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INLAND TRANSPORT COMMITTEE

**REPORT OF THE INLAND TRANSPORT COMMITTEE
ON ITS SEVENTIETH SESSION
(Geneva, 19-21 February 2008)**

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I. CHAIRMANSHIP

1. The Inland Transport Committee (ITC) held its seventieth session from 19-21 February 2008 under the Chairmanship of Mr. E. Mokeev (Russian Federation).

II. ATTENDANCE

2. Representatives of the following countries participated: Afghanistan, Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bulgaria, China, Croatia, Czech Republic, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Islamic Republic of Iran, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Malta, Moldova, Mongolia, Netherlands, Poland, Portugal, Romania, Russian Federation, Slovenia, Spain, Sweden, Switzerland, Tajikistan, Turkey, Ukraine, United Kingdom of Great Britain and Northern Ireland and Uzbekistan. The European Commission (EC) and the European Investment Bank were represented. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR), Committee of the Organization for Co-operation between Railways (OSJD), Danube Commission (DC), Intergovernmental Organization for International Carriage by Rail (OTIF), International Transport Forum (ITF), Organization of the Black Sea Economic Cooperation (BSEC), Organisation for Security and Co-operation in Europe (OSCE) and Transport Corridor Europe Caucasus Asia (TRACECA). The following non-governmental organizations were represented: International Federation for Housing and Planning (IFHP), International MultiModal Transport Association (IMMTA), International Organization for Standardization (ISO), International Road Federation (IRF), International Road Federation (IRF), International Road Transport Union (IRU), International Union of combined Road-Rail transport companies (UIRR), International Union of Railways (UIC). Representatives of United Nations Office of the High Representative for the Least Developed Countries, Land Locked Countries and Small Island Developing States (UN-OHRLLS), United Nations Conference on Trade and Development (UNCTAD), United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), United Nations Economic Commission for Europe (UNECE) Trans-European North-South Motorway (TEM) and Trans-European Railway (TER) Projects were also present.

III. ADOPTION OF THE AGENDA (Agenda item 1)

Documentation: ECE/TRANS/199/Rev.1

3. The Committee adopted the provisional agenda as prepared by the secretariat (ECE/TRANS/199/Rev.1).^{1/}

IV. DISCUSSION BY MINISTERS OF TRANSPORT OF COUNTRIES IN EURO-ASIAN REGION ON FUTURE DEVELOPMENT OF EURO-ASIAN LINKS (Agenda item 2)

Documentation: Bureau Informal Document No. 13, ECE/TRANS/2008/12, UNECE-UNESCAP Study on Developing Euro-Asian Transport Links

^{1/} The underlined text indicates the Committee's decisions taken at the end of the session.

4. The Committee **noted** that, following its Bureau's agreement, the first day of its seventieth session was devoted to a Meeting of Ministers of Transport of countries in the Euro-Asian region and that the invitees to this meeting were Ministers of Transport from 19 countries involved in the UNECE-UNESCAP Euro-Asian Transport Linkages (EATL) Project, together with Mongolia, a country that expressed interest to be associated with the project's future activities, as well as high-level officials from other UNECE-UNESCAP countries, the European Commission and other international transport related organizations and International Financial Institutions (IFIs).

5. Ministers of Transport and high-level officials from Afghanistan, Armenia, Azerbaijan, Belarus, Bulgaria, China, Georgia, Greece, Iran, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Romania, Russian Federation, Turkey, Ukraine, Uzbekistan, UNESCAP, UN-OHRLLS, the European Commission, OSCE, BSEC, ITF, IRU and UIC participated in a policy debate on developing Euro-Asian transport links, held during the Ministerial Segment of the seventieth session of the Committee, which was chaired by Mr. E. Mokeev, Chairman of the ITC.

6. Ministers of Transport and high-level officials that participated in the debate **confirmed** their support for the development of Euro-Asian transport links and informed the Committee of their countries' plan to implement priority projects along the Euro-Asian transport routes. They also mentioned measures taken to address border crossing and transit issues in order to facilitate international trade and transport.

7. The Committee **agreed** that a short report on the discussions should be incorporated in the final report of its seventieth session in the form of Chairman's conclusions. Chairman's conclusions are attached as Annex I. Ministerial Meeting materials are available on the UNECE website: <http://www.unece.org/trans/MinisterialITC70/index.html>.

V. SIGNING OF JOINT STATEMENT/ADOPTION OF JOINT DECLARATION BY MINISTERS OF TRANSPORT OF COUNTRIES IN EURO-ASIAN REGION (Agenda item 3)

Documentation: Bureau Informal Document No. 5 and ITC Informal Document No. 1

8. On this occasion, Ministers of Transport and high level officials from countries in the Euro-Asian region **signed** a Joint Statement on Future Development of Euro-Asian Transport Links by which they confirmed their support for continued cooperation, endorsed the identified Euro-Asian routes and their priority development, supported the creation of a mechanism that would ensure efficient coordination and monitoring of project-related activities in the future, and invited Governments, international organizations and potential donors to consider providing the needed financial assistance to ensure implementation and development of the second Phase of the EATL project (2008-2011). The Joint Statement is attached as Annex II.

9. The Committee, noting that the development of Euro-Asian transport links was in the interest of all UNECE members States, **supported** this Joint Statement, **welcomed** Mongolia's desire to be associated with the project's future activities and **invited** concerned countries, international organizations and IFIs, as well as other stakeholders from public and private sectors, to foster cooperation under UNECE and UNESCAP auspices aimed at developing efficient, safe and secure Euro-Asian transport links.

VI. RESULTS OF THE COMMITTEE'S BUREAU MEETINGS (Agenda item 4)

Documentation: ECE/TRANS/2008/1, ITC Informal Document No. 2

10. The Committee **noted** the results of its Bureau meetings held in 2007 since the last session of the Committee, contained in document ECE/TRANS/2008/1 and Informal documents of the Bureau, and **decided** to take into account these results in the context of discussions of relevant agenda items to which those Bureau decisions pertain.

11. The Committee **noted** that at its June meeting, the Bureau agreed to the new structure of ITC sessions proposed by the secretariat and asked the secretariat to proceed with the organization of the seventieth session of the Committee along these lines (annex 1 to the List of Decisions), also explained in ITC Informal Document No. 2.

12. Following the secretariat's proposal and the recommendation of its Bureau, the Committee decided that: (a) its annual sessions would be divided in three parts: policy-oriented, technical and reporting; (b) discussions would focus on issues that need consideration and require decisions by the Committee; (c) a list of main decisions would be adopted; (d) all items of informative character and formal approval by the Committee (item 10 of the agenda) would be considered as a whole and on the basis of the annotated agenda circulated by the secretariat; and (e) in case there were comments or objections by the ITC delegates on the content of the annotations to such items, these would be considered and reflected as appropriate in the list of main decisions.

13. Consequently, the Committee agreed that the adoption of the report of its seventieth session would be limited to the adoption of a list of its main decisions, while the full complete report would be circulated at a later stage for comments on items other than those contained in the adopted list of main decisions to be prepared by the secretariat and the chair. The Committee requested its Bureau to review the new procedures in the light of experiences from its seventieth session.

14. Given the growing impact of globalization on transport and transport infrastructure, the Committee requested that the Secretariat, in consultation with its Bureau and considering the work carried out by its subsidiary bodies, prepare for the seventy-first session by organizing, as part of it, a policy-oriented event (Roundtable or Workshop) that would not only address this issue at the UNECE level but, at the same time, contribute to the 2009 event on Globalization of the International Transport Forum.

VII. MATTERS ARISING FROM THE ECONOMIC COMMISSION FOR EUROPE, THE ECONOMIC AND SOCIAL COUNCIL AND OTHER UNITED NATIONS BODIES AND CONFERENCES (Agenda item 5)

Documentation: ECE/TRANS/2008/2, E/ECE/2007/37 - E/ECE/1448, A/RES/61/4, A/RES/61/212, ECOSOC Resolutions 2007/6 and 2007/16

15. The Committee **considered** document ECE/TRANS/2008/2 providing an overview of the matters arising from the sixty-second session of the Commission, the outcome of the high-level panel on "secure transport development: a key to regional cooperation" held in April 2007, and the recommendations of its Bureau for a possible follow-up to the above-mentioned transport

panel. It also **considered** two resolutions of the sixty-first session of the General Assembly pertaining to the cooperation between the United Nations and BSEC and the Almaty programme of Action and its mid-term review, adopted in October and December 2006, respectively (A/RES/61/4, A/RES/61/212), as well as the resolutions of the Economic and Social Council (ECOSOC) Committee of Experts on the transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, and on the Europe-Africa fixed link through the Strait of Gibraltar, adopted at its 2007 substantive session (ECOSOC resolutions 2007/6 and 2007/16).

16. The Committee **approved** the follow-up actions recommended by the Bureau to the high-level panel on “secure transport development: a key to regional cooperation” held in April 2007, (ECE/TRANS/2008/2, para. 14).

17. The Committee **noted** with satisfaction that, in accordance with ECOSOC resolution 2007/6, the Transport Division had published, in 2007, the 15th revised edition of the UN Recommendations on the Transport of Dangerous goods, Model Regulations in 2007; Amendment 2 to the 4th revised edition of the UN Recommendations on the Transport of Dangerous Goods, Manual of tests and Criteria; and the 2nd revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS). The recommendation contained therein had been taken into account by the Working Party on the Transport of Dangerous goods in the amendments to ADR, RID and ADN that would enter into force 1 January 2009.

VIII. IMPLEMENTATION OF THE PRIORITIES OF THE UNECE REFORM FOR STRENGTHENING SOME ACTIVITIES OF THE COMMITTEE (Agenda item 6)

Documentation: ITC Informal Document No. 3

18. The Committee **noted** the information contained in ITC Informal Document No. 3 on the implementation of the Workplan on UNECE reform, as well as on the proposals prepared by the secretariat for the meeting of the Executive Committee with the Chair and Vice-Chairs of the ITC.

19. The Committee also **noted** that the Executive Committee had approved the changes to its programme of work 2006-2010 as well as its proposals on the implementation of the UNECE reform in the field of transport and the revision of its intergovernmental structure. It also **noted** the request of the Executive Committee to all Sectoral Committees to identify areas where gender mainstreaming is relevant, when reviewing their programmes of work.

20. The Committee **considered** the above in conjunction with the outcome of the discussions concerning other pertinent agenda items, **endorsed** the proposals contained in Informal Document No. 3 with regard to its programme of work on the transport priorities identified in the Workplan of the UNECE Reform, as well as on the proposed intersectoral activities.

21. The Committee **requested** its Chairman and Vice-Chairpersons to report on the progress of the implementation of the UNECE reform in the field of transport and to present its proposals to the Executive Committee at its meeting on 22 February 2008.

