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**ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE**

**REPORT OF THE INLAND TRANSPORT COMMITTEE ON
ITS SIXTY-FOURTH SESSION
(18-21 February 2002)**

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(reproduced in document ECE/TRANS/139/Add.1)
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REPORT

CHAIRMANSHIP

1. The Inland Transport Committee held its sixty-fourth session from 18 to 21 February 2002. The duties of Chairperson of the session were performed by Mrs. V. Tañase (Romania), Chairperson and Mr. H. Courtois (Belgium), Vice-chairperson.

ATTENDANCE

2. Representatives of the following countries participated: Belarus; Belgium; Bosnia and Herzegovina; Bulgaria; Canada; Croatia; Czech Republic; Denmark; Finland; France; Germany; Greece; Hungary; Italy; Kazakhstan; Monaco; Netherlands; Poland; Portugal; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom and Yugoslavia. The European Commission (EC) was also represented. Representatives of the secretariats 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: European Association of Automotive Suppliers (CLEPA); European Intermodal Association; Federation of European Motorcyclists Associations (FEMA); European Transport Workers' Federation (ETF); International Federation for Housing and Planning (IFHP); International Organization of Motor Vehicle Manufacturers (OICA); International Petroleum Industry Environment Conservative Association (IPIECA); International Road Transport Union (IRU); International Touring Alliance/International Automobile Federation (AIT/FIA); International Union of Railways (UIC); The Oil Companies' European Organization for Environment, Health and Safety (CONCAWE).

ADOPTION OF THE AGENDA

3. The Committee **adopted** the provisional agenda (ECE/TRANS/138).

RESULTS OF THE COMMITTEE'S BUREAU MEETINGS

Documentation: TRANS/2002/6.

4. In accordance with the decision taken by the Committee at its sixty-third session (ECE/TRANS/136, para. 111), its Bureau met on 16 February 2001, 5 June 2001, 28-29 November 2001 and 18 February 2002.

5. The Committee **considered** the results of its Bureau Meetings, as contained in document TRANS/2002/6, and **agreed** to discuss the questions raised in greater detail under the respective items of the agenda.

6. After having discussed possible subjects for a Round Table to be held in connection with its annual session in 2003, the Committee **agreed** that the theme of the Round Table should be “Intelligent Transport Systems”.

MATTERS ARISING FROM THE ECONOMIC COMMISSION FOR EUROPE, THE ECONOMIC AND SOCIAL COUNCIL, AND OTHER UNITED NATIONS BODIES

Documentation: TRANS/2002/3; TRANS/2002/5.

7. The Committee **considered** document TRANS/2002/3 and **recommended** the application of the Commission’s guidelines, especially regarding : intersectoral cooperation related to environment, energy, trade and transport; the Millennium Declaration: Challenges for Europe; ECE strategic directions; and matters arising from the work of the subsidiary bodies requiring decision by, or meriting the attention of, the Commission as reflected in the above-mentioned document.

8. The Committee **took note** of document TRANS/2002/5 and of the decision of the Working Party on Transport Statistics to collect gender disaggregated data on road traffic accidents. It **supported** the endeavour to promote gender mainstreaming in its work where relevant and requested the secretariat to report at its sixty-fifth session on developments regarding the gender dimension.

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

Documentation: Informal document.

9. The Committee **considered** an Informal document prepared by the secretariat on the activities related to transport being carried out within other ECE principal subsidiary bodies and international organizations. In view of the rather general nature and little value added of the document, the Committee **agreed** not to receive this document in future.

10. The Committee **was informed** by a representative of the Energy Division of the ECE secretariat about developments in the “Blue Corridor” Project on the use of natural gas as a

motor fuel in the international transport of goods and the establishment of corridors to be used by vehicles powered by natural gas. The Committee **took note** that the Working Party on Gas had agreed to set up an informal Task Force to consider the feasibility of the project and **agreed** that specialists from the transport area should also be involved in this activity. The Committee **requested** the secretariat to identify experts from WP.5, SC.1 and WP.29 before 31 March 2002 to participate in the work of the Task Force with a view to assessing the feasibility of the project. The Inland Transport Committee and the Committee on Sustainable Energy should agree on the dates of the first meeting of the Task Force.

11. The representative of the European Commission informed the Committee in detail about the contents of the recently published White Paper on transport policy in the European Union. A copy of his statement was circulated to participants of the Committee.

12. The representatives of the European Conference of Ministers of Transport (ECMT), the Danube Commission, and the International Road Transport Union (IRU) reported on future activities to be carried out by their respective organizations, which were of interest to the Committee.

FOLLOW-UP TO CONFERENCES ON TRANSPORT AND ENVIRONMENT

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

Documentation: JMTE/2001/5; JMTE/AC.1/2001/2; ECE/AC.21/2001/5; (www.unece.org/poja).

13. The Committee **took note** of the report of the fourth session of the Joint Meeting on Transport and the Environment (6 June 2001), the report of the first session of the Joint Ad Hoc Expert Group on Transport and the Environment (26 and 27 February 2001) and the report of the first session of the Joint UNECE-WHO Ad Hoc Expert Group on Transport, Environment and Health (26 and 27 November 2001). The Committee **requested** the initiation of work on the mandated mid-term review of the Vienna Programme of Joint Action (POJA) that would be transmitted for approval by the forthcoming session of the High-Level Meeting on Transport, Environment and Health in July 2002. The secretariat was **requested** to prepare the necessary documentation taking due account of the activities undertaken during the past five years by participating UNECE member Governments and lead actors.

14. With regard to future work on transport, environment and health, the Committee **took note** of the agreement of the tri-partite expert group to focus on activities in the following three priority areas: (i) integration of transport, environment and health goals; (ii) management of transport demand; (iii) urban transport. The second meeting of the tripartite expert group is

scheduled for on 18 and 19 March 2002. The Committee **stressed** that the agreement to concentrate on three subjects does not affect the interest of member States for the projects to be carried out in the framework of POJA. Also, particular attention had to be devoted to the specific requirements and needs of countries in transition.

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

Documentation: ECE/AC.1/2001/1; ECE/AC.21/2001/3.

15. Recalling the decisions taken at the first High-Level Meeting on Transport, Environment and Health held on 4 May 2001 (ECE/AC.21/2001/3), the Committee **noted** that the second High-Level tripartite Meeting was scheduled to be held in Geneva on 5 July 2002. The Committee **noted** that the following documentation should be prepared for this meeting: (i) reports on the implementation of the London Charter and the Vienna Plan of Joint Action (POJA mid-term review); (ii) a report on future priority areas and specific actions to be undertaken; (iii) a report on the options for an effective implementation of the priority areas. In this context, the Committee **stressed** the need to ensure a better implementation of existing international conventions and regulations in this field.

16. The Committee **invited** all delegations to ensure an appropriate participation of representatives of Ministries of Transport at the second High-Level Meeting on Transport, Environment and Health.

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

Documentation: TRANS/2002/7.

17. The Committee **considered** the document on the transport situation and trends in member countries in 2001, prepared by the secretariat on the basis of national contributions and other sources, following the decision taken by the Committee at its sixty-third session (ECE/TRANS/136, para. 16). The Committee also **took note** of information provided by the delegates from the Russian Federation and Croatia which were made available to the Committee during the session. The representative of the secretariat of the Danube Commission reported on activities to be carried out by the Danube Clearance project at Novi Sad, which should be completed by the end of 2002. The Committee further **took note** of regulatory and infrastructure developments in the transport sector during the previous year and **found** the document a useful overview of the transport situation in the ECE region. The Committee **requested** the secretariat to prepare a similar overview on 2002 for its next session.

TRANSPORT AND SECURITY

Documentation: TRANS/2002/15.

