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INLAND TRANSPORT COMMITTEE

Working Party on Road Transport

**REPORT OF THE WORKING PARTY ON ITS NINETY-SECOND SESSION
(19-21 October 1998)**

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REPORT

ATTENDANCE

1. The Working Party on Road Transport held its ninety-second session in Geneva from 19 to 21 October 1998 under the chairmanship of Mr. J. Alaluuusua (Finland). Representatives of the following ECE member States participated: Belarus; Belgium; Bulgaria; Czech Republic; Finland; France; Germany; Italy; Latvia; Lithuania; Netherlands; Norway; Romania; Russian Federation; Switzerland; Turkey; Ukraine and United Kingdom. Representatives of the European Commission (EC) and the World Trade Organization (WTO) participated.

The following non-governmental organizations were represented: International Road Transport Union (IRU); International Transport Workers' Federation (ITF) and the Council of Bureaux of the Green Card System.

OPENING OF THE SESSION

2. The Director of the Transport Division opened the meeting, noting the increased participation of countries in the session, and underlining the importance of achieving consensus on amendments to the AGR considered during the Ad hoc Meeting on the Implementation of the AGR (30 April - 1 May 1998) and the Informal Meeting on the Numbering of E Roads in the AGR Network (31 August - 1 September 1998).

ADOPTION OF THE AGENDA

Documentation: TRANS/SC.1/362.

3. The Working Party adopted the provisional agenda prepared by the secretariat with no modifications.

ACTIVITIES OF ECE BODIES AND INTERNATIONAL ORGANIZATIONS OF INTEREST TO THE WORKING PARTY

(a) Economic Commission for Europe

Documentation: ECE/1998/38-E/ECE/1365.

4. The Working Party was informed about the results of the fifty-third session of the Economic Commission for Europe (23 April 1998), in particular that the Commission had requested Principal Subsidiary Bodies to encourage their related bodies to adopt the same report as that of the reports of the PSBs (para.28(d)); and that the Commission had endorsed the follow-up mechanism to the UN Regional Conference on Transport and the Environment (para. 28(e)).

5. In this connection, the Working Party discussed the option of adopting, at the end of future sessions, only decisions taken during the session, entrusting the secretariat to finalize the content of the Report after the session. It was decided, however, to maintain the current practice of adopting the report at the end of the session.

(b) Inland Transport Committee and its subsidiary bodies

Documentation: ECE/TRANS/125 and Add.1; TRANS/BUR.1998/3.

6. The Working Party was informed about the results of the sixtieth session of the Inland Transport Committee (12-16 January 1998) and the Bureau Meeting of the Inland Transport Committee (6 July 1998). The Bureau discussed the question of prioritization of activities, noting that specific priorities had already been determined by the Committee for the work of each of its subsidiary bodies (ECE/TRANS/125 and Add.1). The Bureau also felt that, in order to better assess the individual actions to be undertaken by the ITC, each subsidiary body should determine a priority ranking 1,2,3 for each of the work elements under "work to be undertaken" in their respective Programmes of Work. The Working Party agreed to address the priority ranking of work elements at its next session.

(c) International organizations

7. The representative of the International Transport Worker's Federation (ITF) informed the Working Party about the ITF International Day of Action on Driver's Hours and expressed gratitude to the secretariat for having received their delegation on 8 September to hear their views, including issues related

to the revision of the AETR.

8. The representative of the International Road Transport Union (IRU) informed the Working Party of his organization's activities and invited Government representatives to attend the fifth IRU East-West Road Haulage Conference on "Cooperation Opportunities in Road Transport" to be held in Helsinki from 3 to 4 June 1999.

9. The Working Party was informed by the ITF and the IRU about the situation where a number of truck drivers from central and eastern Europe had been blocked in western European countries, some for as long as two months, as a result of the financial crises affecting certain countries. An urgent appeal was made to Governments and transport companies to assist in the repatriation of stranded drivers.

ROAD TRANSPORT INFRASTRUCTURE

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

(i) Status of prior amendments to the AGR

Documentation: TRANS/1998/6; TRANS/SC.1/359; Depository Notification Reference: CN.52.1997.TREATIES-1.

10. The Working Party was informed that, to date, 31 ECE member States had become Contracting Parties to the AGR, and that the Government of the Republic of Moldova had expressed its willingness to accede to the Agreement.

11. Prior amendments made to Annex I and Annex II of the AGR proposed by the Governments of Lithuania, Ukraine, Turkey and Germany at the ninetieth session of the Working Party in October 1996 had entered into force on 15 January 1998.

(ii) Results of the Ad hoc Meeting on the AGR and the Round Table Meeting on the Extension of the E-road Network to the Caucasus and Central Asian ECE Member States

Documentation: TRANS/SC.1/1998/5; TRANS/SC.1/AC.5/32.

12. The Working Party recalled that its work on the extension of the AGR network to the Caucasus and Central Asian ECE member States was mandated by the Inland Transport Committee at its sixtieth and fifty-ninth sessions (ECE/TRANS/125, para. 62-64 and ECE/TRANS/119, paras. 62-63, respectively). The Working Party reiterated the importance of: (a) maintaining the grid system to the extent possible; and (b) maintaining previously adopted roads and numbers with a minimum of changes. It was clarified that itineraries that crossed bodies of water did not represent ferry connections but rather the continuation of an E road.

13. The Working Party was informed about the results of the Round table Meeting which preceded the sixteenth session of the Ad hoc Meeting on the Implementation of the AGR. The Round table was convened by the secretariat in an effort to reach prior consensus on the extension of the E road network to the Central Asian and Caucasian ECE member States. The results of the Round table were referred thereafter to the AGR Ad hoc Meeting for agreement. The Working Party was informed about the results of the Ad hoc Meeting and adopted the report of the Ad hoc Meeting on the Implementation of the AGR (TRANS/SC.1/AC.5/32).