A. Border crossing and trade facilitation activities (Agenda item 6(a))

Documentation: ECE/TRANS/2008/3, ECE/TRANS/2008/13

22. The Committee **approved** the proposals contained in the “road-map” on strengthening UNECE border crossing and trade facilitation activities in cooperation with the Committee on Trade (ECE/TRANS/2008/3).

23. Regarding the proposal concerning restrictions imposed on the transit quota of road transport permits, submitted by the Government of Turkey in document ECE/TRANS/2008/13, the Committee **recognized** that such restrictions might pose obstacles to road transport operators of some UNECE member countries and **requested** the Working Party on Road Transport (SC.1) to deal with this matter, in the broader context of the liberalization of road transport services, the future regulatory framework of direct and indirect market access conditions to international road transport, the potential impact of the World Trade Organization (WTO) transit facilitation negotiations, etc., and to report to it at its next session.

B. THE PEP and environmental aspects of transport (Agenda item 6(b))

Documentation: ECE/TRANS/2008/4, ECE/AC.21/ST/2007/10

24. The Committee **considered** the secretariat’s note on strengthening environmental and health aspects of transport by possibly aligning the UNECE transport infrastructure agreements with the Convention on Environmental Impact Assessment in a Transboundary Context (Espoo, 1991). It **decided** not to include provisions of the Espoo Convention into the UNECE infrastructure agreements, but rather to strengthen cooperation with and input into THE PEP and relevant ITF activities.

25. The Committee, considering the report of the Transport, Health and Environment Pan-European Programme (THE PEP) Steering Committee on its fifth session, 16-17 April 2007, (ECE/AC.21/2007/10), **noted** that the High-Level Meeting on Transport, Health and Environment, at its third session, to be held in 22-23 January 2009 hosted by the Netherlands, was expected to provide guidance on the future strategy and work programme of THE PEP.

C. Implementation and monitoring of legal instruments (Agenda item 6(c))

Documentation: ECE/TRANS/2008/9

26. Noting that only a few countries had so far replied to the ongoing surveys on the implementation of the Vienna Convention on Road Traffic and on the Agreement on driving and rest times (AETR), and recalling that, in particular for the AETR, non-EU Contracting Parties were obliged by the Agreement since 2004 to report to the UNECE secretariat every two years on a number of data concerning the driving and rest times of professional drivers, the Committee **reiterated its request** to the concerned countries to send their replies to the secretariat to enable it to carry out the relevant analysis.

27. The Committee **noted** that the Minister of Transport of Belarus had drawn the attention to the cumbersome practices applied to the issue of visa to professional staff of transport operators, e.g. drivers. The Committee **asked** the secretariat to look into this matter consulting with other

international organizations on their experience in solving this issue in a multilateral framework and present a report to the next ITC session with feasible solutions to facilitate the development of fair competition in international transport also in this aspect.

D. Euro-Asian Transport Links (Agenda item 6(d))

Documentation: Bureau Informal Document No. 6, ECE/TRANS/WP.5/42

28. The Committee **noted** that at its 20th session and first informal meeting on EATL, held in Geneva 12-13 September 2007, the Working Party on Transport Trends and Economics (WP.5) in view of the importance of the development of Euro-Asian transport links, the support expressed by the Committee at its previous sessions for the continuation of the UNECE-UNESCAP Euro-Asian transport links project and the tangible results produced by it, decided to propose that ITC assigns the monitoring and coordination responsibility of future work on further developing the EATL to the UNECE-UNESCAP Expert Group established under the project.

29. The Committee **agreed** to assign the monitoring and coordination responsibility of future work on developing the EATL to the UNECE-UNESCAP Expert Group established under the EATL project. The group would function under WP.5 as an ad-hoc Group of Experts according to the UNECE Rules and Procedures for a period of two years (2008-2009) with possible further extension if necessary and appropriate. It would be composed of national focal points/experts nominated by member States of the UNECE and UNESCAP involved in the United Nations Development Account (UNDA) funded project on developing Euro-Asian transport links, jointly elaborated by the two regional commissions in the course of 2003-2007, as well as experts from interested UNECE-UNESCAP member States, international governmental and non-governmental organizations with relevant experience.

30. The Committee **approved** the Terms of Reference and membership of the group (see Annex III) and **requested** its Chairman and Vice-Chairpersons to submit a proposal to the Executive Committee for approval.

31. The Committee also invited the Working Party on Intermodal Transport and Logistics (WP.24), the Working Party on Customs Questions affecting Transport (WP.30) and other Working Parties concerned to participate in the work of the Group so as to ensure necessary coordination.

E. TIR Convention and improving transparency (Agenda item 6(e))

Documentation: ECE/TRANS/WP.30/AC.2/2006/9/Rev.1

32. The Committee **welcomed** the signing, on 29 October 2007, of a three-year agreement between the UNECE and the IRU on the functioning of the TIR system as part of the results of the UNECE efforts to implement promptly the United Nations Office of Internal Oversight Services (OIOS) seven recommendations aimed at improving the transparency of the TIR system and the related IRU/UNECE agreement.

33. Noting that five out of a total of seven recommendations had been addressed in the course of 2007 to the satisfaction of OIOS, the Committee **agreed** with the recommendation of its

Bureau to support the decision by the TIRExB to study all relevant issues concerning the price of TIR Carnets at the national level.

34. Moreover, noting that the recommendation pertaining to the introduction of a new part III to annex 9 of the Convention on the conditions and requirements for the international organizations to become authorized was still under discussion by the WP.30 and that the recommendation to submit the eTIR Project to the competent United Nations Information and Communication Technology Task Force (UNICT) Board for formal review and approval was under preparation, the Committee **requested** the secretariat to provide information to its Bureau on the latest development as soon as possible and to report to it at its next session.

F. Intersectoral cooperation between the ITC and the Conference of European Statisticians (Agenda item 6(f))

Documentation: Bureau Informal Document No. 8

35. The Committee **welcomed** the development of a new online Transport Statistics Database as a result of the cooperation between the ITC and the Conference of European Statisticians and **invited** countries to provide statistical data when requested by the secretariat.

IX. TRANSPORT AND SECURITY (Agenda item 7)

Documentation: ECE/TRANS/2008/6, Bureau Informal Document No. 1

36. The Committee **noted** and **expressed** its appreciation for the Bureau's Informal Document No. 1 ("Expert Group report"). The Committee **approved** the Expert Group report and requested its subsidiary bodies to act expeditiously upon the recommendations contained therein. In this context, the Committee **noted** that several subsidiary bodies (such as those in the areas of dangerous goods and inland water transport) had already begun to address inland transport security-related issues and underlined that further work was to proceed in a differentiated way. In addition, some delegations expressed the opinion that the Working Party on the Transport of Dangerous Goods (WP.15), in particular, had already dealt with the issue of security in depths and details through the introduction of provisions of Chapter 1.10 of ADR, RID and ADN. Further on, information was given about the EC project that currently evaluates the implementation and the relevance of these provisions within the EU. In light of this and of the fact that additional security measures would result in increased costs to transport operators, which cannot be justified on the basis of the effective risks, they were of the opinion that the recommendations of the expert group should not fully apply to the Working Party on Dangerous Goods. At the same time they considered that the report of the multidisciplinary expert group could be or rather should be brought to its attention for comments.

37. The Committee **invited** the Chair and members of the Multidisciplinary Expert Group on Inland Transport Security to find appropriate ways to continue their work until the final Expert Group meeting, which is expected to take place two months prior to the 2009 session of the Committee.

38. The Committee **welcomed** the Russian Federation's intention to hold an international conference to address issues related to inland transport security. The Committee **invited** the Russian Federation to provide further details about this event and **invited** its Members to

contribute and/or take active part. The Committee also **welcomed** the information provided by the representative of the ITF who notified the Committee about a forthcoming Round Table “Security, Risk perception and Cost-benefit analysis” to be held on 27 and 28 November 2008.

X. ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION (Agenda item 8)

Documentation: ECE/TRANS/WP.5/2007/9, ITC Informal Document No. 4

A. United Nations Development Account Project on Capacity Building for developing Interregional Transport Linkages (Agenda item 8(a))

39. The Committee **appreciated** the results of the UNDA funded Project on capacity building in developing interregional transport linkages, which has been implemented by the five regional commissions over the period 2003-2007, as reflected in document ECE/TRANS/WP.5/2007/9 and in ITC Informal Document No. 4 on operational activities January-December 2007. **It noted** that during the six Expert Group meetings organized under the project, of which four under the UNECE-UNESCAP project component on Euro-Asian transport links, Government experts had identified the main road, rail, and road/rail/sea routes as well as the main transshipment points and ports of interregional importance connecting Europe-Asia-Middle East and Africa.

40. The Committee also **appreciated** the project results in 2007 including the organization of three capacity-building national workshops on the facilitation of international transport along the Euro-Asian transport links, hosted by the Governments of Belarus, Moldova and Ukraine ; a visit to the Barcelona Port and adjacent Freight Village as well as a workshop on the developments of ports infrastructure and management, hosted by the Governments of Spain and Barcelona Port Authority; and of two interregional seminars, hosted by the Governments of Egypt and the United Arab Emirates.

41. Noting that experts participating in the final seminar had requested the regional commissions and member countries to continue working together in order to enable countries to optimize outputs under this project and explore further funding towards this end, the Committee **requested** UNECE and other regional commissions to continue and further strengthen their cooperation aimed at developing interregional transport links and sharing best practices, including through elaboration of a joint proposal for a new Development Account Project on transport corridors and routes.

B. Activities of the TEM and TER Projects and implementation of their Master Plan (Agenda item 8(b))

42. The Committee was informed by the TEM and TER Project Managers on the recent development of the projects, including the implementation of the TEM and TER Master Plan, the progress of preparation of its revision in 2008-2009, the relocation of the TER Project Central Office from Budapest to Bratislava and the forthcoming accession of Belarus to the TEM and TER projects.

43. The Committee **reiterated** its support for these activities and **invited** the Steering Committees of the TEM and TER Projects, in close cooperation with the secretariat and the

concerned Governments, to continue pursuing the follow-up actions recommended in the Master Plan, including monitoring of its implementation and its revision in 2008-2009.

44. The Committee also **invited** the Governments of Eastern and South-Eastern European countries that are not yet members of the TEM and TER Projects to consider fully participating in the projects and signing the respective Cooperation Agreements.

C. Other activities and fund-raising issues (Agenda item 8(c))

45. The Committee was informed on the activities undertaken in the year 2007 and on the fund-raising efforts and needs of the secretariat in support of these activities, as reflected in document ECE/TRANS/WP.5/2007/9 and in ITC Informal Document No. 4, and additional information provided by the secretariat.

46. The Committee **welcomed** the activities aimed at assisting countries with economies in transition undertaken in the year 2007, particularly those related to the Special programme for Economies of Central Asia (SPECA), BSEC, OSCE, advisory workshops and missions.

