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INLAND TRANSPORT COMMITTEE

**REPORT OF THE INLAND TRANSPORT COMMITTEE ON ITS
SIXTY-SECOND SESSION
(15-17 February 2000)**

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REPORT

CHAIRMANSHIP

1. The Inland Transport Committee held its sixty-second session from 15 to 17 February 2000. The duties of Chairperson and Vice-chairperson of the session were performed by Mr. H. Courtois (Belgium) and Mrs. V. Tañase (Romania), respectively.

ATTENDANCE

2. Representatives of the following countries participated: Austria; Belarus; Belgium; Bulgaria; Croatia; Czech Republic; Denmark; Finland; France; Georgia; Germany; Greece; Hungary; Italy; Netherlands; Norway; Poland; Portugal; Republic of Moldova; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom. The European Commission (EC) was also represented. Representatives of the United Nations Conference on Trade and Development (UNCTAD) attended the session. A representative of the Economic and Social Commission for Asia and the Pacific (ESCAP) also attended the session. Representatives of the following intergovernmental organizations also took part in the session: Danube Commission (DC); European Conference of Ministers of Transport (ECMT); Central Commission for the Navigation on the Rhine (CCNR); Organization for Co-operation between Railways (OSZhD); Intergovernmental Organization for International Carriage by Rail (OTIF). The following non-governmental organizations were represented: International Road Federation (IRF); International Federation for Housing and Planning (IFHP); International Road Transport Union (IRU); International Transport Workers' Federation (ITF); European Transport Workers Federation (ETF); International Union of Railways (UIC).

ADOPTION OF THE AGENDA

3. The Committee adopted the provisional agenda (ECE/TRANS/131).

RESULTS OF THE COMMITTEE'S BUREAU MEETING

Documentation: TRANS/2000/6.

4. In accordance with a decision taken by the Committee at its sixty-first session, its Bureau met on 12 February, 5 July, 22-23 November 1999 and 14 February 2000.

5. The Committee considered the results achieved by its Bureau Meetings, as contained in document TRANS/2000/6, and **agreed** to discuss further the various questions raised in more detail under the respective items of the agenda.

MATTERS ARISING FROM THE FIFTY-FOURTH SESSION OF THE ECONOMIC COMMISSION FOR EUROPE AND THE SECOND SUBSTANTIVE SESSION IN 1999 OF THE ECONOMIC AND SOCIAL COUNCIL

Documentation: TRANS/2000/5; Informal paper by the secretariat.

6. The Committee took note of the above document and **recommended** the application of the guidelines contained in it, especially as far as operational activities and cooperation with regional/subregional groupings, initiatives and organizations, implementation of the reform, cross-sectoral concerns including intersectoral linkages, and cooperation with the business community were concerned.

7. Regarding, in particular, cooperation with the business community, the Committee **endorsed** the identification made by its Bureau of its subsidiary bodies which have a relationship with the private sector (SC.1, SC.2, SC.3, WP.1, WP.11, WP.15, WP.24, WP.29, WP.30) and **requested** those bodies to assess the relationship and to report back to the Committee on how that relationship could be used to greater advantage to enhance the work of those bodies.

FOLLOW-UP TO THE 1997 REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

Documentation: JMTE/1999/6; ECE/RCTE/CONF./2/FINAL; ECE/RCTE/CONF./3/FINAL.

8. The Committee **took note** of the report of the second session of the Joint Meeting on Transport and the Environment (JMTE/1999/6) and of an oral report on the results of a meeting of national focal points, lead actors and other experts held in Geneva on 7 and 8 February 2000. The Committee **endorsed** the creation of an ad hoc expert group (composed of national focal points, lead actors and other experts) to assist the Joint Meeting in its tasks, particularly in the identification of priorities for an effective implementation of the Vienna Programme of Joint Action (POJA) and in the preparation of the 2002 mid-term review including, in particular, an evaluation of the realization of its programme of work. In this context, the Committee **felt** that this mid-term review should preferably be undertaken at a joint session of this Committee and the Committee on Environmental Policy to which other experts and organizations could also contribute rather than at a ministerial conference.

9. The Committee **was also informed** about the follow-up activities undertaken by the secretariat in accordance with the Charter on Transport, Environment and Health adopted at the London Conference on Environment and Health held in June 1999. The Committee **stressed** that these activities should be well coordinated with those relating to the implementation of the POJA in order to avoid duplication of work. Due attention should be given in this respect to the activities undertaken by the UN/ECE for many years, such as on road traffic safety and the transport of dangerous goods. The Committee **noted** that the inventory of provisions relating to transport, environment and health contained in UN/ECE and other international legal instruments, prepared by the secretariat in line with the Charter, will be transmitted shortly to the heads of delegations with a view to soliciting their comments.

ANALYSIS OF THE TRANSPORT SITUATION IN ECE MEMBER COUNTRIES AND OF EMERGING DEVELOPMENT TRENDS

Documentation: TRANS/2000/7; Informal paper by the secretariat; Informal paper by the Russian Federation.

10. The Committee **took note** of document TRANS/2000/7, which analyses transport developments and trends as well as regulatory and infrastructure developments in the ECE region in 1999. During the discussion, the following questions were highlighted: the increased demand for freight transport, which is being absorbed mainly by road; the decrease in the performance (ton-km) of railways, particularly in international transport, and the emphasis given by Governments to improve transport performance, aiming at a better use of existing infrastructure and at a higher competitiveness and performance of transport operations, particularly in the rail sector. A number of delegations further reported on recent events regarding the transport system in the region, referring in particular to inland water traffic on the Danube (Pan-European Transport Corridor (PETrC) VII) and the recent understanding between Bulgaria and Romania to build a bridge across the Danube between the two countries (at the southern branch of PETrC IV).