14. Commenting on the report of the Ad hoc Meeting, the delegate of the Russian Federation stated that his delegation had not made a proposal to exclude the E 97, from Rostov-na-Donu to Batumi, from the list of E roads. He also expressed his regret that no reply had been received concerning the

eastern limit of the extension of E roads into Asia, since this would make it difficult for his Government to decide on the numbering of roads in those parts. In the view of the Russian Federation, such matters should be agreed upon by all Governments directly concerned, in order to avoid additional expenditure on renumbering roads at a later date. The amendment procedure should be consistent with article 8 of the AGR Agreement, and amendments should be made only by States Contracting Parties to the Agreement.

(iii) Results of the Informal Meeting on the Numbering of E Roads in the AGR Network

Documentation: TRANS/SC.1/1998/4; Informal document No. 2 (Russian Federation); Informal document (Finland).

15. As the numbering of E roads had proved to be problematic, the Ad hoc Meeting had decided to convene an Informal Meeting on the Numbering of E Roads in the AGR Network. The Working Party considered the results of that meeting held on 31 August and 1 September 1998 in Geneva, in which representatives from the following countries participated: Finland, France, Italy, Lithuania, Romania, Ukraine.

16. The representative of Italy recalled the outcome of the Ad hoc Meeting and the Informal Meeting on Numbering concerning the extension of the E-road network especially in the Caucasian and Central Asian region, in both of which he had acted as Chairman. Consequently, Italy, upon the request of the secretariat and participating countries, agreed to propose a comprehensive document (TRANS/SC.1/1998/4) coordinating all proposals for amendments to Annex I of the AGR made by the concerned parties. He added that, according to the above-mentioned decisions, these amendments were presented by Italy to the Working Party in fulfilment of the provisions of Article 8, para. 2 of the Agreement.

17. All itineraries and numbers adopted by the Working Party are contained in annex 1 to the present report and will be communicated to the Secretary-General and later by the Secretary-General to the competent administrations of the Contracting Parties directly concerned, in accordance with the procedures set forth in Article 8 of the Agreement. The Working Party also adopted the proposal contained in TRANS/SC.1/1998/4 to amend the explanatory notes to Annex I to the AGR by adding a new paragraph 4 in order to make additional numbers available for branch, link and connecting roads. The text of the new paragraph 4 is also contained in annex 1 to the present report.

18. The extension of the road E 60 was adopted with the reservation of Bulgaria. North-south reference roads E 115 to E 125 were adopted with the provisional acceptance of the Russian Federation. Such reservation and provisional acceptance are also reflected in Annex 1 to this Report.

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

Documentation: TRANS/SC.1/1998/15.

19. The Working Party was informed about progress made in the TEM project as reflected in its Programme of Work. The Working Party expressed its appreciation for the secretariat's work regarding TEM and asked to continue to be informed of its progress.

HARMONIZATION OF REQUIREMENTS CONCERNING INTERNATIONAL ROAD TRANSPORT AND FACILITATION OF ITS OPERATIONS

(a) Implementation of the AETR

(i) Consideration of proposed revisions to the AETR

Documentation: ECE/TRANS/125, para. 68; TRANS/SC.1/361, paras. 22-24,

para. 26 and annex 2; TRANS/SC.1/1998/12; TRANS/SC.1/1997/4.

20. The Working Party recalled that at its last session it had discussed revisions to the AETR as developed by the Informal Group on Effective Implementation of the AETR (TRANS/SC.1/361, annex 2) and furthermore, that objections had been raised about these revisions at the Inland Transport Committee (ITC) at its sixtieth session (ECE/TRANS/125, para. 68).

21. It was noted by a number of delegations that the checking of 2 per cent of record sheets, as proposed in annex 2 of TRANS/SC.1/361 was not realistic, and the Working Party agreed to aim for 1 per cent of checking, in line with the European Union, and to submit for the approval of the ITC a proposal to amend the AETR accordingly. The representative of France submitted a proposal to modify the text of annex 2 of TRANS/SC.1/361 which is contained in annex 2 to the present report and proposed that it be considered by the sixty-first session of the ITC.

22. The representative of Germany introduced document TRANS/SC.1/1998/12, including a proposal to establish a neutral control body within the ECE secretariat to monitor compliance with procedures for the checking of driving records.

23. The Working Party asked the secretariat to contact the European Commission in this connection to coordinate the reporting process between the ECE and the EC and in order to extend the reporting procedure used for EU member countries to non-EU member Contracting Parties to the AETR, following the same frequency, namely every two years.

- (ii) Applicability of Amendment 3, article 10, para. 1(a) to the EU Regulation on new tachographs

Documentation: TRANS/SC.1/1998/12; TRANS/SC.1/361, para. 25; ECE/TRANS/125, para. 69; TRANS/SC.1/1997/4.

24. The representative of the European Commission informed the Working Party about the latest modifications made to Council Regulation 3821/85 of 20 December 1985, adopted on 24 September 1998 (Regulation 2135/98), introducing the use of the new digital tachograph (TRANS/SC.1/361, para. 25). The Working Party stressed the importance of clarifying the applicability of the new tachograph to Article 10, paragraph 1 (a) of the AETR which refers to Regulation 3821/85. In this regard, the representative of the European Commission stated that the reference in the AETR to Regulation 3821/85 already incorporated all the modifications which had been made to it since its origin.

25. The secretariat informed the Working Party that it had written to non-EU Contracting Parties to the AETR asking them about the acceptability of the new digital tachograph in their countries and had received no response. Furthermore, when the Chairman addressed the same question to the Working Party orally, there was no negative reaction.

