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INLAND TRANSPORT COMMITTEE

Working Party on Road Transport

REPORT OF THE WORKING PARTY ON ITS NINETY-FOURTH SESSION
(14-16 November 2000)

ATTENDANCE

1. The Working Party on Road Transport held its ninety-fourth session in Geneva from 14 to 16 November 2000 under the chairmanship of Mr. J. Alaluusua (Finland). Representatives of the following ECE member States participated: Bulgaria; Czech Republic; Finland; France; Georgia; Germany; Hungary; Italy; Latvia; Netherlands; Norway; Poland; Romania; Russian Federation; Switzerland and Turkey. A representative of the European Commission (EC) participated. The following inter-governmental organizations participated: International Institute for the Unification of Private Law (Unidroit) and the ECE Trans-European North-South Motorway (TEM) Project. The following non-governmental organizations were represented: Transfrigoroute International; International Road Transport Union (IRU) and the Council of Bureaux of the Green Card System.

INTRODUCTORY REMARKS

2. The Director of the ECE Transport Division, Mr. José Capel Ferrer, welcomed delegates to the ninety-fourth session of the Working Party. He spoke of the work of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels and of the recent fire in an Austrian mountain train tunnel which confirmed the necessity for urgent recommendations on tunnel safety.

3. The Director highlighted other important activities which the Working Party would have to consider during its session including the extension of the AGR network, the revision of the AETR and R.E.4 and the new proposed annex on efficient border crossings to be included in the Harmonization Convention.

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4. The Director informed delegates that a new Secretary of the Working Party had been selected and would start work in February 2001.

ADOPTION OF THE AGENDA

Documentation: TRANS/SC.1/366.

5. The Working Party adopted the provisional agenda prepared by the secretariat.

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

(a) Inland Transport Committee and its subsidiary bodies

Documentation: ECE/TRANS/133 and Add.1; TRANS/AC.7/2; TRANS/SC.1/2000/12.

6. The Working Party was informed that the Inland Transport Committee, at its sixty-second session (15-17 February 2000), had approved the report of the Working Party on its ninety-third session (ECE/TRANS/133, para. 29).
7. The Working Party was further informed that the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels had held its first and second meetings on 10-11 July 2000 and 10-11 October 2000. The Working Party took note of the reports of those meetings (TRANS/AC.7/2 and TRANS/AC.7/4). It was envisaged that the Multidisciplinary Group would adopt its recommendations in July 2001 and that the Inland Transport Committee would forward them to its subsidiary bodies, including SC.1, for action at its sixty-fourth session in February 2002.
8. Regarding its relationship with the private sector, the Working Party recognised that it already cooperated with the private sector through representative organizations such as the IRU and the Council of Bureaux and that such organizations made an important contribution to its work.
9. The Bureau of the Inland Transport Committee had requested its subsidiary bodies to consider the instruments in their realm of competence and to specify those which needed updating. The Working Party considered a list of the legal instruments administered by SC.1 (TRANS/SC.1/2000/12).

(b) International organizations

10. The representative of the International Road Transport Union (IRU) informed the Working Party that his organization had concentrated on work in three priority areas in 2000. They were sustainable development, social issues in the field of transport and EU enlargement. He also stated his organization's concern at recent rises in the price of fuel. The IRU was of the opinion that short-term fiscal measures would not solve this problem.

ROAD TRANSPORT INFRASTRUCTURE

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

(i) Status of prior amendments to the AGR

Documentation: TRANS/SC.1/1999/3; TRANS/SC.1/2000/4; TRANS/SC.1/2000/5.

11. The Working Party was informed that full details regarding the status of prior amendments to the AGR were given in document TRANS/SC.1/2000/4. 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 Depositary Notification C.N.380.1999.TREATIES-1 of 2 June 1999 had entered into force on 27 April 2000 with the exception of the E 40, E 123, E 012 and E 016 which had been objected to by the Government of Kazakhstan.

