



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/136
9 March 2001

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

**REPORT OF THE INLAND TRANSPORT COMMITTEE ON ITS
SIXTY-THIRD SESSION
(13-15 February 2001)**

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REPORT

CHAIRMANSHIP

1. The Inland Transport Committee held its sixty-third session from 13 to 15 February 2001. The duties of Chairperson and Vice-chairperson of the session were performed by Mrs. V. Tañase (Romania) and Mr. H. Courtois (Belgium), respectively.

ATTENDANCE

2. Representatives of the following countries participated: Belarus; Belgium; Bosnia and Herzegovina; Bulgaria; Czech Republic; Denmark; Finland; France; Germany; Greece; Hungary; Italy; Monaco; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Spain; Sweden; Switzerland; The Federal Republic of Yugoslavia; Turkey; Ukraine; United Kingdom; United States of America. The European Commission (EC) was also represented. Representatives of the United Nations Conference on Trade and Development (UNCTAD) 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 Organization for Standardization (ISO); European Transport Workers Federation (ETF); International Union of Railways (UIC).

ADOPTION OF THE AGENDA

3. The Committee **adopted** the provisional agenda (ECE/TRANS/135).

RESULTS OF THE COMMITTEE'S BUREAU MEETINGS

Documentation: TRANS/2001/5.

4. In accordance with the decision taken by the Committee at its sixty-second session (ECE/TRANS/133, para. 104), its Bureau met on 18 February 2000, 5 June 2000 and from 30 November to 1 December 2000.

5. The Committee **considered** the results achieved by its Bureau Meetings, as contained in document TRANS/2001/5, and **agreed** to discuss the questions raised in greater detail under the respective items of the agenda.

6. The Committee **considered** possible topics for a round table to be held back to back with one of its future sessions, including such topics as new vehicle propulsion technologies, Europe-

Asian transport links as well as transport and energy. It **asked** its Bureau to examine these topics in more detail in order to make a final choice.

MATTERS ARISING FROM THE FIFTY-FIFTH SESSION OF THE ECONOMIC COMMISSION FOR EUROPE AND THE SECOND SUBSTANTIVE SESSION IN 2000 OF THE ECONOMIC AND SOCIAL COUNCIL

Documentation: TRANS/2001/3.

7. The Committee **took note** of the above-mentioned document and **recommended** the application of the Commission's guidelines, especially regarding increasing regional cooperation within the ECE region, operational activities, cross-sectoral and inter-sectoral concerns, and the work of the Group of Experts on the Programme of Work.

Relations with the Business Community

Documentation: TRANS/2001/3/Add.1.

8. The Committee **took note** of a document prepared by the secretariat containing the reaction of its subsidiary bodies to its request for an assessment of their cooperation with the Business Community.

9. The Committee **expressed its appreciation** to those subsidiary bodies which had already been able to consider this item. The Committee **supported** the opinion of its Bureau that relations with the Business Community could be strengthened, in particular, in the following two areas: (i) the Business Community's consultative role in the technical work of the Committee through the contribution of the competent non-governmental organizations, and (ii) its involvement in activities of an informal nature, such as the convening of seminars and workshops or technical studies.

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

Documentation: TRANS/2001/2; ENERGY/2000/7/Add.1.

10. The Committee **considered** a note prepared by the secretariat on the activities related to transport being carried out within other ECE principal subsidiary bodies and international organizations. The Committee **agreed** that, in future, it would be sufficient for the secretariat to report orally on the relevant activities of other PSBs.

11. Referring to document TRANS/2001/2, the representative of Portugal stressed that ECE bodies in the Trade and Environment sectors whose work related to dangerous goods should be kept informed about developments in the work on the ADR so that they had the latest relevant information at their disposal, thereby avoiding confusion and duplication.

12. The Committee **was informed** by the Director of the Energy Division of the ECE secretariat about the “Blue Corridor” Project on the use of natural gas as a motor fuel in international transport of goods and the establishment of corridors for natural gas vehicles. It also **took note** of a document on this Project, which sought to bring about a significant reduction in pollution by goods vehicles through the use of gas. The Committee **was informed** that relevant ECE Regulations annexed to the 1958 Agreement already allow the approval of gas-fuelled passenger and commercial vehicles and/or of the multi-fuel vehicles. The Committee **expressed interest** in the Project which was intersectoral in character, covering the fields of energy, environment and transport, and **invited** the Energy Division to report on developments at its sixty-fourth session. The Committee **supported** the “Blue Corridor” concept complying with ecological requirements and, taking into consideration the extension of private and commercial exchanges within the ECE region, **invited** other organizations to contribute to the work aiming at the establishment of a feasibility study on this project.

13. The Committee also **took note** of the results of the ECMT Ministerial Session held in Prague on 30 and 31 May 2000.

FOLLOW-UP TO CONFERENCES ON TRANSPORT AND ENVIRONMENT

(a) Follow-up to the 1997 Regional Conference on Transport and the Environment

Documentation: JMTE/2000/7; JMTE/2000/8; TRANS/2001/9; (www.unece.org/poja).

14. The Committee **endorsed** the report of the third session of the Joint Meeting on Transport and the Environment, in particular the establishment of a joint Ad hoc expert group to assist the Joint Meeting in the identification of priorities in the implementation of the Vienna Programme of Joint Action (POJA) and in the preparation of its 2002 mid-term review and to follow the work of the WHO Steering Group for the implementation of the London Charter on Transport, Environment and Health. It **invited** delegations to ensure participation of representatives of Transport Ministries to the first meeting of the Ad hoc expert group, scheduled to be held on 26-27 February 2001. **Taking note** of secretariat document TRANS/2001/9, reviewing the implementation of the POJA by the Committee and its subsidiary bodies, the Committee **requested** once more all its competent subsidiary bodies to contribute actively to an effective implementation of the relevant programme elements in the POJA and to the 2002 POJA mid-term review. In order to provide a new impetus to the implementation of the POJA, the Committee **stressed the need** to identify priority areas and to focus the assessment of progress and the future direction on these areas, particularly within the framework of the review process.