18. The Committee, **expressing** its profound regret about the tragic events of 11 September 2001, **welcomed** the document prepared by the secretariat as an important contribution to defining an approach to the issue of transport and security. The Committee **felt** that a clear definition of the concept of security in transport was necessary in order to evaluate if and how this issue should be further considered in the framework of the UNECE. The Committee also **stressed** the importance of the fact that security in transport should be carefully balanced against transport facilitation in order to ensure traffic fluidity, in particular through the use of new technology.

19. The Committee requested its subsidiary bodies to identify, within their respective fields of competence, the differences between "security" and "safety" concepts and the relevant concrete questions that could be addressed in this respect, taking into account the work and studies undertaken by other organs, in particular by ECMT. It also **requested** the secretariat to consolidate these views for consideration by the Committee at its next session in order that the Committee could provide guidance on further action in this field. The Committee also **invited** Governments to inform the secretariat of the measures taken in this area at national level in order to identify specific needs for further international action.

ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION

Documentation: TRANS/WP.5/2001/9.

20. The Committee **noted** the aforementioned document, plus an additional informal one with updated information, and welcomed the contribution by the Transport Division and its Regional Advisers to activities of assistance to countries with economies in transition. Such activities included 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) and the Black Sea Economic Cooperation Organization (BSEC). It also includes the project Capacity-Building Through Cooperation, in developing Interregional Land and Land cum Sea Transport Linkages, proposed and steered by the Group of Directors responsible for Transport of the five United Nations Regional Commissions. This project will be funded from the UN Development Account Fund and is expected to be implemented as from 2002 onwards.

21. Poland, the Russian Federation and the Danube Commission intervened in support of strengthening the assistance activities of the secretariat, whereas the IRU tabled the IRU Handbook on the Harmonization of European Road Transport Legislation and Practices.

22. 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. In this respect, the Committee **reiterated its request** that sufficient resources be made available in order to ensure the continuous services of two Regional Advisers. It also **invited** contributions from member States to the UNECE Trust Fund for Assistance to Countries in Transition (TFACT).

STATUS OF APPLICATION OF INTERNATIONAL UNECE TRANSPORT AGREEMENTS AND CONVENTIONS

Documentation: Document by the secretariat.

23. The Committee **took note** of the document prepared by the secretariat containing tables on the status as at 15 February 2002 of signatures, ratifications and accessions concerning UNECE international instruments on inland transport.

24. 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. In this connection, it **asked** in particular the Regional Advisers to promote these instruments in countries which are not yet Contracting Parties and to explain the content of the agreements and conventions to competent national authorities.

25. The Polish representative **informed** the Committee of the ratification of the European Agreement on Important International and Combined Transport Lines and Related Installations (AFTC) in his country.

26. The Committee **requested** the secretariat to carry out an analysis of the implementation of transport-related UNECE agreements and conventions, and inform the Committee accordingly.

TRANSPORT TRENDS AND ECONOMICS

Documentation: TRANS/WP.5/30.

27. The Committee **approved** the report of the fourteenth session of the Working Party on Transport Trends and Economics (WP.5) (TRANS/WP.5/30).

(a) Progress in the implementation of Pan-European transport corridors and areas

28. The representative of the European Commission **informed** the Committee about recent developments concerning Pan-European transport corridors and areas. The Committee **took note** of progress made in the implementation of the Pan-European Transport Corridors and Transport Areas, and **supported** continuing collaboration between the EC, UNECE and ECMT in monitoring and supervising future developments of Pan-European transport corridors and UNECE's involvement in these processes bearing in mind its accumulated expertise and competence.

(b) Methodologies for evaluation of inland transport infrastructure projects

29. The Committee **took note** of the Working Party's endeavour to develop a harmonized European-wide methodology for a transport infrastructure investment project appraisal based on the European Commission methodology, the prevailing practice in the countries of the Commonwealth of Independent States (CIS) as well as the accumulated knowledge and experience provided by the Working Party's work so far.

30. Furthermore, the Committee **endorsed** the Working Party's decision to convene an informal meeting of interested institutions (the EC, the World Bank, European Investment Bank, EBRD, etc.) and interested member countries in order to bring together various methodologies and practices into a harmonized and coherent European-wide methodology for transport infrastructure investment project appraisal (TRANS/WP.5/30, paras. 16-21).

(c) Euro-Asian transport links

Documentation: TRANS/WP.5/2001/14 and TRANS/2002/10.

31. The Committee **endorsed** the common UNECE/Economic and Social Commission for Asia and the Pacific (ESCAP) Strategic Vision on Euro-Asian transport links which was adopted by the Working Party at its fourteenth session (TRANS/WP.5/2001/14) (TRANS/WP.5/30, para. 31) and which took into account the findings of the Second International Euro-Asian Conference on Transport which was held in St. Petersburg from 12-13 September 2000.

32. Moreover, the Committee **noted** and **encouraged** the work related to the development of the southern corridor and the future run of the demonstration block-train between Istanbul (Turkey) and Almaty (Kazakhstan) and **underlined** its importance for the further promotion of railway links between Europe and Asia (TRANS/WP.5/30, paras. 38-39). It also **noted** that the Euro-Asian link currently under study involves the Islamic Republic of Iran, Kazakhstan, Turkmenistan, Uzbekistan and Turkey, and **asked** Kazakhstan, Turkmenistan and Uzbekistan, which had not yet provided the information requested by the Working Party, to do so as soon as possible. The Committee further **noted** the information by the Turkish delegation, which was made available to the delegates, on trial runs of container block trains between Istanbul and Almaty. The Committee **supported** the idea of convening an informal meeting of the countries concerned to analyse the infrastructure and regulatory shortcomings of Euro-Asian links and determine further substantive and organizational steps regarding activities for the development of such links (TRANS/WP.5/30, para. 33). It welcomed the proposal by Turkey to host this meeting, subject to the agreement of national authorities.

33. The Committee **noted** the information provided by the Russian Federation on the follow-up to the Second International Euro-Asian Conference on Transport in St. Petersburg and activities aimed at further fostering the development of Euro-Asian corridors running through its territory. It also **noted** the invitation of the Russian Federation to the delegates to attend the third International Euro-Asian Transport Conference on Transport scheduled to take place in St. Petersburg in 2003. The Committee **supported** the proposal by the Russian Federation to convene an informal meeting between UNECE, ESCAP, the EC, the Russian Federation and other interested countries to further elaborate elements of the UNECE/ESCAP Strategic Vision document (TRANS/WP.5/2001/4) and the development of Euro-Asian transport links.

34. In that context, the Committee **noted** that the Euro-Asian transport links would be an important component of the cooperation established among the United Nations Regional Commissions (UNECE, ESCAP, the Economic and Social Commission for Western Asia (ESCWA) and the Economic Commission for Africa (ECA)), in particular of the joint Project on capacity building through cooperation in developing Interregional Land and Land-cum-Sea Transport Linkages. The Committee **invited** Governments concerned to take an active part in this project.

35. The Committee **took note** of the information provided by the UIC and OSZhD about their activities related to further development of rail links within Euro-Asian corridors.

36. The Committee also **noted** the Declaration of the first IRU Euro-Asian Road Transport Conference, which was circulated in TRANS/2002/10.

37. The Committee further **took note** that the Memorandum of Understanding on the planning and implementation of demonstration runs of container block-trains along the Trans-Asian railway Northern Corridor was signed in November 2001 in Seoul, Republic of Korea, during the ESCAP Ministerial Conference on Infrastructure. The Committee was **informed** by the representative of the Russian Federation that trial runs of container block trains are envisaged in 2002 along the Northern Corridor using the Trans-Asian and the Trans-Siberian railway lines.

(d) Transport in the Mediterranean

(i) Seminar on Transport Facilitation in the Mediterranean

Documentation: TRANS/WP.5/2001/8.