12. The Working Party noted that further amendments to Annex I to the 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). These amendment proposals had been transmitted by the secretariat to the Secretary-General of the United Nations and Depositary Notification C.N.1225.1999.TREATIES-2 had been sent to competent administrations of Contracting Parties on 19 January 2000. No objections to those proposals had been received by 19 July 2000. Consequently the amendments were considered accepted and entered into force three months after the communication of that acceptance to Contracting Parties by depositary notification C.N.518.2000.TREATIES-1 (dated 20 July 2000), i.e. on 20 October 2000.

13. The attention of the Working Party was drawn to document TRANS/SC.1/2000/5 relating to the suppression of a section of the E 97 between Trabzon and Askale in Turkey which had been issued for clarification. In accordance with the amendment proposals circulated in C.N.380.1999.TREATIES-1 of 2 June 1999, mentioned above, the E 97 now terminated in Poti, which was correct (see annex 1).

14. The Working Party requested the secretariat to prepare an updated consolidated version of the AGR and a map reflecting the adopted amendments reflected in TRANS/SC.1/2000/4 for its next session.

(ii) Consideration of new proposals for amendments to the AGR, Annexes I and II

Documentation: TRANS/SC.1/2000/1; TRANS/SC.1/2000/19; TRANS/SC.1/2000/20.

15. The Working Party considered and adopted proposals to amend Annex I to the AGR from Finland (TRANS/SC.1/2000/1) and from the Russian Federation (TRANS/SC.1/2000/19) (see annex 1).

16. The Working Party also acknowledged the decision of Kazakhstan to withdraw its objection to E roads E 40, E 125, E 012, E 016 and adopted the new proposals made by it in TRANS/SC.1/2000/20 (see annex 1).

17. The Working Party also adopted proposals to amend Annex 1 from Romania (TRANS/SC.1/2000/11) and took note of information from the Republic of Moldova (TRANS/SC.1/2000/8). Regarding the remarks of a general character made in the Romanian document, the Working Party agreed to the need for greater cooperation between ECE and ESCAP on infrastructure networks. Differing views were expressed on the use of colours on AGR maps to distinguish roads of different categories or roads which fully met the requirements of the AGR, and on the proposal to include the names of additional reference points, for example at borders. It was recognised that the idea of using different colours might be a good starting point for studies on the degree of implementation of Annex 2 to the AGR. The Working Party decided that the discussion of these and other issues of a principal character could be continued at a future session.

18. The Working Party decided that it was not necessary to hold an Ad hoc Meeting on the Implementation of the AGR in May 2001. It also decided that it would have a discussion of the results of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels at its ninety-fifth session in October 2001 and decide at that time when to schedule an AGR meeting to propose amendments to the AGR regarding safety in tunnels.

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

Documentation: TRANS/SC.1/2000/15.

19. The Project Manager of TEM, Mr. Petr Pospisil, made a presentation to the Working Party on the latest developments in the project. The Working Party also took note of the TEM progress report (TRANS/SC.1/2000/15).

20. In response to questions, the Project Manager and some of the representatives of TEM member countries explained the relationship and interface between the TEM, AGR, TINA and pan-European Corridors as well as the most important differences among them both from the legal and technical points of view. The Project Manager also spoke of TEM's work in mapping, environmental protection and the exchange of experience and technology.

21. Several delegates expressed their appreciation for the project and the Working Party requested the secretariat to continue providing it with up-to-date annual information on the activities and progress of TEM.

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

(a) Implementation of the AETR

(i) Consideration of proposed revision to the AETR

Documentation: TRANS/SC.1/AC.6/2; TRANS/SC.1/2000/2; TRANS/SC.1/2000/7;
TRANS/SC.1/2000/16.

22. At its sixty-second session in February 2000, the Inland Transport 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).

23. The Working Party, at its ninety-third session, had requested the secretariat to write to non-EU Contracting Parties to the AETR not present at that session informing them about the amendment proposals and the proposed five-year transition period for the introduction of the digital tachograph.

24. The Working Party noted that responses had been received from Belarus, Belgium, Estonia, Norway and Portugal (TRANS/SC.1/2000/2) and that they were in favour of the introduction of the digital tachograph and a transition period of five years.