47. The Committee **noted with satisfaction** that the project Improving Global Road Safety setting regional and national road traffic casualty reduction targets, and aiming to assist countries in transition to develop road safety targets and to provide them with examples of good road safety practices that could help them achieve the targets, had received funding of US\$ 658,000 from the UNDA. The project will be implemented by the five United Nations Regional Commissions in 2008 and 2009 in cooperation with other international organizations and NGOs active in the field of road safety.

48. Noting that in the framework of the above-mentioned project UNECE will organize a seminar for Central Asian and Caucasus countries, the Committee **invited** those countries to participate actively in the project and to reap the maximum benefits from it.

49. Noting that the UNCTAD 12 World Conference and the Doha Meeting on financing for development would take place in 2008, the Committee **requested** the secretariat to explore possibilities for contributing to these activities.

50. The Committee **welcomed and supported** the secretariat's participation to the Mid-Term Review of the Almaty Programme of Action to be held during the 63rd session of the General Assembly in the fall of 2008. The Committee **noted** that the secretariat would closely cooperate with the Trade Division to prepare the UNECE contribution that would include organizing a joint UNECE/UNESCAP regional review conference to assess transport bottlenecks to trade and transport in the landlocked developing countries (LLDCs), to prepare a report on the state of implementation of the Almaty Programme of Action and also a list of recommendations on how to accelerate their implementation.

51. Noting that extra budgetary funding was needed for the implementation of a number of capacity building projects elaborated by the secretariat, the Committee **reiterated** its request that adequate resources be made available in the secretariat for the substantive backstopping and further development of these activities. It also **encouraged** member States to make voluntary contributions to the Trust Fund for Assistance to Countries in Transition (TFACT).

XI. ISSUES THAT NEED CONSIDERATION AND REQUIRE DECISIONS BY THE COMMITTEE (Agenda item 9)

A. Report on and follow-up to the UNECE-UNESCAP Project “Development of Euro-Asian transport links” (Agenda item 9(a))

Documentation: ECE/TRANS/WP.5/42

52. The Committee reiterated its support to the Euro-Asian transport linkages activities, invited UNESCAP to continue and further strengthen its close cooperation with the UNECE secretariat and the concerned countries for the successful continuation of the work on developing Euro-Asian transport links and take an active role in the work of the new ad-hoc Group of Experts. It also requested the TEM and TER Steering Committees to consider ways and means for supporting this work and sharing the experiences of the two Projects with other non-TEM and TER member countries.

B. Activities related to seaports’ connections to the hinterland (Agenda item 9(b))

Documentation: ECE/TRANS/WP.5/42, Bureau Informal Document No. 12

53. The Committee approved the decision of WP.5 (ECE/TRANS/WP.5/42) to (a) promote sharing of experiences and best practices in this area; (b) organize an international conference, which the Greek Government offered to host; (c) develop a database on UNECE seaport connections to the hinterland; and (d) take stock of the situation in UNECE regarding the connectivity of ports with inland transport modes.

54. The Committee agreed to establish, under WP.5, and in close cooperation with WP.24, an ad-hoc Group of Experts on seaports connections to the hinterland according to the UNECE Rules and Procedures for a period of one year, with possible further extension if necessary and appropriate. The Committee approved the Terms of Reference of the group (see Annex IV) and requested its Chairman and Vice-Chairpersons to submit the proposed establishment to the Executive Committee for approval.

C. European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) (Agenda item 9(c))

Documentation: ECE/TRANS/SC.1/381

55. The Committee authorised an exceptional session of SC.1 in May 2008 in order to accelerate the adoption of the amendments to the AETR in order to harmonize it with the EU legislation concerning driving and rest times of professional drivers and strengthen compliance with these rules and stressed the importance of rapidly finding a compromise on the outstanding related issues.

56. The Committee recalled that the introduction of provisions concerning control by digital tachograph would require significant efforts on the part of non-EU AETR Contracting Parties. In this respect, it will be necessary for non-EU AETR Contracting Parties (a) to nominate as soon as possible a national authority responsible for implementing the digital tachograph, and (b) to communicate the contact details of this authority to the secretariat at their earliest convenience.

57. The Committee **noted** that to ensure the efficient pan-European application of the AETR and in accordance with the requirements related to the digital tachograph, which foresee that a single competent body will carry out interoperability tests and that a single European Certification Authority will be responsible for issuing the cryptographic keys and key certificates. Therefore, the UNECE secretariat has the intention to recognize the Joint Research Centre located in Ispra (Italy) to carry out these operations and to deliver the relevant certificates to non-EU AETR Contracting Parties. The Committee **supported** this initiative. It also **noted** that the secretariat would inform Contracting Parties about the procedures to be followed in this regard.

58. The Committee called upon the EU member States to share their experiences with regard to the implementation of the digital tachograph.

59. The Committee **noted** that appendix 1B (about 300 pages) of the AETR, which defines the requirements for construction, testing, installation and inspection of the digital tachograph, had been transmitted to the United Nations relevant services for translation into Russian.

D. Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) (Agenda item 9(d))

Documentation: ECE/TRANS/SC.1/381, ECE/TRANS/2008/14

60. The Committee **approved** the final text of the Additional Protocol (see Annex V) and the organization of a signing ceremony in May on the occasion of the additional meeting of SC.1. It **noted** that 12 countries had already declared their intention to sign the Additional Protocol and **stressed** that, in order to allow countries to sign in time, all relevant information concerning the ceremony should be communicated to CMR Contracting Parties as soon as possible.

E. Consolidated Resolution on Road Traffic (R.E.1) (Agenda item 9(e))

Documentation: ECE/TRANS/WP.1/108 and Add.1, 2, 3 and 4, ECE/TRANS/WP.1/110, ECE/TRANS/WP.1/113

61. In order to complete the revision of R.E.1 in 2008, the Committee **authorized** the holding of an additional WP.1 session from 30 June to 4 July 2008.

F. Follow-up to the First United Nations Global Safety Week, 23-29 April 2007 (Agenda item 9(f))

62. The Committee **noted** the outcome of the World Youth Assembly and the Second Global Stakeholders Forum held in Geneva during the First United Nations Global Road Safety Week (23-29 April 2007). The Committee **noted** the results of the survey carried out by the secretariat in order to evaluate the impact of this First United Nations Global Road Safety Week in the UNECE region.

63. The Committee **proposed** that UNECE countries consider supporting the candidature of the Russian Federation to host the Global Road Safety Conference in 2009, should this issue be considered at the time of adoption of a new Resolution on road safety by the General Assembly on 31 March 2008.

G. Preparation of a new annex 9 (rail crossing) to the Harmonization Convention (Agenda item 9(g))

64. The Committee was **informed** on the work carried out by the WP.30 for the preparation of this new annex 9 to the Harmonization Convention. The Committee **expressed** its wish that the outstanding issues between the European Community, OSJD and OTIF be resolved before the next session of WP.30, so that WP.30 could resume its discussions.

H. New Convention to Facilitate the Crossing of Frontiers in International Railway Passenger Transport (Agenda item 9(h))

65. With regard to the drafting of a new Convention to Facilitate the Crossing of Frontiers in International Railway Passenger Transport, the Committee **noted** the difficulties in relation to the amendment to the existing International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail of 1952, **invited** the Working Party on Rail Transport (SC.2) and WP.30 to work together to find an appropriate solution.

I. Finalization of 2005 E-Road and 2005 E-Rail Traffic Censuses (Agenda item 9(i))

66. The ITC was **informed** about the activities that relate to the finalisation of the ongoing censuses and **invited** countries that have not yet sent their data to the secretariat to do so without delay.

XII. ISSUES OF INFORMATIVE CHARACTER AND FORMAL APPROVAL BY THE COMMITTEE (Agenda item 10)

Documentation: ECE/TRANS/199/Rev.1, paras. 65 to 110

67. The Committee **expressed its gratitude** to UNECE member States, inter-governmental and non-governmental organizations for the important technical and legal work undertaken during 2007. It **stressed** that the work carried out by its twelve subsidiary bodies and their expert groups, the nine Administrative Committees of legal instruments and the Committee and sub-committees of experts under the ECOSOC had contributed significantly to the safety, security and facilitation of international movement of persons and goods by inland transport modes in the pan-European context.

68. The Committee **requested** its subsidiary bodies and the secretariat to continue their work and efforts, to encourage participation of experts from all UNECE member States, to enhance efficiency in the delivery of its technical and legal products, as well as to increase their visibility.

A. Transport trends and economics (Agenda item 10(a))

Documentation: ECE/TRANS/WP.5/42

1. Infrastructure bottlenecks and missing links (Agenda item 10(a)(i))

69. The Committee **approved** the report of the Working Party on Transport Trends and Economics at its twentieth session (ECE/TRANS/WP.5/42). Furthermore, the Committee took

note of the draft revised document entitled "Methodological basis for the definition of common criteria regarding the identification of bottlenecks, missing links and quality of service of infrastructure networks" (TRANS/WP.5/R.60), and **endorsed** the decision of the Working Party on Transport Trends and Economics to convene an informal meeting which would consider and approve the final text of the revised document before it is submitted to its next session in 2008.

2. Studies on transport economics and track costs undertaken by other organizations (Agenda item 10(a)(ii))

Documentation: ECE/TRANS/2008/7 and Add. 1; ECE/TRANS/2008/15

70. The Committee **noted** the information received from the EC, ITF, Organization for Economic Co-operation and Development (OECD) and Transport Study Centre for Western Mediterranean (CETMO). Appreciating the information provided by these reports, the Committee **asked** the secretariat to request similar information for its next session.

B. Road transport (Agenda item 10(b))

Documentation: ECE/TRANS/SC.1/381

71. The Committee **noted** the report of SC.1 on its 101st session before finally adopting it at its 102nd session (additional session) in May 2008.

European Agreement on Main International Traffic Arteries (AGR)

72. The Committee **noted** that the proposed amendments to the AGR adopted by SC.1 at its 100th session in 2006 (TRANS/SC.1/379, Annex 1) were considered accepted on 10 October 2007 and entered into force on 15 January 2008.

73. The Committee also **noted** the proposal to amend annex I regarding a modification of the itinerary E-79 in Hungary and the publication by the secretariat of an updated version of the "E" roads map (preceding version published in 2002).

C. Road traffic safety (Agenda item 10(c))

Documentation: ECE/TRANS/WP.1/108 and Add.1, 2, 3 and 4, ECE/TRANS/WP.1/110; ECE/TRANS/WP.1/113

74. The Committee **endorsed** the reports of the fifty-first (ECE/TRANS/WP.1/108 and Add.1, 2, 3 and 4) and fifty-second (ECE/TRANS/WP.1/110) sessions of the Working Party on Road Traffic Safety (WP.1) and **noted** the report of the fifty-third session (ECE/TRANS/WP.1/113) pending on its final adoption at the fifty-fourth session of the Working Party in March 2008.