26. The representative of Switzerland informed the Working Party that, as indicated in TRANS/SC.1/1998/12/Add.1, it intended to ratify the AETR, and that tachographs used by Swiss drivers would conform to the amended EU Directive.

27. After an in-depth discussion, the Working Party decided to ask the Inland Transport Committee at its forthcoming session (12-16 February 1999) to endorse the convening of an Ad hoc Working Group on the Revision of the AETR, (8-9 March 1999) to address item (ii) above.

28. In accordance with the preconditions established during the session: the Ad hoc Working Group should be an official ECE meeting with interpretation and would be open to all interested parties and non-EU countries in particular;

appropriate timing of meetings should be envisaged to make rapid progress; and detailed advance information should be available for the Ad hoc Group and all AETR Contracting Parties from the European Commission on the modified "Council Regulation (EEC), 3821/85 on recording equipment in road transport" (introducing the digital tachograph).

29. The Working Party adopted the mandate of the Ad hoc Working Group which was drawn up during the session by representatives of Belgium, Germany, Italy, Latvia, Netherlands and the IRU, as follows:

- Draft amendments to the AETR in order to introduce the new digital tachograph (in line with Council Regulation 3821)(EEC), including the definition of the necessary transitional periods of application.
- Propose pragmatic solutions for the recognition and use of digital tachographs (in line with Council Regulation 3821)(EEC) in non-EU countries, if the entry into force of the planned modification of the AETR Agreement did not correspond to that of Council Regulation 3821 as modified, or if transitional periods fixed in the planned modification of the AETR made it necessary.
- Draft proposals for concrete action in order to promote the practical introduction of the digital tachograph in particular concerning training of all those involved in the implementation of the AETR as planned to be modified (control authorities, drivers and transport managers).

30. In addition, the secretariat appealed to delegations to consult with their counterparts in the Working Party on the Construction of Vehicles (WP.29) as they were responsible for on-board vehicle equipment. Moreover, the secretariat urged delegations whose countries were not already Contracting Parties to the AETR to deliver their instruments of accession.

(b) Development of provisions on the facilitation of international road transport (R.E.4)

31. Recalling the offer made at its ninety-first session, the Working Party considered a document submitted by the International Road Transport Union (IRU) which aimed to contrast those provisions in the former R.E.4 acceptable to Governments, and those items for which objections had been raised in the past.

32. In order to consider the IRU document in greater detail, the Working Party decided to ask the secretariat to convene an Ad hoc Working Group on the Revision of R.E.4 with a view to drafting a revised text for R.E.4 that could be more widely accepted. The Group would be made up of representatives of the Governments of France, Romania, Switzerland and possibly others. International organizations involved in related work, including the European Conference of Ministers of Transport (ECMT), the EC, and the IRU, as well as a representative of the SECI project (ECE) would be invited to participate to coordinate efforts. The first meeting of the Ad hoc Working Group on the Revision of R.E.4 was tentatively scheduled to be held from 22 to 23 March 1999.

(c) Results of Joint Session on Border-Crossing Problems (SC.1/WP.30)

Documentation: TRANS/SC.1/1998/7-TRANS/WP.30/1998/9; TRANS/SC.1/1998/8-TRANS/WP.30/1998/10; TRANS/SC.1/1998/14-TRANS/WP.30/1998/12; Informal documents by the IRU.

33. The Working Party convened, together with the Working Party on Customs Questions affecting Transport (WP.30) a half-day joint session on Border Crossing Problems.

34. The Working Party endorsed the conclusions reached at the joint session

of SC.1 and WP.30, as follows:

- ECE member countries should accept and implement all international conventions facilitating border crossing procedures;
- analyses should be carried out to determine the rate of implementation of these conventions, in particular the TIR Convention and the International Convention on the Harmonization of Frontier Controls of Goods ("Harmonization" Convention of 1982);
- a new annex to the Harmonization Convention might be prepared identifying all issues important for efficient border crossing procedures;
- transparency in customs and other relevant regulations and administrative practices should be ensured and mechanisms for an efficient information flow should be established;
- a reference guide on best practices in efficient organization of border crossing procedures might be prepared.

35. The Working Party was of the view that the joint session had provided a useful exchange of views and recommended to the Inland Transport Committee:

- to consider the convening of an ad hoc expert group comprising representatives of all relevant border control agencies and ministries, possibly during the first half of 1999;
- to invite the Administrative Committee of the "Harmonization" Convention to consider, at its forthcoming session (possibly in June 1999), the preparation of a new Annex to the Convention, and
- to convene a second joint session of SC.1 and WP.30 in October 1999 to take stock of progress made in this field.

(d) Revision of the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR)

Documentation: TRANS/SC.1/269; TRANS/SC.1/275 and Add.1.

36. The Working Party recalled that, at its previous session, it had stressed the importance of making progress toward the revision of the CVR and had asked the secretariat to contact the Permanent Missions of countries Contracting Parties to the CVR, and to the Permanent Missions of Finland, Greece and Romania to solicit their opinions on the revision of the Convention.

37. As this letter was apparently not received by certain Governments, and no replies were received from Governments that had received the letter, the Working Party asked the secretariat to recirculate the letter to representatives of SC.1, incorporating recent changes made to the SC.1 mailing roster, asking for contributions and views from Governments on the possible revision of the CVR.

(e) Review of the situation and questions concerning facilitation of international road transport

(i) International Motor Insurance System (Green Card)

Documentation: Informal documents (Chart of Inter-Bureaux Agreements and Report of the President of the Council of Bureaux).

38. The Working Party took note of the Chart of the Inter-Bureaux Agreements

(Informal document) and of the Report of the President of the Council of Bureaux, a summary of which is attached as annex 4 to the present report.

(ii) Accession to and implementation of UN/ECE international legal instruments in the field of road transport

Documentation: TRANS/1998/6.