(b) Follow-up to the London Charter on Transport, Environment and Health

Documentation: ECE/AC.1/2001/1.

15. The Committee **was informed** of progress made in the mandated follow-up to the Charter on Transport, Environment and Health, adopted by the 1999 London Ministerial Conference on

Environment and Health. It **noted** that the WHO and ECE secretariats had jointly prepared a report, providing an overview of instruments relevant to transport, environment and health as well as recommendations for further steps in these areas, including a new framework convention. The report has been sent to the Transport, Environment and Health Ministers of all ECE member Governments for concertation among these Ministries on the recommendations made therein. Decisions on further steps are expected to be taken at a High-level Meeting on Transport, Environment and Health, to be held in Geneva on 4 May 2001. In this context, the Committee **stressed** that further steps in this field should provide for real value-added, particularly by promoting the implementation and further development of existing relevant conventions and regulations and by addressing areas which are not covered by these instruments, especially since the international legal and other instruments developed under the Committee's auspices already include numerous aspects related to the environment and health and are constantly updated to take into account the latest developments in both areas. It **felt** that a framework convention might duplicate the provisions contained in the existing instruments, give rise to divergent results and cause unnecessary administration complications. Therefore, in this process, due account should be taken of available resources and existing work as well as of the need to ensure coherence and, if possible, convergence between the Vienna and London processes.

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

Documentation: TRANS/2001/6.

16. The Committee **took note of, commented and supplemented** the document on the transport situation and trends in member countries in 2000, prepared by the secretariat on the basis of national contributions and other sources, following the decision taken by the Committee at its sixty-second session (ECE/TRANS/133, para. 12). The Committee **noted** regulatory and infrastructure developments in the transport sector over the previous year. It **found** the document a useful overview of the transport situation in the ECE region and **requested** the secretariat to prepare a similar document on 2001 for its next session. The Committee regretted that, unfortunately, there had been little improvement in inland waterway transport on the Danube. The Committee **was informed** of the transport situation in the Russian Federation which was not included in the document as it had been received late.

ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION

Documentation: TRANS/2001/11; TRANS/WP.5/2000/11; TRANS/1999/11.

17. The Committee **noted** the aforementioned documents and welcomed the contribution by the Transport Division and its Regional Advisers to activities of assistance to countries with economies in transition including, inter alia, support and assistance provided to the TEM and TER projects, the South-east European Cooperative Initiative (SECI), the Special Programme for the Economies of Central Asia (SPECA), the Black Sea Economic Cooperation Organization (BSEC)

and the Second International Euro-Asian Conference on Transport (St. Petersburg, 12-13 September 2000). It also **noted** that the project *Capacity-Building Through Cooperation, in developing Interregional Land and Land cum Sea Transport Linkages*, which was formulated and is being steered by the Group of Directors responsible for Transport of the five United Nations Regional Commissions, has received funding support from the UN Development Account Fund and is expected to be implemented as from 2002.

18. The Committee **encouraged** the secretariat to continue with its activities and focused participation in and contribution to activities of assistance to countries with economies in transition. Further, it **requested** that sufficient resources be made available towards this endeavour both internally to allow for the activities of the Regional Advisers and externally through contributions from member States to the *UN/ECE Trust Fund for Assistance to Countries in Transition (TFACT)*.

19. The Committee **welcomed** the recruitment for six months of the second Regional Adviser on Transport and **requested** that the contract be extended after that period.

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

Documentation: Document by the secretariat.

20. The Committee **took note** of the document prepared by the secretariat containing tables on the status as at 18 January 2001 of signatures, ratifications and accessions concerning UN/ECE international instruments on inland transport.

21. The Committee **reiterated its call** to all member Governments to become Contracting Parties to the legal instruments developed under its auspices and to take all necessary measures to implement them. It also **reiterated its request** to its Subsidiary Bodies to undertake an assessment of the legal instruments in order to consider updating those which have become obsolete.

TRANSPORT TRENDS AND POLICY AND TRANSPORT ECONOMICS

Documentation: TRANS/WP.5/28.

22. The Committee **approved** the report on the thirteenth session of the Working Party on Transport Trends and Economics (TRANS/WP.5/28).

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

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

23. The Committee **took note** of progress made in the implementation of the Pan-European Transport Corridors and Transport Areas (TRANS/WP.5/28, para. 12) and **supported** the request of the Working Party to TER and TEM participating countries to enhance cooperation with the European Commission in developing Pan-European Transport Corridors that are also part of the TEM and TER networks (TRANS/WP.5/28, para. 13). Moreover, the Committee **appreciated** the efforts made regarding the methodologies developed for project appraisal in the New Independent States and the further analysis foreseen to merge them with the TINA approach. In addition, the Committee **took note** of the requests of the Russian Federation to adhere to the Trans-European North-South Motorway Project and to obtain the relevant documentation in order to become a member of the project.

(ii) Euro-Asian Transport Links

24. The Committee **considered** the report of the informal meeting on the development of Euro-Asian transport links (Geneva, 16 May 2000) and the note prepared by the Chairman of WP.5 (TRANS/WP.5/2000/8 and Add.1; TRANS/WP.5/28, para. 27).