25. Moreover, at its sixty-second session, the Committee had 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.

26. The Committee had 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.

27. With regard to the question of the minimum number of Parties required to amend the AETR, the Committee had been informed about a communication from the United Nations Legal Office which stated that it was within the discretion of the parties to the AETR to establish amendment procedures specific to the AETR.

28. At its ninety-third session, the Working Party had requested the secretariat, in cooperation with the representative of the European Commission and the delegate of France, to prepare a new corrected version of the relevant annexes in TRANS/SC.1/AC.6/2 ensuring that all new provisions appeared in bold. The Working Party had also noted that there were several amendments of regulation (EEC) No 3821/85 which had not yet been introduced into the AETR.

29. The Working Party considered the document transmitted by the representatives of France and the European Union in TRANS/SC.1/2000/16. It adopted the new text in principle but decided that because the European Commission was still in the process of translating Annex 1B into the official languages of the EU that it should delay the final adoption of the proposed amendments until its ninety-fifth session in October 2001. It thanked the representatives of France and the EU for their work.

30. The representative of the IRU proposed changes to Articles 12 and 13. He proposed that at the end of Article 12 (b) the following text be added: "Roadside checks may be carried out by competent authorities at fixed and known checking points or in the case of ad hoc checks at sites clearly identifiable as sites so used by the competent authorities". To Article 13.1 he proposed the following modification: "1. Vehicles brought into circulation for the first time more than five years after the [date when] entry into force of this amendment [was adopted] shall be equipped with ...".

31. The Working Party stressed that Article 12 had already been definitively adopted at its last session and that Contracting Parties had agreed to a five-year transition period which would necessarily be prolonged if the requirement was changed to "entry into force". The Working Party agreed that from the legal point of view "entry into force" or at least "acceptance" was more logical

as a starting point than the date of adoption but decided in any case that the total period of transition should not exceed five years. The Working Party stressed that if the IRU wanted these proposals to be considered it should submit them to the Working Party in writing.

32. The Working Party decided that a small informal meeting comprising not more than a few volunteers from non-EU Contracting Parties to the AETR as well as the representative of the EU and the ECE Transport Division should be held in April 2001 to review the contents of Annex 1B and to introduce the minor modifications required to make that document applicable to the AETR. Volunteers were requested to tell the secretariat of their willingness to participate in such a meeting as soon as possible. Romania subsequently informed the secretariat of its willingness to participate. The representative of the EU informed the meeting that the text of Annex 1B could be referred to at the following internet address by clicking on "library":

<http://forum.europa.eu.int/Public/irc/tren/digtacho/library>

33. In accordance with a proposal made by France and the European Commission, the Working Party also decided to ask the ITC to approve the holding of an official meeting in 2001 with the aim of familiarising non-EU member States and more particularly their AETR control bodies with the introduction of the new digital tachograph which new vehicles would first be equipped with in 2003. This meeting, with the technical support of the European Commission, would allow countries to be given information on how to carry out controls of vehicles equipped with the new device. The Working Party strongly encouraged the competent authorities of AETR Contracting Parties to participate in this meeting which was scheduled for 16 October 2001, the day before the start of the ninety-fifth session of the SC.1.

34. The Working Party took note of the addresses of competent authorities regarding the AETR in member States Contracting Parties contained in TRANS/SC.1/2000/7 and requested countries which had not yet done so to send the relevant address to the secretariat at their earliest convenience.

35. The Working Party also took note of corrections to the English text of TRANS/SC.1/2000/16 received from the United Kingdom (Informal document No.3) and asked the secretariat to check whether it would be necessary to issue a revision of TRANS/SC.1/2000/16 for the next session of the Working Party.

(b) Development of provisions on the facilitation of international road transport

Documentation: TRANS/SC.1/1999/2; TRANS/SC.1/2000/3; TRANS/SC.1/2000/6; TRANS/SC.1/2000/10.

36. At its ninety-third session, the Working Party 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) and decided, since many Governments had not had the opportunity to examine the text in detail, to send it to all ECE member States for their comments (TRANS/SC.1/365, paras. 38-42).