1. Publication of the Consolidated Vienna Conventions on Road Traffic and on Road Signs and Signals and European Agreements supplementing them (Agenda item 10(c)(i))

75. The Committee **noted** that, in response to ITC resolution No. 257 concerning the First United Nations Global Road Safety Week, the Secretariat had published consolidated versions of

the Vienna Convention on Road Traffic and on Road Signs and Signals in English, French and Russian and the Convention on Road Traffic in Spanish, Chinese and Arabic will be published in few weeks. These publications should facilitate the accession of new countries to the Convention. The Committee also **noted** that the publication of the Convention on Road Signs and Signals in English, French and Russian was expected at the end of March 2008. Finally, the Committee **noted** that an update of the Consolidated Resolution on Road Signs and Signals (R.E.2) was carried out by the secretariat (ECE/TRANS/WP.1/112).

2. United Nations Road Safety Collaboration (Agenda item 10(c)(ii))

76. The Committee **noted** the results of the meetings of the United Nations Road Safety Collaboration, held on 27-28 February 2007 in Oman and in Geneva on 16-17 October 2007.

D. Harmonization of vehicle regulations (Agenda item 10(d))

Documentation: ECE/TRANS/WP.29/1058, ECE/TRANS/WP.29/1062, ECE/TRANS/WP.29/1064

77. The Committee **noted** the summary of activities of the World Forum for Harmonization of Vehicle Regulations (WP.29), of its six subsidiary Working Parties and of its thirty-six informal groups. It also noted that, in 2007, the World Forum had held three meetings, the Administrative Committee for the coordination of work held three meetings, the Working Parties on Noise, Pollution and Energy, Brakes and Running Gear, Lighting, Passive Safety and General Safety met twice each, and that the 36 informal groups met several times each to prepare specific provisions to be submitted to the Working Parties or to the World Forum.

78. The Committee **welcomed**, in particular, the consideration by the WP.29 of specific market fuel quality requirements that could be a step towards further reduction of vehicle emission levels in a comprehensive global framework for automotive emission control, fuel quality and fuel economy based on harmonized standards that are technologically neutral.

79. The Committee **endorsed** the reports of WP.29 on its one-hundred-and-first (ECE/TRANS/WP.29/1058), one-hundred-and-second (ECE/TRANS/WP.29/1062) and one-hundred-and-third (ECE/TRANS/WP.29/1064) sessions.

1. The 1958 Agreement and annexed UNECE Regulations (Agenda item 10(d)(i))

80. The Committee **noted** that in 2007, with the accession of Montenegro and Tunisia, the Agreement had reached 48 Contracting Parties (45 plus Ireland, Cyprus and Malta since they are members of the European Community which is a Contracting Party to the 1958 Agreement). The eight non-UNECE member States (Japan, Australia, South Africa, New Zealand, Korea, Malaysia, Thailand and Tunisia) that are Contracting Parties to the Agreement give this Agreement a worldwide character.

81. It also **noted** that two new Regulations (annexed to the Agreement as Regulations Nos. 125 and 126) and 71 amendments, updating 51 existing UNECE Regulations were considered by WP.29 during 2007 and adopted by vote by the Administrative Committee (AC.1) of the Agreement. The Agreement has 127 UNECE Regulations annexed to it.

2. The 1998 (global) Agreement and global technical regulations (gtrs) (Agenda item 10(d)(ii))

82. The Committee **noted** that, following the accession of Tunisia, the Agreement counted the 30 Contracting Parties (Canada, United States of America, Japan, France, United Kingdom, the European Community, Germany, Russia Federation, China, Republic of Korea, Italy, South Africa, Finland, Hungary, Turkey, Slovakia, New Zealand, Netherlands, Azerbaijan, Spain, Romania, Sweden, Norway, Cyprus, Luxembourg, Malaysia, India, Lithuania, Moldova and Tunisia). It also noted that, in its 2007 session, the Executive Committee of the Agreement (AC.3) had adopted two amendments to existing global technical regulations gtrs.

83. The Committee also **noted** that during 2007 work had been completed on another four new global technical regulations on pedestrian safety, head restraints, safety glazing and on electronic stability control systems for passenger vehicles. It **noted** that the installation of electronic stability control systems in passenger vehicles was estimated to contribute to passenger's safety as much as the use of safety-belts. These four new draft gtrs will probably be adopted in 2008. It also noted that work would continue in nine identified priorities for establishing new draft gtrs or for further development of existing gtrs. The six WP.29 subsidiary Working Parties continued to work not only on these nine priorities, but also on the 10 items that the Executive Committee of the Agreement (AC.3) had authorized as new priorities in near future. The nine priorities are: Pedestrian Safety (second phase), Door locks and door retention components, Head Restraints (second phase), World-wide Heavy-Duty Certification Procedure (WHDC), World-wide Motorcycle Emission Test Cycle (WMTC), Off-cycle Emissions (OCE), Non-road Mobile Machinery (NRMM), Hydrogen and fuel cells vehicles (HFCV), and Tyres. The 10 items on which exchange of views and data have been authorized are: Specifications for a side impact dummy, vehicle crash compatibility, Passenger Vehicle Brakes, intelligent transport systems (ITS) applied to vehicles, installation of lighting and light-signalling devices, location and identification of motorcycle controls tell-tales and indicators, Controls and Displays for passenger vehicles, Heavy-Duty On Board Diagnosis (WWH-OBD), World-wide Harmonized Light-duty Test Procedure (WLTP) and noise emissions.

3. The 1997 Agreement on Periodical Technical Inspections (Agenda item 10(d)(iii))

84. The Committee **noted** that, following the accession of Moldova, the Agreement had 11 Contracting Parties and 17 signatories pending their ratification. It also noted that an amendment to the Agreement entered into force on 4 July 2007. The amendment requested by the EC could facilitate its accession to the Agreement, as well as the accession of its member States. The Committee also noted that an amendment to Rule No. 1, concerning periodical inspections of vehicles with respect to protection of the environment, had entered into force on 15 February 2007.

85. The Committee invited the 17 signatory countries to the 1997 Agreement on Periodical Technical Inspection of Vehicles (Austria, Belgium, Cyprus, Czech Republic, Denmark, France, Georgia, Germany, Greece, Ireland, Italy, Portugal, Spain, Sweden, Switzerland, United Kingdom and Slovakia) to speed up their ratification procedures and invited the EU to consider acceding to this Agreement.

E. Rail transport infrastructure (Agenda item 10(e))

Documentation: ECE/TRANS/SC.2/208

European Agreement on Main International Railway Lines (AGC)

86. The Chairman of the SC.2, Mr. F. Croccolo (Italy), **informed** the Committee about its ongoing and planned activities. The Committee **approved** the report of SC.2 on its sixty-first session (ECE/TRANS/SC.2/208).

87. The Committee **endorsed** the updated version of annex 1 of the AGC, **noted** that 28 countries were at present Contracting Parties to the AGC Agreement, and **reiterated** its invitation to those Governments that had not yet acceded to the AGC, to examine the possibility of doing so.

F. Inland water transport (Agenda item 10(f))

Documentation: ECE/TRANS/SC.3/178

Activities undertaken by the Working Party on Inland Water Transport (SC.3) and the Working Party on the Standardization of Technical Safety Requirements in Inland Navigation (SC.3/WP.3)

88. The chairman of SC.3, Mr. I. Valkar (Hungary), **informed** the Committee of the recent activities of the Working Party, such as the maintenance of the lists of inland waterways and ports of international importance in European Agreement on Main Inland Waterways of International Importance (AGN) and the further development of technical prescriptions for specific types of vessels (pleasure craft, sea-going vessels and river-sea vessels). He also highlighted other activities of SC.3, including the joint work with River commissions on upgrading the status of the European Code for Inland Waterways (CEVNI) and the ongoing consideration by the SC.3 of the difficulties in the area of recognition of ship's certificates and boatmasters' licenses.

89. The Committee **took note** of the information provided and **approved** the report of the SC.3 on its fifty-first session (ECE/TRANS/SC.3/178).

90. The Committee further **noted** that the Working Party amended its programme of work for 2008-2012 to reflect the priority areas, identified in the ITC Resolution No. 258, "Supporting Further Development of Inland Water Transport". Some delegations stressed the importance of the ITC inland water transport activities and suggested that at the next Committee session, the SC.3 present its most important achievements.

G. Intermodal transport and logistics (Agenda item 10(g))

Documentation: ECE/TRANS/WP.24/115, ECE/TRANS/WP.24/117

91. The Committee **approved** the reports of WP.24 on its forty-seventh and forty-ninth sessions (ECE/TRANS/WP.24/115; ECE/TRANS/WP.24/117).

92. The Committee **endorsed** the proposal of its Bureau to request WP.24 to analyze the new challenges posed by logistics chains for the coordination and management of land transport.

1. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and its Protocol on Inland Waterway (Agenda item 10(g)(i))

93. The Committee **noted** that a large package of amendment proposals had been prepared extending the AGTC to the Baltic States, Central Asia and the Caucasus and would align it, to a large extent, with the AGC rail network. With a view to bringing the Protocol on Inland Waterways into force, the Committee **encouraged** concerned Contracting Parties to AGTC Agreement to accede to the Protocol as soon as possible. The Committee **requested** WP.24 to consider and decide on amendment proposals to the Protocol already submitted by several countries.

2. Efficient intermodal transport in a pan-European context: Follow-up to the action plan adopted by the Council of Ministers of the European Conference of Ministers of Transport (ECMT) (Moscow, 24 and 25 May 2005) (Agenda item 10(g)(ii))

94. The Committee **welcomed** the decision of Ukraine to continue its role as UNECE observatory for two important North-South and East-West intermodal transport lines in accordance with the ECMT framework action plan for the promotion of intermodal transport between Europe and Asia.

95. The Committee **encouraged** Eastern European, Caucasus and Central Asian countries (EECCA) to participate actively in the work of WP.24 as intermodal transport and logistics were rapidly growing elements of the global supply chains that influenced considerably the efficiency and sustainability of transport not only at the pan-European level, but also in the Eurasian context.

H. Border Crossing Facilitation (Agenda item 10(h))

Documentation: ECE/TRANS/WP.30/230, ECE/TRANS/WP.30/232, ECE/TRANS/WP.30/234, ECE/TRANS/WP.30/AC.2/91, ECE/TRANS/WP.30/AC.2/89, ECE/TRANS/WP.30/GE.1/2007/14

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

96. The Chairman of WP.30, Mr. G. Jacobs (Netherlands), **informed** the Committee of the results accomplished by the WP.30 and the TIR Administrative Committee (AC.2) in the course of 2007. In particular, he mentioned the tangible progress made in the field of computerization through the adoption of Chapter 2 of the eTIR Reference Model, containing the high-level description of the eTIR system. He urged Contracting Parties and the private industry to commit themselves unambiguously to the cause of speedy computerization of the TIR procedure. Furthermore, he referred to the ongoing efforts to amend the TIR Convention. Although considerable progress had been made, discussions on the increase of the level of the guarantee

from 50,000 US dollars to 60,000 euros were still ongoing, together with discussions on the application of Article 23 of the Convention, dealing with the use of escorts.