39. The Working Party was informed that the instrument of accession to the AETR had been received from the Government of Lithuania on 3 June 1998; the instrument of accession to the CMR and its Protocol had been received from the Government of Kyrgyzstan on 2 April 1998 and from the Islamic Republic of Iran on 17 September 1998. The Government of the Republic of Moldova had expressed its intention to accede to the AGR. The Government of Switzerland expressed its intention to accede to the AETR.

(iii) Consideration of revision or a Protocol to the CMR

40. Recalling its request to the secretariat at its ninety-first session, the Working Party was informed that the secretariat had contacted the Legal Rapporteurs Group of the Centre for Facilitation Practices and Procedures for Administration, Commerce and Transport (CEFACT) regarding the integration of electronic data interchange (EDI) into the Convention on the Contract for the International Carriage of Goods by Road (CMR). The Legal Rapporteurs Group had recommended the drawing up of a Protocol to the CMR rather than a revision and suggested that the draft Model Trade Law developed by the United Nations Commission on International Trade Law (UNCITRAL) might provide some of the elements required in such a Protocol.

41. The Working Party agreed that a protocol to the CMR to incorporate EDI was a complex issue that would require further analysis by experts on EDI, transport and private law, and asked the secretariat to contact UNIDROIT, based in Rome, for their views on the matter. The Working Party would take up this issue again at its next session.

(iv) Fiscal issues related to road haulage

Documentation: TRANS/SC.1/1998/9.

42. Recalling the decision taken at its ninety-first session to keep this item on its agenda, the Working Party considered a document by the IRU on the taxation of road transport in Central and Eastern Europe (TRANS/SC.1/1998/9).

43. The Working Party agreed that the lack of harmonization in fiscal issues relating to road haulage was an impediment to the facilitation of international road transport. It therefore requested the Ad hoc Working Group on the Revision of R.E.4 to also look into fiscal issues and to see if the recommendations made in TRANS/SC.1/1998/9 could be included in the new R.E.4.

FOLLOW-UP TO THE UN REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

Documentation: JMTE/1998/4; ECE/RCTE/CONF.3/FINAL; ECE/RCTE/CONF.2/FINAL.

44. The Working Party was informed about the results of the first Joint Bureau session between the Inland Transport Committee and the Committee on Environmental Policy. The Joint Bureau meeting clarified that the ECE was designated lead actor for a number of chapters in the Programme for Joint Action, the final document from the Vienna Conference (November 1997) on which follow-up action is to be based.

45. The Working Party noted that the secretariat had proposed a new section in its Programme of Work on the Follow-up to the RCTE and discussed ideas for possible projects and programmes where a role for SC.1 in the implementation of the relevant chapters delegated to ECE could be foreseen.

46. The Working Party decided to await the outcome of the meeting scheduled to coordinate the work of international organizations on the follow-up to the RCTE in 1999. The secretariat would ask Governments in its annual circular letter for their proposals for follow-up work and inform the Working Party at its next session.

REVISION OF THE PROGRAMME OF WORK FOR 1999-2003

Documentation: TRANS/SC.1/1998/10.

47. The Working Party discussed its Programme of Work and adopted the revisions proposed by the secretariat, with modifications as reflected in annex 3 to the present Report.

OTHER BUSINESS

- (a) Automation and Geographic Application of E-Road Census and Inventory of Main Standards and Parameters

Documentation: 1995 Census of Motor Traffic On Main International Traffic Arteries in Europe, TRANS/WP.6/AC.2/1998/1; TRANS/WP.6/AC.2/1998/2.

48. The Working Party was informed about the recent publication of the 1995 E Road Census, and its development into a Geographic Information System (GIS). The Working Party was given an audio-visual presentation on possibilities for accessing the results of the 1995 Census in an electronic format using CD-ROM and/or via the Internet.

49. The Working Party noted the importance of this technology for future activities related to the Combined Census and Inventory (2000) and asked the secretariat to organize a Workshop on GIS in Transport following the ninety-third session of SC.1. The secretariat would, in the meantime, communicate with Governments about their countries' needs and technological capabilities in using the traffic and road parameter information in order to allow for the appropriate development of future Censuses.

- (b) Date of next session

50. The Working Party decided that its ninety-third session would be held from 19-21 October 1999.

ADOPTION OF THE REPORT

51. In accordance with established practice, the Working Party adopted the report of its ninety-second session on the basis of a draft prepared by the secretariat.

Annex 1

DRAFT AMENDMENTS TO ANNEX I to the AGR

Explanatory notes

Add the following new paragraph 4:

"4. Branch, link and connecting roads located eastwards of E 101 have 3-digit numbers, beginning with 0, from 001 to 099."

Main roads

(1) West-east orientation

(a) Reference roads

E 30 Extension from Samara to Chelyabinsk

New overall reference:

E 30: Cork - ... - Moskva - ... - Samara - Ufa - Chelyabinsk

E 40 Extension from Kharkov to Ust-Kan (China)

New overall reference:

E 40: Calais - ... - Kharkov - Lougansk - Volgograd - Astrakhan - Atyrau - Beineu - Kungrad - Nukus - Dasshaus - Buchara - Nawoy - Samarkand - Dihzak - Tashkent - Shymkent - Zhambyl - Bishkek - Almaty - Sary-Ozek - Taldy-Kurgan - Ucharal - Taskesken - Ayaguz - Georgiyevka - Ust-Kamenogorsk - Ust-Kan

E 50 Extension from Mukacevo to Rostov-na-Donu and Makhachkala

New overall reference:

E 50: Brest - ... - Mukacevo - Stryei - Ternopol - Khmelnytski - Vinnitza - Uman - Kizovograd - Dnepropetrovsk - Donetsk - Rostov-na-Donu - Armavir - Mineralijnie Vodi - Makhachkala