38. The Committee was **informed** about the findings of the Seminar on facilitation of international transport of goods between the Western Mediterranean countries, organized by the Transport Study Centre for the Western Mediterranean (CETMO) in cooperation with the Transport Division of the UNECE secretariat(3-4 May 2001, Barcelona) (TRANS/WP.5/2001/8) (TRANS/WP.5/30, para. 44).

(ii) Work of the Transport Study Centres in the Mediterranean

Documentation: TRANS/2002/13.

39. The Committee **took note** of the work carried out by the centres and **endorsed** planned activities for the future work. The Committee **supported** the idea for the holding of a seminar on traffic flows and transport scenarios for Mediterranean countries organized by CETMO in cooperation with UNECE, and **noted** its relevance for the joint exercise by four United Nations Regional Commissions on capacity building in the development of intercontinental transport links (para. 34) and **asked** the Working Party on Transport Trends and Economics to consider this proposal in more depth. It also **supported** the proposed activity of CETMO to further develop the project on regulatory questions affecting the Mediterranean countries.

(iii) Major Transport Projects in the Mediterranean - Europe-Africa permanent link through the Strait of Gibraltar

Documentation: E/2001/29.

40. The Committee **took note** of the UN Economic and Social Council resolution E/2001/29 and the work plan outlined in it which provides for a number of activities to be carried out under the project.

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

Documentation: TRANS/2002/9 and Add.1-2.

41. The Committee **noted** the information received from the European Conference of Ministers of Transport (ECMT) (TRANS/2002/9), the European Commission (EC) and the Organisation for Economic Co-operation and Development (OECD), and **requested** the secretariat to collect again this information for the next session.

ROAD TRANSPORT

Documentation: TRANS/SC.1/369.

42. The Committee **approved** the above-mentioned report of the Working Party on Road Transport (SC.1) on its ninety-fifth session (TRANS/SC.1/369).

(a) European road networks

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

43. The Committee **took note** of the entry into force on 4 December 2001 of amendments to Annex I of AGR concerning E roads in Finland, Kazakhstan, Romania, the Russian Federation and Turkey and of the transmission of new amendments proposed by the Russian Federation and adopted by SC.1 at its ninety-fifth session by the Secretary-General on 28 November 2001 (C.N.1349.2001.TREATIES-3) in order to initiate formal notification procedures.

44. The Committee **took note with satisfaction** of the new map of the AGR network prepared by the secretariat and incorporating the latest amendments which have entered into force and **welcomed** the major improvements made to it in terms of readability. Further to the intervention of the Russian Federation on the question of the interconnection and numbering of the UNECE and UNESCAP regional road networks, the Committee requested the secretariat to consider this question together with the secretariat of UNESCAP, as well as with their member countries concerned. The Committee asked to have this question considered by the ad hoc meeting on the implementation of the AGR to be held in June 2002.

45. The Committee **supported** the proposal by SC.1 (TRANS/SC.1/369, para.33) to convene an ad hoc meeting on the implementation of the AGR in order to prepare proposals for amendments to Annex II of the AGR concerning parameters and standards for E roads. It **requested** that the recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (Road) (see also the item on "Safety in tunnels," paras. 62-65) to be

incorporated in the Agreement should be identified at this meeting, scheduled to be held on 10 and 11 June 2002, and that the proposals formulated in the context of the Transport, Environment and Health process and the TEM Recommended Practice should also be taken into account.

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

Documentation: TRANS/SC.1/2001/11.

46. The Committee **took note** of the progress report of the TEM Project and, in particular, of the efforts made by the UNECE Transport Division in close collaboration with the TEM member States and the Project Central Office in 2001 for the elaboration, approval and first steps for the implementation of a new short-term strategy for further integration of TEM into the European transport context. The Committee **reiterated** its request that adequate resources should be made available to the secretariat and, in particular, that the services of a second Regional Adviser should be ensured on a permanent basis, expertise which had proved to be indispensable for the technical support for the Project and its future development.

(b) European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)

47. The Committee **welcomed** the success of the special session of SC.1 on 16 October 2001, with support from the European Commission and ERTICO, in order to familiarize non-member States of the European Union with the introduction of the digital tachograph. The Committee requested member States to take steps to guarantee the application of the AETR.

48. The Committee **noted** that, in accordance with the recommendation formulated at its sixty-second session (February 2000), SC.1 had opted for the most pragmatic solution for incorporating Annex 1B in AETR in accompanying it by a simplified procedure using cross-references to texts published in the Official Journal of the European Community. While welcoming this choice, which would enable AETR to develop practically in parallel with the Community text in the future, the Committee **stressed** that this solution required a new amendments procedure, which would have to be carefully defined in legal terms, to be introduced into the Agreement.

49. In view of the introduction of this simplified procedure and in order to facilitate the task of the Contracting Parties, the Committee **requested** the secretariat to prepare as soon as possible, in the three official languages of UNECE, a consolidated version of this Annex without binding force; it would become Appendix 1B to AETR and would incorporate all the adaptations inherent in the context of AETR.

50. In order to make it possible to adopt all the amendments required for the inclusion of the digital tachograph in AETR at the ninety-sixth session of SC.1, the Committee **endorsed** SC.1's proposal (TRANS/SC.1/369, para. 21) to hold a further meeting of the Ad hoc Group on the Revision of the AETR, scheduled to be held on 10 and 11 April 2002, with the mandate of reviewing all these amendments and examining their consistency in legal terms.

(c) Convention on the Contract for the International Carriage of Goods by Road (CMR)

51. The Committee **took note** of the fact that UNIDROIT had submitted a draft protocol to the Convention, introducing electronic data interchange (EDI) into its procedures. It **noted** that, in view of the various reactions to which this draft had given rise, the secretariat would send out a questionnaire in the near future to obtain the opinions of the Contracting Parties (TRANS/SC.1/369, paras. 44 and 45). The Committee **thanked** UNIDROIT and, in particular, Professor Putzeys, for all his help in preparing the draft.

(d) Consolidated Resolution on the Facilitation of International Road Transport (R.E.4)

52. The Committee **noted** that a new draft text of R.E.4, resulting from the work of the meeting of the Ad hoc Working Group on its revision on 10 and 11 May 2001, had been submitted to SC.1 for consideration. Having decided that it was necessary to obtain the written opinions of member States, the Committee, noting that the secretariat had sent out a letter for the purpose, **insisted** that the text should be finalized at the next session of SC.1 so that it could be submitted to the Committee for adoption at its sixty-fifth session. It therefore **endorsed** the proposal of the Working Group to hold a special session of SC.1 to scrutinize the text on 7 October 2002, on the eve of its regular meeting (TRANS/SC.1/369, para. 40).

(e) Issue of visas

53. Several delegations reiterated their concerns with regard to difficulties encountered by carriers in obtaining visas and asked that concrete solutions should be sought to improve the situation.

54. The Committee **gave the responsibility** of considering this problem in detail to the SC.1 and WP.30 Working Parties at their forthcoming sessions. In order to make it easier to tackle the problem, it **requested** Governments to clarify their position in this regard as rapidly as possible in a secretariat questionnaire.

55. To this end, the Committee **requested** SC.1 and WP.30 to carefully consider this problem and recommend a proposal for its solution in the course of their forthcoming sessions. To

facilitate these tasks, the Committee invited Governments to clarify, as soon as possible, their position in this regard through a questionnaire to be circulated by the secretariat.

ROAD TRAFFIC SAFETY

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

56. The Committee **approved** the report of the thirty-sixth session (TRANS/WP.1/76) of the Working Party on Road Traffic Safety and **took into consideration** the report of its thirty-seventh session (TRANS/WP.1/78) pending its final adoption at its March 2002 session.