97. The Committee **approved** the reports of WP.30 on its one-hundred-and-fifteenth (ECE/TRANS/WP.30/230), one-hundred-and-sixteenth (ECE/TRANS/WP.30/232) and one-hundred-and-eighteenth (ECE/TRANS/WP.30/236) sessions and noted the reports of the AC.2 at its forty-third (ECE/TRANS/WP.30/AC.2/89) and forty-fourth sessions (ECE/TRANS/WP.30/AC.2/91).

I. Transport of dangerous goods (Agenda item 10(i))

1. 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 (Agenda item 10(i)(i))

Documentation: ECE/TRANS/2008/2, paras. 23-27 and Annex (ECOSOC Resolution 2007/6), ST/SG/AC.10/C.3/62 and Add.1, ST/SG/AC.10/C.3/64, ST/SG/AC.10/C.4/26 and Corr.1, ST/SG/AC.10/C.4/28

98. The Committee took note of the information provided (see also para [18] of this report).

2. European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and harmonization of ADR and ADN with the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) (Agenda item 10(i)(ii))

Documentation: ECE/TRANS/WP.15/AC.1/106 and Add.1 and 2, ECE/TRANS/WP.15/AC.1/108 and Corr.1 and Add.1, 2 and 3, ECE/TRANS/WP.15/192 and Corr.1 and Add.1, ECE/TRANS/WP.15/194. ECE/TRANS/WP.15/AC.2/25

99. The Committee **approved** the reports of the RID/ADR/ADN Joint Meeting on its sessions held in Bern from 26-30 March 2007 and Geneva from 11-22 September 2007, as well as the reports of the WP.15 on its eighty-second and eighty-third sessions held in Geneva from 7-10 May 2007 and 5-9 November 2007 (ECE/TRANS/WP.15/192 and Corr.1 and Add.1 and ECE/TRANS/WP.15/194), and of the Joint Meeting of Experts on the Regulations annexed to the ADN on its twelfth session held in Geneva from 21-25 January 2008 (ECE/TRANS/WP.15/AC.2/25).

100. The Committee **noted** that there were 43 Contracting Parties to the ADR. The Protocol amending articles 1 (a), 14(1) and 14(3)(b) of the ADR, adopted by the Conference of the Contracting Parties on 28 October 1993, had not yet entered into force as not all Contracting Parties to the ADR had become Parties to it. Thirty-one Contracting Parties had done so, and the Committee **urged** the remaining ones (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Germany, Kazakhstan, Malta, Montenegro, Morocco, Serbia, the former Yugoslav Republic of Macedonia and Ukraine) to take the necessary steps to allow the Protocol to come into force.

101. The Committee **noted** with great satisfaction that, following ratification by Germany on 31 January 2008, ADN would enter into force on 29 February 2008. On 19 February 2008, ADN counted eight Contracting Parties (Austria, Bulgaria, Germany, Hungary, Luxembourg, Moldova, Netherlands and Russian Federation). The annexed Regulations would become applicable on 28 February 2009, except the provisions concerning the recognition of classification societies, which would become applicable on 29 February 2008.

102. The Committee **noted** that all draft amendments to ADR and ADN adopted in 2006 and 2007 would be consolidated by the secretariat in documents ECE/TRANS/WP.15/195 and ECE/TRANS/WP.15/AC.2/26 respectively, and would be submitted to Contracting Parties for acceptance and entry into force on 1 January 2009 and 28 February 2009 respectively.

103. The Committee **noted** that the Council of the European Union and the European Parliament had decided to replace the current directives 94/55/EC and 96/49/EC which require member States of the European Union to apply the requirements of ADR and RID to domestic and intracommunautary traffic, as well as directives 96/35/EEC and 2000/18/EC (dangerous goods safety advisers) by one single directive. This directive will require member States of the European Union to make applicable not only the requirements of ADR and RID to domestic and intracommunautary traffic, but also, as from 1 July 2009, and with a two-year transitional period, those of ADN, at least for countries which have inland waterways linked to those of other member States.

104. The Committee **expressed** the wish that all countries which are not yet Contracting Parties to the ADR, RID and ADN would endeavour to take benefit from the experience gathered under its auspices as regards improvement of safety and trade facilitation resulting from multimodal harmonization and from the application of the same rules as international and national levels.

J. Transport of perishable foodstuffs (Agenda item 10(j))

Documentation: ECE/TRANS/WP.11/216 and Add.1

Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP)

105. The Chairman of the Working Party on the Transport of Perishable Foodstuffs (WP.11), Mr. T. Nobre (Portugal), **informed** the Committee of the results accomplished by WP.11 at its sixty-third session (12-15 November 2007) and about the continuing work on the securing of ATP documents, procedures for the approval of multi-compartment multi-temperature vehicles, the length of the sea crossing referred to in Article 3 of the ATP, and tests for the renewal of ATP certificates. He also **informed** the Committee that WP.11 had also discussed a proposal to increase the number of Contracting Parties required to block an amendment to the technical annexes of the ATP from one to three and expressed the hope that such a proposal would be adopted in the near future.

106. The Committee **noted with satisfaction** that there were now 44 Contracting Parties to the ATP: Montenegro, Tunisia, Ukraine and Moldova having acceded to the Agreement in 2007.

107. The Committee **approved** the report of WP.11 on its sixty-third session (ECE/TRANS/WP.11/216) and the Addendum to it (ECE/TRANS/WP.11/216Add.1).

K. Transport statistics (Agenda item 10(k))

Documentation: ECE/TRANS/WP.6/153

1. Annual session of the Working Party on Transport Statistics (WP.6) (Agenda item 10(k)(i))

108. The Committee **endorsed** the report of WP.6 on its fifty-eight session (ECE/TRANS/WP.6/153).

2. Methodological issues - Finalization of the manual on the statistical coverage of road traffic performance (vehicle/km/year) (Agenda item 10(k)(ii))

109. The Committee **noted** the consolidated version of the Handbook on Statistics on Road Traffic, elaborated under the auspices of the WP.6 and available on the UNECE website <http://www.unece.org/trans/main/wp6/transstatac5handbook.html>.

3. Workshops related to transport statistics (Agenda item 10(k)(iii))

110. The Committee **noted** the activities undertaken by the Task force on Transportation by Buses and Coaches.

L. Status of accession to international UNECE transport agreements and conventions (Agenda item 10(l))

111. The Committee **noted** that 29 accessions to UNECE transport agreements and conventions had been registered in 2007, of which nine from non-ECE countries, namely: from ECE Member States Albania 2; Greece 1; Hungary 1; Kyrgyzstan 1; Latvia 1; Luxembourg 1; Malta 3; Moldova 6; San Marino 1; Ukraine 3 and from non-ECE countries: Mongolia 1; Tunisia 3; United Arab Emirates 5.

112. The Committee **invited** countries which have not yet done so, to become Contracting Parties to the UNECE legal instruments in the field of transport.

M. Transport Division website (Agenda item 10(m))

Documentation: ITC Informal Document No. 5

113. The Committee **noted** that, in 2007, a new section was added to the Transport Division website on Inland Transport Security and a new web tool was developed providing dynamic access to national data on road traffic legislation. Work in 2007 will focus on keeping the website easy to navigate and up-to-date.

N. Review of the transport situation in UNECE member countries and of emerging development trends (Agenda item 10(n))

Documentation: ECE/TRANS/2008/5

114. The Committee **took note** of the secretariat's review of the transport situation and emerging trends in UNECE countries (ECE/TRANS/2008/5).

XIII. TRANSPORT OF PEOPLE WITH REDUCED MOBILITY (Agenda item 11)

Documentation: ECE/TRANS/2008/10

115. The secretariat **informed** the Committee of its Bureau proposals on the possible continuation by the ITC of the work on transport of people with reduced mobility, carried out previously in the framework of ECMT and noted that these proposals had been prepared with the assistance of the secretariat following consultations with the appropriate subsidiary bodies of the Committee.

116. Noting the proposals of its Bureau and taking into account the relevance of the subject to SC.1, SC.2, SC.3, WP.1 and WP.29, the Committee **agreed** that the work on transport of people with reduced mobility should continue and be intensified in 2008 through the organization of a Workshop on accessibility during a session of one of the Working Parties concerned.

XIV. BIENNIAL EVALUATION FOR THE 2008-2009 BIENNIUM, EXPECTED ACCOMPLISHMENTS, INDICATORS AND METHODOLOGIES (Agenda item 12)

Documentation: Bureau Informal Document No. 11

117. The Committee **took note** of Bureau Informal Document No. 11 containing the proposals of its subsidiary bodies on expected accomplishments, related indicators of achievement and methodologies for the 2008-2009 biennium, for each cluster of activities, approved by the respective Working Parties as well as a proposal on the Sub-programme's 2010-2011 strategic framework drawn up in the context of the United Nations programme budget preparations.

118. The Committee **endorsed** the proposals for the 2008-2009 biennium, and **noted** that the strategic framework for 2010-2011 had been reviewed by the Bureau before its submission to the United Nations Headquarters in early 2008.

119. The Committee **noted** that in 2010 it will be invited to review the draft accomplishment accounts prepared for each expected accomplishment by the secretariat and will be expected to discuss the lessons learned and take programmatic measures, if appropriate. It also **noted** that the Committee's Chair will be invited to report on the evaluations to the Executive Committee.

XV. DRAFT PROGRAMME OF WORK 2008-2012 (Agenda item 13)

Documentation: ECE/TRANS/2008/11

120. The Committee **adopted** its Programme of Work (ECE/TRANS/2008/11) for the period 2008-2012 and **recalled** that, as in the case of the Committee, its subsidiary bodies also needed only to examine their programmes of work every two years. Such arrangement, however, would not exclude the possibility for the Committee's subsidiary bodies to modify their respective programmes of work annually if there was a need to do so.

XVI. SCHEDULE OF MEETINGS IN 2008 (Agenda item 14)

Documentation: ECE/TRANS/2008/8

121. The Committee **adopted** its schedule of meetings in 2008 with some modifications introduced by the secretariat (ECE/TRANS/2008/8), which will be included in the final version of the list of meetings to be circulated in ECE/TRANS/201.

XVII. ELECTION OF OFFICERS (Agenda item 15)

122. The Committee **elected** Mr. Ralph Kellermann (Germany) as Chairperson, as well as Mr. Xavier Guérin (France) and Mr. Sergei Negrei (Belarus) as Vice-Chairpersons for its sessions in 2009 and 2010.

123. The Committee expressed its warm thanks to Mr. Evgeny Mokeev for having guided successfully, as Chairman, its discussions for several years.