37. The Working Party took note of replies to that request from Austria, Belarus, Czech Republic, Denmark, Estonia, Norway, Poland, Portugal, Romania, Russian Federation, Switzerland and Turkey (TRANS/SC.1/2000/3).

38. The Working Party decided, in order to harmonize as much as possible R.E.4 with the ECMT resolution on the same subject (TRANS/SC.1/2000/6) and to minimize the reservations expressed by

Governments, to reconvene the informal Ad hoc Working Group on the Revision of R.E.4 on 10-11 May 2001 to review the comments from Governments and to prepare a new simplified text that might be more acceptable to more countries.

39. The Working Party asked the delegates of Finland, Romania, Russian Federation, Switzerland and the IRU to participate in this work and also recommended that the ECMT and EU be encouraged to take part in the Ad hoc Working Group.

40. The Working Party adopted the proposal made by the representative of the Council of Bureaux that the new Annex 2 on the International Motor Insurance Card System – (the Green Card System) contained in TRANS/SC.1/2000/10 and annexed to this report replace the existing Annex 2 of R.E.4.

(c) Consideration of possibilities for agreements and other measures on border crossings and border facilities for road transport between Eastern and Western Europe

Documentation: TRANS/WP.30/2000/11; TRANS/WP.30/AC.3/2000/1.

41. The Working Party took note of the report of a joint informal WP.30/SC.1 drafting group established to consider the text of a new Annex to the International Convention on the Harmonization of Frontier Controls of Goods on efficient border crossings (TRANS/WP.30/2000/11) and on a subsequent informal ad hoc group of experts on technical questions convened on 1 August 2000 to consider the establishment of an International Vehicle Weight Certificate, based on a draft prepared by the SECI Regional Road Transport Committee (TRANS/WP.30/AC.3/2000/1-TRANS/WP.30/2000/16).

42. The Working Party was informed that WP.30 had approved in principle the text of the proposed new Annex 8 to the Convention as contained in document TRANS/WP.30/2000/11 subject to a number of modifications and on the understanding that final approval by the Working Party and adoption by the Administrative Committee could only be accorded once the technical appendices to Articles 4 (international technical inspection certificate) and 5 (international vehicle weight certificate) had been finalized.

43. The Working Party appreciated the work done by WP.30 and encouraged it to make rapid progress on the outstanding issues. It offered its full support to WP.30 on issues such as the weight certificate where SC.1 was the competent body.

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

Documentation: TRANS/SC.1/2000/17; TRANS/SC.1/2000/18; TRANS/SC.1/R.275 and Add.1.

44. The Working Party took note of document TRANS/SC.1/2000/18 (previously issued as TRANS/SC.1/R.269) transmitted by the IRU which proposed amendments to the CVR. It also took note of new information regarding the value of the gold franc which is used in calculating liability (TRANS/SC.1/2000/17). It recognised that the gold franc was the valid denomination since the Protocol to the CVR which replaced the gold franc with the Special Drawing Right (SDR) had not entered into force. Since the value of the gold franc was some six times higher than in 1978 when the Protocol was drawn up, the Working Party asked whether with the higher levels of compensation which that represented more countries would consider acceding to the CVR.

45. The Working Party agreed that with no Contracting Parties to the CVR present at the session it would not be appropriate to propose a meeting to discuss amending the Convention, but decided, in light of the new information regarding the value of the gold franc, to request the secretariat to write to all ECE member States asking them whether they would now be prepared to consider acceding to the CVR and if not to state what modifications would be required for them to be able to do so.

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

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

(i) International Motor Insurance System (Green Card)

Documentation: TRANS/SC.1/2000/13; TRANS/SC.1/2000/14.

46. A representative of the Council of Bureaux informed the Working Party about the latest developments in the Green Card System as contained in the Report of the President. A summary of that report appears in annex 3 to the present report.

47. The Working Party also took note of the revised list of inter-Bureaux Agreements which reflected the latest status of membership of the Green Card System.