25. The Committee **took note** of these documents and underlined the progress made by ECE and the Economic and Social Commission for Asia and the Pacific (ESCAP) in the definition of a joint programme of work for the development of Euro-Asian transport links contained in the strategic paper addressing this matter (TRANS/WP.5/2000/9). Moreover, the Committee **endorsed** the Working Party's decision to coordinate work with the ESCAP secretariat with a view to developing land transport links between Europe and the Central Asian/Caucasian region (TRANS/WP.5/28, para. 30).

26. In addition, the Committee **endorsed** the Working Party's intention to promote demonstration runs of block trains along two Euro-Asian routes in order to show their ability to compete with sea routes. The Committee **was informed** that the Russian Federation and Turkey had accepted to be responsible lead countries for the organization of the demonstration trains (TRANS/WP.5/28, para. 31).

(b) Transport in the Mediterranean

(i) Seminar on the facilitation of international goods transport in the Western Mediterranean

27. The Technical Director of the Transport Study Centre for the Western Mediterranean (CETMO) informed the Committee of the preparation under way concerning a seminar on the facilitation of international goods transport in the Western Mediterranean, which should be organized by CETMO in cooperation with the secretariat from 3-4 May 2001 in Barcelona. The seminar will focus on goods traffic flows between the Magreb and south European countries and envisages to propose actions in order to erase obstacles to international traffic.

28. The Committee **supported** the holding of the Seminar and asked countries to actively participate in this event.

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

Documentation: TRANS/2001/8 and Add.1.

29. The Committee **took note** of the aforementioned documents and the work carried out by the Transport Study Centre for the Western Mediterranean (CETMO).

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

30. The Committee **noted** that, in accordance with ECOSOC resolution 1999/37, the ECE and the Economic Commission for Africa (ECA) are currently preparing an evaluation report on the studies related to the project which will be presented in the course of the year 2001.

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

Documentation: TRANS/2001/7 and Adds.1-2.

31. The Committee **took note** of the information received from the European Conference of Ministers of Transport (ECMT) (TRANS/2001/7), the European Commission (EC) (TRANS/2001/7/Add.1) and the Organisation for Economic Co-operation and Development (OECD) (TRANS/2001/7/Add.2).

ROAD TRANSPORT

Documentation: TRANS/SC.1/367.

32. The Committee **approved** the report of the Working Party on Road Transport (SC.1) on its ninety-fourth session (TRANS/SC.1/367).

- (a) Road transport infrastructure

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

33. The Committee **noted** that the amendments to Annex I of AGR adopted by SC.1 at its ninety-fourth session concerning E roads in Finland, Kazakhstan, Romania,

the Russian Federation and Turkey had been transmitted to the AGR Contracting Parties by the Secretary-General on 22 January 2001 (C.M.30.2001.TREATIES-1) for legal notification.

34. The Committee **took note** with satisfaction of the progress achieved in the extension of the E road network to the Caucasus and Central Asian countries.

35. The Committee also **encouraged** proposals to be prepared for amendments to Annex II of AGR on parameters and standards, in particular so that the recommendations to be put forward by the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (see also the item "Safety in tunnels", paras. 53-56) could be taken into account.

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

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

36. On the basis of the above-mentioned interim report concerning the TEM Project and the information on it contained in the report of the Working Party on Road Transport (TRANS/SC.1/367, paras. 19-21), the Committee **reiterated its request** to be kept informed of developments concerning this important project. The representative of the Czech Republic referred to his country's financial contribution to the post of Project Director and invited the other TEM and TER member States to take a more active share in financing project personnel, either by putting forward alternative candidates or by a financial contribution to project personnel costs.

37. The Committee **took note** of the Russian Federation's intention to accede to the Project (see also para. 23).

(b) Road transport facilitation and harmonization

38. The Committee **noted** that SC.1 had approved in principle the revisions to the European Agreement concerning the Work of Crews of Vehicles engaged in International Transport (AETR) proposed by the representatives of France and the European Commission so as to incorporate the digital tachograph into the Agreement (TRANS/SC.1/367, para. 29), while **also noting** that the Working Party had decided to await the official Community-wide publication of the voluminous annex 1B to Regulation 3821/85/EEC concerning the technical requirements for the new digital tachograph (with translation into the Community languages) before conclusively adopting the proposed amendments.

39. The Committee also **noted** that, before the adoption of the amendments scheduled for the ninety-fifth session of SC.1 in October 2001, the work of reviewing the Community text in order to adapt it to the AETR context still remained to be done. The Committee, therefore, **took note** of the Working Party's decision to convene a small informal meeting of a few volunteers from non-EU Contracting Parties to AETR and the representative of the European Commission in April 2001 to review the text and introduce any necessary minor modifications (TRANS/SC.1/367, para. 32).

40. The Committee **approved** the holding of a special session of SC.1 in 2001 to make States which were not EU members, and more particularly their AETR bodies, aware of the introduction of the digital tachograph which would be fitted to new vehicles for the first time in 2003. Since the purpose of the meeting would be to furnish all necessary information for the introduction of this new appliance and particularly for the control of vehicles fitted with it, the Committee **stressed the importance** for non-EU States of the information day on 16 October 2001, on the eve of the ninety-fifth session of SC.1, organized with technical assistance from the European Commission, and **invited** them to take part.

41. With reference to the Consolidated Resolution on the Facilitation of Road Transport (R.E.4), the Committee **endorsed** SC.1's decision to re-convene the Ad hoc Working Group on the revision of this Resolution to consider the comments transmitted by the Governments contained in document TRANS/SC.1/2000/3 and to prepare a new simplified text which might be acceptable to all countries and would take account of the relevant ECMT resolution so as to ensure that the two texts were harmonized as far as possible.