XVIII. COMPOSITION OF THE COMMITTEE'S BUREAU IN 2008 AND 2009 (Agenda item 16)

124. The Committee **elected** the following Bureau members for a two-year period:

Chairperson:	<u>Mr. Ralph Kellermann</u>	(Germany)
Vice-Chairpersons:	<u>Mr. Xavier Guérin</u>	(France)
	<u>Mr. Sergei Negrei</u>	(Belarus)
Members:	<u>Mrs. Domna Papamichail</u>	(Greece)
	<u>Mr. Fabio Croccolo</u>	(Italy)
	<u>Mr. Bob Oudshoorn</u>	(Netherlands)
	<u>Mr. José Alberto Franco</u>	(Portugal)
	<u>Mr. Mikhail Maslov</u>	(Russian Federation)
	<u>Mr. Jean-Claude Schneuwly</u>	(Switzerland)
	<u>Mr. Emir Yüksel</u>	(Turkey)

A standing invitation will be extended to the European Commission to attend meetings of the Bureau as observer.

XIX. ANY OTHER BUSINESS (Agenda item 17)

125. The Committee **noted** that its seventy-first session was tentatively scheduled to be held from **24 - 26 February 2009**.

XX. ADOPTION OF THE LIST OF MAIN DECISIONS OF THE SEVENTIETH SESSION (Agenda item 18)

126. The Committee **adopted** the list of main decisions of the seventieth session.

Annex I

MEETING OF MINISTERS OF TRANSPORT FROM COUNTRIES IN THE EURO-ASIAN REGION: CHAIRMAN'S CONCLUSIONS

SUMMARY

1. The development of transport links is an indispensable pre-condition for the socio-economic development of countries as well as for regional cooperation and integration. However, the degree to which transport links are developed varies among countries and sub-regions of the UNECE and UNESCAP. In many UNECE and UNESCAP countries, transport links are insufficiently developed.
2. Setting priorities for transport links is a complex exercise, requiring governments to strike a balance with other national priorities, weigh national versus international interests, ascertaining the economic, social and environmental net benefits, coordinating programmes and timetables with neighbouring countries, ensuring that maintenance infrastructure always is a priority over new constructions, as well as to promote private sector participation also in infrastructure fabric and factor in security considerations.
3. Given the continued growth of trade and resulting congestion of main ports and their hinterland routes, the development of efficient, safer and more secure Euro-Asian inland transport routes, in addition to providing an important extension of the existing transport capacity, is of outmost importance for the development of countries in the region, including landlocked countries, and for their economic development and integration into the global economy as well as the reduction of poverty in those countries.
4. The removal of both physical and non-physical barriers along the Euro-Asian inland transport routes, at key transport nodes and transshipment points including maritime ports is essential.
5. While the development of international transport links is complex and long-term in nature, strong political and financial commitment is essential. Furthermore, effective international mechanisms are needed to coordinate national strategies and approaches.
6. The European Union has put in place a number of institutional and financial mechanisms for the development of transport links in its Member States. The European Commission is making proposals for the development of five trans-European transport axes that go beyond the EU territory and reinforces cooperation with concerned countries along the TRACECA corridor.
7. The UNECE and UNESCAP have developed Agreements that define pan-European and Euro-Asian long-term transport networks but their implementation is the responsibility of the individual countries. Moreover, the ECE and ESCAP promoted inter-country cooperation towards the development of Euro-Asian transport links through the United Nations Development Account funded project on developing Euro-Asian transport links, under which priority Euro-Asian routes and priority projects along them have been identified, and at the same time non-physical barriers to international transport have been addressed.

8. The uninterrupted continuation of the UNECE-UNESCAP Euro-Asian transport links project would ensure the development of transport routes and priority projects as well as other concrete results achieved so far, including the favourable climate created around the project and momentum established among participating member States.

CONCLUSIONS

9. The development of efficient, safe and secure transport links between Europe and Asia is an indispensable pre-condition for the socio-economic development of the countries concerned as well as for regional cooperation and integration.

10. The UNECE – UNESCAP work on developing Euro-Asian transport links has been instrumental in focussing attention and promoting the development of transport links. This work needs to be strengthened and practical steps taken to facilitate the further development of the priority transport links and priority projects that have been identified.

11. The development of transport links is not only about infrastructure. It also requires efficient border crossings, harmonized transport regulations, greater interoperability of rail systems, a higher level of safety and security and greater convergence of transport policies and strategies.

12. Ministers of Transport and high-level officials from countries in the Euro-Asian region that participated in the Ministerial Segment of the 70th session of the Committee confirmed their support to the development of the Euro-Asian transport links and signed a Joint Statement by which they:

- (a) confirmed their will for continued cooperation under United Nations auspices;
- (b) endorsed the identified Euro-Asian routes and their priority developments;
- (c) supported the creation of a mechanism that would ensure efficient coordination and monitoring of project related activities in future; and
- (d) invited Governments, international organizations and potential donors to consider providing the needed financial assistance to ensure implementation and development of the second Phase of the EATL project (2008-2011).

13. Noting that the development of Euro-Asian transport links was in the interest of all UNECE members States the Meeting proposed the ITC to:

- (a) consider supporting the Joint Statement of the Transport Ministers;
- (b) welcome Mongolia's desire to be associated with the project's future activities; and
- (c) invite concerned countries, the European Commission, international financial institutions, and other international organizations as well as other stakeholders from public and private sector to foster cooperation under UNECE and UNESCAP auspices aimed at developing efficient, safe and secure Euro-Asian transport links.

Annex II

[Original: ENGLISH/RUSSIAN]

**JOINT STATEMENT ON FUTURE DEVELOPMENT
OF EURO-ASIAN TRANSPORT LINKS****СОВМЕСТНОЕ ЗАЯВЛЕНИЕ О БУДУЩЕМ РАЗВИТИИ
ЕВРОАЗИАТСКИХ ТРАНСПОРТНЫХ СВЯЗЕЙ**

Done and signed in Geneva, on 19 February 2008 in English and Russian language
of which both versions are authentic

Совершено и подписано в Женеве 19 февраля 2008 года на английском и русском языках,
обе версии являются аутентичными

We, the Ministers of Transport or their representatives from Afghanistan, Republic of Armenia, Republic of Azerbaijan, Republic of Belarus, Bulgaria, People's Republic of China, Georgia, Republic of Greece, Islamic Republic of Iran, Republic of Kazakhstan, Kyrgyz Republic, Republic of Moldova, Mongolia, Romania, Russian Federation, Republic of Tajikistan, Republic of Turkey, Turkmenistan, Ukraine, and Republic of Uzbekistan, meeting in Geneva on 19 February 2008,

Considering that centres of manufacturing industry are shifting to Asia and that trade between Europe and Asia is increasing rapidly, as a consequence of globalization and trade liberalization, enhancing the importance of inland transport, and that so far this trade has mostly used maritime transport,

Aware that the development of efficient, safer and more secure Euro-Asian inland transport routes could provide additional transport options to existing and future trade flows between Europe and Asia, and facilitates participation of national economies in the global economy,

Recognizing the importance of Euro-Asian inland transport routes in facilitating access to markets, economic opportunities and social services to a number of countries spanning these routes, including landlocked and transit developing countries, in a manner that could significantly contribute to economic development and reduction of poverty in these countries, and **taking note** of the importance of effective implementation of the Almaty Programme of Action on transit transport cooperation,

Мы, Министры транспорта или их представители из Афганистана, Республики Армения, Республики Азербайджан, Республики Беларусь, Болгарии, Китайской Народной Республики, Грузии, Греческой Республики, Исламской Республики Иран, Республики Казахстан, Кыргызской Республики, Республики Молдова, Монголии, Румынии, Российской Федерации, Республики Таджикистан, Туркменистана, Турции, Украины и Республики Узбекистан, участвуя в совещании, проходящем в Женеве 19 февраля 2008 года,

Принимая во внимание, что центры обрабатывающей промышленности перемещаются в Азию и что торговля между Европой и Азией растет быстрыми темпами, вследствие глобализации и либерализации торговли, повышая значимость внутреннего транспорта, а также то, что эта торговля до настоящего времени обеспечивается главным образом морским транспортом,

Сознавая, что развитие эффективных, более безопасных и более надежных евроазиатских наземных транспортных маршрутов может обеспечить дополнительные транспортные альтернативные возможности для существующих и будущих торговых потоков между Европой и Азией и облегчает участие национальных экономик в мировой экономике,

Признавая значение евроазиатских наземных транспортных маршрутов для облегчения доступа к рынкам, экономическим возможностям и социальным услугам для ряда стран, расположенных вдоль этих маршрутов, включая развивающиеся страны, не имеющие выхода к морю, и развивающиеся страны транзита, таким образом, что это могло бы значительно способствовать экономическому развитию и снижению бедности в этих странах, и **отмечая важность** эффективного осуществления Алма-Атинской программы действий по сотрудничеству в области транзитных перевозок,

Concerned about the lack of good quality transport infrastructure as well as of adequate and cost effective inland transport services between Europe and Asia, and **mindful** of the need to increase the volume of public and private investments in the development of transport infrastructure, to enhance efficiency in transport systems, and make progress in reform of the transport sector ,

Committed to the removal of both physical and non-physical barriers along the Euro-Asian inland transport routes, at key transport nodes and transshipment points including maritime ports,

Considering that the main Euro-Asian rail and road transport routes, together with a number of priority transport infrastructure projects along these routes, have been identified by the experts of participating Member States in four Expert Group Meetings under the joint UNECE-UNESCAP Euro-Asian transport links project, as reflected in the respective reports and the UNECE-UNESCAP in-house study,

Convinced that the uninterrupted continuation of the UNECE-UNESCAP Euro-Asian transport links project would ensure the development of transport routes and priority projects as well as other concrete results achieved so far, including the favourable climate created around the project and momentum established among participating Member States,

Recognizing the opportunity to implement the related projects, objectives, and policy recommendations in the transport sector of our countries,

We resolve to endorse the respective priority Euro-Asian inland transport routes identified by the project and work toward their implementation through actions such as:

(a) Developing or enhancing all activities at national level to promote financing opportunities to ensure sustainable and long-term financing for the implementation of priority projects while integrating them into national medium-term investment programmes;

Испытывая беспокойство по поводу отсутствия качественной транспортной инфраструктуры, а также адекватного и экономически выгодного предложения услуг по перевозке грузов Европой и Азией, и сознавая необходимость увеличения объемов государственных и частных инвестиций в развитие транспортной инфраструктуры для повышения эффективности транспортных систем и достижения прогресса в реформировании транспортного сектора

Стремясь устранить препятствия физического и нефизического характера вдоль евроазиатских транспортных коридоров на ключевых транспортных узлах и переправочных пунктах, включая морские порты,

Учитывая , что основные евроазиатские железнодорожные и автомобильные транспортные маршруты вместе с рядом приоритетных транспортных инфраструктурных проектов вдоль этих маршрутов были определены экспертами участвующих государств-членов на четырех совещаниях Группы экспертов в рамках совместного Проекта ЕЭК ООН -ЭСКАТО ООН по развитию евроазиатских транспортных связей, что отражено в соответствующих докладах и во внутреннем исследовании ЕЭК ООН -ЭСКАТО ООН ,

Исходя из убеждения в том , что непрерывное продолжение Проекта ЕЭК ООН – ЭСКАТО ООН по евроазиатским транспортным связям обеспечит развитие транспортных маршрутов и приоритетных проектов, а также использование других достигнутых на настоящий момент конкретных результатов, включая возникшую вокруг этого Проекта благоприятную атмосферу и движущую силу, созданную участвующими в нем государствами-членами,

Признавая имеющиеся возможности для реализации соответствующих проектов, целей и рекомендаций в транспортной политике наших стран,

Постановляем одобрить соответствующие приоритетные евроазиатские наземные транспортные маршруты, определенные в рамках этого проекта, и работу по их реализации посредством таких мер, как:

a) Расширение или активизация всех мероприятий на национальном уровне по стимулированию финансовых возможностей для обеспечения устойчивого и долгосрочного финансирования в целях реализации приоритетных проектов, с одновременным включением этих проектов в среднесрочную программу инвестиций.