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

Documentation: Informal document No.1 (chart of accessions to ECE legal instruments).

48. The secretariat informed the Working Party of the latest accessions to legal instruments falling within its purview. Since the last session of SC.1, instruments of accession or ratification to the AETR had been received from Hungary on 22 October 1999 (entry into force on 19 April 2000), The former Yugoslav Republic of Macedonia (succession) on 12 November 1999 (entry into force as of 10 November 1991) and from Switzerland on 7 April 2000 (entry into force on 4 October 2000); to the CMR and its Protocol from Georgia on 4 August 1999 (entry into force on 2 November 1999); and to the European Agreement on Main International Traffic Arteries from The former Yugoslav Republic of Macedonia (succession) on 20 December 2000 (entry into force as of 17 November 1991).

49. The Working Party questioned whether all 51 legal instruments listed in Informal document No.1 were up to date or in force and suggested that one of the tasks of the Ad hoc Working Group on the Revision of R.E.4 might be to come up with a list of the most important instruments which would be annexed to R.E.4.

50. The Working Party was informed that detailed and up-to-date information on legal instruments was available at the United Nations Home Page www.un.org/Databases/Treaties.

(iii) Consideration of the development of a Protocol to the CMR

Documentation: TRANS/SC.1/2000/9.

51. The Working Party considered a paper prepared by Professor Putzeys (TRANS/SC.1/2000/9) on the development of a protocol to the CMR introducing electronic data interchange (EDI) into its procedures.

52. The Working Party thanked Professor Putzeys for his work and asked him if he would be in a position to prepare a draft text of the Protocol. Professor Putzeys offered to prepare an informal text of the Protocol and to submit it to the secretariat early next year. He cautioned that the proposal would only become formal after it had been adopted by the Governing Council of Unidroit which would meet in September 2001 but that it could still be considered at the Working Party's ninety-fifth session in 2001.

(iv) Fiscal issues related to road haulage

Documentation: Informal document No. 2.

53. The Working Party took note of Informal document No. 2 which contained the executive summary of a PHARE study on road transport charges in the region. The Working Party agreed that this was an important subject which required further consideration by the Working Party and asked members to make written proposals to the secretariat on how the subject of fiscal issues could be dealt with in the future.

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

Documentation: JMTE/2000/8.

54. The Working Party was informed about developments in the follow-up process to the Regional Conference on Transport and the Environment and the London Conference on Environment and Health. In particular, information was provided about the third session of the Joint Meeting on Transport and the Environment held in Geneva on 6 June 2000.

55. The Joint Meeting had decided to establish a joint ad hoc expert group on transport and environment which would assist it in: (a) identifying the priorities for the effective implementation of the Vienna Programme of Joint Action (POJA) and preparing the 2002 mid-term review, in particular, an evaluation of its programme of work and the identification of possible gaps and the means of resolving them; (b) following the work of the World Health Organization (WHO) Steering Group for the Implementation of the London Charter on Transport, Environment and Health as well as other international organizations, in order to link the activities of those organizations with the activities of the UN/ECE. The first meeting of the joint ad hoc expert group was tentatively scheduled to be held on 26 and 27 February 2001.

56. The Joint Meeting had also decided that the mid-term review should be undertaken by a joint meeting of the Inland Transport Committee and the Committee on Environmental Policy. Delegations to that meeting would be composed of senior government officials as well as invited lead actors, national focal points and interested governmental and non-governmental organizations.

57. Regarding the follow-up process to the London Conference on Environment and Health, the Working Party was informed that ECE had been mandated to prepare, jointly with the World Health Organization (WHO), an overview of existing agreements and legal instruments on transport, environment and health. A draft synthesis of that overview had been prepared. Its main recommendation was the negotiation of a new framework convention on sustainable transport for environment and health. Should member States decide to undertake the negotiating process for such a Convention, the aim would be to adopt it at the Environment for Europe Conference in Kiev in 2002. Further information regarding the process of follow-up to RTCE could be found on the ECE web site at www.unece.org/poja.