(a) International instruments related to road safety (Vienna Conventions on Road Traffic and on Road Signs and Signals, the European Agreements supplementing them, Consolidated Resolutions R.E.1 and R.E.2)

57. The Committee **took note** of the draft amendments to the Vienna Conventions and the European Agreements supplementing them adopted by WP.1, in particular concerning priority at roundabouts, the incorporation of the distinguishing sign into the registration plate and blue road markings (TRANS/WP.1/78, paras. 12-17 and annex 1).

58. The Committee **encouraged** WP.1 to continue its work on national and international driving permits (TRANS/WP.1/78, paras. 26-28) and on other important questions of road safety, such as the use of mobile phones while driving, behaviour at pedestrian crossings, the use of daytime running lamps, the definition of mopeds and motor cycles and road signs (TRANS/WP.1/78, paras. 14, 18-25, 31-34). It reiterated its request that, when the time came, these matters should be given expression, as necessary, in proposals for amendments.

59. The Committee **hoped** that the work on these amendments, including that stemming from those recommendations on road tunnels that WP.1 might have identified and endorsed (see also "Safety in tunnels", paras. 62-65), would as far as possible be finalized in the course of 2002 with a view to transmission for notification during 2003. In the event of difficulties, the Committee **considered** that WP.1 should concentrate on road safety amendments. The Committee **approved** WP.1's proposal to hold a special session, if necessary, for the consideration of these amendments, between 25 and 29 November 2002, to expedite the process.

60. With reference to the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2), the Committee **welcomed** the progress made which, in the case of R.E.1, had taken the form of the adoption of a new chapter on pedestrian safety and a new section on assistance to victims of road accidents (TRANS/WP.1/76, paras. 23-24 and annexes 1 and 2), and the replacement, with the collaboration of WP.29, of the present text of annex 2 of

the Resolution concerning technical inspections by new provisions (TRANS/WP.1/78, para. 35 and documents TRANS/WP.1/2001/25 and Corr.1). It **invited** WP.1 to continue the work of revising the Resolutions, to reflect on possibilities for modernizing them in the future and to advertise them as widely as possible and also in the other regional commissions.

(b) Evaluation of the Third Road Safety Week in the ECE Region

61. The Committee **welcomed** the very positive results of the special session of WP.1 held on 11 September 2001 which, on the basis of the experience of the Third Road Safety Week in the ECE Region (1-7 May 2000), had enabled new guidelines to be identified for the future. The Committee therefore **endorsed** the decisions adopted during this meeting and, in particular, the organization of a road safety week under the auspices of UNECE every four years instead of five as previously, and the scheduling of the next event in 2004 (TRANS/WP.1/78, paras. 4-9). The Committee **invited** WP.1 to choose the subject for the next campaign during the year 2002.

SAFETY IN TUNNELS

Documentation: TRANS/AC.7/6; TRANS/AC.7/8; TRANS/AC.7/9 and TRANS/AC.7/11

(a) Recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels

62. The Committee **approved** the reports of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels which had held three meetings, on 20 and 21 March and 9 and 10 July 2001 and 17 and 18 January 2002.

63. The Committee **welcomed** the conclusion of the work on road tunnels, finalized in the report of 10 December 2001 and its 43 recommendations, and **warmly thanked** the Chairman of the Group of Experts, Mr. M. Egger (Switzerland) for presenting the report to the Committee. It also **thanked and congratulated** the Group of Experts on the quality of their work.

64. The Committee also **noted** that, pursuant to its report, the Group of Experts had held a fifth meeting on 17 and 18 January 2002, essentially to draw lessons from the accident in the St. Gothard tunnel; this had led to the adoption of two further recommendations.

65. In order to endorse officially the work on road tunnels, to underline the strategic importance of the report and in particular its recommendations, and to establish guidelines for the future, the Committee **adopted** the resolution contained in annex 1 of this report, on the basis of the text proposed by the secretariat and **asked** its subsidiary bodies to consider the possibility of including some of the recommendations in the legal instruments under their purview.

(b) Future work

66. Noting with satisfaction that the Ad hoc Multidisciplinary Group of Experts on Tunnels (Road) had decided to meet regularly and frequently in order to follow developments, the Committee **welcomed** SC.2's decision to initiate work as from this year on safety in railway tunnels. It **supported** the holding of further meetings of the Ad hoc Multidisciplinary Group of Experts on Tunnels in 2002 and invited Governments to designate new experts with expertise in railway tunnels.

HARMONIZATION OF VEHICLE REGULATIONS

Documentation: TRANS/WP.29/776; TRANS/WP.29/792; TRANS/WP.29/815.

67. The Committee **noted** the summary of activities of WP.29 given by a member of the secretariat and **approved** the reports of WP.29 on its one-hundred-and-twenty-third (TRANS/WP.29/776), one-hundred-and-twenty-fourth (TRANS/WP.29/792) and one-hundred-and-twenty-fifth (TRANS/WP.29/815) sessions.

(a) The 1958 Agreement and annexed ECE Regulations

68. The Committee **noted** that during 2001 the total number of the Contracting Parties to the Agreement reached thirty-seven by the accession of South Africa. The thirty-eighth Contracting Party, New Zealand, deposited its instrument of accession at the end of November 2001, and in mid-January 2002 decided to apply thirty-seven existing ECE Regulations.

69. The Committee also **noted** that during 2001 the total number of the Regulations annexed to the Agreement reached one-hundred-and-fourteen, when two new ECE Regulations entered into force. During the year, forty-five existing Regulations were updated by fifty-eight amendments, which had been adopted by the Administrative Committee (AC.1) of the Agreement.

(b) The 1998 (Global) Agreement

70. The Committee **noted** that two additional Contracting Parties, New Zealand and the Netherlands, deposited their instruments of accession to the Agreement at the end of 2001 and at the beginning of January 2002, respectively, becoming the seventeenth and eighteenth Parties to the Agreement. It also **noted** that, whilst a formal proposal was made by the United States of America for a first candidate global technical regulation, the question of the division of responsibilities under the Agreement between the ECE and the Treaty Section of the Office of Legal Affairs (OLA) remained unresolved.

(c) The 1997 Agreement on Periodical Technical Inspections

71. The Committee **noted** with satisfaction that Rule No. 1 concerning the periodical technical inspections of heavy passenger and goods vehicles involved in international transport was adopted by the Administrative Committee (AC.4) of the Agreement, entered into force on 4 December 2001 and was annexed to the Agreement. It also **noted** that during 2001 Finland ratified its signature of the Agreement.

72. However, it was **noted** with concern that the Agreement has currently only six Contracting Parties. The Committee **reiterated its invitation** to the remaining eighteen signatories (Austria; Belgium; Cyprus; Czech Republic; Denmark; France; Georgia; Germany; Greece; Ireland; Italy; Portugal; Slovakia; Spain; Sweden; Switzerland; United Kingdom; Ukraine) to expedite their ratification procedures in order to allow the full function of the Agreement.

RAIL TRANSPORT

Documentation: TRANS/SC.2/196; TRANS/SC.2/2001/20.

73. The Committee **approved** the report of the fifty-fifth session of the Working Party on Rail Transport (SC.2) (TRANS/SC.2/196).

(a) European rail networks

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

74. The Committee **noted** that in total 22 countries were at present Contracting Parties to the AGC Agreement. It further **noted** that amendments proposed by the Czech Republic, the Republic of Moldova and Greece to Annex 1 of the Agreement entered into force on 1 January 2002 (Depositary notification C.N.826.2001. TREATIES-3 of 16 October 2001) (TRANS/SC.2/196, para. 40). The Committee **reiterated** the invitation to those Governments that have not yet acceded to the AGC, to examine the possibility of doing so (TRANS/SC.2/196, para. 41). It further **endorsed** the Working Party's approval of the updated version of Annex 1 of the AGC and the decision to set up a consolidated version of the Agreement, including a map of the AGC network (TRANS/SC.2/196, para. 43).