- (b) Sharing experiences with other participating Member States and, where appropriate, other involved international organizations and international financial institutions;
- (c) Removal of non-physical barriers along the Euro-Asian transport routes crossing our countries;
- (d) Fostering and sustaining collaboration with other participating Member States, international organizations and International Financial Institutions as well as other stakeholders from the public and private sector to facilitate implementation of the UNECE-UNESCAP Euro-Asian transport links project, and ensure full utilization of experiences gained so far in carrying out the project;
- (e) Supporting the continuation of the project in a new Phase II (2008-2011);
- (f) Supporting the establishment of an adequate mechanism to ensure continued monitoring of the follow-up of the project, without any financial obligation for the signatories; and
- (g) Encouraging other relevant governmental and non-governmental international organizations, associations and other institutions in our countries to implement relevant activities on developing Euro-Asian transport links within their competencies and responsibilities.
- b) Обмен опытом с другими участвующими государствами-членами и в соответствующих случаях с другими заинтересованными международными организациями и международными финансовыми учреждениями;
- с) Устранение препятствий нефизического характера вдоль евроазиатских транспортных коридоров, проходящих через наши страны
- d) Поощрение и поддержка сотрудничества с другими участвующими государствами-членами, международными организациями и международными финансовыми учреждениями, а также другими участниками из государственного и частного секторов для облегчения реализации Проекта ЕЭК ООН – ЭСКАТО ООН по евроазиатским транспортным связям и обеспечения полного использования опыта, накопленного на настоящий момент в ходе осуществления этого Проекта;
- e) Содействие продолжению Проекта на новом этапе II (2008-2011 годы); и
- f) Поддержка создания соответствующего механизма для обеспечения непрерывного мониторинга последующей реализации Проекта без каких-либо финансовых обязательств для подписавшихся сторон, и
- g) Содействие проведению другими соответствующими правительственными и неправительственными международными организациями, ассоциациями и иными учреждениями мероприятий по развитию евроазиатских транспортных путей, относящихся к их сфере компетенции и ответственности, в наших странах

We invite other UNECE-UNESCAP member countries willing to be associated with it to join the Project in a new Phase II (2008-2011).

We ask the donor community to consider supporting the new Phase II of the Project as well as the implementation of priority projects identified by it.

Мы приглашаем другие страны-члены ЕЭК ООН и ЭСКАТО ООН, желающие иметь отношение к Проекту, присоединиться к его фазе II (2008-2011)

Мы просим сообщество доноров рассмотреть возможность поддержки новой фазы II Проекта, а также исполнения приоритетных проектов, которые в нем определены.

Countries and representatives that signed the Joint Statement

Country	Representative	Title/Position
Islamic Republic of Afghanistan	Mr. Niamatullah Ehsan JAWID	Minister of Transport and Civil Aviation
Armenia	Mr. Zohrab MNATSAKANIAN	Ambassador, Permanent Representative of Armenia**
Republic of Azerbaijan*	Mr. Zia MAMEDOV	Minister of Transport
Republic of Belarus	Mr. Vladimir SOSNOVSKIY	Minister of Transport and Communications
Republic of Bulgaria	Mr. Petko DRAGANOV	Ambassador, the Permanent Mission of Bulgaria to the U.N. **
People's Republic of China	Mr. Guozhi CHANG	Senior Advisor of Ministry of Railways **
	Mr. Chengzhi JU	Director General, Department of International Cooperation, Ministry of Communications**
Republic of Georgia	Ms. Tamar KOVZIRIDZE	Deputy Minister of Economic Development **
Republic of Greece	Mr. Andreas KAMBITIS	Minister Counsellor, Permanent Mission of the Republic of Greece in Geneva **
Iran (Islamic Republic of)	Mr. Mohammad BOKHARAEI	Deputy Minister of Roads and Transport **
Republic of Kazakhstan	Mr. Dulat KUTERBEKOV	Vice-Minister of Transport and Communications **
Kyrgyz Republic	Mr. Muktar DJUMARLIEV	Ambassador, Permanent Representative of the Kyrgyz Republic **
Republic of Moldova	Mr. Vasile URSU	Minister of Transport and Road Management
Republic of Mongolia	Mr. Dorjpurev BATKHUYAG	Vice-Minister for Road, Transport and Tourism **
Republic of Romania	Mrs. Steluta ARHIRE	Deputy Permanent Representative, the Permanent Mission of Romania **
Russian Federation	Mr. Oleg STAROVOYTOV	Director, Ministry of Transport **
Republic of Turkey	Mr. Erdem DIREKLER	Head of Foreign Relations Department, Ministry of Transport and Communications **
Republic of Ukraine	Mr. Yosyp VINSKYI	Minister of Transport and Communications
Republic of Uzbekistan	Mr. Abdurakhman ABDUVALIEV	Head of Automobile and River Transport Agency

* Reservation: The provisions of this Statement shall not be applied to the routes connecting the territories of the Republic of Azerbaijan and the Republic of Armenia, Minister of Azerbaijan

** Signed on behalf of the Minister of Transport

Annex III

TERMS OF REFERENCE OF THE GROUP OF EXPERTS ON EURO-ASIAN TRANSPORT LINKS (GE-EATL)

1. A Group of Experts will ensure monitoring and coordination of the activities aimed at developing efficient, safe and secure Euro-Asian inland transport links;
2. Based on existing resources of the secretariat, along with the additional financial support provided by participating countries, and by other international organizations and bodies concerned, and in close collaboration with the UNESCAP secretariat, the Group would ensure the continuation of efforts and promotion of cooperation along the lines, objectives and tasks reflected in the joint UNECE-UNESCAP proposal for a new Phase II of the Euro-Asian Transport Links Project and the recommendations contained in the UNECE-UNESCAP relevant study;
3. The Group will support the continuation and further strengthening of the UNECE-UNESCAP joint work on the establishment and maintenance of the information base containing information on initiatives, activities and projects related to the development of Euro-Asian transport links, as well as completing and updating the EATL database on priority infrastructure investments;
4. The Group will support the implementation of identified priority projects and promote the inclusion of all identified EATL routes in the respective international network agreements;
5. Together with national authorities and in consultation with the private sector, the Group will address obstacles to the smooth movement of goods across international borders, and continue further strengthening capacity of national officials from various agencies dealing with border-crossing formalities and procedures;
6. The Group will promote the accession to and effective implementation of UNECE, UNESCAP and other relevant international legal instruments relating to transport facilitation; support the establishment/strengthening of appropriate national trade and transport facilitation mechanisms; share experience and best practices amongst concerned countries, and assess and monitor regularly the progress achieved at the major border-crossing points along the Euro-Asian transport routes;
7. It is proposed that the Group of Experts on EATL should be composed of national focal points/experts nominated by the Member States of the UNECE and UNESCAP involved in the UNDA funded UNECE-UNESCAP Project on developing Euro-Asian transport links, jointly elaborated by UNECE and UNESCAP in the course of 2003-2007, as well as experts from other UNECE-UNESCAP member countries interested in being associated with it, and of concerned international governmental and non-governmental organizations, having experience in various aspects relevant to its work;
8. The Group is expected to start its work in February 2008, pending approval by the UNECE Executive Committee and terminate by the end of 2009 with the submission of a report of

its accomplishments. The results of the Group will be reported to the UNECE Working Party on Transport Trends and Economics and to the Inland Transport Committee;

9. The Group of Experts would work in conjunction with the implementation of Phase II of the EATL Project;
10. The Group of Experts would be assisted in its work by the UNECE secretariat. The UNESCAP secretariat would be invited to join efforts and assist in the work.

Annex IV**TERMS OF REFERENCE OF THE GROUP OF EXPERTS
ON HINTERLAND CONNECTIONS OF SEAPORTS**

1. To define the scope of activities of the Working Party on Transport Trends and Economics and its involvement in this area;
2. To take stock of the situation in major UNECE ports regarding problematic areas in their connectivity with inland transport modes, dealing with capacity issues;
3. To collect information on all relevant planning, management, organizational and other issues at national and international level important for hinterland connections of seaports with a view to share and draw on best practices;
4. To prepare in a coordinated manner recommendations and/or proposals to the UNECE Governments for consideration by the ITC for improving hinterland connections of seaports in, inter alia, following areas: infrastructure (networks, terminals, etc.); personnel, and information exchange;
5. The above recommendations and/or amendments to existing legal instruments should be aimed at improving the efficiency in seaports operations and their connectivity with inland transport modes by taking into account of the need for maintaining fluidity and facilitation of international transport at an economically adequate level for transport users;
6. It is proposed that the Group of Experts should be composed of experts having knowledge, in particular, about hinterland connections of seaports and their connections with maritime transport, appointed by the member States of the UNECE as well as representatives of relevant international governmental and non-governmental organizations;
7. The Group of Experts is expected to start its work in February 2008, pending the approval by the UNECE Executive Committee and terminate before January 2009 with the submission of a full report of its accomplishments, including the above recommendations. The recommendations will first be considered by the Bureau of the Inland Transport Committee, then by the Committee for subsequent consideration, where relevant, by the relevant subsidiary bodies of the ITC;
8. If Governments decide to hold the International Conference agreed by the Working Party on Transport Trends and Economics at its 20th session the Group will also act as a steering committee for its preparation;
9. The Group of Experts will be assisted in its work by the UNECE secretariat and will report to the Working Party on Transport Trends and Economics.