42. With reference to the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR), the Committee **endorsed** the decision of the Working Party to invite the secretariat, in the light of the new information regarding the value of the gold franc and the higher levels of compensation it implied, to write to ECE member States which were not parties to the Convention to ask them whether they would be prepared to consider acceding to CVR and, if not, to state what modifications would be required for them to be able to do so (TRANS/SC.1/367, paras. 44-45).

43. With reference to the preparation of a protocol to CMR introducing electronic data interchange (EDI) into its procedures, the Committee **thanked** Unidroit warmly for its offer to prepare the draft text of the protocol (TRANS/SC.1/367, paras. 51-52).

44. Lastly, several delegations expressed concern at the difficulties encountered by hauliers in obtaining visas and requested that possibilities should be considered for speeding up their issue.

45. The Committee **requested** SC.1 to consider the problems related to this question, identify those which could be solved in the framework of the Committee and bring to the attention of the relevant authorities and bodies those problems which could not be resolved in the Committee's framework.

ROAD TRAFFIC SAFETY

Documentation: TRANS/WP.1/69; TRANS/WP.1/74.

46. The Committee **approved** the report (TRANS/WP.1/69) of the Working Party on Road Traffic Safety (WP.1) on its thirty-fourth session and took into consideration the report (TRANS/WP.1/74) on its thirty-fifth session pending its final adoption at its April 2001 session.

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

47. The Committee **took note** of the draft amendments to the Vienna Conventions and the European Agreements supplementing them, adopted by WP.1, regarding the international driving permit and various provisions concerning cycle paths and tracks and cyclists (TRANS/WP.1/69, paras. 8-16; TRANS/WP.1/74, paras. 10-17 and annex).

48. The Committee **encouraged** WP.1 to continue its work on national and international driving permits (TRANS/WP.1/69, paras. 17-20 and TRANS/WP.1/74, paras. 27-31) and on the revision of the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2) (TRANS/WP.1/69, paras. 23-38 and TRANS/WP.1/75, paras. 42-51).

49. The Committee **noted** with satisfaction that other important issues relating to traffic safety, such as the siting of traffic signs, the use of mobile phones while driving, behaviour at pedestrian crossings and the use of daytime running lamps (TRANS/WP.1/74, paras. 19-41) had been discussed in WP.1 and it **expressed** the hope that these matters would materialize in due course as needed in the form of proposals for amendments, taking due account of current research.

50. The Committee also **supported** the approach proposed by WP.1 to concentrate its work more on a limited number of topics with a precise schedule so as to advance more rapidly. It further **encouraged** WP.1 to group by sections all the amendments to agreements and conventions on safety and road traffic and on road signs and signals, including those resulting from the recommendations on road tunnels that it would be endorsing, so that they could be transmitted for notification in 2003 if possible.

(ii) Third Road Safety Week in the ECE Region

51. The Committee **welcomed** the very positive results of the Third Road Safety Week in the ECE Region (1-7 May 2000), in the framework of which many countries had organized campaigns targeting vulnerable road users.

52. The Committee **considered** it essential to analyse the campaign's results and evaluate its value added as a United Nations campaign and to consider possibilities of organizing other demonstrations of this nature in the future on a more frequent basis and/or over longer periods (one month or more). The Committee **supported** the decision by WP.1 to consider these questions in the course of 2001 (TRANS/WP.1/74, paras. 54-58).

SAFETY IN TUNNELS

Documentation: TRANS/AC.7/2; TRANS/AC.7/4.

53. The Committee **approved** the reports of the first and second sessions of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (TRANS/AC.7/2; TRANS/AC.7/4) and

noted that a further two meetings were scheduled, one in March and the other in July 2001, for the purpose of finalizing the recommendations concerning road tunnels.

54. The Committee **welcomed** the active and constructive participation of numerous countries and non-governmental organizations in the Group of Experts and the Group's speed of progress in its work. It also **welcomed** the great interest generated in the various countries by the questionnaire which the secretariat had sent out, as could be seen from the large number of replies received, and **invited** countries which had not yet replied to do so rapidly. It stressed the importance of collecting all the information in a database.

55. In order officially to endorse the work on road tunnels at its sixty-fourth session in February 2002, the Committee **invited** the secretariat to prepare a general resolution containing the whole body of recommendations adopted by the Group of Experts so that they could serve as a reference document not only for the relevant subsidiary bodies of the Inland Transport Committee but also the members of the Economic Commission for Europe. In this context, the Committee hoped to have an opinion on the feasibility of the proposals which would be formulated and the schedule to be envisaged for their consideration. It therefore **invited** the working groups directly concerned to make a first review of the recommendations before the end of 2001 and to transmit their comments on it.

56. At its last session, the Committee had stated (ECE/TRANS/133, para. 43) that the Multidisciplinary Group of Experts would, after considering the question of road tunnels, "continue later with safety issues in other tunnels", principally rail tunnels. While **stressing the importance** of continuing the work on safety in tunnels in this sector, the Committee nevertheless **deemed it necessary** to draw lessons from road tunnels first of all before initiating the second phase. It therefore **invited** the Working Party on Rail Transport (SC.2) to consider this question at its next session in October 2001, particularly in the light of the recommendations which would be made concerning road tunnels, and to transmit its comments on them.

HARMONIZATION OF VEHICLE REGULATIONS

Documentation: TRANS/WP.29/703; TRANS/WP.29/735; TRANS/WP.29/743.