58. The Working Party requested the secretariat to provide it with information on developments in the field of transport and environment at its next session and if possible to also provide it with a brief note on specific aspects which could be of interest to SC.1.

OTHER BUSINESS

59. The Working Party was informed that the ITC had decided that subsidiary bodies would only be required to examine their programmes of work every two years and that therefore SC.1 would consider its programme next at its ninety-fifth session.

60. The Working Party was informed that the ninety-fifth session of SC.1 had been scheduled for 17-19 October 2001 and that the information meeting on the AETR had been provisionally scheduled for 16 October 2001. The deadline for submission of documents to the secretariat was 29 June 2001. A circular communication would be sent to Governments requesting input for the ninety-fifth session in April 2001.

61. Also under this item, the Working Party paid tribute to its former Secretary, Mr. Jerzy Witkowski, who had retired at the end of October. It commended his work for the Working Party and his contribution to road safety and road transport in two of the United Nations regional commissions.

62. The Working Party also paid tribute to Mr. Graham Brothers, a former long-time representative in the Working Party of the International Transport Workers' Federation (ITF), who had retired. Mr. Brothers had made a very valuable contribution to the Working Party and to the Inland Transport Committee. The Working Party expressed the wish that an international drivers' organization would be able to participate in the future work of SC.1.

ADOPTION OF THE REPORT

63. The Working Party adopted the report of its ninety-fourth session based on a draft prepared by the secretariat.

Annex 1

DRAFT AMENDMENTS TO ANNEX I to the AGR

FinlandA. Main roads

(1) West-east orientation

(b) Intermediate roads

Road E 8 - Extension from Tornio to Turku

New overall reference: E 8 Tromsø - Nordkjosbotn - Skibotn - Kilpisjärvi - Tornio - Oulu - Vaasa - Turku

Road E 4 - Delete section between Tornio and Kemi to avoid double numbering with E 8.

New overall reference: E 4 Helsingborg - Jönköping - Norrköping - Södertälje - Stockholm - Sundsvall - Umeå - Luleå - Haparanda - TornioKazakhstanA. Main roads

(1) West-east orientation

(a) Reference roads

E 40 Extension from Kharkov to Leninogorsk

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 - Leninogorsk

(2) North-south orientation

(a) Reference roads

E 125 New E-road from Petropavlovsk to Torugart (China). The section Kokchetau - Atbasar - Astana to be omitted.

New overall reference:

E 125 Petropavlovsk - [Kokshetau - Atbasar] - Astana - Karagandy - Balkhash - Burubaytal - Almaty - Bishkek - Naryn - Torugart

(c) Branch, link and connecting roads

E 012: New E-road Khorgos - Chundzha - Kokpek

Overall reference:

E 012: Khorgos - Chundzha - Kokpek

E 016: New E-road from Esil to Astana.

Overall reference:

E 016: Esil - Astana

Romania

B. Branch, link and connecting roads

E 576: Delete stretch Dej - Bistrita - Suceava

New overall reference:

E 576: Cluj Napoca - Dej

E 577: Change number to E 584

New overall reference:

E 584: Poltava - Kirovgrad - Kishinev - Giurgulesti - Galati - Slobozia

E 578: New E road from Saratel to Chichis

Overall reference:

E 578: Saratel - Reghin - Toplita - Gheorgheni - Miercurea Ciuc - Sfantu - Gheorghe - Chichis

E 671: Delete stretch Satu Mare - Dej

New overall reference:

E 671 Timisoara - Arad - Oradea - Satu Mare

Russian Federation

A. Main roads

(1) West-east orientation

(a) Reference roads

Road E 30 - Extension from Chelyabinsk to Omsk

New overall reference:

E 30: Cork - Waterford - Wexford - Rosslare ... Fishguard - Swansea - Cardiff - Newport - Bristol - London - Colchester - Ipswich - Felixstowe ... Hoek van Holland - Den Haag - Gouda - Utrecht - Amersfoort - Oldenzaal - Osnabrück - Bad Oeynhausen - Hannover - Braunschweig - Magdeburg - Berlin - Swiebodzin - Poznan - Lowicz - Warszawa - Brest - Minsk - Smolensk - Moskva - Rjazan - Penza - Samara - Ufa- Chelyabinsk - Kurgan - Ishim - Omsk