75. The Committee also **endorsed** the Working Party's request that, due to particular safety and security aspects of transport in long rail tunnels, national rail tunnel experts from ECE

member countries should be involved in the continuation of work of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels related to rail tunnels.

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

Documentation: TRANS/SC.2/2001/20.

76. The Committee **took note** of the progress report of the TER Project and efforts made by the UNECE, in close collaboration with the TER member countries and the Project Central Office, during the year 2001 and **reassured** its support to the project. The Committee **reiterated** its request, as in the case of the TEM project, that adequate resources be made available in the secretariat, and in particular for the uninterrupted services of a second Regional Adviser, which has proved to be indispensable for the substantive backstopping and further development of the TER as well as the TEM project.

(b) Facilitation of border crossing in international rail transport

77. The Committee **noted** that the questionnaire testing the monitoring system regarding the progress made in the facilitation of border crossing in international rail transport was circulated to seven ECE member countries covering 10 border stations with a view to identifying border-stopping times. The Committee **supported** this activity of the Working Party, and asked the seven countries involved in this exercise to provide the more detailed data requested by the Working Party.

78. The Committee **took note** of the information by the Russian Federation on the meeting of Ukrainian and Russian Federation experts held in February 2002 which analysed the causes of delays of international trains transiting the two countries, with a view to reducing the border checking time and overall delays.

(c) Role of railways in the promotion of combined transport

79. The Committee **supported** the decision of the Working Party to invite the Commission of the European Community to report, at its next session, on the status of implementation of Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the trans-European conventional rail system (TRANS/SC.2/196, para. 38).

INLAND WATER TRANSPORT

Documentation: TRANS/SC.3/155.

80. The Committee **approved** the report of the Working Party on Inland Water Transport (SC.3) on its forty-fifth session (TRANS/SC.3/155).

(a) European Inland Waterway Network

Documentation: ECE/TRANS/120 and Corr.1; TRANS/SC.3/2001/4.

81. The Committee **noted** with satisfaction that the Agreement which entered into force on 26 July 1999 had 12 Contracting Parties: Bulgaria, Croatia, Czech Republic, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Republic of Moldova, Romania, Slovakia and Switzerland. It also **took note** of the draft Inventory of the Most Important Bottlenecks and Missing Links in the E Waterway Network preliminarily agreed by the Working Party SC.3 (TRANS/SC.3/2001/4) and **felt** that the Inventory might become a useful document clarifying the current situation of the AGN network and drawing the attention of Governments and international institutions concerned to its most important bottlenecks and missing links.

82. In the opinion of the Russian Federation, the ITC is exactly the forum where the main work should be concentrated on the unification of technical, safety, legal and, in particular, infrastructure provisions of inland water transport.

83. The representative of the Russian Federation informed the Committee that his Government had approved the AGN Agreement, and that the instrument of approval was about to be transmitted to the Depositary.

(b) Development and facilitation of international transport by inland waterway

Documentation: TRANS/2002/8; TRANS/SC.3/2001/10.

84. The Committee was informed of the outcome of the Pan-European Conference on Inland Water Transport (Rotterdam, 5 and 6 September 2001) and **took note** of the text of the draft resolution on the Promotion of Inland Water Transport as a follow-up to the Rotterdam Conference transmitted to it by the Chair of the Working Party SC.3 (TRANS/2002/8). The Plan of Action annexed to the draft resolution as well as the text of the resolution were **approved** with the exception of paragraph 3 of the draft resolution starting with “**Requests** the Executive Secretary ...” etc. The Committee **requested** that this paragraph be replaced by a new one as follows: “**Recognizes** the fact that the implementation of the Plan of Action may require

additional resources” and **asked** the Bureau to study the question and find an appropriate formulation for this paragraph before publishing the final text of this resolution.^{1/}

85. The Committee **endorsed** the adoption by the Working Party SC.3 of resolution No. 48 containing a Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS, TRANS/SC.3/2001/1). It was believed that the use of electronic navigational charts based on one and the same standard throughout Europe, compatible with the standard used in merchant marine, would enhance further the safety and efficiency of international transport by inland waterway.

86. The representative of the Central Commission for the Navigation of the Rhine (CCNR) informed the Committee of the efforts undertaken by his organization in the framework of its cooperation with the European Commission, UNECE and the Danube Commission, aimed at the harmonization of provisions concerning inland navigation and reciprocal recognition of ships' certificates.

COMBINED TRANSPORT

Documentation: TRANS/WP.24/91; TRANS/WP.24/93;
(www.unece.org/trans/new_tir/wp24/24docs.html).

(a) European combined transport network

87. The Committee approved the reports of the Working Party on Combined Transport (WP.24) on its thirty-fifth and thirty-sixth sessions (TRANS/WP.24/91; TRANS/WP.24/93). The Committee invited all concerned UNECE member States to consider becoming Contracting Parties to the AGTC Agreement and all Contracting Parties to the AGTC Agreement, to consider becoming Contracting Parties to the Protocol to the AGTC on inland waterways. The Committee took note of the activities of the Working Party to promote the role of combined transport through the development of new recommendations and effective procedures with the aim of amending the AGTC Agreement to improve performances in combined transport services, in particular, by focusing on partnership models and best practices as well as efficiency of combined transport terminals.

88. The Russian delegation declared that it would be expedient to consider the possibility of elaborating within WP.24 a Euro-Asian Agreement on Main Combined Transport Lines, which

^{1/} Subsequent to the sixty-fourth session of the Committee, members of the ITC Bureau agreed, through correspondence, to maintain the text of paragraph 3 as decided by the Committee. Accordingly, the text of the Resolution on the Promotion of Inland Water Transport is included in the report as annex 2.

would allow to realize the decision on the establishment of a comprehensive system of transport links between Asia and Europe, agreed upon at the Third Pan-European Transport Conference in Helsinki (June 1997) and the Second International Euro-Asian Conference on Transport in St. Petersburg (September 2000).

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

89. 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 2002. It also **endorsed** the cooperation of the Working Party with other international organizations in this field. Taking into account the complexity of the issue, the Committee **requested** the Working Party to pursue the task of reconciling and harmonizing civil liability rules governing multimodal transport and to present its proposals at the Committee's next session.

BORDER CROSSING FACILITATION

Documentation: TRANS/WP.30/194; TRANS/WP.30/196; TRANS/WP.30/198;
(www.unece.org/trans/new_tir/welctir.htm).

90. The Committee **approved** the reports of the Working Party on Customs Questions affecting Transport (WP.30) on its ninety-seventh, ninety-eighth and ninety-ninth sessions (TRANS/WP.30/194; TRANS/WP.30/196; TRANS/WP.30/198). The representative of France reserved the position of her country concerning the approval of the report of the ninety-ninth session of the Working Party (TRANS/WP.30/198) due to the unavailability of the report in all official UNECE languages.

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

Documentation: TRANS/2002/16; TRANS/WP.30/AC.2/61; TRANS/WP.30/AC.2/63;
(www.unece.org/trans/new_tir/welctir.htm).

91. The Committee **noted** that Phase II of the TIR revision process clarifying the responsibilities of the various actors in the system would come into force by 12 May 2002. The Committee **welcomed** the activities of the Working Party, participating Governments, the TIR Executive Board (TIRExB) and its TIR secretariat and of the IRU for having taken necessary action and measures in order to ensure an efficient functioning of the TIR Customs transit system applied in more than fifty UNECE member countries. It **invited** the IRU and national

guaranteeing associations, as well as the international insurers, to continue their active cooperation with WP.30 with a view to safeguarding the international TIR guarantee system. The Committee **welcomed** the progress made in the revision of the TIR Convention under Phase III, in particular concerning the computerization of the TIR procedure and **decided** to prolong the mandate of the Group of Experts on the TIR revision process to the year 2002 in order to make rapid progress on Phase III of the TIR revision process.

92. 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) and of document TRANS/2002/16 on the financing of the TIRExB.