57. The Committee **noted** the summary of activities of WP.29 given by the secretariat and **approved** the reports of WP.29 on its one-hundred-and-twentieth (TRANS/WP.29/703), one-hundred-and-twenty-first (TRANS/WP.29/735) and one-hundred-and-twenty-second (TRANS/WP.29/743) sessions.

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

58. The Committee **noted** that during 2000 four new draft Regulations and sixty-three amendments to existing Regulations had been adopted by vote of the Administrative Committee of the Agreement (AC.1), more than double the previous year's output.

59. With respect to an earlier intervention by the representative of Belgium, the Committee **noted** the information by the secretariat that the development of fuel cells and their application for vehicles was being followed by WP.29. However, from the regulatory point of view, no steps have yet been taken in order to let research and development under way to become mature enough to be used in production. The secretariat explained that, at the appropriate time, the safety aspects of fuel cells and of the hydrogen fuel storage on board of vehicles would be addressed. In addition, it informed the Committee that all relevant ECE Regulations are fully adapted to allow also the approval of electric vehicles and that the work has started on incorporating provisions for various constructions of hybrid vehicles.

(b) Status of the 1998 Agreement

60. The Committee **noted** with satisfaction 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 entered into force on 25 August 2000. It also noted that there were 11 Parties to the Agreement (Canada; European Community; France; Germany; Italy; Japan; P.R. China; Republic of Korea; Russian Federation; United Kingdom; United States of America), and two signatories expected to ratify it (Republic of South Africa; Spain).

61. Concerning the expected outcome, it also **noted** that WP.29 was already considering a number of proposals for candidate global technical regulations. The Executive Committee of the Agreement prepared to set priorities for this work and consider the legal and administrative procedures relevant to the implementation of the Agreement, in particular with respect to the responsibilities of the depositary.

(c) Status of the 1997 Agreement on Technical Inspections

62. The Committee **noted** that the Agreement was in force as from 27 January 2001 for five Contracting Parties (Estonia; Hungary; Netherlands; Romania; Russian Federation). It **reiterated** its invitation to the remaining 19 signatories to the Agreement to expedite ratification procedures in their countries (Austria; Belgium; Cyprus; Czech Republic; Denmark; Finland; France; Georgia; Germany; Greece; Ireland; Italy; Portugal; Slovakia; Spain; Sweden; Switzerland; United Kingdom; Ukraine) in order to allow the full functioning of the Agreement.

RAIL TRANSPORT

Documentation: TRANS/SC.2/194.

63. The Committee **approved** the report of the Working Party on Rail Transport on its fifty-fourth session (TRANS/SC.2/194).

(a) Rail transport infrastructure(i) European Agreement on Main International Railway Lines (AGC)

64. The Committee **took note** that in total 22 countries were at present Contracting Parties to the AGC Agreement. It also **noted** that amendments proposed by Hungary and Poland to Annex 1 of the Agreement had entered into force on 15 November 2000. The Committee **endorsed** the Working Party's approval of the updated version of Annex 1 of the AGC (TRANS/SC.2/2000/7) and its decision to set up a consolidated version of the Agreement, including a map of the AGC network (TRANS/SC.2/194, para. 35). Therefore, the Committee **noted** that the Working Party had adopted amendments proposed by the Czech Republic and the Republic of Moldova together with amendments proposed by Greece concerning the extension of the AGC network to the Caucasus and Central Asia.

65. The Committee **approved** the convening of an ad hoc meeting on the rail census with a view to considering issues relating to data collecting on the AGC network (see also para. 106).

66. Furthermore, the Committee **endorsed** the Working Party's adoption of the updated version of the Recommendation concerning the system of marshalling yards of major European importance 2000 (resolution No. 66).

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

Documentation: TRANS/SC.2/2000/15.

67. The Committee **endorsed** the progress report of the TER project (TRANS/SC.2/2000/15), **noted** the additional information provided by the TER Acting Project Manager and **requested** to continue to be informed of TER developments.

(b) Facilitation of border crossing in international rail transport

68. The Committee **supported** the initiative of the Working Party aimed at further improvement of border crossing in international rail transport through the establishment of a border-crossing monitoring system, as defined in annex 3 of TRANS/SC.2/194. Governments participating in this pilot project (Bulgaria, Greece, Hungary, Romania, the Russian Federation, Turkey and Ukraine) were **encouraged** to complete the collection of data requested and report them to the secretariat as soon as possible.

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

69. The Committee **endorsed** the decision of the Working Party on Rail Transport to convene, together with the Working Party on Combined Transport (WP.24), a joint meeting on the above issue with a view to developing a checklist identifying questions related to punctuality and

predictability of combined transport services.

INLAND WATER TRANSPORT

Documentation: TRANS/SC.3/153.

70. The Committee **approved** the report of the Working Party on Inland Water Transport (SC.3) on its forty-fourth session (TRANS/SC.3/153).

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

Documentation: ECE/TRANS/120 and Corr.1.

71. The Committee **noted** with satisfaction that the Agreement, which entered into force on 26 July 1999, had already 11 Contracting Parties. It also **took note** that, by means of a procès-verbal of rectification, dated 22 August 2000, the correction to the text of the Agreement was made, as set out in ECE/TRANS/120/Corr.1.

72. The representative of the Danube Commission **informed** the Committee that his organization was to adopt a new methodology for planning inland waterway infrastructure development aimed at the implementation of AGN with regard to the Danube (Pan-European Transport Corridor No. VII) and meeting the European Union (EU) conditions for financing infrastructure-related projects. Referring to the reopening of the navigation on the Danube, he reported on the progress made related to the organization of work through the creation, in close cooperation with the European Commission, of a technical unit and the establishment of an International Fund for the management of projects.