Turkey

A. Main roads

(1) West-east orientation

(b) Intermediate roads

Road E 97 - Suppression of a section of the E 97 between Trabzon and Askale

New overall reference:

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

Annex 2

CONSOLIDATED RESOLUTION ON THE
FACILITATION OF INTERNATIONAL ROAD TRANSPORT (R.E.4)

The International Motor Insurance Card system - (the "Green Card System")

In each country, the government officially recognises a single organisation established by authorised insurers as its national insurers' bureau. Only insurers authorised for the transaction of third party motor liability insurance can be members of the Bureau of that country and thereby be authorised to issue certificates, mentioned in Article 3 below. All such insurers shall join the bureau and all shall share in its financing, so that the bureau is in a position to meet its financial obligations.

The Bureaux, set up in accordance with paragraph 1 above, shall join and support the international body, known as the "Council of Bureaux". The Council of Bureaux is the managing organisation of the International Motor Insurance Card System, (the "Green Card System"), under the aegis of the Working Party on Road Transport of the Economic Commission for Europe. The Council provides facilities for the administration of the agreements between Bureaux and for the consideration of matters of mutual interest for participating Bureaux.

The Bureau shall provide its member insurers with certificates of insurance, the "International Motor Insurance Card" (Green Card), valid for one or more countries, or authorise its member insurers to print their own certificates for issue by them to their insurers in respect of any motor vehicles insured by them against third party risks. In either case these shall conform to one of the models referred to in Appendices 1 to 4 to this Annex.

A Green Card valid for the country or countries visited certifies the existence of insurance cover in respect of third party liabilities, arising from road accidents caused by a visiting motorist, for which insurance is compulsory.

The acceptance of a Green Card by the insured authorises the Bureau, under the authority of which it was provided and the Bureaux of any countries to which such power is delegated to accept service of legal proceedings in respect of any relevant claim.

When a claim is made against a person holding a Green Card, the Bureau of the country in which the accident occurred, acting under the authority referred to in paragraph 5 above, shall accept service of proceedings against that person. That Bureau shall handle and if necessary settle the claim on behalf of the Bureau which provided the Green Card.

However, in so far as the law permits, agreements shall be concluded by the Bureaux to permit an insurer authorised to carry out its activities in the country in which the accident occurred to handle claims against its own policy holders.

The Bureau of the country in which the accident occurred shall have regard, on request, to the conditions and limitations contained in the Policy of Insurance insofar as these are permitted under the law on compulsory third party motor insurance of that country.

Agreements between Bureaux shall provide for reimbursement in full of claims paid and for payment of any charges and fees that may be agreed.

Wherever possible, participating governments shall aim at eliminating the inspection of Green Cards at their frontiers by the conclusion by their respective Bureaux of specific agreements for that purpose. The Multilateral Guarantee Agreement, or a successor agreement drawn up by the Council of Bureaux, or similar agreements concluded bilaterally between Bureaux are examples of such agreements.

In each country the government of which has adopted this Recommendation, Green Cards established in conformity with any of the models referred to in paragraph 3 above shall be accepted, without any formality or cost, as evidence of insurance complying with the compulsory third party motor insurance law of that country as regards vehicles in respect of which such Green Cards have been issued.

Persons arriving with a motor vehicle, but without a valid Green Card of the approved type, in a country where insurance is compulsory or in a country the Bureau of which is not a Signatory of the Multilateral Guarantee Agreement (or a successor agreement drawn up by the Council of Bureaux or of a similar Agreement concluded between that Bureau and the Bureau of the "sending" country) may be required to:

- take out a frontier insurance or, insofar as the law of the visited country permits,
- take out a regular motor insurance policy for that country, or
- contribute to a guarantee scheme for the victims of accidents.

In countries where insurance is not compulsory in respect of the category of the vehicle of the visiting motorist, production of evidence of insurance shall not be required.