11. The Committee **welcomed** the actions taken so far by the Danube Commission and the European Union aimed at restoring navigation via the Yugoslav section of the Danube (TRANS/SC.3/151, para. 15), as well as the reconstruction of infrastructures, and **invited** ECE member Governments to support the efforts of the Danube Commission and the Danubian riparian transition economies affected by the stoppage in this respect.

12. The Committee **acknowledged** the interest of the information provided by the document and **asked** the secretariat to make a similar review on recent transport trends and developments for its forthcoming session.

ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION

Documentation: TRANS/WP.5/1999/9; TRANS/2000/10; TRANS/1999/11.

13. The Committee **noted** the above-mentioned document and encouraged the active and focused participation by the secretariat in activities of assistance to countries with economies in transition in close cooperation with development banks, subregional organizations and the private sector. It requested that sufficient resources be allocated towards this endeavour both internally in the ECE budget in order to allow for the recruitment of the second Regional Adviser and externally through contributions from member States to the UN/ECE Trust Fund for Assistance to Countries in Transition (TFACT).

14. The Committee also **noted** the development of certain legal instruments in the general area of its own mandate by other organizations and regional groups and stressed the importance of avoiding duplication of resources and the danger of providing inconsistent and confusing signals to member States and the private sector. It further stressed the importance of retaining

within the Committee the responsibility of the development of legal instruments in the area of its mandate.

STATUS OF APPLICATION OF INTERNATIONAL UN/ECE TRANSPORT AGREEMENTS AND CONVENTIONS

Documentation: Document by the secretariat.

15. The Committee **took note** of the information contained in the above document showing the situation as at 9 February 2000 with regard to signatures, ratifications and accessions of the legal instruments related to the transport sector.

16. The representatives of the Russian Federation, Switzerland and Ukraine reported on the preparations under way to become Contracting Parties to several international instruments.

17. The Committee **asked** member Governments to become Contracting Parties to the legal instruments developed under its auspices and to take all necessary measures to implement them.

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

Documentation: TRANS/2000/2.

18. The Committee **took note** of the information contained in the above document on the activities of other ECE subsidiary bodies. The representatives of IRU and ITF informed the Committee of important events which had been organized by their respective organizations.

TRANSPORT TRENDS AND POLICY AND TRANSPORT ECONOMICS

Documentation: TRANS/WP.5/26.

19. The Committee **approved** the report on the twelfth session of the Working Party on Transport Trends and Economics (TRANS/WP.5/26). The attention of the Committee was drawn to the following items:

(a) Follow-up to the Third Pan-European Transport Conference

Documentation: TRANS/WP.5/1999/8; Informal paper by the secretariat.

(i) Pan-European transport corridors: Progress in their implementation in the New Independent States

20. The Inland Transport Committee **noted** the progress made in the assessment process of transport projects on the sections of the Pan-European Transport Corridors (PETrCs 2, 3, 5 and 9, branch b) that cross the New Independent States (Belarus, Republic of Moldova,

Russian Federation and Ukraine), and **encouraged** the Working Party to complete the development of an assessment methodology adapted to the specific context of those countries. It **asked** its subsidiary bodies to identify those elements in their current activities that could be relevant to the development of the PETrCs and to prepare proposals in their respective areas of competence, to be taken into account in the work of the PETrCs.

21. In this connection, the delegation of the Russian Federation urged interested States to sign as early as possible an addendum to the Memorandum of Understanding on the development of Pan-European Transport Corridor No. 2 (Berlin-Warsaw-Minsk-Moscow).

(ii) Euro-Asian transport links

22. The Committee **noted** the information provided by members of the ECE and ESCAP secretariats about the progress made in this area, including the development of a joint programme of work in the context of an informal group to be convened shortly by ECE, ESCAP and EC. It further **took note** of different initiatives undertaken by countries and international organizations, and endorsed the proposal to establish a database as a starting point to undertake a detailed study on the existing physical and non-physical barriers to the development of those links. The Committee felt that the Second International Euro-Asian Conference on Transport (St. Petersburg, 12-13 September 2000) could be an excellent opportunity to present the progress made by the informal group.

23. The delegation of the Russian Federation underlined the special importance of its transport network and, in particular, of the Trans-Siberian Railway, for assuring the efficiency of Euro-Asian transport links.

24. In this connection, the Committee **felt** that the mandate of the Working Party on Combined Transport might also envisage the consideration of the question concerning the development of combined transport Euro-Asian links using the Trans-Siberian Railway.

(b) Transport in the Mediterranean

(i) Work of the Transport Study and Training Centres in the Mediterranean region

Documentation: TRANS/2000/9 and Add.1.

25. The Committee **noted** the work carried out by the Western Mediterranean Transport Centre (CETMO) as presented by its Director.

(ii) Proposed seminar on transport facilitation in the Mediterranean region

26. The Committee **endorsed** the proposal by the Working Party to organize a Seminar in the year 2000 on the facilitation of transport in the Region particularly through the promotion of existing ECE international Agreements and Conventions, with the support of UN/ECE and the

European Commission (TRANS/WP.5/26, para. 45). In this connection, it also **noted** the initiative by the European Commission to prepare a Transport Action Plan for the Mediterranean region.

- (iii) Europe-Africa permanent link through the Strait of Gibraltar

Documentation: E/1999/20.

27. The Committee **noted** that, in accordance with ECOSOC resolution 1997/48, ECE and the Economic Commission for Africa (ECA) had jointly prepared a report on the studies related to the project for the period 1997-98 (E/1999/20), which was subsequently submitted to the 1999 substantive session of ECOSOC. It also **noted** that a new Resolution had been adopted by this body (1999/37), requesting the secretariat to continue to take an active part in the activities related to the project.