73. The Committee **took note** of the decision of the Working Party to undertake a study on the possibility of elaborating a European recreational navigation network (TRANS/SC.3/153, para. 13). In this regard, the delegation of Germany pointed out that, in its opinion, the final product of this project should not be a binding instrument.

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

Documentation: TRANS/SC.3/115/Rev.1/Amend.2; TRANS/SC.3/2000/1; TRANS/SC.3/2000/3; TRANS/SC.3/2000/4; ECE/TRANS/CMNI/CONF/2/FINAL.

74. The Committee **took note** of the provisional approval by the Working Party of the first set of amendments to the Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/2000/1) aimed at the harmonization of such requirements at pan-European level with due regard to relevant national, EU and River Commissions provisions (TRANS/SC.3/153, para. 17).

75. The Committee also **endorsed** the adoption by SC.3 of resolutions Nos. 46 and 47 on amendment of the European Code for Inland Waterways (CEVNI) as well as the decision of the Working Party to proceed with the publication in 2001 of a second revised version of CEVNI (TRANS/SC.3/153, paras. 19-23).

76. The Committee **was informed** of the successful outcome of the Diplomatic Conference organized jointly by CCNR, the Danube Commission and UN/ECE for the adoption of the Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) (Budapest, 25 September – 3 October 2000). The Committee **invited** its member States to become Parties to the newly-adopted international instrument and **encouraged** further cooperation of the three above-mentioned intergovernmental bodies with a view to the harmonization of a Europe-wide legal regime for international transport by inland waterway.

77. The Committee **was informed** by the representative of the Netherlands that on 5-6 September 2001 in Rotterdam a Ministerial Conference on Inland Waterway Transport was to be organized under the co-chairmanship of the Dutch and Romanian Ministers of Transport aimed at the promotion of this mode of transport in Europe and that a draft declaration to be considered and adopted by Ministers was currently being prepared with the help of a Drafting Committee comprising representatives of the European Commission and all other intergovernmental organizations concerned. The Committee **took note** of the above information and **invited** the concerned member Governments to take part in the Ministerial Conference.

78. The representative of CCNR **invited** the Danube Commission and UN/ECE to continue their fruitful cooperation and undertake the elaboration of a new draft Convention on Civil Liability for Damage Caused during Carriage of Dangerous Goods by Inland Navigation Vessels (CRDNI). He said that a preliminary draft text of the Convention was going to be discussed at a consultative meeting already in the first part of 2001. The Committee **took note** of the offer of CCNR but felt that first, as agreed earlier, Governments should reply to the questionnaire circulated by the secretariat in order to find out whether there was a possibility for the CRTD Convention of 1989 to come into force (see also paras. 97-98).

(c) Documentation

79. The Committee **noted** the concern of this Working Party regarding the absence at its sessions of many working documents in all ECE working languages (TRANS/SC.3/194, paras. 3-5) and asked the secretariat to do its utmost to improve the situation.

COMBINED TRANSPORT

Documentation: TRANS/WP.24/87; TRANS/WP.24/89; TRANS/WP.24/2000/3;
(www.unece.org/trans/new_tir/wp24/24docs.html).

80. The Committee **approved** the reports of the Working Party on Combined Transport (WP.24) on its thirty-third and thirty-fourth sessions (TRANS/WP.24/87; TRANS/WP.24/89)

and **took note** of the newly published “Yellow Book” containing the second inventory of existing AGTC and AGC standards and parameters for the years 1997 and 1998. The Committee **invited** all concerned ECE member countries, Contracting Parties to the AGTC Convention, to consider becoming Contracting Parties to the Protocol to the AGTC on inland waterways.

Possibilities for reconciliation and harmonization of civil liability regimes governing combined transport

81. The Committee **endorsed** the work carried out, so far, by the ad hoc expert group on civil liability regimes in multimodal transport operations and **decided** to prolong the mandate of the group for the year 2001. Taking account of the activities undertaken in other fora, the expert group was **requested** to pursue the complex task towards a harmonized civil liability regime covering, at this stage, multimodal transport operations of all modes of transport.

CUSTOMS QUESTIONS AFFECTING TRANSPORT

Documentation: TRANS/WP.30/188; TRANS/WP.30/190; TRANS/WP.30/192;
(www.unece.org/trans/new_tir/welctir.htm).

82. The Committee **approved** the reports of the Working Party on Customs Questions affecting Transport (WP.30) on its ninety-fourth, ninety-fifth and ninety-sixth sessions (TRANS/WP.30/188; TRANS/WP.30/190; TRANS/WP.30/192).

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

Documentation: TRANS/WP.30/AC.2/57; TRANS/WP.30/AC.2/59;
(www.unece.org/trans/new_tir/welctir.htm).

83. The Committee **noted** that work on Phase II of the TIR revision process clarifying the responsibilities of the various actors in the system had been completed by the Working Party and that the relevant depositary notification addressed to the 64 Contracting Parties to the TIR Convention, 1975 would be issued by the Legal Office of the United Nations in due course. The Committee **endorsed** the views expressed by the Working Party that guarantee coverage for sensitive goods on the territory of the European Community had to be re-established as soon as possible. The Committee **decided** to prolong the mandate of the group of experts on the TIR revision process for the year 2001 in order to make rapid progress on Phase III of the TIR revision focusing on the computerization of the TIR procedure.