The Green Card shall conform in colour, content and layout to the models referred to in paragraph 3 above. The dimensions of the Green Card may be varied, provided that the format is not changed, but the overall size of the document shall not be larger than A4. The Green Card shall be made out in the language of the Bureau of issue and its title shall also be given in English and French. All data on the Green Card shall be recorded in the Latin alphabet with the option, if desired, to additionally record the same data in other alphabets.

Governments of other countries in which compulsory third party motor insurance law is in force and who intend to adopt this Recommendation shall notify the Secretariat of the Working Party that:

- the authorised motor insurers have established, or intend to establish, a Green Card Bureau with the authority to issue Green Cards to their insureds travelling abroad.
- the Green Card Bureau is, or will be, equipped to handle third party claims covered by the Green Cards of visiting motorists.
- the Green Card Bureau has the means to fulfil its financial obligations.
- they will accept Green Cards as evidence that visiting motorists are insured to the extent required by the compulsory third party motor insurance law in that country.

Adoption of this Recommendation implies that governments shall place no obstacle in the way of the export of currency to meet the international obligations incurred under the Agreements of the Green Card System. Governments shall provide the Economic Commission for Europe with a written undertaking in this respect.

The Secretariat shall inform the governments of all countries concerned and the Council of Bureaux at the earliest possible moment of the notifications received in accordance with paragraphs 15 and 16 above.

Any change to the Green Card System or to the format of the Green Card, which may be considered by a participating government or by the Council of Bureaux to be necessary in the light of experience, shall be brought to the notice of the Secretariat. The Secretariat shall refer the proposed change to the Working Party for a decision.

APPENDICES 1 TO 4

Models of the International Motor Insurance Card (Green Card)

Appendix

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Annex 3REPORT OF THE PRESIDENT OF THE
COUNCIL OF BUREAUX OF THE GREEN CARD SYSTEM

1. The 2000 General Assembly of the Council of Bureaux was held on 15-16 June in Geneva. The main issues addressed by the Council during the last 12 months were the following:
 2. The Council of Bureaux had surveyed its members regarding the proposed changes to Annex 2 of R.E.4 and as a result the Management Committee had proposed some additional changes to the text for consideration by the ninety-fourth session of the Working Party on Road Transport (TRANS/SC.1/2000/10).
 3. At the request of the United Nations Interim Administration in Kosovo (UNMIK), the Council of Bureaux had been working with UNMIK to develop a practical interim solution to provide Green Card coverage for Kosovo territory. For Kosovo vehicles leaving Kosovo, insurers that have been officially authorised by UNMIK should be permitted to provide the Green Cards of foreign bureaux for Kosovo registered vehicles. For foreign vehicles entering Kosovo, frontier insurance should be made available for those vehicles without a valid Green Card by UNMIK authorised insurers. The Council of Bureaux should permit all national bureaux and their members to offer Green Cards valid for Kosovo if they wished to do so. A claims handling organization should be established for the territory of Kosovo to handle the claims of Kosovo victims against foreign motorists. The extension of the validity of the Green Card to cover Kosovo required the addition of a new box on the Green Card identifying Kosovo.
 4. A review of the two basic Agreements of the Council of Bureaux, the bilateral Uniform Agreement between bureaux and the Multilateral Guarantee Agreement, was started in 1999 to reconcile differences in their respective texts which has caused operational problems for bureaux that use both agreements.
 5. The 4th Motor Insurance Directive of the European Union was adopted in May 2000. The Council of Bureaux has established a working group to examine the implications of the directive on the operations of member bureaux. The Council of Bureaux is also participating in discussions with the European Commission regarding a possible 5th Directive.
 6. Cyprus became the 24th Signatory of the Multilateral Guarantee Agreement. The suspension of the Bureau of Yugoslavia was implemented from 1 January 2000 for the non-settlement of debts. The bureau of the Republic of Moldova has been warned by the Management Committee about the long delays in issuing its own Green Cards.
 7. An updated table of the bilateral agreements signed between the 43 member bureaux of the Council of Bureaux was made available.
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