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

Documentation: TRANS/2000/8 and Add.1-2.

28. The Committee **took note** of the information received from the European Conference of Ministers of Transport (ECE/TRANS/2000/8), the Organisation for Economic Cooperation and Development (ECE/TRANS/2000/8/Add.1) and the European Commission (ECE/TRANS/2000/8/Add.2).

ROAD TRANSPORT

Documentation: TRANS/SC.1/365.

29. The Committee **approved** the report of the Working Party on Road Transport (SC.1) on its ninety-third session (TRANS/SC.1/365).

- (a) Road transport infrastructure

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

30. The Committee **was informed** that amendment proposals to Annexes I and III of the AGR adopted by the ninety-second session of the Working Party on Road Transport in 1998 (TRANS/SC.1/363, paras. 10-18 and annex 1) and transmitted to Contracting Parties by Depository Notification C.N. 380.1999.TREATIES-1 of 2 June 1999 were set to enter into force on 27 April 2000 with the exception of the roads E 40, E 123, E 012 and E 016 which had been objected to by the Government of Kazakhstan. The Committee **commended** the Working Party SC.1 for this important achievement of the extension of the E road network to the Caucasus and Central Asian regions.

31. The Committee **agreed** that countries were not obliged to apply the 2000 Census and Inventory to the newly adopted E roads, but that those which were in a position to do so could, if they so wished.

32. The Committee **noted** that further amendments to Annex I to AGR had been adopted by SC.1 in 1999, based on the results of the seventeenth session of the Ad hoc Meeting on the Implementation of the AGR (28-29 June 1999). These amendments concerned E roads in France, Romania and the Russian Federation (TRANS/SC.1/365, paras. 14-16 and annex 1). The Committee **further noted** that these amendment proposals had been transmitted by the secretariat to the Secretary-General of the United Nations and that the relevant Depository Notification C.N. 1225.1999.TREATIES-2 had been sent to competent administrations of Contracting Parties on 19 January 2000.

(ii) Activities of the Trans-European North-South Motorway (TEM) Project

Documentation: TRANS/SC.1/1999/7.

33. The Committee **took note** of the progress report on the TEM Project contained in document TRANS/SC.1/1999/7 as well as additional information provided by the Project Manager on TEM Standards and the new Permanent Table established in Trieste as a subregional forum for the development of motorway construction, maintenance and operations along corridor V. The Committee **requested** that it continue to be informed of developments in the TEM Project.

(b) Road transport facilitation and harmonization

Documentation: TRANS/SC.1/AC.6/2.

34. The Committee **noted** that SC.1 had: (i) endorsed the revision of Article 12, Annex 1 (implementation of control procedures for the application of the Agreement) to the European Agreement concerning the Work of Crews of Vehicles engaged in International Transport (AETR); and (ii) endorsed in principle the revision of the AETR regarding the introduction of the digital tachograph (TRANS/SC.1/AC.6/2) (Geneva, 8-9 March 1999) (TRANS/SC.1/365, paras. 24-37). In this connection, the Committee also **noted** the fact that, in accordance with the request of the Working Party, the secretariat had informed non-EU Contracting Parties to the AETR not present at the session about the amendment proposals and the proposed five-year transition period for the introduction of the digital tachograph.

35. The Committee **noted** the proposed five-year transition period and strongly **recommended** that Contracting Parties consider the possibility of accepting in the AETR a reference to Annex 1B to Regulation (EEC) No. 3821/85 setting out the technical specifications of the new digital tachograph rather than seeking to reproduce it in its entirety. In this regard, the Committee recalled the example of ISO standards which were referred to in many legal documents without being reproduced on each occasion. However, it would be necessary to

resolve, in this context, the problem of translation of this technical Annex as well as the question related to the automatic validity of subsequent changes to the Annex for non-EU Member countries.

36. With regard to the question of the minimum number of Parties required to amend the AETR, the Committee **took note** of the communication from the United Nations Legal Office stating that it was within the discretion of the parties to the AETR to establish amendment procedures specific to the AETR.

37. Moreover, the Committee **was informed** that SC.1 had endorsed the report of the Ad hoc Working Group on the Revision of the Consolidated Resolution on the Facilitation of Road Transport (R.E.4) (Geneva, 25-26 March 1999). However, it had decided not yet to forward the draft to the Inland Transport Committee for adoption since many Governments had not had the opportunity to examine the text in detail (TRANS/SC.1/365, paras. 38-42). The Committee **invited** ECE member Governments to give their comments on the new draft of R.E.4 (TRANS/SC.1/1999/2) by 29 February 2000, as had been requested by the secretariat. On the basis of the replies, the secretariat would prepare a document for the ninety-fourth session of SC.1 in November 2000 taking also into account the work of the ECMT.

38. Furthermore, the Committee **endorsed** the initiative of WP.30 to convene an informal drafting group including experts from both WP.30 and SC.1 to prepare the final text of a new Annex to the International Convention on the Harmonization of Frontier Controls of Goods (TRANS/SC.1/365, paras. 44-47) and **requested** the drafting group to examine how border crossing in road transport could be speeded up, for instance, by setting a maximum time limit for the crossing of borders by goods vehicles in the new annex to the Convention or by drafting a resolution to that effect, as has been done for the rail sector in 1999.

ROAD TRAFFIC SAFETY

- (i) Work on amendments to international instruments related to road safety

Documentation: TRANS/WP.1/64; TRANS/WP.1/67; TRANS/SC.1/294/Rev.5.

39. The Committee **approved** the report of the Working Party on Road Traffic Safety (WP.1) on its thirty-second and thirty-third sessions (TRANS/WP.1/64; TRANS/WP.1/67).