84. The Committee also **took note** of the reports of the Administrative Committee for the TIR Convention, 1975 at its twenty-eighth and twenty-ninth sessions (TRANS/WP.30/AC.2/57; TRANS/WP.30/AC.2/59).

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

Documentation: TRANS/WP.30/AC.3/8; (www.unece.org/trans/new_tir/welctir.htm).

85. The Committee **took note** of the report of the fourth session of the Administrative Committee for the Convention (TRANS/WP.30/AC.3/8) and **endorsed** the view of the Administrative Committee that work on a new Annex 8 to the Convention and its technical annexes on border crossing procedures for international road transport should be completed as soon as possible by the Working Party.

86. The representative of Switzerland recalled that his Government had entered a reservation regarding Annex 8 to the Convention.

(c) Convention on Customs Treatment of Pool Containers Used in International Transport, 1994

Documentation: TRANS/WP.30/AC.4/2; (www.unece.org/trans/new_tir/welctir.htm).

87. The Committee **took note** of the report of the first session of the Administrative Committee for the Convention.

(d) Draft Conventions on International Customs Transit Procedures for the Carriage of Goods by Rail

Documentation: TRANS/2001/10; (www.unece.org/trans/new_tir/welctir.htm).

88. The Committee **noted** that the Working Party had finalized in principle two draft conventions on rail Customs transit, one based on the CIM and the other on the SMGS consignment note. These draft conventions contained similar Customs procedures without, however, providing for a harmonized pan-European Customs transit system for rail transport comparable, for example, to the TIR Customs transit regime applicable to road transport. The Working Party **was requested** to consider the draft convention based on the SMGS consignment note and present its final draft text to the sixty-fourth session of the Committee for further consideration and adoption.

TRANSPORT OF DANGEROUS GOODS

(a) Report of work on the establishment and updating of 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

89. The Committee **noted** that the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods at its twenty-first session held from 3 to 14 December 2000 had adopted amendments to the Recommendations on the Transport of Dangerous Goods, Model

Regulations and Manual of Tests and Criteria. The report and the adopted amendments have been circulated as documents ST/SG/AC.10/27 and Add.1-2. The amendments include, in particular, new provisions for the construction, certification and use of gas cylinders and multiple-element gas containers. The amended recommendations will be published in 2001 as the twelfth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations.

90. The Committee also **noted** that, in accordance with the Council resolution 1999/65 of 26 October 1999, the Committee would start functioning as the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals with two sub-committees as from 2001.

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

Documentation : TRANS/WP.15/AC.1/80 and Add. 1-9; TRANS/WP.15/AC.1/82.

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

Documentation: TRANS/WP.15/161 and Add.1-2; TRANS/WP.15/163 and Add.1.

91. The Committee **approved** the reports of the Working Party on the Transport of Dangerous Goods on its sixty-eighth and sixty-ninth sessions (TRANS/WP.15/161 and Add.1-2; TRANS/WP.15/163 and Add.1).

92. The Committee **congratulated** the RID/ADR/ADN Joint Meeting and the Working Party on the Transport of Dangerous Goods for having completed the process of restructuring RID and ADR, initiated in 1992. The Committee **noted** that the Government of Portugal had officially proposed to ADR Contracting Parties to replace the existing Annexes A and B of ADR by the restructured annexes (Depositary Notification C.N.1078.2000.TREATIES-3 of 1 January 2001). This amendment is expected to enter into force on 1 July 2001, with an exceptional transitional period of eighteen months.

93. The Committee **urged** the following Contracting Parties to the ADR, which have not yet done so, to take all necessary steps to become Contracting States to the Protocol of 1993 amending articles 1(1), 14(1) and 14(3)(b) of ADR, so that it could enter into force as soon as possible: Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Croatia, Germany, Greece, Lithuania, Republic of Moldova, The former Yugoslav Republic of Macedonia, Ukraine and Yugoslavia. ^{*/}

^{*/} This refers to the former Socialist Federal Republic of Yugoslavia which became a Contracting Party to ADR on 28 May 1971. The Federal Republic of Yugoslavia, which became a Member State of the United Nations on 1 November 2000 is not to be considered as a Contracting Party to ADR as long as an instrument of succession or accession to ADR has not been deposited with

94. The Committee **also invited** all member States intending to accede to ADR to deposit, at the same time, an instrument of accession to ADR and to the Protocol of 1993, since the entry into force of that Protocol would require ratification or accession by all Contracting Parties to ADR.

(d) European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)

Documentation: TRANS/WP.15/AC.2/5 and Corr.1; TRANS/WP.15/AC.2/7; ECE/TRANS/ADN/CONF.10 and Add.1.

95. The Committee **noted with satisfaction** that the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways, adopted on 26 May 2000 by the Diplomatic Conference convened under the joint auspices of the UN/ECE and the CCNR, had already been signed by nine countries (Bulgaria, Croatia, Czech Republic, France, Germany, Italy, Luxembourg, Netherlands and Slovakia). The Committee **invited** all ECE member States concerned by ADN to sign it before 30 May 2001 and ratify it or accede to it as soon as possible.

96. The Committee **approved** the report of the Meeting of Experts on the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterways (TRANS/WP.15/AC.2/7) on its third session, and **noted** that its name had been changed pursuant to the arrangements agreed during the Diplomatic Conference for the adoption of ADN (see the resolution adopted by the Conference, as reproduced in ECE/TRANS/ADN/CONF/10/Add.1).

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

97. The Committee **noted** that, pursuant to the decision to assign priority 1 to the follow-up of the implementation of CRTD (ECE/TRANS/133, para. 100) the secretariat had circulated a questionnaire to all delegations of the Committee in order to assess the reasons why countries had not acceded to the Convention. Unfortunately, replies had been received late and from four countries only.

98. The Committee **urged** all its members which had not yet replied to the questionnaire to do so without delay, and requested the Working Party on the Transport of Dangerous Goods to consider the results of this questionnaire at its next session (7-11 May 2001) and to set up, if deemed appropriate, an ad hoc group of experts to consider how the CRTD could be modified to encourage accessions (see also para. 78).

TRANSPORT OF PERISHABLE FOODSTUFFS

Documentation : TRANS/WP.11/202.

99. The Committee **approved** the report of the Working Party on its fifty-sixth session (TRANS/WP.11/202).

100. The Committee **noted** the work undertaken to revise the Annexes of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) and the elaboration of a draft ATP Handbook.

101. It **encouraged** the secretariat to organize, in cooperation with the International Institute of Refrigeration (IIR) and Transfrigoroute International, a seminar on ATP for the benefit of new Contracting Parties to this Agreement.

TRANSPORT STATISTICS

Documentation: TRANS/WP.6/137; TRANS/WP.6/2000/1; TRANS/WP.6/2000/7-TRANS/SC.2/2000/10; TRANS/WP.6/2001/1.

102. The Committee **approved** the report of the Working Party on Transport Statistics on its fifty-first session (TRANS/WP.6/137).

(a) Harmonization of transport and road traffic accident statistics

103. The Committee **was informed** about the progress made in the international harmonization of statistics on Road Traffic Accidents, including the results of the Ad Hoc Meeting on Road Traffic Accident Statistics (TRANS/WP.6/2001/1). It **noted with satisfaction** the booklet prepared by the secretariat on Main Transport Indicators for the UN/ECE region.

(b) Geographic Information Systems (GIS) in Transport

104. The Committee **took note** of the results of the first Workshop on GIS in Transport (TRANS/WP.6/2000/1) held in Geneva from 15 to 16 November 1999 and of the work in GIS related to the E-Road Census.

(c) Traffic Censuses in the ECE Region

(i) 2000 E-Road Census and Inventory (AGR)

105. The Committee **was informed** about the compilation under way for the 2000 Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic

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Arteries in Europe, including information about the cooperation on the Census with the European Commission (TRANS/WP.6/137, paras. 37-38).

(ii) Development of E-Rail Census (AGC)

106. The Committee **endorsed** the report of the Informal Working Group on Rail Census Methodologies, held in Geneva on 13 June 2000 (TRANS/WP.6/2000/7-TRANS/SC.2/2000/10) and **approved** the proposal to convene an Ad hoc Meeting on the Rail Traffic Census in 2003.

ELECTRONIC DOCUMENT STORAGE AND DISTRIBUTION SYSTEM

107. The Committee **noted** that in the year 2000 more than 1,000 documents of the Committee and its subsidiary bodies had been added to the WEB, which are accessible on the internet through the UN/ICC website: <http://www.unece.org>. The Committee was informed that the Division would add its documents to the Optical Disk System which would be available, with a more friendly interface, to all external users (missions and delegations).

108. Finally, the Committee **viewed** the new draft home page for the website of the Transport Division and **expressed unanimous support** thereto.

109. The representative of Ukraine **expressed** his concern about the irregular updating of the ITC website. Since the website often is the only way for delegates to get the pre-session documentation, the delegation of Ukraine suggested that documents should be put on the website not only in the original language but in all ECE working languages. Furthermore, he felt that the whole set of ECE transport-related international instruments should also be made available on the ITC website in all ECE working languages.

110. The Committee **noted** that Mr. E. Ciotti, staff member of the ECE/Transport Division since 1 April 1989, would be retiring during 2001. Thanking him for the valuable contributions he had made to the work of the Division in the area of information technology, the Committee **wished** him all the best for a happy retirement.

SCHEDULE OF MEETINGS IN 2001

Documentation: TRANS/2001/4.

111. The Committee **reviewed** the tentative list of meetings circulated in TRANS/2001/4 and on the recommendation of its Bureau (TRANS/2001/5, para. 28) **adopted** it with the following additions:

- (i) fourth Meeting of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels on 9 and 10 July 2001;
- (ii) meeting of the Bureau of the Inland Transport Committee on 5 June 2001; and

- (iii) fourth Joint Meeting on Transport and Environment on 6 June 2001 (as proposed in the report of the third Joint Meeting (JMTE/2000/8, para. 29)).

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

113. The definitive list of meetings will be issued and circulated under the symbol ECE/TRANS/137.

OTHER BUSINESS

(a) Availability of documents

114. The delegate of the Russian Federation voiced the concern of his delegation that the Russian versions of documents were often not available to his country's representatives in advance of meetings and sometimes not even at the meetings themselves. He considered that this was an intolerable situation which impaired the effectiveness of the meetings.

115. The Committee **supported** the concerns expressed by the Russian delegate and **stressed** that it was not acceptable that documents were only made available a few days before or during meetings or, in some cases, not at all. It **requested** the secretariat to once again contact the UNOG Department of Conference Services and **emphasized** that the non-availability of documents in all languages was affecting adversely the work of the Committee. The Committee **agreed** that it was essential that the six-week deadline for distribution of final documents in all three working languages to ECE member States be observed.

(b) Date of next session

116. The Committee **noted** that its sixty-fourth session was tentatively scheduled to be held from 19 to 21 February 2002.

ADOPTION OF THE REPORT

117. In accordance with established practice, the Committee **adopted** the report of its sixty-third session on the basis of a draft prepared by the secretariat.