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

Documentation: TRANS/2002/11; (www.unece.org/trans/new_tir/welctir.htm).

93. The Committee **welcomed** the progress made in developing a new Annex 8 to the Convention on border crossing procedures for international road transport including its technical appendices on international technical inspection and vehicle weight certificates. The Committee **took note** that no consensus had, so far, been reached on the issue of visa facilitation for professional drivers (see also paras. 53-55) and that the discussions on international technical inspection and vehicle weight certificates still needed to be finalized. The Committee **requested** the Working Party to finalize, as soon as possible, in a comprehensive manner the new Annex 8, including its appendices and to reach consensus on the issues still under discussion. Concerning the issue of visa facilitation, the Committee **requested** the secretariat to transmit a questionnaire to the UNECE Governments to explore how this issue could be solved.

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

Documentation: (www.unece.org/trans/new_tir/welctir.htm).

94. The Committee **noted** that discussions were still being conducted on the finalization of the draft convention based on the SMGS consignment note. The Committee **requested** the Working Party to finalize, as soon as possible, its work under the draft Convention in cooperation with OSZhD and other relevant international organizations, and to present a final text for adoption by the Committee at its sixty-fifth session. The Committee also **requested** the Working Party to continue its task to find ways to harmonize the provisions for Customs transit procedures in rail transport between the countries using the COTIF and SMGS regimes.

TRANSPORT OF DANGEROUS GOODS

- (a) The Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

Documentation: TRANS/2002/3.

95. The Committee **noted** that the secretariat had published (in English) the twelfth revised edition of the Recommendations on the Transport of Dangerous Goods – Model Regulations.

96. The Committee **noted** that the Economic and Social Council, in its resolutions 2001/34 of 26 July 2001 and in particular 2001/44 of 20 December 2001 had invited all Governments, regional commissions and organizations concerned to take account of the recommendations contained in the twelfth revised edition.

- (b) Harmonization of the technical requirements of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID)

Documentation: TRANS/WP.15/AC.1/84 and Adds.1-2; TRANS/WP.15/AC.1/86 and Adds.1-4.

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

Documentation: TRANS/WP.15/165 and Adds.1-2; TRANS/WP.15/167 and Adds.1-3

97. The Committee **approved** the reports of the Working Party on the Transport of Dangerous Goods on its seventieth and seventy-first sessions and the two reports of the Joint Meeting.

98. The Committee **noted** that the 2001 version of the restructured ADR had been published by the secretariat in English, French and Russian (ECE/TRANS/140, Vol. I and Vol. II) and that the next series of amendments, concerning the correct application of the 2001 version, would enter into force on 1 January 2003 and would be distributed under the symbol TRANS/WP.15/168.

99. The Committee **noted** that Lithuania had acceded to the 1993 Protocol amending articles 1 (1), 14 (1) and 14 (3) (b) of ADR, but that accession or ratification by the following countries remained necessary to enable the Protocol to enter into force: Azerbaijan, Belarus,

Belgium, Bosnia and Herzegovina, Croatia, Germany, Greece, Kazakhstan, Morocco, Republic of Moldova, The former Yugoslav Republic of Macedonia, Ukraine and Yugoslavia.

100. The Committee **noted** that the Government of the Russian Federation had adopted a federal bill on the transport of dangerous goods, to bring Russian regulations into line with ADR. The representative of the Russian Federation requested the Governments of Contracting Parties to ADR to reply to his questionnaire on restrictions on the transport of dangerous goods on the territory of Contracting Parties (see TRANS/WP.15/165, paras.13 and 14).

101. The Committee **noted** the concerns of Slovenia with regard to the implementation of restrictions on the carriage of dangerous goods by road and requirements that were not compatible with ADR for transit on the territory of Croatia, and also to the explanations by the representative of Croatia.

102. The Committee **invited** the representative of Slovenia to raise these problems with the Working Party on the Transport of Dangerous Goods. It also **invited** the Government of Croatia and all the Governments of Contracting Parties to ADR to comply strictly with the spirit and letter of ADR so as not to hamper international transport operations.

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

Documentation: TRANS/WP.15/AC.2/9 and Add.1

103. The Committee **noted** 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 UNECE and CCNR, had been signed by 10 countries (Bulgaria, Croatia, Czech Republic, France, Italy, Luxembourg, Netherlands, Republic of Moldova, Romania and Slovakia) and that it was now open to accession. The Committee also **noted** that the accession procedure was in progress in the Russian Federation.

104. The Committee **noted** that the secretariat had published the official text of the Final Act of the Diplomatic Conference, the Resolution adopted by the Conference, the Agreement and the annexed Regulations under the symbol ECE/TRANS/150.

105. The Committee **approved** the report of the Joint Meeting of Experts on the Regulations annexed to ADN (TRANS/WP.15/AC.2/9 and Add.1) on its fourth session.

106. The Committee **noted** that the Joint Meeting of Experts had initiated the work of restructuring the annexed Regulations at its fifth session (21-25 January 2002) and envisaged completing it at its sixth session (27-30 May 2002).

107. The Committee **noted** that the Danube Commission was associated with the work of the Joint Meeting and was intending to recommend the implementation of the restructured annexed Regulations on the Danube as from 1 January 2003 through ADND.

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

Documentation : TRANS/WP.15/167.

108. The Committee **noted** that, in accordance with the request expressed at its last session (ECE/TRANS/136, para. 98), the Working Party on the Transport of Dangerous Goods had established an ad hoc group of experts to consider how the CRTD could be amended to encourage accession.

109. The Committee **approved** the conclusions and recommendations of the Working Party (TRANS/WP.15/167, para. 88 and annex 5), and in particular the establishment of an ad hoc meeting of experts on the CRTD, its mandate and its calendar of work.

110. The Committee **noted** that CCNR would continue its work on a similar draft convention specific to inland navigation, and that all the member States, the secretariat of the Danube Commission and the UNECE secretariat were invited to take part in the work.

111. The Committee **decided** to consider the situation at its next session in 2003 in the light of the conclusions of the CCNR and UNECE groups; it would be decided at that point whether to continue with a revised CRTD Convention or to draw up a separate convention for each of the three modes of inland transport

TRANSPORT OF PERISHABLE FOODSTUFFS

Documentation: TRANS/WP.11/204.

112. The Committee **approved** the report of the Working Party on its fifty-seventh session (TRANS/WP.11/204).

113. The Committee **took note** of the work undertaken for the preparation of a draft ATP handbook.

TRANSPORT STATISTICS

Documentation: TRANS/WP.6/141; TRANS/WP.6/2001/7; TRANS/WP.6/2001/8; TRANS/WP.6/2001/13.

114. The Committee **considered and approved** the report of the Working Party on Transport Statistics on its fifty-second session (TRANS/WP.6/141).

(a) Methodological development and harmonization of transport and road accident statistics

115. The Committee was **informed** of the revision process of the Glossary for Transport Statistics (TRANS/WP.6/2001/8). Furthermore, it **learned about** activities under way regarding the collection of data on gas pipelines and the follow-up to be ensured by Eurostat aiming at the gathering of statistics on the transport of dangerous goods according to the classes defined in the ADR.

116. In light of the decisions agreed upon at the Second Meeting of the Task Force on Definitions on Road Traffic Accidents and taking into account the gender perspective conforming with ECOSOC Resolution 1997/17 and the ECE Plan of Action E/ECE/1997, the Committee **noted** the modifications made to the Questionnaire on Road Traffic Accident Statistics as reflected in the report of the Working Party (TRANS/WP.6/141) and in document TRANS/WP.6/2001/7.

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

117. The Committee was **informed** about the status of the data collection regarding the 2000 Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe. In this connection, it was recalled that the final deadline for data transmission is 31 March 2002.