Annex V [Original: ENGLISH AND FRENCH]

adopted by the Inland Transport Committee on 20 February 2008

**ADDITIONAL PROTOCOL TO THE CONVENTION ON
THE CONTRACT FOR THE INTERNATIONAL CARRIAGE OF GOODS BY ROAD
(CMR) CONCERNING THE ELECTRONIC CONSIGNMENT NOTE**

THE PARTIES TO THIS PROTOCOL,

BEING PARTIES to the Convention on the Contract for the International Carriage of Goods by Road (CMR), done at Geneva on 19 May 1956,

DESIROUS OF supplementing the Convention in order to facilitate the optional making out of the consignment note by means of procedures used for the electronic recording and handling of data,

HAVE AGREED as follows:

Article 1

Definitions

For the purposes of this Protocol,

“Convention” means the Convention on the Contract for the International Carriage of Goods by Road (CMR);

“Electronic communication” means information generated, sent, received or stored by electronic, optical, digital or similar means with the result that the information communicated is accessible so as to be usable for subsequent reference;

“Electronic consignment note” means a consignment note issued by electronic communication by the carrier, the sender or any other party interested in the performance of a contract of carriage to which the Convention applies, including particulars logically associated with the electronic communication by attachments or otherwise linked to the electronic communication contemporaneously with or subsequent to its issue, so as to become part of the electronic consignment note;

“Electronic signature” means data in electronic form which are attached to or logically associated with other electronic data and which serve as a method of authentication.

Article 2

Scope and effect of the electronic consignment note

1. Subject to the provisions of this Protocol, the consignment note referred to in the Convention, as well as any demand, declaration, instruction, request, reservation or other communication relating to the performance of a contract of carriage to which the Convention applies, may be made out by electronic communication.

2. An electronic consignment note that complies with the provisions of this Protocol shall be considered to be equivalent to the consignment note referred to in the Convention and shall therefore have the same evidentiary value and produce the same effects as that consignment note.

Article 3

Authentication of the electronic consignment note

1. The electronic consignment note shall be authenticated by the parties to the contract of carriage by means of a reliable electronic signature that ensures its link with the electronic consignment note. The reliability of an electronic signature method is presumed, unless otherwise proved, if the electronic signature:

- (a) is uniquely linked to the signatory;
- (b) is capable of identifying the signatory;
- (c) is created using means that the signatory can maintain under his sole control; and
- (d) is linked to the data to which it relates in such a manner that any subsequent change of the data is detectable.

2. The electronic consignment note may also be authenticated by any other electronic authentication method permitted by the law of the country in which the electronic consignment note has been made out.

3. The particulars contained in the electronic consignment note shall be accessible to any party entitled thereto.

Article 4

Conditions for the establishment of the electronic consignment note

1. The electronic consignment note shall contain the same particulars as the consignment note referred to in the Convention.

2. The procedure used to issue the electronic consignment note shall ensure the integrity of the particulars contained therein from the time when it was first generated in its final form. There is integrity when the particulars have remained complete and unaltered, apart from any addition or change which arises in the normal course of communication, storage and display.

3. The particulars contained in the electronic consignment note may be supplemented or amended in the cases authorized by the Convention.

The procedure used for supplementing or amending the electronic consignment note shall make it possible to detect as such any supplement or amendment to the electronic consignment note and shall preserve the particulars originally contained therein.

Article 5

Implementation of the electronic consignment note

1. The parties interested in the performance of the contract of carriage shall agree on the procedures and their implementation in order to comply with the requirements of this Protocol and the Convention, in particular as regards:
 - (a) The method for the issuance and the delivery of the electronic consignment note to the entitled party;
 - (b) An assurance that the electronic consignment note retains its integrity;
 - (c) The manner in which the party entitled to the rights arising out of the electronic consignment note is able to demonstrate that entitlement;
 - (d) The way in which confirmation is given that delivery to the consignee has been effected;
 - (e) The procedures for supplementing or amending the electronic consignment note; and
 - (f) The procedures for the possible replacement of the electronic consignment note by a consignment note issued by different means.
2. The procedures in paragraph 1 must be referred to in the electronic consignment note and shall be readily ascertainable.

Article 6

Documents supplementing the electronic consignment note

1. The carrier shall hand over to the sender, at the latter's request, a receipt for the goods and all information necessary for identifying the shipment and for access to the electronic consignment note to which this Protocol refers.
2. The documents referred to in Article 6, paragraph 2 (g) and Article 11 of the Convention may be furnished by the sender to the carrier in the form of an electronic communication if the documents exist in this form and if the parties have agreed to procedures enabling a link to be established between these documents and the electronic consignment note to which this Protocol refers in a manner that assures their integrity.

FINAL PROVISIONS

Article 7

Signature, ratification, accession

1. This Protocol shall be open for signature by States which are signatories to or Parties to the Convention and are either members of the Economic Commission for Europe or have been

admitted to the Commission in a consultative capacity under paragraph 8 of the Commission's terms of reference.

2. This Protocol shall be open for signature at Geneva from 27 to 30 May 2008 inclusive and after this date, at United Nations Headquarters in New York until 30 June 2009 inclusive.

3. This Protocol shall be subject to ratification by signatory States and open for accession by non-signatory States, referred to in paragraph 1 of this article, which are Parties to the Convention.

4. Such States as may participate in certain activities of the Economic Commission for Europe in accordance with paragraph 11 of the Commission's terms of reference and which have acceded to the Convention may become Parties to this Protocol by acceding thereto after its entry into force.

5. Ratification or accession shall be effected by the deposit of an instrument with the Secretary-General of the United Nations.

6. Any instrument of ratification or accession, deposited after the entry into force of an amendment to this Protocol adopted in accordance with the provisions of Article 13 hereafter, shall be deemed to apply to the Protocol as modified by the amendment.

Article 8

Entry into force

1. This Protocol shall enter into force on the ninetieth day after five of the States referred to in article 7, paragraph 3, of this Protocol, have deposited their instruments of ratification or accession.

2. For any State ratifying or acceding to it after five States have deposited their instruments of ratification or accession, this Protocol shall enter into force on the ninetieth day after the said State has deposited its instrument of ratification or accession.

Article 9

Denunciation

1. Any Party may denounce this Protocol by so notifying the Secretary-General of the United Nations.

2. Denunciation shall take effect 12 months after the date of receipt by the Secretary-General of the notification of denunciation.

3. Any State which ceases to be Party to the Convention shall on the same date cease to be Party to this Protocol.

Article 10

Termination

If, after the entry into force of this Protocol, the number of Parties is reduced, as a result of denunciations, to less than five, this Protocol shall cease to be in force from the date on which the last of such denunciations takes effect. It shall also cease to be in force from the date on which the Convention ceases to be in force.

Article 11

Dispute

Any dispute between two or more Parties relating to the interpretation or application of this Protocol which the Parties are unable to settle by negotiation or other means may, at the request of any one of the Parties concerned, be referred for settlement to the International Court of Justice.

Article 12

Reservations

1. Any State may, at the time of signing, ratifying, or acceding to this Protocol, declare by a notification addressed to the Secretary-General of the United Nations that it does not consider itself bound by article 11 of this Protocol. Other Parties shall not be bound by article 11 of this Protocol in respect of any Party which has entered such a reservation.
2. The declaration referred to in paragraph 1 of this article may be withdrawn at any time by a notification addressed to the Secretary-General of the United Nations.
3. No other reservation to this Protocol shall be permitted.

Article 13

Amendments

1. Once this Protocol is in force, it may be amended according to the procedure defined in this article.
2. Any proposed amendment to this Protocol presented by a Party to this Protocol shall be submitted to the Working Party on Road Transport of the United Nations Economic Commission for Europe (UNECE) for consideration and decision.
3. The Parties to this Protocol shall make all possible efforts to achieve consensus. If, despite these efforts, consensus is not reached on the proposed amendment, it shall require, as a last resort, for adoption a two-thirds majority of Parties present and voting. A proposed amendment adopted either by consensus or by a two-thirds majority of Parties shall be submitted by the

secretariat of the United Nations Economic Commission for Europe to the Secretary-General to be circulated for acceptance to all Parties to this Protocol, as well as to signatory States.

4. Within a period of nine months from the date on which the proposed amendment is communicated by the Secretary-General, any Party may inform the Secretary-General that it has an objection to the amendment proposed.

5. The proposed amendment shall be deemed to have been accepted if, by the end of the period of nine months foreseen in the preceding paragraph, no objection has been notified by a Party to this Protocol. If an objection is stated, the proposed amendment shall be of no effect.

6. In the case of a country which becomes a Contracting Party to this Protocol between the moment of notification of a proposal for amendment and the end of the nine-month period foreseen in paragraph 4 of this article, the secretariat of the Working Party on Road Transport of the Economic Commission for Europe shall notify the new State Party about the proposed amendment as soon as possible. The latter may inform the Secretary-General before the end of this period of nine months that it has an objection to the proposed amendment.

7. The Secretary-General shall notify, as soon as possible, all the Parties of objections raised in accordance with paragraphs 4 and 6 of this Article as well as of any amendment accepted according to paragraph 5 above.

8. Any amendment deemed to have been accepted shall enter into force six months after the date of notification of such acceptance by the Secretary-General to Parties.

Article 14

Convening of a diplomatic conference

1. Once this Protocol is in force, any Party may, by notification to the Secretary-General of the United Nations, request that a conference be convened for the purpose of reviewing this Protocol. The Secretary-General shall notify all Parties of the request and a review conference shall be convened by the Secretary-General if, within a period of four months following the date of notification by the Secretary-General, not less than one fourth of the Parties to this Protocol notify him of their concurrence with the request.

2. If a conference is convened in accordance with the preceding paragraph, the Secretary-General shall notify all the Parties and invite them to submit within a period of three months such proposals as they may wish the Conference to consider. The Secretary-General shall circulate to all Parties the provisional agenda for the Conference together with the texts of such proposals at least three months before the date on which the Conference is to meet.

3. The Secretary-General shall invite to any conference convened in accordance with this article all States referred to in Article 7, paragraphs 1, 3 and 4, of this Protocol.

Article 15

Notifications to States

In addition to the notifications provided for in Articles 13 and 14, the Secretary-General of the United Nations shall notify the States referred to in Article 7, paragraph 1, above, and the States which have become Parties to this Protocol in accordance with paragraphs 3 and 4 of Article 7, of:

- (a) Ratifications and accessions under Article 7;
- (b) The dates of entry into force of this Protocol in accordance with Article 8;
- (c) Denunciations under Article 9;
- (d) The termination of this Protocol in accordance with article 10;
- (e) Declarations and notifications received in accordance with Article 12, paragraphs 1 and 2.

Article 16

Depositary

The original of this Protocol shall be deposited with the Secretary-General of the United Nations, who shall send certified true copies thereof to all the States referred to Article 7, paragraphs 1, 3 and 4, of this Protocol.

DONE at Geneva, this twentieth day of February two thousand and eight, in a single copy in the English and French languages, each text being equally authentic.

IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed this Protocol:
