations at the sessions of the Regional Road Transport Committee  
Assistance to be provided by those SECI participating States having already acceded to the relevant Agreements and by the UN/ECE secretariat, if required.

#### **Article 5 of the MoU**

**Objective:** Harmonization of maximum permissible weights and dimensions with those applicable in the European Community as well as weighing procedures

**Deadline:** Continuing (for regular review)

**Work:** Review of existing practice

**Action:** Regular provision of relevant information by Parties to the MoU

**Means:** Regular consideration at the sessions of the Regional Road Transport Committee

#### **Article 6 of the MoU**

**Objective:** Preparation of a Protocol to the MoU on relevant E-Roads (incl. identification of sectors already able to accept road vehicles complying with European Community requirements, identification of sectors not yet upgraded and provision of information on plans for upgrading these sections)

**Deadline:** End of 2000

**Work:** Protocol adopted by the Committee on 5 October 2000

#### **Article 7 of the MoU**

**Objective:** Establishment of a vehicle weight certificate

**Deadline:** End of 2001

**Work:** Draft Protocol on the introduction of an International Vehicle Weight Certificate adopted by the Committee on 5 October 2000

**Action:** Preparation of a document on technical issues

**Means:** Small group of technical experts to be convened in February 2001 by the UN/ECE secretariat with the participation of interested experts of the SECI countries.

### **Article 8 of the MoU**

**Objective:** Rationalization and gradual convergence of charging policies  
**Deadline:** Continuing (for regular review)  
**Work:** Permanent monitoring of road user charges and related policies, particularly those concerning E-Roads identified in accordance with article 6  
Joint Statement on the implementation of Article 8 of the MoU on charging policies adopted by the Committee on 5 October 2000  
**Action:** Documentation to be regularly submitted by the Parties to the MoU via the secretariat  
**Means:** Regular consideration and monitoring by the Regional Road Transport Committee.

### **Article 9 of the MoU**

**Objective:** Establishment of an information system on charges related to road transport  
**Deadline:** End of 2000  
**Work:** Establishment of a permanent information system via questionnaires transmitted regularly (every six months) by the secretariat to all Parties to the MoU  
**Action:** Preparation and updating of a (regular) questionnaire prepared by the secretariat  
Establishment of a web site by the UN/ECE with linkages to other related sites has been achieved.

### **Article 10 of the MoU**

**Objective:** Facilitation of visa procedures for professional drivers  
**Deadline:** Continuing (for regular review)  
**Work:** Establishment of a compendium on best practices by the end of 2001  
**Action:** Transmission of a questionnaire to Parties to the MoU on current practices by the secretariat  
**Means:** Regular consideration at the sessions of the Regional Road Transport Committee

### **Article 11, paragraph 2 of the MoU**

**Objective:** Preparation of a draft multilateral framework agreement on road transport  
**Deadline:** Not yet fixed  
**Work:** Preparation of a draft framework agreement, incl. also provisions on passenger transport (article 12, paragraph 1)  
**Action:** Review of existing relevant rules as well as bilateral and multilateral legislation  
**Means:** Consideration by the Regional Road Transport Committee

**Annex 9**

**LIST OF PARTICIPANTS**

**(Heraklion, 4 – 6 October 2000)**

**CHAIR PERSONS:**

Mr. Martin MAGOLD  
UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UN/ECE)  
Chief, Border Crossing Facilitation Section, Transport Division  
Tel: +41-22-917-2453  
Fax: +41-22-917 0039  
E-mail: martin.magold@unece.org

Mrs. Smaragda PITENI  
Hellenic Ministry of Finance  
International Economic Relations Directorate  
Tel: +30-1-3674021  
Fax: +30-1-3640658  
E-mail: intrel@otenet.gr

**PARTICIPATING STATES**

**ALBANIA**

Mrs. Renata TETA  
Chief of Sector  
Directory of Integration and Legal Affairs  
Ministry of Transport  
Tel: +355-42226159  
Fax: +0355-4228232

Mrs. Manjola MALO  
Specialist of Statistics  
Ministry of Transport  
Tel: +355-4227646  
Fax: +355-4228232

**BOSNIA AND HERZEGOVINA**

Mrs. Senaida MEHMEDOVSKI  
Associate Expert  
Ministry of Civil Affairs and Communications  
Tel: 00387 33663718  
Fax: 00387 33204613

**BULGARIA**

Mr. Radoslav ATANASSOV  
Director  
European Integration and International Relations Directorate  
Ministry of Transport and Communications  
Tel: +3592 9409424  
Fax: +3592 9874942  
E-mail: RATANASSOV@mtc.government.bg

Mrs. Christina VELINOVA  
Senior Expert  
Road Transport Administration  
Ministry of Transport and Communications  
Tel: +3592 9884055  
Fax: +3592 9885495  
E-mail: CVELINOVA@mt.government.bg

Mr. Stefan POPOV  
Road Executive Agency (REA)  
(successor of General Road Administration)  
Tel: +3592 9515092  
Fax: +3592 9515092  
E-mail: rea-popov@hotmail.com spopov@gra.bg

## **CROATIA**

Mrs. Zlata HOFMANN  
Head of Minister's Office  
Ministry of Maritime Affairs,  
Transport and Communications  
Tel: +385 1 6169100  
Fax: +3851 6196519

## **FORMER YUGOSLAV REPUBLIC OF MACEDONIA (FYROM)**

Mr. Zoran LAPEVSKI  
Assistant Minister  
Ministry of Transport and Communications  
Tel: +389 91117 072  
Fax: +389 91230 877  
E-mail: [zcrven@freemail.org.mk](mailto:zcrven@freemail.org.mk)

Mr. Zoran CRVENKOVSKI  
Ministry of Transport and Communications  
Tel: +389 9110964  
Fax: +389 91230877  
E-mail: [zokroadt@mt.net.mk](mailto:zokroadt@mt.net.mk)

Mrs. Biljana PANOVSKA-GAVRILOVA  
Senior Adviser of International Relations  
Ministry of Transport and Communications  
Tel: +389 91145443  
Fax: +389 91126236 – 230 877

## **GREECE**

Mrs. Vassiliki KOLOVOU  
International Affairs Division  
Ministry of Transport and Communications  
Tel: +30-1-6508429  
Fax: +30-1-6508409  
E-mail: [ymediesx@hol.gr](mailto:ymediesx@hol.gr)

Mrs. Evdokia NTZAMILI  
Directorate General of Customs and Excise  
Division 19-Section B  
Tel: +30-1-3253721  
Fax: +30-1-3225731

Mr. Athanasios DESSIS  
Ministry of Development  
Metrology Department  
Tel: +30-1-3837438  
Fax: +30-1-3301789

## **HUNGARY**

Mr. Antal SZVETNIK  
Senior Counsellor  
Ministry of Transport and Water Management  
Tel: +361-4613378  
Fax: +361-4613442  
E-mail: antal.szvetnik@kovim.hu

## **ROMANIA**

Mrs. Dana CONSTANTINESCU  
Director General  
Ministry of Transport  
Tel: +40 1 2232981  
Fax: +40 1 2230272  
E-mail: dana-constantinescu@usa.net

Mr. Mircea URLAN  
Senior Engineer  
National Administration of Roads  
Tel: +40 1 2227132  
Fax: +40 1 3120984  
E-mail: rei@andnet.ro

## **TURKEY**

Mr. Ahmet BALCI  
Deputy Undersecretary  
Ministry of Transport  
Tel: +90312 2124496  
Fax: +90312 2129797  
E-mail: Balci@ubak.gov.tr

Mr. Metin KATI  
Head of Foreign Relations Department  
Ministry of Transport  
Tel: +90312 2124366  
Fax: +90312 2127937  
E-mail: kati@ubak.gov.tr

Mrs. Nilhan OZKAN  
Civil Engineer  
General Directorate of Turkish Highways  
Tel: +90312 4158371  
Fax: +90312 4254738  
E-mail: nilhanozkan@hotmail.com

Mr. Cumhur ATILGAN  
General Manager UND  
Tel: +90212 2870912  
Fax: +90212 2870980-81  
E-mail: cumhura@und.org.tr

## **SUPPORTING INSTITUTIONS**

### **UNECE**

Mrs. Grit-Maren BEER  
Assistant Legal Affairs Officer  
Tel: +4122 9173271  
Fax: +4122 9170039  
E-mail: grit-maren.beer@unece.org

**EUROPEAN CONFERENCE ON MINISTERS OF TRANSPORT (ECMT)**

Mrs. Sophie FOUVEZ  
Principal Administration  
Tel: +331 45249715  
Fax: +331 45 24 97 42  
E-mail: martine-sophie.fouvez@oecd.org

**SUPPORTING STATES**

**UNITED STATES OF AMERICA (USA)**

Ambassador Kenneth HILL  
SECI Senior Advisor  
Tel: +717 3373562  
Fax: +717 3373536  
E-mail: hillk-y@mail.cvn.net

**SECRETARIAT SUPPORT**

**HELLENIC MINISTRY OF TRANSPORT AND COMMUNICATIONS**

Mrs. Kalliopi RIGAKI-PAPADAKI                      Desk Officer for SECI  
Mrs. Smaragda MILIOTI                                      Desk Officer for SECI  
Mr. Panagiotis BOUSMADIS                      Desk Officer for SECI  
Tel: 00301-6508442, 6508410, 6508861  
Fax: 00301-6508409, 6508097

\* \* \*

---