(c) Harmonization of statistics on transport and environment

118. The Committee **took note** that the Working Party on Transport Statistics asked Eurostat to establish a pilot questionnaire for the collection of data on environmental aspects of transport on the basis of the variables identified in the annex of document TRANS/WP.6/2001/13. Furthermore, the Working Party requested Eurostat to circulate the questionnaire among the fifteen member countries of the EU to test the availability of the data and submit the synthesis of the Government replies to its next session.

(d) Classification of Goods for Transport Statistics (NST/2000)

119. The Committee **adopted** the final version of the new classification system for transport statistics (NST/2000), as reproduced in annex 2 of the report of the Working Party's fifty-second session (TRANS/WP.6/141). Subsequently, it will be submitted to the Conference of European Statisticians (CES) for adoption, in order to be registered by the UN Statistical Commission and issued as a statistical standard and study with the next available number in that series.

TRANSPORT DIVISION WEBSITE

120. The Committee **noted with appreciation** that the presentation and content of the website had been highly improved and that most of the documents were now available shortly after having been finalized.

121. The representative of the Ukraine, supported by the Russian Federation, considered that the progress achieved in the updating of the ITC website regarding the timely inclusion of documentation in all three working languages since the last session of the Committee was unsatisfactory. He asked the secretariat to take all actions in order to remedy this situation.

122. The representative of Ukraine, supported by the Russian Federation, pointed out that the secretariat should make every effort to provide all the documentation in the three official languages, especially in time for the sessions.

PROGRAMME OF WORK 2002-2006

Documentation: TRANS/2002/2.

123. The Committee **adopted** its Programme of Work for the period 2002-2006 contained in the above document, prepared on the basis of the decisions taken at its sixty-second session (15-17 February 2000) (ECE/TRANS/133, paras. 97-103) and the proposals made by its subsidiary bodies in the course of 2000 and 2001.

SCHEDULE OF MEETINGS IN 2002

Documentation: TRANS/2002/4 and Add.1.

124. The Committee **reviewed** the tentative list of meetings circulated in TRANS/2001/4 and Add.1. The definitive list of meetings, containing also comments made in the course of the discussion, will be issued and circulated under the symbol ECE/TRANS/141.

ELECTION OF OFFICERS FOR THE SESSION OF THE COMMITTEE IN 2003

125. The Committee **elected** Mrs. Virginia Tănase (Romania) as Chairperson as well as Mr. Peter Päßgen (Germany) and Mr. Nikolai Matyushenko (Russian Federation) as Vice-chairpersons, respectively. The Committee **decided** that, after the 2003 session of the Committee, Mr. Päßgen would assume the chairmanship and Mr. Matyushenko the vice-chairmanship of the Committee for the sessions in 2004 and 2005. Mr. Matyushenko would become Chairman of the Committee after the session in 2005.

126. The Committee **expressed its warm thanks** and congratulations to Mrs. Tănase for her successful chairmanship of the Committee. It also **extended its thanks** to Mr. Henri Courtois (Belgium) as Vice-Chairman for his active contribution in support of the work of the Committee.

COMPOSITION OF THE COMMITTEE'S BUREAU IN 2002

127. The Committee decided to maintain the current composition of its Bureau until its sixty-fifth session in 2003.

OTHER BUSINESS

(a) Availability of documents

128. Several delegations expressed their concern at the non-availability of some language versions of certain documents. The Committee **agreed** that this was an intolerable situation which, if not corrected, could impair the effectiveness of its meetings.

129. The Committee **stressed** that it was not acceptable that documents were only made available a few days before or even during meetings or, in some cases, not at all. It **requested** the Transport Division to inform the Executive Secretary that problems with documentation were affecting adversely the work of the Committee and its subsidiary bodies. Every effort should be made to ensure that the Department of Conference Services assigned sufficient resources for

translation of transport-related documents. The Committee **agreed** that it was essential that the six-weeks deadline for distribution of final documents in all three working languages to ECE member States be observed.

(b) Date of next session

130. The Committee **noted** that its sixty-fifth session was tentatively scheduled to be held from 18 to 20 February 2003.

(c) Round Table on New Vehicle Propulsion Technologies (20 February 2002)

131. The Committee **welcomed** the holding, during its sixty-fourth session, of a Round Table on New Vehicle Propulsion Technologies (20 February 2002). It thanked its subsidiary body WP.29 for organizing the Round Table which had concentrated on engine technology development and transport fuels for the future, and **agreed** that it would be desirable to organize Round Tables during future sessions of the Committee.

ADOPTION OF THE REPORT

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

Annex 1**SAFETY IN ROAD TUNNELS****Resolution No. 249**

adopted by the Inland Transport Committee on 21 February 2002

The Inland Transport Committee,

Considering that the three major accidents which have taken place in Alpine road tunnels (Mont Blanc (March 1999), Tauern (May 1999) and Saint Gothard (October 2001)) have, as a result of their extremely serious human and economic consequences, brought to the fore the necessity and the importance of increasing the level of safety in tunnels in order to minimize the risks of accidents and their effects when they occur,

Concerned with the importance of seeking the greatest possible harmonization internationally in this regard, based on best national practices,

Considering that the Committee, as representative of all European States and in view of the position it occupies in transport matters through the numerous legal instruments it has developed, particularly in the road sector, is a privileged location for developing, coordinating and proposing measures leading to this harmonization Europe-wide,

Recalling the decision taken at its sixty-second session (February 2000) to establish an Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels to respond to that aim,

Considering the terms of reference of the Ad hoc Multidisciplinary Group of Experts, and in particular the major task entrusted to it of developing “recommendations for minimum requirements concerning safety in tunnels of various types and lengths”, beginning with road tunnels,

Considering the work the Ad hoc Multidisciplinary Group of Experts has carried out since July 2000 and in particular its Final Report, dated 10 December 2001,^{2/}

Aware of the strategic importance of this report and of the forty-three recommendations it contains, in the form of measures, referring to the four factors influencing safety in tunnels, namely: road users, operation of tunnels, infrastructure and vehicles,

- (1) **Approves** the report prepared by the Ad hoc Multidisciplinary Group of Experts, dated 10 December.
- (2) **Welcomes** the great interest expressed by the member countries of UN/ECE and the pertinent international organizations in the work of the Ad hoc Multidisciplinary Group of Experts.

^{2/} This report is available on the UNECE web site, at the following address:
<http://www.unece.org/trans/main/itc/>

- (3) **Congratulates** and **thanks** all the members of the Ad hoc Multidisciplinary Group of Experts, and in particular its Chairman, Mr. Egger (Switzerland) and its Vice-Chairman, Mr. Lacroix (France), for the efficiency and the speed with which the work has been effected and the quality of that work.
 - (4) **Invites** UN/ECE member States to implement, with the greatest possible dispatch, the recommendations set out in the report, beginning with those that are most cost-effective, with a view to minimizing risks of accident, particularly risks to users.
 - (5) **Requests** its pertinent subsidiary bodies, in particular WP.1, WP.29, SC.1 and WP.15, to consider rapidly the recommendations pertaining to their sphere of competence and to identify those that could be incorporated into existing legal instruments, with the most appropriate formulation.
 - (6) **Invites** the Commission of the European Union and the pertinent international organizations and non-governmental organizations to take the said recommendations into account in their work.
 - (7) **Invites** the members of the Group of Experts on Road Tunnels to hold regular meetings, at least every two years, for the purpose of considering new developments in safety in tunnels and for adding to, updating or amending as necessary the recommendations contained in the report in the light of technological progress and the work carried out by other international organizations and bodies.
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Annex 2

PROMOTION OF INLAND WATER TRANSPORT

Resolution No. 250

adopted by the Inland Transport Committee on 21 February 2002

The Inland Transport Committee,

Recalling the Declaration adopted by the Pan-European Conference on Inland Water Transport (Rotterdam, 5 and 6 September, document TRANS/SC.3/2001/10),