40. The Committee **noted** the importance of the work carried out by the Working Party and **endorsed** the activities concerning, in particular: (i) the questionnaire on the implementation of the Vienna Conventions on Road Traffic and on Road Signs and Signals, as well as the 1971 European Agreements supplementing them (TRANS/WP.1/64, paras. 4-7 and TRANS/WP.1/67, paras. 4-6); (ii) draft amendments to the Vienna Conventions (TRANS/WP.1/64, paras. 8-12 and TRANS/WP.1/67, paras. 11-16); (iii) international driving permits (TRANS/WP.1/64, paras. 13-17 and TRANS/WP.1/67, paras. 11-16); (iv) elaboration of a new legal instrument on driving permits (TRANS/WP.1/67, paras. 20 and 21); and (v) revision of the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2) (TRANS/WP.1/64, paras. 32-41 and TRANS/WP.1/67, paras. 22-27).

(ii) Third Road Safety Week in the ECE Region

41. The Committee **took note** with appreciation of the activities and progress made by WP.1 in the preparation of the Third Road Safety Week in the ECE Region, 1-7 May 2000. It also **welcomed** the website (<http://www.unece.org/trans/roadsafe>) and the brochure for the Third Road Safety Week developed by the secretariat. The Committee also **took note** of the two press releases on the Third Road Safety Week in the ECE Region issued by the secretariat.

42. The Committee **endorsed** the above actions and **invited** member Governments and organizations to support and contribute to the activities of the Week as envisaged in the Programme for the Third Road Safety Week (TRANS/WP.1/1998/10) as well as to inform the secretariat of the activities they are undertaking within this framework.

SAFETY IN TUNNELS

Documentation: TRANS/SC.1/365, TRANS/2000/13.

43. The Committee **noted** that, following serious accidents in the Mont Blanc and Tauern Tunnels, this question had already been considered by the Working Party on Road Traffic Safety (WP.1) at its thirty-second and thirty-third sessions in 1999, by the Ad hoc Meeting on the Implementation of the European Agreement on Main International Traffic Arteries (AGR) (28-29 June 1999), and by the SC.1 itself. In accordance with their recommendation (TRANS/SC.1/365, paras. 16-19 and annex 4), the Committee **adopted** the proposal as amended by France in TRANS/2000/13 to establish a multi-disciplinary group of experts on safety in tunnels (comprising members of WP.1, SC.1, SC.2, WP.15 and WP.29 as well as relevant international governmental and non-governmental organizations) which would first concentrate its work on road tunnels, building on work already under way in this area and, as necessary, continue later with safety issues in other tunnels.

44. The Committee **requested** the secretariat to contact Committee members requesting them to designate national focal points to participate in the work of the multi-disciplinary group. It also **recommended** that the multi-disciplinary group of experts should not be too large, and that it should come up with specific recommendations on how to include the necessary provisions on safety in tunnels into the legal instruments dealt with by ITC subsidiary bodies.

REGULATIONS FOR THE CONSTRUCTION OF VEHICLES

Documentation: TRANS/WP.29/78/Rev.1/Amend.2; TRANS/WP.29/663; TRANS/WP.29/680; TRANS/WP.29/689; TRANS/WP.29/690; TRANS/WP.29/691.

45. The Committee **noted** the summary of activities of WP.29 given by its Vice-Chairman and **endorsed** the reports of WP.29 on its one-hundred-and-seventeenth (TRANS/WP.29/663), one-hundred-and-eighteenth (TRANS/WP.29/680) and one-hundred-and-nineteenth (TRANS/WP.29/689) sessions.

46. The Committee also **endorsed** the decisions of WP.29 to change its name into “World Forum for Harmonization of Vehicle Regulations (WP.29)” and to install its new Terms of Reference and Rules of Procedure (TRANS/WP.29/690), as from its one-hundred-and-twentieth session (March 2000). It endorsed the draft Programme of Work for 2000-2004 with the annexed calendar of meetings for 2000 (TRANS/WP.29/691), where the change of name of WP.29 was already implemented.

(a) Updating of Regulations annexed to the 1958 Agreement and elaboration of new ones

47. The Committee **noted** that, during 1999, thirty-two amendments to existing Regulations had been adopted by vote of the Administrative Committee of the Agreement (AC.1).

48. It also **noted** that the internal procedural matters in the European Community which had prevented in 1999 voting on five new draft Regulations were nearly resolved, and that the prospects were positive for voting in AC.1 on these pending Regulations in the year 2000.

(b) Status of the 1998 Agreement

49. The Committee **noted** that the Agreement Concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles already had five Contracting Parties (Canada; France; Japan; United Kingdom; United States of America) and that, after the approval by the European Parliament in its plenary session of December 1999 and subsequently by the European Union Council, the European Community’s signature should soon be formally validated.

50. The Committee **considered** that eight Contracting Parties were the necessary minimum for the Agreement to enter into force and encouraged the delegates to actively promote appropriate procedures in their countries in order to become Parties to the Agreement.

(c) Status of the 1997 Agreement on Technical Inspections

51. The Committee **noted** that, whilst the Agreement had been concluded on 13 November 1997, only Estonia, Netherlands and Romania were Contracting Parties to the Agreement.¹

52. It **decided** to invite the remaining 21 signatories to the Agreement (Austria; Belgium; Cyprus; Czech Republic; Denmark; Finland; France; Georgia; Germany; Greece; Hungary; Ireland; Italy; Portugal; Russian Federation; Slovakia; Spain; Sweden; Switzerland; United Kingdom; Ukraine) to expedite ratification procedures in their countries in order to ensure the entry of the Agreement into force and its functioning.

¹ Note by the secretariat: Subsequent to the Committee’s session, the Legal Office at Headquarters confirmed on 23 February 2000 to the secretariat that the Russian Federation was a Contracting Party to the Agreement through a definitive signature as of 13 November 1997.

(d) Updates to the Consolidated Resolution on the Construction of Vehicles (R.E.3)

53. The Committee **noted** the updated Classification of Vehicles (annex 7 to R.E.3) contained in document TRANS/WP.29/78/Rev.1/Amend.2.

RAIL TRANSPORT

Documentation: TRANS/SC.2/192.

54. The Committee **approved** the report of the fifty-third session of the Working Party on Rail Transport (SC.2) (TRANS/SC.2/192) and noted the report given by its Chairman.

(a) Rail transport infrastructure

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

Documentation: Informal paper by the secretariat.

55. The Committee **noted** with satisfaction that, after the accession of Belgium, 23 Governments were now Parties to the AGC Agreement (TRANS/SC.2/192).

56. The Committee **also noted** the progress made in the extension of the AGC network to Central Asian and Caucasus countries, the territory of the Russian Federation in Asia and the territory of the Ukraine, and reiterated its call to all countries which had not yet acceded to the AGC, in particular to Central Asian and Caucasus countries, to become Parties to the Agreement.

57. The Committee **endorsed** the Working Party's activities to undertake a rail census (data collection on traffic and infrastructure conditions) in the future and welcomed the contribution offered by the UN/TER Project Central Office in this area (TRANS/SC.2/192, paras. 47-50).

(ii) Activities of the Trans-European Railway (TER) Project

Documentation: TRANS/SC.2/1999/15.

58. The Committee **took note** of the progress report of the TER Project contained in document TRANS/SC.2/1999/15. It underlined the importance of the project for the development of the railway infrastructure network in Central Europe, and requested to continue to be informed of TER developments.

(b) Facilitation of border crossing in international rail transport

59. The Committee **took note** of the progress made in the implementation of resolution No. 248 on the reduction of stopping times at borders for shuttle trains by a number of member States, and urged those Governments which had not yet implemented the resolution to take immediate measures to reduce the stopping times at borders. In this connection, it also stressed

the importance of information technology for communication between railway administrations on the one hand as well as between them and customs' services on the other.

(c) Role of railway undertakings in the promotion of combined transport

60. The Committee **took note** of the discussions held at the last session of SC.2 and WP.24 concerning the competitiveness of combined transport and the role of railway operations therein. It encouraged the concerned parties, and particularly the UIC and the International Union of Combined Road/Rail Transport Companies (UIRR), to cooperate with SC.2 and WP.24 in the identification of existing problems and potential solutions, particularly in the area of legal and technical impediments. It also noted with satisfaction the decision of the Working Party to convene an informal meeting to address such obstacles.

(d) Application of summer time

Documentation: TRANS/SC.2/1999/16/Add.1.

61. The Committee **welcomed** the achievement of full harmonization in the ECE region on this matter (summer time now begins on the last Sunday in March and ends on the last Sunday in October). It asked SC.2 to continue following the application of summer time in the region, and to bring it to the attention of the Committee in the future only in case the present situation might change.

INLAND WATER TRANSPORT

Documentation: TRANS/SC.3/151; ECE/TRANS/120; TRANS/SC.3/1999/7-10; TRANS/SC.3/1999/8/Add.1; ECE/TRANS/CMNI/CONF/2.

62. The Committee **approved** the report of the Working Party on Inland Water Transport on its forty-third session (TRANS/SC.3/151).

(a) Inland waterway infrastructure

(i) European Agreement on Main Inland Waterways of International Importance (AGN)

63. The Committee **took note** with satisfaction that the AGN Agreement had entered into force on 26 July 1999 and that 10 States were currently Parties to it. The Committee **invited** Governments which had not yet done so to accede to the Agreement as soon as possible in order, in particular, to facilitate its implementation.

(ii) Update of the map of European waterways

64. The Committee **took note** of the publication by the secretariat of an update of the map giving comprehensive information on the state of European inland waterways used for commercial and pleasure navigation.

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

65. The Committee **endorsed** the four new resolutions Nos. 42-45 adopted by the Working Party amending the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised) and the European Code for Inland Waterways (CEVNI) (TRANS/SC.3/151, paras. 34, 37, 39 and 35).

66. Furthermore, the Committee **took note of** the decision of the Working Party to elaborate measures aimed at curbing the air pollution by inland navigation vessels (TRANS/SC.3/151, para. 7) and **encouraged** its efforts in this regard.

67. The Committee **noted** that the Diplomatic Conference organized jointly by CCNR, Danube Commission and UN/ECE for the adoption of the Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) was scheduled to be held in Budapest from 25 September to 4 October 2000 and **expressed its gratitude** to the Government of Hungary for its offer to host the Conference and **invited** member Governments concerned to take an active part in the preparation and the work of the Diplomatic Conference. The Committee felt that, given the pan-European nature of the CMNI Convention and bearing in mind the views of the UN Legal Office at Headquarters, the UN Secretary-General should be the Depositary of this Convention. It also felt that an appropriate practical solution should be found as to the German and Dutch versions of the CMNI Convention, since German and Dutch are not official UN languages.

COMBINED TRANSPORT

Documentation: TRANS/WP.24/83 and Corr.1; TRANS/WP.24/85.

68. The Committee **approved** the reports of the Working Party on Combined Transport (WP.24) on its thirty-first and thirty-second sessions.

(a) European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement) and Protocol on Inland Waterways thereto

Documentation: ECE/TRANS/88/Rev.1; ECE/TRANS/122 and Corrs.1-2.

69. The Committee, noting that the AGTC Agreement has at present 23 Contracting Parties, **recommended** Finland, Poland, the Republic of Moldova and the Ukraine to become Contracting Parties to the Agreement and **welcomed** the adoption of a second package of amendment proposals by the Working Party reflecting the growing importance ECE member States in Central and Eastern Europe attached to combined transport. The Committee also **noted** that the Protocol on Combined Transport on Inland Waterways to the AGTC Agreement which has been ratified so far by five ECE member States has not yet come into force.

- (b) Possibilities for reconciliation and harmonization of civil liability regimes governing combined transport

Documentation: TRANS/WP.24/1999/2.

70. The Committee **noted** that the provisions and responsibilities stemming from the various international civil liability regimes differed quite considerably between the various modes of transport (CMR for road; COTIF-CIM for rail; draft CMNI for inland water; Hague, Hague-Visby and Hamburg rules for maritime; and Warsaw Convention for air). The Committee **decided** to continue work on this subject and to convene, in the first half of 2000, an expert group meeting ("hearing") to take stock of the current activities and research undertaken and to consult, in particular, with the customers (shippers/clients) on the necessity of new international regulations in this field.

CUSTOMS QUESTIONS AFFECTING TRANSPORT

Documentation: TRANS/WP.30/184; TRANS/WP.30/186.

71. The Committee **approved** the reports of the Working Party on Customs Questions affecting Transport on its ninety-second and ninety-third sessions.

- (a) Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975): Phases II and III of the TIR revision process

Documentation: TRANS/WP.30/AC.2/53; TRANS/WP.30/AC.2/55; TRANS/WP.30/1999/7.

72. The Committee **welcomed** the progress achieved by the Working Party under phase II of the TIR revision process and **decided** to prolong the mandate of the group of experts on the TIR revision process for the year 2000 in order to commence work on phase III once phase II has been terminated. The Committee also recommended the Working Party to consider, if it had not yet done so, a number of technical issues raised by the IRU in this context, including ways of financing the TIR Executive Board.

73. The Committee also **took note** of the reports of the Administrative Committee for the TIR Convention, 1975 at its twenty-sixth and twenty-seventh sessions.

- (b) International Convention on the Harmonization of Frontier Controls of Goods, 1982

Documentation: ECE/TRANS/55; TRANS/WP.30/AC.3/6.

74. In connection with this agenda item, the Committee recalled its decisions as reflected in paras. 41-42 of this report.

TRANSPORT OF DANGEROUS GOODS

- (a) Report of work on the establishment and updating of the Recommendations for the Transport of Dangerous Goods within the framework of the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods

75. The Committee **noted** the information provided in the notes on the provisional agenda (TRANS/2000/1), as well as resolutions 1999/62 and 1999/65 adopted by the Economic and Social Council in 1999 (TRANS/2000/5).

76. The Committee **noted** that certain ECE countries participating actively in the work of WP.15 could not participate as full members of the ECOSOC Committee of Experts on the Transport of Dangerous Goods because of its restricted membership (23). The Committee **felt** that, should the membership of the new Sub-Committee on the Global Harmonization of Systems of Classification and Labelling of Chemicals be wider, the Council might wish to extend as well the membership of the Sub-Committee of Experts on the Transport of Dangerous Goods in order to allow ECE member States which would request full membership to participate more actively in that work.

- (b) Work of the RID/ADR/ADN Joint Meeting

Documentation: TRANS/WP.15/AC.1/76; TRANS/WP.15/AC.1/78.

- (c) European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

Documentation: TRANS/WP.15/157 and Add.1; TRANS/WP.15/159.

77. The Committee **approved** the reports of the RID/ADR/ADN Joint Meeting on its spring and autumn 1999 meetings and of the Working Party on the Transport of Dangerous Goods on its sixty-sixth and sixty-seventh sessions.

78. The Committee **invited** those of the 34 Contracting Parties to ADR which had not yet become Contracting States to the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR, to do so as soon as possible. The following countries were concerned: Belarus, Belgium, Bosnia and Herzegovina, Croatia, Germany, Greece, Lithuania, Republic of Moldova, The former Yugoslav Republic of Macedonia and Yugoslavia.

79. With reference to the difficulties of implementing ADR on the territory of the Russian Federation, the Committee **noted** with satisfaction that, in response to discussions at the last session, the Government of the Russian Federation had published a list of dangerous goods for which special permits were required and that it intended to reduce that list and amend the existing national law to bring it in line with ADR.

80. The Committee **invited** Governments of Contracting Parties to ADR to make sure, when negotiating bilateral agreements concerning transport in general, that any clause related to transport of dangerous goods was compatible with their obligations under ADR, in particular with article 4(3) of the ADR.

81. The Committee **invited** Governments participating in the work of the RID/ADR/ADN Joint Meeting and WP.15 to request their representatives not to make any new substantial proposal that could delay the work on restructuring RID/ADR which the Committee considered as a priority and which must be completed in 2000 for entry into force on 1 July 2001 with an eighteen month transitional period until 31 December 2002. In order to meet this deadline, the Chairmen of the Joint Meeting and of WP.15, as well as the secretariat, were requested to refuse or defer consideration of such new proposals.

(d) European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN)

Documentation: TRANS/WP.15/AC.2/4 and Add.1; TRANS/WP.15/AC.2/5.

82. The Committee **approved** the report of the Meeting of Experts on the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN) on its second session.

83. The Committee **noted** that the Meeting of Experts had prepared a consolidated version of Annexes A, B1 and B2 (TRANS/WP.15/AC.2/5) which would be submitted to the Diplomatic Conference for the adoption of a European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway (Geneva, 22-26 May 2000) as Regulations annexed to the European Agreement, together with a corrigendum prepared by the Meeting of Experts at its third session, Geneva, 17-20 January 2000.

(e) Elaboration of a Draft European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN)

Documentation: TRANS/AC.6/18 and Add.1; TRANS/AC.6/20 and Adds. 1-2.

84. The Committee **noted** with satisfaction that the Ad Hoc Working Group on the Elaboration of a draft European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway had completed its work on its tenth session.

85. In this connection, the Committee **also took note** of the position of the Russian Federation regarding : (i) the need for additional consideration of issues relating to the special status of vessels of mixed river-sea navigation; (ii) the complicated amendment procedure of the draft ADN Agreement; as well as (iii) the question of marks and signals to be carried by vessels transporting dangerous goods.

86. The Government of the Russian Federation **was invited** to prepare appropriate proposals for consideration by the Conference if deemed necessary, in due time (before 10 March 2000) to allow the secretariat to ensure translation in all languages of the Conference.

87. The Committee **endorsed** the draft resolution prepared by the Ad Hoc Working Group for submission to the Conference (TRANS/AC.6/20, annex 3).

TRANSPORT OF PERISHABLE FOODSTUFFS

Documentation: TRANS/WP.11/200.

88. The Committee **approved** the report of the Working Party on the Transport of Perishable Foodstuffs on its fifty-fifth session (TRANS/WP.11/200).

89. The Committee **encouraged** the Working Party to undertake the revision of the Annexes to the ATP and to elaborate an ATP Handbook.

90. The Committee **welcomed** the accession to the ATP of two additional new countries: Romania and The former Yugoslav Republic of Macedonia.

TRANSPORT STATISTICS

Documentation: TRANS/WP.6/137; TRANS/WP.6/AC.2/14 and Add.1 and Corrs.1-2; 1995 Census of Motor Traffic (CD-ROM); 1999 Annual Bulletin of Transport Statistics for Europe and North America; 1999 Statistics of Road Traffic Accidents in Europe and North America.

91. The Committee **endorsed** the report of the Working Party on Transport Statistics on its fiftieth anniversary session (TRANS/WP.6/137) which focused on the theme of Indicators for Sustainable Transport and was informed about the progress made in the following areas:

(a) Harmonization of transport and road traffic accident statistics

92. The Committee **noted** the continuous efforts of WP.6 to improve the collection of harmonized statistics at the international level, in particular in the areas of transport and the environment, urban transport and road traffic accidents. In this connection, the Committee also **noted** the decision of WP.6 to convene, inter alia, a Task Force on Sustainable Urban Transport Indicators (28-29 March 2000, Barcelona), and an Informal Working Group on Rail Census Methodologies (13-14 June 2000, Geneva). (A complete list of meetings on Transport Statistics scheduled for 2000 is attached to the WP.6 Report as annex 1.)

(b) Geographic Information Systems (GIS) in Transport

93. The Committee was **informed**, moreover, about the results of the first UN/ECE Workshop on GIS in Transport (15-16 November 1999, Geneva), which addressed the areas of infrastructure development, traffic and road management and transport planning, and **noted** that WP.6 had asked the secretariat to examine the possibilities of convening in 2001 a follow-up

Workshop on GIS in Transport Infrastructure Development in Africa, in cooperation with the Economic Commission for Africa (ECA) and UNCTAD.

(c) 2000 Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe

94. The Committee was **informed** about the preparations under way for the 2000 Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe, and its GIS application, in accordance with resolution No. 247 adopted by the Committee at its sixty-first session (ECE/TRANS/128, annex 3). Member Governments were encouraged to inform the Executive Secretary of the ECE of their intention to carry out the 2000 Census and Inventory, according to the Recommendations to Governments set forth by the Ad Hoc Meeting on the Road Traffic Census (TRANS/WP.6/AC.2/14, Add.1 and Corrs.1-2). The Committee was **informed** that the secretariat would be sending diskettes containing the Recommendations and relevant tables to ECE member countries by the end of February 2000, with replies requested, to the extent possible, by 30 June 2001. The final deadline for acceptance of 2000 census data is 31 March 2002.

ELECTRONIC DOCUMENT STORAGE AND DISTRIBUTION SYSTEM

Documentation: Informal paper by the secretariat.

95. The Committee **noted** that about 2,700 documents prepared by WP.29, WP.15, WP.11, WP.30, WP.24, SC.1, WP.1, SC.3, SC.2, WP.5 and WP.6, as well as a number of Conventions, were accessible on the Internet through the UN/ICC website: "<http://www.unece.org>".

96. Moreover, the Committee was informed that in the future it was foreseen that all the documents of the Transport Division would be produced in Word instead of WordPerfect.

PROGRAMME OF WORK FOR 2000-2004 AND THE PRIORITIZATION FOR THE NEXT PROGRAMME BUDGET 2002-2003

Documentation: TRANS/2000/3; TRANS/2000/12.

97. The Committee **considered** the Draft Programme of Work for the period 2000-2004 contained in the above document, prepared on the basis of the decisions taken by the Inland Transport Committee at its sixty-first session (8-11 February 1999) (ECE/TRANS/128, paras. 128-133) and the proposals of its subsidiary bodies in the course of 1999.

98. In considering the information provided by the secretariat concerning the allocation of resources to the Committee's work programme (TRANS/2000/3, para. 5), the Committee **expressed its approval** of the efforts made to fill vacancies in the Transport Division and **urged** the Executive Secretary to ensure that remaining vacancies, as referred to in TRANS/2000/3, para. 5, were filled as soon as possible. The Committee also **urged** the Executive Secretary to allocate to the Transport Division sufficient resources for the recruitment of the second Regional Adviser.

99. The Committee **agreed** with the Bureau's recommendation to consider the programme of work every second year. Such an arrangement, however, would not exclude the possibility for the Committee's subsidiary bodies to modify their respective programmes of work annually if there was a need to do so.

100. The Committee accepted the recommendation of the Bureau (TRANS/2000/6, para. 33) that Priority 1 be assigned to:

- (i) the follow-up to the implementation of the Convention on Civil Liability for Damage Caused during the Carriage of Dangerous Goods by Road, Rail and Inland Navigation (CRTD) (programme activity 02.7(3)), pending the identification by the secretariat of the reasons why countries had not acceded to that Convention and how it could be modified to encourage more accessions;
- (ii) the efficiency of various modes of transport of relevance for combined transport operations (programme activity 02.9(a)(bis)). WP.24 was urged to make use of studies in this field carried out elsewhere, for example by ECMT and the EC.

101. Regarding programme activity 02.7(3), the Committee **requested** the secretariat to circulate a questionnaire aiming at evaluating the reasons why ECE member States had not yet become Contracting States to the CRTD, and to prepare a report on the basis of the answers provided for the next session of the Committee. The representative of the Netherlands offered assistance for the preparation of the questionnaire.

102. Following the recommendation made by the Bureau (TRANS/2000/6, para. 34), the Committee **approved** the pro forma prepared by the secretariat for the new system of prioritization of PSBs' work programmes proposed by the Group of Experts on the Programme of Work (GEPW) circulated in TRANS/2000/12.

103. The Committee **adopted** its programme of work as contained in the annex to this report (ECE/TRANS/133/Add.1).

SCHEDULE OF MEETINGS

Documentation: TRANS/2000/4; Informal paper by the secretariat.

104. The Committee **reviewed** the tentative list of meetings circulated in TRANS/2000/4 and on the recommendation of its Bureau (TRANS/2000/6, para. 35) adopted it with the following changes:

- (i) the insertion of the Ad hoc meeting of National Focal Points and other International Actors on the Programme of Joint Action on Transport and the Environment (7-9 February 2000);
- (ii) the modification of the dates of the fifty-sixth session of WP.11 to read 30 October to 2 November 2000;
- (iii) the modification of the dates of the November 2000 session of the Bureau of the Inland Transport Committee to read 30 November to 1 December 2000.

105. The Committee also felt that ECE meetings on transport and the environment organized in the follow-up to the Vienna and/or London Conferences should be included in the list of meetings.

106. The Committee also **took note** of the list of informal and ad hoc meetings planned by its subsidiary bodies.

107. The definite list of meetings will be issued and circulated under the symbol ECE/TRANS/134.

ELECTION OF OFFICERS FOR THE SESSIONS OF THE COMMITTEE IN 2001 AND 2002

108. The Committee elected Mrs. V. Tañase (Romania) as Chairperson for its sessions in 2001 and 2002 and asked Mr. H. Courtois (Belgium) to act as interim Vice-chairperson until the necessary consultations allow the election of a Vice-chairperson capable of assuming the chairmanship in 2003 and 2004.

109. In this connection, the Committee expressed its warm thanks to Mr. Courtois for having guided successfully, as Chairman, its discussions for several years.

COMPOSITION OF THE COMMITTEE'S BUREAU IN 2000 AND 2001

110. In accordance with its rules of procedure, the Committee elected the following Bureau members for a two-year period:

Chairperson:	Mrs. V. TaÁase (Romania)
Vice-Chairperson:	Mr. H. Courtois (Belgium)
Members:	Mrs. M.-N. Poirier (France)
	Ms. U. Einsfelder (Germany)
	Mr. D. Tsagalidis (Greece)
	Mr. S. Spakievics (Hungary)
	Mr. B.J. Griffioen (Netherlands)
	Mr. E.D.Kazantsev (Russian Federation)
	Mr. J.-C. Schneuwly (Switzerland)
	Mrs. U. Armangil (Turkey)
	Mr. A. Mezheryskyi (Ukraine)

111. Standing invitations will be extended to the European Commission to attend meetings of the Bureau as an observer.

ANY OTHER BUSINESS

(a) Circulation of information on vacancies

112. The Committee **requested** the secretariat to ensure that information on vacant posts of the Transport Division be circulated sufficiently in advance to all delegations and to Permanent Missions which so wish in order to allow for the nomination of appropriately qualified candidates from interested countries.

(b) Protection of animals during international transport

Documentation: TRANS/2000/11; Informal paper by the secretariat.

113. The Committee **was informed** of the secretariat's participation in the work carried out under the auspices of the Council of Europe on the Convention on transport of live animals. The Committee requested the secretariat to continue to follow this work.

(c) Review of publications

114. The Committee **emphasised** the need to continue issuing the publications currently being prepared by the Committee and its subsidiary bodies.

(d) Availability of documents

115. The Committee **underlined** the importance of receiving documents well in advance of its meetings so that its members could be properly prepared for all items under discussion.

(e) Request from the United Nations Interim Administration Mission in Kosovo (UNMIK)

Documentation: UNMIK Informal paper.

116. The Committee **took note** of the communication transmitted by UNMIK and circulated to the Committee as an Informal paper containing its request for international recognition of the vehicle license plates and registration certificates issued by UNMIK in the framework of the basic civilian administrative functions entrusted to UNMIK by the UN Security Council. The Committee **recommended** its member Governments to consider favourably such a request.

(f) Date of next session

117. The Committee **noted** that its sixty-third session was tentatively scheduled to be held from 13 to 15 February 2001.

ADOPTION OF THE REPORT

118. The Committee **adopted** the report of its sixty-second session and the annex thereto.