E 60 Extension from Constanta to Poti, across the Black Sea, and to Irkeshtam (China)

(Adopted with reservation by Bulgaria)

New overall reference:

E 60: Brest - ... - Constanta - ... - Poti - Samtredia - Khashuri - Tbilissi - Gandja - Evlak - Baku - ... - Turkmenbashi - Gyzylarbat - Ashgabat - Tedjen - Mary - Chardzhu - Alat - Buchara - Karshi - Guzai - Sherobod - Termis - Dushanbe - Jirgatal - Sary Tash - Irkeshtam

E 70 Change of itinerary between Craiova and Bucarest. Extension from Trabzon to Poti

New overall reference:

E 70: La Coruña - ... - Craiova - Alexandria - Bucuresti - ... - Trabzon - Batumi - Poti

E 80 Addition of new reference town Civitavecchia

New overall reference: [Changes in capital letters]

E 80 La Coruña - ... - Livorno - Grosseto - CIVITAVECCHIA - Roma - ... - Gürbulak - Iran

(b) Intermediate roads

- E 22** Extension from Norrköping to Ventspils, Riga, Moskva and Nizhniy Novgorod

New overall reference:

E 22: Holyhead - ... - Norrköping - ... - Ventspils - Riga - Rezekne - Velikie Luki - Moskva - Vladimir - Nizhniy Novgorod

- E 28** Extension from Gdansk to Minsk

New overall reference:

E 28: Berlin - ... - Gdansk - ... - Kaliningrad - Tolpaki - Nesterov - Marijampole - Vilnius - Minsk

- E 38** New E road from Glukhov to Kzyl-Orda

Overall reference:

E 38: Glukhov - Kursk - Voronezh - Saratov - Uralsk - Aktyubinsk - Karabutak - Aralsk - Novokazalinsk - Kzyl-Orda

- E 58** Extension from Bratislava to Rostov-na-Donu

New overall reference:

E 58: Wien - Bratislava - Zvolen - Košice - Uzhgorod - Mukacevo - Halmeu - Suceava - Iasi - Leucheni - Kishinev - Odessa - Nikolaev - Kherson - Melitopol - Taganrog - Rostov-na-Donu

- E 88** Suppression of E 88 on territory of Turkey between Ankara and Refahiye

- E 96** Suppression of E 96 on territory of Turkey between Izmir and Sivrihisar

(2) North-south orientation

(a) Reference roads

- E 25** Extension from Genova to Sardinia and from Sardinia to Sicily

New overall reference:

E 25 Hoek van Holland - ... - Alessandria - Genova ... (maritime link) Porto Torres - Sassari - Cagliari - ... - Palermo

- E 101** New E road from Moskva to Kiev

Overall reference:

E 101: Moskva - Kaluga - Brjansk - Glukhov - Kiev

- E 115** Suppression of E 115 between Mineralijnie Vodi and Astara. Extension of E 115 from Mineralijnie Vodi to Meghri. Extension northwards of E 115 from Moskva to Yaroslav (Adopted with provisional acceptance by the Russian Federation)

New overall reference:

E 115: Yaroslav - Moskva - Voronezh - Rostov na Donu - Armavir - Mineralijnie Vodi - Naljchik - Vladikavkaz - Tbilissi - Marneuli - Tachir - Stepanavan - Vanadzor - Yerevan - Goris - Megrhi

- E 117** New E road from Moskva to Astara (Adopted with provisional acceptance by the Russian Federation)

New overall reference:

E 117: Moskva - Tambov - Povorino - Volgograd - Astrakhan -

Makhachkala - Kuba - Baku - Alyat - Astara

- E 119** New E road from Samara to Gorgan
(Adopted with provisional acceptance by the Russian Federation)

New overall reference:

E 119: Samara - Uralsk - Atyrau - Beineu - Shetpe - Zhetybay - Fetisovo - Bekdash - Turkmenbashi - Gyzyrlybat - border of Iran (Gorgan)

- E 121** New E road from Chelyabinsk to Nizhiny Panj (Afghanistan)
(Adopted with provisional acceptance by the Russian Federation)

New overall reference:

E 121: Chelyabinsk - Kustanay - Esil - Derzhavinsk - Arkalyk - Dzehezkazgan - Kzyl-Orda - Shymkent - Tashkent - Ayni - Dushanbe - Nizhiny Panj

- E 123** New E road from Petropavlovsk to Torugart (China)
(Adopted with provisional acceptance by the Russian Federation)

New overall reference:

E 123: Petropavlovsk - Kokchetav - Albasar - Akmola - Karaganda - Balkhash - Burylbaytal - Almaty - Bishkek - Naryn - Torugart

- E 125** New E road from Omsk to Maikapshagai (China)
(Adopted with provisional acceptance by the Russian Federation)

New overall reference:

E 125: Omsk - Pavlodar - Semipalatinsk - Georgiyevka - Maikapshagai

(b) Intermediate roads

- E 77** Extension from Gdansk to Pskov

New overall reference:

E 77: Pskov - Riga - Siauliai - Tolpaki - Kaliningrad - ... - Gdansk - Elblag - Warszawa - Radom - Krakow - Ruzomberok - Zvolen - Budapest

- E 79** Extension northwards from Oradea through Püspökladány and Debrecen to Miskolc

New overall reference:

E 79: Miskolc - Debrecen - Püspökladány - Oradea - ... - Thessaloniki

- E 81** Extension northwards from Halmeu to Mukacevo and southwards from Pitesti to Bucuresti, replacing last section of E 70

New overall reference:

E 81: Mukacevo - Halmeu - ... - Pitesti - Bucuresti

- E 87** Extension northwards from Tulcea to Odessa through Reni

New overall reference:

E 87: Odessa - Izmail - Reni - Galati - Tulcea - Constanta - Varna - Burgas - ... - Antalya

- E 97** Extension of E 97 from Novorossiysk to Kherson. Suppression of stretch from Poti to Trabzon

New overall reference:

E 97: Kherson - Djankoy - Novorossiysk - Sochi - Sukhumi - Poti

E 99 Suppression of E 99 on the territory of Turkey between Sanliurfa and Dogubeyazit

Branch, link and connecting roads

E 262 New E road from Kaunas to Ostrov

Overall reference:

E 262: Kaunas - Ukmerge - Daugavpils - Rezekne - Ostrov

E 271 Suppression of stretch between Minsk and Klaipeda

New overall reference:

E 271: Minsk - Gomel

E 373 Modification of route: Lublin - Kovel - Kiev to replace section Kovel - Rovno

New overall reference:

E 373: Lublin - Kovel - Kiev

E 391 Suppress E 391 between Kiev and Orel

E 391 New E road between Trosna and Glukhov

New overall reference:

E 391: Trosna - Glukhkov

E 574 Extension from Pitesti to Craiova

New overall reference:

E 574 Bacau - Brasov - Pitesti - Craiova

E 577 New E road from Poltava to Slobozia

New overall reference:

E 577: Poltava - Kirovgrad - Kishinev - Giurgiulesti - Galati - Slobozia

E 583 Extension from Iasi to Zhitomir

New overall reference:

E 583 Roman - Iasi - Beltzy - Mohelerpodolsc - Vinnitza - Zhitomir

E 591 Replace section of E 97 between Novorossiysk and the junction of the E 115 near Rostov-na-Donu with E 591

New overall reference:

E 591 Novorossiysk - junction E 115 south of Rostov-na-Donu

E 592 New E road between Krasnodar and Djoubga

Overall reference:

E 592 Krasnodar - Djoubga

E 671 Extension from Oradea to Dej

New overall reference:

E 671: Timisoara - Arad - Oradea - Satu Mare - Dej

E 691 New E road from Kashuri to Ashtarak

Overall reference:

E 692: Vale - Ashotsk - Gumri - Ashtarak

E 692 New E road from Batumi to Samtredia

Overall reference:

E 693: Batumi - Samtredia

E 840 New E road from Sassari to Civitavecchia

Overall reference:

E 840: Sassari - Olbia ... (maritime link) - Civitavecchia -
intersection with E 80 (near Civitavecchia)

E 001: New E road from Tblissi to Vanatzor

Overall reference:

E 001: Tbilissi - Bagratashe - Vanatzor

E 002: New E road from Mehgri to Alyat

Overall reference:

E 002: Mehgri - Alyat

E 003: New E road from Uchkuduk to Gaudan

Overall reference:

E 003: Uchkuduk - Dasshaus - Ashgabat - Gaudan

E 004: New E road from Kzyl Orda to Buchara

Overall reference:

E 004: Kzyl Orda - Uchkuduk - Buchara

E 005: New E road from Guza to Samarkand

Overall reference:

E 005: Guza - Samarkand

E 006: New E road from Ayni to Kokand

Overall reference:

E 006: Ayni - Kokand

E 007: New E road from Tashkent to Irkeshtam

Overall reference:

E 007: Tashkent - Kokand - Andijan - Osh - Irkeshtam

E 008: New E road from Khorog to Murgab

Overall reference:

E 008: Khorog - Murgab

E 009: New E road from Jirgatal to China

Overall reference:

E 009: Jirgatal - Khorog - Ishkashim - Lyanga - China

E 010: New E road from Osh to Bishkek

Overall reference:
E 010: Osh - Bishkek

E 011: New E road from Almaty to Tyup

Overall reference:
E 011: Almaty - Kegen - Kokpek - Tyup

E 012: New E road from Khorgos to Kegen

Overall reference:
E 012: Khorgos - Kegen

E 013: New E road from Sary-Ozek to Khorgos

Overall reference:
E 013: Sary-Ozek - Khorgos

E 014: New E road from Ucharal to Druzhba

Overall reference:
E 014: Ucharal - Druzhba

E 015: New E road from Taskesken to Bakhty

Overall reference:
E 015: Taskesken - Bakhty

E 016: New E road from Dzhaksy to Albasar

Overall reference:
E 016: Dzhaksy - Albasar

Annex 2

IMPLEMENTATION OF THE AETR

Proposal for incorporation in a revised AETR

Modifications to TRANS/SC.1/361, annex 2, proposed by the Government of France

(Note: New text is in bold type)

Article 12 - Measures of enforcement of the Agreement

1. Replace paragraph 1 by the following text:

"1. Each Contracting Party shall adopt all appropriate measures to ensure observance of the provisions of this Agreement, in particular by an (*) adequate level of roadside (*) checks and checks performed on the premises of undertakings. The competent administrations of the Contracting Parties shall keep one another informed of the general measures adopted for this purpose.

(a) The competent administrations shall organize the checks so that:

- During each calendar year a minimum of 1% of the daily record sheets of drivers of vehicles to which this Agreement applies shall be checked;

- At least 15% of the total number of checks shall be done on the roadside and at least 25% on the premises of undertakings;

(b) The elements of roadside checks shall include: daily driving and rest periods, breaks, the last weekly rest period and the functioning of the recording equipment;

The elements of checks on the premises of undertakings shall include, in addition to compliance with Article 10, paragraph 3: compensation for daily and weekly rest periods reduced in accordance with Article 8, paragraphs 1 and 3, weekly rest periods and weekly and two-weekly driving limits; and

(c) The checks shall be carried out without discrimination of vehicles and drivers, whether resident or not."

2. Replace paragraph 3 by the following text:

"3. Within the framework of this mutual assistance the competent authorities of the Contracting Parties shall regularly send one another all available information concerning:

breaches of this Agreement committed by non-residents and any penalties imposed for such breaches;

penalties imposed by a Contracting Party on its residents for such breaches committed on the territory of other Contracting Parties (*).

In case of serious breaches, such information shall include the penalty imposed.

Contracting Parties shall work in cooperation with each other in the organization of concerted roadside checks."

3. Add a new paragraph 5 as follows:

"5. The UN/ECE shall issue a report every two years on the application by Contracting Parties of paragraph 1 of the present article."

(* English language only.)

Annex 3

DRAFT PROGRAMME OF WORK FOR 1999-2003

PROGRAMME ACTIVITY 02.2: ROAD TRANSPORT 1/

02.2.1. Road transport infrastructure Priority: 1

I. Implementation of and amendments to the European Agreement on Main International Traffic Arteries (AGR).

Description: In order to adapt the European road network to future requirements and to extend it to central Asian and Caucasus ECE member States, the Working Party on Road Transport (SC.1) will take suitable action for implementing the Agreement and for amending as necessary its provisions with regard, in particular, to the structure and numbering of the network (Annex I), applicable technical standards (Annex II) and user information and safety, taking into account the evolution of traffic flows.

Work to be undertaken:

- [(a) Consideration of trends and developments in road transport including road traffic flows in order to establish a coherent and efficient international road infrastructure network in the ECE region. (Continuing)]
- (a)[(b) Review of the E road network and conditions to which it should conform and adoption of necessary amendments to Annexes I and II of the Agreement (Continuing); **Expected output by 2000: Consideration, and adoption as appropriate, of amendments to Annexes I and II of AGR;**
- (b)[(c) Consideration of the AGR Agreement in the light of new east-west traffic flows with a view to introducing main international road links in eastern European, Central Asian and Caucasus ECE member States into the E-road network (Continuing); **Expected output by 2000: Adoption of amendments to Annexes I and II to the AGR including new E-roads in Central Asia and Caucasus.**
- (c)[(d) Consideration of the AGR Agreement in the light of other related UN/ECE legal instruments, **follow-up to the UN Regional Conference on Transport and the Environment (RCTE)** and related work of other organizations with a view to enhancing AGR provisions and standards which have an impact on road safety, environmental protection and energy saving (Continuing); **Expected output by 2000: Review of the AGR in the light of safety conditions requested by other bodies (e.g., WP.1); Development of strategies for follow-up to the RCTE.**
- (d)[(e) Taking an inventory of the existing infrastructure parameters of the E-road network in order to enable a comparison with the relevant requirements and recommendations laid down in the AGR and analysis of this inventory in conjunction with the Census of Motor Traffic on Main International Traffic Arteries in Europe in order to rationalize the collection of data (E Road Census). (Every five years; next in 2000); **Expected output by 2000: Complete geographic application of**

1/ New programme elements or elements replacing the old text adopted by the Inland Transport Committee at its sixtieth session (ECE/TRANS/125/Add.1) are indicated in bold characters while the texts proposed for deletion are placed in square brackets.

1994 Inventory and integrate with E Road Census to be published every five years as: "The Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe (E-road Census and Inventory)" (2000-2002).

II. The Trans-European North-South Motorway (TEM) Project

Description: In order to assist in the construction of the TEM network as part of an integrated international road infrastructure, the Working Party on Road Transport will continue its close cooperation with the TEM.

Work to be undertaken:

- (a) Review of progress made in the TEM Project and consideration of possibilities to contribute to its further development (e.g., combined transport, financing). [(2000)] **Expected output by 2000: Better understanding of the progress made by TEM countries in the development of TEM infrastructure.**
- (b) Consideration of the possible application of results achieved by the TEM Project to the implementation of the AGR **taking into consideration the results of the Helsinki Conference.** [(2000)] **Expected output by 2000: Information on the status of the TEM network standards, allowing for effective implementation of the AGR (2001).**

02.2.2 Harmonization of requirements concerning international road transport and facilitation of its operations Priority: 1

Description: In order to simplify and harmonize requirements concerning international road transport and the facilitation of its operation, the Working Party on Road Transport will elaborate and update, as necessary, appropriate international instruments and study selected aspects of international transport of passengers and goods by road, particularly those related to the facilitation of road transport between eastern and western Europe and the simplification and harmonization of administrative procedures and documentation.

Work to be undertaken:

- (a) Implementation of and amendments to the AETR Agreement. (Continuing) **Expected output by 1999-2000: Adoption of a set of amendments to AETR; Introduction into the AETR of the recognition of the new digital tachograph.**
- (b) Development of new provisions or a new legal instrument on the facilitation of road transport, taking into account, when relevant, the Consolidated Resolution on the Facilitation of Road Transport (R.E.4). [(2000)] **Expected output by 1999-2001: Consensus achieved on form of new instrument as proposed by the IRU and Romania; Meeting of the Ad hoc Working Group on the Revision of R.E.4 (1999-2001).**
- (c) Consideration of new challenges, opportunities and developments in the facilitation of border crossings and consideration of possibilities for effective measures other than legal measures on border crossing and border facilities for road transport between eastern and western Europe. [(Continuing)] **Expected output by 1999-2000: Consensus achieved on priorities to follow-up in this area in light of the Joint Meeting on Border-Crossing Problems (SC.1/WP.30).**
- (d) Revision of the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR)

in order to foster wider acceptance by Governments. (1998)
Expected output by 1999-2000: Decision on approach to revision of CVR or identification of obstacles to reform.

- (e) Consideration of the Convention on the Contract for the International Carriage of Goods by Road (CMR) with a view to the introduction of electronic data interchange (EDI) into CMR procedures. (1998) **Expected output by 1999-2000: Consensus achieved on how to alter the CMR to allow for EDI (e.g., revision, protocol, amendment), based on the input and recommendations received from the Legal Expert Group of CEFAC, as well as contact with UNIDROIT and other parties, as necessary.**
- (f) Consideration of other existing legal instruments related to road transport (e.g. Conventions on the Taxation of Road Vehicles in International Transport) with a view to checking their continued applicability. [(1999)] **Expected output by 1999-2000: Assessment of dormant conventions and strategies to re-stimulate interest and accession to them (1999-2001).**
- (g) Consideration of questions concerning facilitation of international road transport with regard to the Inter-Bureaux Agreements on International Motor Insurance Card (Green Card). [(Continuing)] **Expected output by 1999-2000: Update on status of Inter-Bureaux Agreements.**
- (h) Harmonization of fiscal measures in order to encourage a rational tax structure and to avoid discrimination regarding taxation on international road transport. [(2000)] **Expected output by 1999-2000: Consideration of the Convention on the Taxation of Road Vehicles for Private Use in International Traffic (1956); the Convention on the Taxation of Road Vehicles engaged in International Goods Transport (1956); and the Convention on the Taxation of Road Vehicles engaged in International Passenger Transport (1956), and a decision as to their updating.**
- (i) Harmonization of road traffic restrictions (e.g., starting time of weekend traffic bans, types of vehicles, etc.) through the consideration of national measures and practices to avoid discriminatory treatment in road transport [(2000)]; **Expected output by 1999-2000: identification of national measures and practices and development of strategies to avoid discriminatory treatment in road transport.**

[02.2.3 Road traffic safety

Priority: 1

Description: Mindful of the world-wide scope of its work, the Working Party on Road Traffic Safety (WP.1) will examine matters and adopt measures aimed at improving road traffic safety. To this end, it will consider, inter alia, the implementation of the Vienna Conventions on Road Traffic and on Road Signs and Signals and the European Agreements supplementing them and elaborate proposals for updating these legal instruments as well as the Consolidated Resolutions on Road Traffic and on Road Signs and Signals (R.E.1 and R.E.2).

Work to be undertaken:

- (a) Monitoring and encouraging the implementation of the Vienna Conventions on Road Traffic and on Road Signs and Signals and of the European Agreements supplementing them, and elaboration of amendment proposals to these legal instruments with a view to raising of road safety standards. (Continuing)

- (b) Revision of the 1975 Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC). (To be undertaken by an ad hoc informal group of experts with a renewable mandate of two years).
 - (c) Development of new recommendations to be included in the Consolidated Resolutions on Road Traffic and Road Signs and Signals (R.E.1 and R.E.2) and updating of the existing ones (in cooperation with other subsidiary bodies of ITC) for the purpose of ensuring higher standards of safety on roads. (Continuing)
 - (d) Preparation of the third ECE Road Safety Week with a view to promoting greater partnership between public administrations, private sector organizations and road-users aimed at reducing traffic accidents involving vulnerable road users. (2000)
 - (e) Exchange of information on national road safety programmes, in particular taking into account financing of road safety activities, and on road safety regulations and requirements in force in member States and circulation of such information in order to avail Governments with the practice and experience gained on these matters. (Continuing)
 - (f) Assisting countries in transition in the establishment of sound and up-to-date traffic safety practice and procedures and organizing to this end workshops or seminars on road safety. (Continuing)
 - (g) Consideration of selected timely topics related to road safety in the form of an in-depth discussion based on papers prepared by experts and undertaking appropriate follow-up action with a view to finding concerted solutions to the most urgent problems in the field of traffic safety. (Continuing)
 - (h) Consideration of possible approaches to the work on a United Nations Long-Term Strategy on Road Safety aimed at the establishment within the UN of a concerted programme of action in this regard. (1998)]
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Annex 4

SUMMARY OF THE REPORT OF THE PRESIDENT OF THE COUNCIL OF BUREAUX

1. The enlargement of the Green Card System has continued in Eastern Europe. It was decided to activate the membership of the Bureau of Ukraine with effect from 1 May 1998. The Republic of Moldova has been admitted as a transitional member pending a satisfactory solution of the matter of financial guarantees. Latvia has also been admitted as a transitional member and is expected to be able to start issuing Green Cards once an addendum to the Compulsory Third Party Insurance Law is approved by the Latvian Parliament. Having gone a long way towards the satisfaction of outstanding debts, the Bureau of Bosnia-Herzegovina was reintegrated into the Green Card System as from 1 July 1998. The General Assembly also withdrew a possible decision to suspend Yugoslavia from the Green Card System regarding outstanding debts and it is hoped that with legislative amendments in that country the status and responsibility of the Bureau "Udruzenje" have been improved and extended.
 2. Discussions are being held with Lithuania and the Russian Federation regarding future membership.
 3. Handling fees for the settlement of claims under the Green Card System are currently calculated using the Deutsche Mark (DM) as the reference currency. The introduction of the Euro in the European Union in the near future will necessitate a change in that practice and the Management Committee of the Council is examining how that can be accommodated without any disruption to the financial relationships between the Bureaux.
 4. Twenty member Bureaux have signed an Agreement on the "Protection of Visitors" since 1994 but the overall results are considered disappointing since visitors who are victims of an accident outside their home country are either not aware of the assistance available under the Agreement or are not inclined to use the services offered. As a consequence this matter was taken up by the European Parliament which resulted in the drafting by the European Commission of a Fourth Motor Insurance Directive. Under the new Directive, the main addressee would be the Insurer providing civil liability cover and not the Bureau. The Bureau might, however, have to perform one or more of the following roles: (a) as "claims representative" of the civil liability insurer; (b) as "information centre" to provide victims with the particulars of the relevant insurer; or (c) as "compensation body with a wide range of tasks especially in situations where a claims representative has not been nominated.
 5. On 27 May 1999 the Council of Bureaux will have its fiftieth anniversary.
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