Recalling also the Vienna Declaration adopted by the 1997 Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997, document ECE/RCTE/CONF./2/FINAL),

Bearing in mind the overall objective to develop efficient, balanced and flexible transport systems which meet the economic, social, environmental and safety requirements of ECE member Governments,

Conscious of the important role of inland water transport in the inland transport sector, which in comparison with other modes has economic and ecological advantages and offers spare infrastructure and vessel capacity and is therefore capable of lowering social cost and negative impact on the environment by inland transport as a whole,

Referring to the European Union's White Paper on transport policy for 2010 that underlines the importance of inland waterway transport as a key component of intermodality which must provide a means of coping with the growing congestion of road and rail infrastructure and of tackling air pollution,

Noting with satisfaction that (i) the European Agreement on Main Inland Waterways of International Importance, providing for the development in Europe of a unique, modern and technically unified network of inland waterways and ports, entered into force on 26 July 1999 and that (ii) 7 States have deposited their instruments of ratification, approval and/or acceptance of the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and that it may, therefore, also enter into force in the near future,

Noting also the elaboration and adoption in 2000 in cooperation with the two river commissions of two important legal instruments in the field of inland navigation, i.e. the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI),

Noting equally the progress made within its relevant subsidiary bodies in harmonizing technical, safety and manning requirements in inland navigation,

Being aware at the same time of the existence of a number of important infrastructure-related, legal, technical, administrative and organizational obstacles encountered by inland navigation operators in international traffic,

1. **Endorses** the Plan of Action elaborated by the Working Party on Inland Water Transport as a follow-up to the Rotterdam Conference, which is annexed to this resolution,

2. **Requests** the Working Party on Inland Water Transport in close cooperation with the European Commission, the European Conference of Ministers of Transport, the Central Commission for the Navigation of the Rhine and the Danube Commission to proceed with the implementation of the above Plan of Action and contribute to the work of the Monitoring Group on the preparation of the next Pan-European Conference on Inland Water Transport to be held in 2006 in Romania,

3. **Recognizes** the fact that the implementation of the Plan of Action may require additional resources.

4. **Asks** the Working Party on Inland Water Transport to monitor the implementation of this resolution and regularly inform the Inland Transport Committee of the progress made.

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Appendix to Annex 2

**PLAN OF ACTION FOR THE IMPLEMENTATION OF DECISIONS TAKEN
BY THE PAN-EUROPEAN CONFERENCE ON INLAND WATER TRANSPORT
(Rotterdam, 5 and 6 September 2001)**

Rotterdam Declaration item No.	Action to be undertaken	Collaborating agencies	Time frame
Infrastructure 1	<p>To include into the Programme of Work a new element: "Monitoring the implementation of AGN Agreement and consideration of possible amendments to it"; and under this new element</p> <p>To establish (through the adoption of SC.3 resolution) an Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network;</p> <p>To prepare, with the help of volunteer Governments concerned, action plans (or agreements, or memoranda of understanding) on elimination of concrete bottlenecks and completion of missing links on particular E waterways crossing the territory of more than one State Party to AGN; and</p> <p>To prepare, with the help of voluntary Governments concerned, proposals on the development of concrete river-sea routes in the context of AGN Agreement (such as: River Don – Azove Sea – Black Sea - Dnieper – Danube; or Guadalquivir - – coastal route E 60 - River Douro – River Gironde – River Loire – River Seine (E 80), etc.). These projects would have to set up conditions and requirements concerning both, sea-river routes themselves (their equipment with necessary aids to navigation, obligatory use of River Information Services, etc.) and vessels which can be used on those routes.</p> <p>Any amendments to AGN, emanating from the above activities, would have to be considered and approved by the Ad hoc Meeting on Implementation of AGN to be set up.</p>	EC, PIANC	Continuing
5	To inform Working Party WP.24 of the outcome of the Rotterdam Declaration and invite it, as a follow-up to the Conference, to take such measures as it may deem to be appropriate under this item of the Declaration.	WP.24	2001
8	To contribute to the work of the Steering Committee on the Pan-European Transport Corridor VII (Danube) once it has been set up as a matter of priority with a view to ensuring the implementation of AGN standards.	Steering Committee	Continuing

Rotterdam Declaration item No.	Action to be undertaken	Collaborating agencies	Time frame
9	<p>Subject to the agreement of the Governments concerned, to launch the revision of the 1993 Study on the Establishment of the Danube-Oder-Elbe Connection by setting up of a Group of Rapporteurs.</p> <p>To explore possibilities for undertaking a study on the Rhine-German Canals-Vistula-Dnieper Connection by contacting Governments concerned.</p>		2002
10	Following the adoption within EU of the Computerized River Information Service (COMPRIS), to establish common principles and technical requirements for a Pan-European River Information Service; and to include an appropriate element into the Programme of Work	EC, CCNR, DC	2005
Legislative harmonization and access to the market 12	<p>To accelerate the work on updating the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No.17, revised) with a view to harmonizing them with the EU draft revised Directive 82/714/EEC, the Regulations on Survey of Rhine Vessels (RVBR) and national river basin dependant regulations; and</p> <p>To consider together with the Working Party SC.3/WP.3 possible conversion of the Group of Volunteers into an ad hoc group and its possible enlargement;</p>	CCNR, DC	2005
13	To set up a small informal group of volunteer experts to prepare by the 46 th session of SC.3 a draft UNECE contribution setting up jointly with intergovernmental bodies concerned an Inventory of existing legislative obstacles that hamper the establishment of a harmonized and competitive Pan-European inland navigation market together with recommendations as to how to overcome those obstacles;	EC, CCNR, DC, ECMT	2002
15	To promote implementation of existing UNECE Conventions pertaining to inland navigation and undertake an assessment of the legal instruments concerned in order to consider updating those which have become obsolete.		Continuing
Safety and sustainability 16	To continue the work on projects relating to water and air pollution prevention and noise abatement, within the existing Programme of Work.	CCNR, DC	Continuing

Rotterdam Declaration item No.	Action to be undertaken	Collaborating agencies	Time frame
17	<p>To proceed with updating resolution No. 21 on Prevention of Water Pollution by Vessels;</p> <p>After the completion of the above-mentioned project to consider a possibility to elaborate on the basis of the updated text of the resolution a Pan-European legal instrument of a binding character taking also into account the text of the CCNR Convention on Collection, Discharge and Reception of Waste arising from Rhine and Inland Navigation.</p>	CCNR, DC	2005
18	<p>To continue consideration of measures aimed at the prevention of air pollution by inland navigation vessels taking into account the experience and norms agreed within EU, IMO, CCNR, ISO and other international organizations concerned with a view to elaborating Pan-European provisions on this issue.</p>	EC, CCNR, DC	2004
Promotion 19	<p>To publish a booklet on the current situation, perspectives and environmental and economic advantages of European inland navigation;</p> <p>To regularly issue press-releases concerning inland navigation matters;</p> <p>To update UNECE and SC.3 websites and provide it with links to relevant websites of intergovernmental organizations concerned with inland navigation.</p>	ECMT, EC, CCNR, DC	2002-2003
21	<p>To invite non-governmental organizations representing the inland navigation industry (such as UINF, Conference of Directors of Danubian Shipping Companies, Inland Navigation Europe, etc.) to SC.3 meetings and encourage cooperation between them.</p>		Continuing
22	<p>To take an active part in the work of the Monitoring Group on follow-up to the Pan-European Conference on Inland Waterway Transport.</p>	ECMT, EC, CCNR, DC	Continuing
23	<p>To contribute to the preparation of the 2006 Conference in Romania.</p>	ECMT, EC, CCNR, DC	2006

Annex 3

PROGRAMME OF WORK FOR 2002 – 2006

(reproduced in document ECE/TRANS/139/Add.1)
