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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

REPORT OF THE INLAND TRANSPORT COMMITTEE ON ITS  
SIXTY-FIRST SESSION  
(8-11 February 1999)

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## REPORT

### ATTENDANCE

1. The Inland Transport Committee held its sixty-first session from 8 to 11 February 1999. The duties of Chairperson of the session were performed by Mr. H. Courtois (Belgium), and Vice-chairperson: Mrs. V. Tañase (Romania).
2. Representatives of the following countries participated: Austria; Belarus; Belgium; Bulgaria; Croatia; Czech Republic; Finland; France; Germany; Greece; Hungary; Italy; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Spain; Switzerland; Turkey; Ukraine; United Kingdom. The European Commission (EC) was also represented. The following specialized agency was also represented: International Labour Office (ILO). Representatives of the following intergovernmental organizations also took part in the session: Danube Commission (DC); European Conference of Ministers of Transport (ECMT); Central Commission for the Navigation on the Rhine (CCNR); Organization for Co-operation between Railways (OSZhD). The following non-governmental organizations were represented: International Federation for Housing and Planning (IFHP); International Road Transport Union (IRU); International Transport Workers' Federation (ITF); International Union of Railways (UIC).

### ADOPTION OF THE AGENDA

3. The Committee adopted the provisional agenda (ECE/TRANS/127).

### INTRODUCTORY STATEMENTS

4. The Executive Secretary of the Economic Commission for Europe addressed the Committee and stressed the importance of certain areas of activity. He referred, in particular, to the numerous international transport conventions which are powerful instruments for the integration and harmonization of countries in the ECE region, the follow-up to the Regional Conference on Transport and the Environment, as well as the assistance provided by ECE to countries in transition, inter alia, through subregional programmes such as the South-East European Co-operative Initiative (SECI) and the United Nations Special Programme for the Economies of Central Asia (SPECA). Furthermore, though he stated that the assignment of human resources to transport issues had improved in the last year, he announced that a second Regional Adviser could not be recruited in the current year due to budgetary constraints.

5. The Committee expressed its concern about the negative impact that the lack of the second Regional Adviser could have on a number of vital transport projects, and particularly on TER and TEM activities. Consequently, the Committee urged the Executive Secretary to make his best efforts to resolve the funding problem on a priority basis.

6. In this connection, the Committee also underlined the priority it attached to vacant posts in the field of transport of dangerous goods being filled.

7. The Executive Secretary expressed his commitment to using the first favourable occasion to ensure that the second Regional Adviser would be recruited as soon as possible.

8. Furthermore, he expressed his commitment to keeping the vacant posts in the area of transport of dangerous goods filled on a temporary basis until they could be filled permanently.

9. The Committee **was informed** about the retirement of Mrs. Unit Armangil who had been dealing with the TEM and TER Projects, as well as Mediterranean activities, within the ECE secretariat for many years. It expressed its appreciation for her significant contribution to the development of activities in her field of competence and **urged** the Executive Secretary to ensure a replacement for her.

#### **RESULTS OF THE COMMITTEE'S BUREAU MEETINGS**

Documentation: TRANS/1999/7.

10. In accordance with a decision taken by the Committee at its sixtieth session, its Bureau met on 6 July 1998 and 24-25 November 1998, in order to prepare the forthcoming session of the Committee. A Joint Meeting was held on 7 July 1998 with the Bureau of the Committee on Environmental Policy.

11. The Committee considered the results achieved by its Bureau Meetings, as contained in document TRANS/1999/7, and **agreed** to discuss further the various questions raised in more detail under the respective items of the agenda.

**MATTERS ARISING FROM THE FIFTY-THIRD SESSION OF THE ECONOMIC COMMISSION FOR EUROPE AND THE SECOND REGULAR SESSION IN 1998 OF THE ECONOMIC AND SOCIAL COUNCIL**

Documentation: TRANS/1999/5; Informal papers by the secretariat.

12. The Committee took note of the above document and **recommended** the application of the principles announced therein, especially as far as operational activities and cooperation with subregional groupings and initiatives as well as cooperation with the business community were concerned.

13. Regarding cooperation with the business community, the Committee agreed to entrust the Bureau with the decision to identify those of its subsidiary bodies which have a relationship with the private sector. Subsequently, the Executive Secretary will address a letter to the Chairpersons of each of those subsidiary bodies asking them to assess the relationship with the business community.

14. The Committee also **decided** that the question of prioritization should be discussed under item 20, the Inland Transport Committee's Programme of Work.

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

Documentation: JMTE/1998/2; JMTE/1998/4; ECE/RCTE/CONF./2/FINAL; ECE/RCTE/CONF./3/FINAL.

15. The Committee **noted** that, in accordance with the decision taken at its sixtieth session, all its subsidiary bodies have considered how to contribute to the follow-up to the Regional Conference (Vienna, 12-14 November 1997) and that SC.2, SC.3, WP.5, WP.6 and WP.24 have already included elements of the Programme of Joint Action into their programmes of work. The Committee also **noted** that a first Joint Meeting on Transport and the Environment had been convened on 7 July 1998 which was attended by members of the Bureaux of the Committee on Environmental Policy and the Inland Transport Committee as well as by lead actors and non-governmental organizations implementing the Programme of Joint Action.

16. The Committee **endorsed** the report of the Joint Meeting (JMTE/1998/4) and **underlined** the importance of good cooperation and coordination among international organizations in the effective implementation of the Joint Programme of Action. It **decided** that a progress report on the status of implementation of the Programme of Joint Action by international organizations should be prepared. In particular, the Committee **stressed** that, before the forthcoming second session of the Joint Meeting, tentatively scheduled to be held in July 1999, it was important that all ECE member countries designate



national Focal Points in line with Chapter VIII of the Programme of Joint Action. In this connection, it was pointed out that States could designate two Focal Points, one for Transport and one for Environment. In this case, both Focal Points should coordinate between them any reports before sending them to the ECE. ECE member countries and international organizations were once more **urged** to volunteer as Lead Actors, taking responsibility for the implementation of individual elements of the Programme of Joint Action.

17. In this context, the Committee **stressed** the important role of the ECE secretariat in ensuring an effective follow-up to the Conference and in reviewing and coordinating activities undertaken by international organizations in this field. The Committee **considered**, on the request of several delegations, whether it would be advisable to create an ad hoc Group of Experts to follow-up on the results of the Conference. However, the Committee thought it to be premature, given the means at its disposal and as the structure of the follow-up in the various States was not yet completely in place.

18. The Committee took note of the organization by the World Health Organization (WHO) of the third Ministerial Conference on Environment and Health to be held in London on 16-18 June 1999, a segment of which would be devoted to Transport, Environment and Health. The Committee expressed the wish that the results of this particular segment of the Conference should reflect the objectives of the three sectors concerned in a balanced manner and that its follow-up should not give rise to a duplication of the results and follow-up mechanisms of the Vienna Conference on Transport and the Environment.

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

Documentation: TRANS/1999/8 and Add.1.

19. The Committee **took note** of documents TRANS/1999/8 and TRANS/1999/8/Add.1, which analysed transport developments and trends as well as regulatory and infrastructure developments in the ECE region in 1998. A number of delegations including the Czech Republic, Germany, Romania, Switzerland (in connection with the bilateral agreement with the European Union (EU) on land transport), EC, ECMT, ITF and IFHP supplemented and/or commented on the information provided in the above-mentioned documents.

20. The future scope of the annual report was discussed in some detail by the Committee. It was generally agreed that the document was furnishing useful transport trend indications and valuable information on transport regulatory and infrastructural developments in the region in spite of the lack of complete and up-to-date statistical data at the time it was prepared. It was, therefore, decided to keep this item on the agenda at the next session.

21. The Committee **recommended** the use of a simplified questionnaire in future limiting the data to be provided and clearly defining the period of time for such data.

#### **ASSISTANCE TO COUNTRIES IN TRANSITION**

Documentation: TRANS/WP.5/1998/7; Informal papers by the secretariat.

22. The Committee **noted** document TRANS/WP.5/1998/7 on assistance to countries in transition. Furthermore, the Committee also **took note** of the statement by the EC Delegation according to which the EC PHARE and TACIS Programmes are currently being reviewed with a view to increasing the share of investment in transport infrastructure in both programmes and to concentrating the PHARE Programme more on accession driven activities. Further, it **noted** the efforts made by the EC in the areas of training on transport of dangerous goods and of assistance in the drafting of transport legislation, both of which are included in the list of activities appearing in appendix 1 to the Draft Programme of Work (TRANS/1999/3).

23. With respect to the latter list, the Committee **decided** that (i) it be revised to indicate separately the list of subjects for which workshops are being prepared from those which are expected to be held in the future; and (ii) it be taken out of its programme of work and be distributed in a separate document.

24. At the request of the representative of the Russian Federation, activities (viii) and (xxi) should be removed from the list.

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

Documentation: Document by the secretariat.

25. The Committee **took note** of the information contained in the above document showing the situation as at 20 January 1999 with regard to signatures, ratifications and accessions of the legal instruments related to the transport sector.

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

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

Documentation: TRANS/1999/2.

27. The Committee **took note** of the information contained in the above document on the activities of other ECE subsidiary bodies.

28. The Committee **noted** also that a report on its activities had been presented by the Director of the Transport Division to the ECMT Council of Ministers in Copenhagen and requested him to continue with such reporting in the future.

**TRANSPORT TRENDS AND POLICY AND TRANSPORT ECONOMICS**

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

Documentation: TRANS/WP.5/24.

29. The Committee **approved** the report on the eleventh session of the Working Party on Transport Trends and Economics (TRANS/WP.5/24). The attention of the Committee was drawn to the following items:

- (i) Appraisal of projects in Pan-European transport corridors Nos. 2 and 9 (b) in the New Independent States

30. The Inland Transport Committee **noted** that, on the invitation of the Government of Lithuania, an informal ad hoc joint meeting of the ECE and the EC was convened in Vilnius (29-30 April 1998) to start with the analysis and appraisal of transport projects on the above-mentioned transport corridors. Although the information provided up to now covers a wide range, there are still a number of gaps to be filled in order to pursue the traffic analyses on the corridors and undertake the appraisal of the projects (TRANS/WP.5/24, paras. 40-46).

31. The Committee, therefore, **urged** the Governments involved in the appraisal activities to complete the information requested by WP.5 on (i) the selection of regulatory measures in accordance with the transport situation in the NIS, (ii) the collection of transport-related information on the physical characteristics of road and rail infrastructures and (iii) volumes of passenger and goods traffic by link.

32. The Committee **endorsed** the request of WP.5 to the secretariat to reconvene the informal ad hoc Joint Meeting (ECE/EC) with the goal of identifying individual projects on corridors 2 and 9 (b) (TRANS/WP.5/24, para. 45).

33. Furthermore, the Committee **endorsed** the request of the Working Party to proceed in corridors 3 and 5 in a similar way with the identification of projects as was done for corridors 2 and 9(b) (TRANS/WP.5/24, paras. 22 and 23).

(ii) Euro-Asian transport links

Documentation: TRANS/WP.5/1998/6.

34. At its sixtieth session, the Committee had decided that, subsequent to the forthcoming session of WP.5, a joint ad hoc meeting of the EC and ECE should continue to examine transport questions related to Euro-Asian links, taking into account the results of the International Euro-Asian Conference on Transport (St. Petersburg, 12-13 May 1998) (ECE/TRANS/125, para. 49), the Second International Transport Conference "Transeurasia-98" (Almaty, 19-20 May 1998) and the International Conference on Restoration of the Historic Silk Route (Baku, 7-8 September 1998).

35. The Committee underscored the role of ECE in the follow-up to the Helsinki Conference related to the Euro-Asian links, as decided by the G-24 Working Group (at its session on 2-3 December 1997 in Brussels), **took note** of the activities to be undertaken by WP.5, and **invited** the EC, the Economic and Social Commission for Asia and the Pacific (ESCAP), the Russian Federation and the Chairman of WP.5 to actively participate in the joint meeting and in the subsequent activities.

(b) Questions related to transport in the Mediterranean

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

Documentation: TRANS/1999/10; Informal paper by the secretariat.

36. The Director of the Transport Study Centre for the Western Mediterranean (CETMO) outlined the work of the Centre performed in 1998 and that to be done in 1999, specially underlining the activities of the Group of Transport Ministers of the Western Mediterranean (GTMO) and those undertaken in the context of the Euro-Mediterranean Partnership. He recalled the conclusions of the Seminar held in October 1998 in Barcelona on the financing of the transport infrastructure in the Mediterranean area, organized by the GTMO and the CETMO.

Moreover, he also outlined the importance of the Transport Forum to be held in Malta in March 1999 under the auspices of the EC.

37. The representative of the EC highlighted the progress made in transport cooperation in the Mediterranean, in the framework of the MEDA programme. A number of possible further steps will be examined soon with the concerned countries, including the setting up of a Transport Forum and the preparation of a transport investment programme as well as a coordination mechanism between the western and eastern Mediterranean Regions.

38. The delegate of Greece expressed the intention of his Government to strengthen the activities of the Transport Study Centre for the Eastern Mediterranean (TRANSCEM) and to reinforce cooperation with the other countries in the region.

39. The Committee **noted** that, at the request of the Working Party, the Director of CETMO will prepare a progress report on these issues and on the activities to be carried out in the Pan-European Transport Area concerning the Mediterranean, to be submitted to the next session of the Working Party (TRANS/WP.5/24, para. 78). The Committee also **expressed its support** to all the activities undertaken by these Centres in the Mediterranean Region.

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

40. The Committee **noted** that, in accordance with ECOSOC resolution 1997/48, ECE and the Economic Commission for Africa (ECA) have been asked to prepare an evaluation report on the studies related to the project for the period 1997-1998, to be presented in 1999.

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

Documentation: TRANS/1999/9 and Adds.1-2.

41. The Committee **took note** of the information received from the European Conference of Ministers of Transport (ECE/TRANS/1999/9), the European Commission (ECE/TRANS/1999/9/Add.1), and the Organisation for Economic Cooperation and Development (ECE/TRANS/1999/9/Add.2).

#### **ROAD TRANSPORT**

Documentation: TRANS/SC.1/363.

42. The Committee **approved** the report of the Working Party on Road Transport (SC.1) on its ninety-second session (TRANS/SC.1/363).

(a) Road transport infrastructure

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

43. The Committee **noted** that considerable progress had been made on the extension of the AGR network in 1998. Based on the results of three preparatory meetings, the ninety-second session of the Working Party on Road Transport had been able to adopt a number of amendment proposals to Annex I of the AGR, many of them in the Caucasus and Central Asian ECE member States (TRANS/SC.1/363, paras. 10-18 and annex 1).

44. The Committee **was informed** that the amendment proposals as accepted by SC.1 had been transmitted to the Secretary-General of the United Nations for legal notification to the competent administrations of the Contracting Parties directly concerned. Informed that the Russian Federation had, after the session of the Working Party, made proposals to amend those itineraries which had been agreed by the Working Party with provisional acceptance from the Russian Federation, the Committee **agreed** that, in order to avoid objections from that country, and until their adoption at the next session of the Working Party, those itineraries should be excluded from the amendments to be notified to the Contracting Parties directly concerned.

45. As to the reservation entered by Bulgaria, the Committee was of the view that Bulgaria could not be considered a Contracting Party directly concerned.

46. The Committee **stressed** the importance of properly maintaining the grid system in accordance with the AGR.

47. The Committee **endorsed** the convening of the seventeenth session of the Ad hoc Meeting on the Implementation of the AGR from 28 to 29 June 1999, in order to resolve any outstanding issues and consider new amendment proposals, including the above-mentioned proposals submitted by the Russian Federation after the last session of SC.1

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

Documentation: TRANS/SC.1/1998/15.

48. The Committee **took note** of the progress report on the TEM Project contained in document TRANS/SC.1/1998/15, and underscored the significance of the project for the improvement of road transport infrastructure in the region. Several representatives of TEM Governments expressed their continued support for the TEM Project. The Committee **requested** to continue to be informed of development in the TEM Project.

(b) Road transport facilitation and harmonization

49. The Committee **took note** of the adoption in September 1998 by the Council of the European Union of the modifications of Regulation 3821, aiming to introduce, at the Community level, the use of a new apparatus, the digital tachograph, for the control of driving times and rest periods for drivers of vehicles transporting persons and goods. In underlining the importance of this decision, the Committee noted that, following the circular letter of the secretariat in 1998, there had been no reservations expressed by non-EC Contracting Parties on the recognition of the new digital tachographs where used by EU-registered vehicles in their countries.

50. The Committee **endorsed** the decision to convene an Ad hoc Working Group on the Revision of the European Agreement concerning the Work of Crews of Vehicles engaged in International Transport (AETR) on 8-9 March 1999 in Geneva with the following mandate: (i) to ensure that the text of the AETR regarding the checking of drivers' records is compatible with the relevant text of EU legislation (TRANS/SC.1/363, annex 2); and (ii) to propose draft amendments to the AETR intended to introduce in this Agreement, in line with Regulation 3821 as modified by the Council of the European Union, the digital tachograph, and to define the necessary transitional periods for its application.

51. The Committee also **endorsed** the decision to convene an Ad hoc Working Group on the Revision of the Consolidated Resolution on the Facilitation of Road Transport (R.E.4) on 25-26 March 1999 in Geneva with a view to drafting a revised text for R.E.4 that could be more widely accepted by Governments (TRANS/SC.1/363, paras. 31-32).

52. The Committee **took note** of the results of the Joint Session on Border Crossing Problems organized by SC.1 and WP.30 (TRANS/SC.1/363), paras. 33-35) and invited the Administrative Committee of the International Convention on the Harmonization of Frontier Controls of Goods to consider, at its forthcoming session (possibly June 1999), the preparation of a new Annex to the Convention on the facilitation of border-crossing, taking into account, inter alia, the work carried out in the context of ECMT.

53. The Committee **reiterated** its interest in making progress toward developing a protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) in order to integrate electronic data interchange (EDI) into its procedures and **endorsed** the request to the secretariat to obtain expert advice in this regard from UNIDROIT.

54. Concerning the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR), the Committee **endorsed** the decision to recirculate the letter to Contracting Parties to solicit input into the revision of the Convention.

## ROAD TRAFFIC SAFETY

Documentation: TRANS/SC.1/WP.1/60; TRANS/WP.1/62; TRANS/SC.1/294/Rev.5.

55. The Committee **approved** the report of the Working Party on Road Traffic Safety (WP.1) on its thirtieth and thirty-first sessions (TRANS/SC.1/WP.1/60; TRANS/WP.1/62).

56. The Committee **noted** the importance of the work carried out by the Working Party and **endorsed** the activities concerning, in particular: (i) the implementation by Governments and amendment of the Vienna Conventions on Road Traffic and on Road Signs and Signals, as well as the 1971 European Agreements supplementing them; (ii) international driving permits; and (iii) the Third Road Safety Week in the ECE Region. The Committee **called upon** member Governments to fully implement the part of the Programme for the Third Road Safety Week (TRANS/WP.1/1998/10) relating to national activities.

57. In view of the fact that the number of accidents and fatalities seemed to be increasing again in many countries after decades of steady decrease, the Working Party WP.1 **was invited** to consider solutions likely to improve the situation not only through the introduction of stricter measures in the relevant legal instruments, but also through the development of a strategic approach to road safety which would incorporate wider issues such as land use and infrastructures.

## REGULATIONS FOR THE CONSTRUCTION OF VEHICLES

Documentation: TRANS/WP.29/78/Rev.1/Amend.1; TRANS/WP.29/609; TRANS/WP.29/638 and Add.1; TRANS/WP.29/640; TRANS/WP.29/641; ECE/TRANS/132 and Corr.1; ECE/RCTE/CONF./4.

58. The Committee **endorsed** the reports of WP.29 on its one-hundred-and-fourteenth (TRANS/WP.29/609), one-hundred-and-fifteenth (TRANS/WP.29/638) and one-hundred-and-sixteenth (TRANS/WP.29/640) sessions and encouraged WP.29 to continue its efforts aimed at improved road traffic safety, protection of the environment and elimination of technical barriers to trade.

- (a) Development of new Regulations annexed to the 1958 Agreement and updating of those existing

59. The Committee welcomed the accessions to the 1958 Agreement by the European Community on 24 March 1998, Japan, the first non-European country, on 24 November 1998, and Latvia on 18 January 1999. It **noted** with satisfaction that, after these new accessions, there are 34 Contracting Parties to the Agreement and that one-hundred-and-ten UN/ECE Regulations are in force and



annexed to it. It also noted that forty-six amendments to existing UN/ECE Regulations were adopted in the course of the year and are being legally processed, but that consideration of several other draft amendments and four new draft Regulations awaited completion of the European Community internal procedures, necessary for the vote by this Contracting Party on behalf of its fifteen Member States.

- (b) Agreement Concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles (done at Geneva on 25 June 1998)

60. The Committee was extremely satisfied with the completion of this major new Agreement (ECE/TRANS/132 and Corr.1) and its signing by the United States of America on 25 June 1998, which confirmed WP.29 as the forum for the world-wide harmonization of automotive regulations. It **noted** that this had been acknowledged in the addresses which had been given during the signing ceremony by representatives of the Governments and of the non-governmental organizations (TRANS/WP.29/638/Add.1). The Committee **invited** the ECE Governments to sign the Agreement at Geneva at their earliest convenience in order to ensure its timely entry into force.

61. The representative of the European Commission informed the Committee that a proposal for a Council Decision for signing the Agreement was already under consideration and all the internal procedures should most likely be completed before 26 October 1999, the earliest possible date of entry of the Agreement into force.

- (c) Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections (done at Vienna on 13 November 1997)

62. The Committee **noted** that the Agreement (ECE/RCTE/CONF./4), which had resulted from the 1997 ECE Regional Conference on Transport and the Environment, had been signed by 23 countries and that one country had deposited its instrument of accession. It noted with satisfaction that the Netherlands was the first country which had notified the Secretary-General of the ratification. With a view to making the Agreement functional, the Committee **invited** all other signatories of the Agreement to expedite the ratifications and inform the Secretary-General accordingly.

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

63. The Committee **noted** the new Guidelines for the design and installation of information and communication systems in motor vehicles, elaborated by WP.29 as a new Annex 16 to R.E.3 (TRANS/WP.29/78/Rev.1/Amend.1). It considered that their application should ensure that modern information technology would assist the driver and would not distract his or her attention or otherwise endanger road safety. The Committee **invited** the Governments to implement the Guidelines in the national legislations.

(e) Programme of work of WP.29

64. Considering the WP.29's draft programme of work for 1999-2003 and the tentative calendar of meetings in 1999 (TRANS/WP.29/641), the Committee **agreed** with a minor editorial modification (listing of priorities also for programme elements) and noted the change of date of the forty-second GRE session from 29-31 March 1999 to 14-16 April 1999 (see the List of Meetings ECE/TRANS/129).

#### **RAIL TRANSPORT**

Documentation: TRANS/SC.2/190.

65. The Committee **approved** the report of the fifty-second session of the Working Party on Rail Transport (SC.2) (TRANS/SC.2/190). The Committee **took note** of the report given by the Chairman of the Working Party on the progress achieved since its last session and considered in particular the following questions:

(a) Rail transport infrastructure

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

66. The Committee **noted** that at present 21 Governments were Contracting Parties to the AGC Agreement and learned that a number of countries had informed it of the procedures under way in their countries to become Contracting Parties.

67. Taking into account the work done in this field by the Organization for Cooperation between Railways (OSZhd) and the Economic and Social Commission for Asia and the Pacific, the representatives of the Russian Federation and Ukraine emphasized the importance of the activity of the working group on expansion of the AGC networks in the territories of Member States of the United Nations Economic Commission for Europe, which link Europe and Asia (the Russian Federation, Ukraine, the Transcaucasus and Central Asia).

68. Accordingly, the Committee reiterated its **invitation** to Central Asian and Caucasus countries to become Contracting Parties to the AGC Agreement. In this connection, it took note of the activities undertaken by the secretariat on the extension of the AGC network towards Central Asian and Caucasus ECE member countries, including the preparation of a draft map that will be transmitted, in due course, to the countries concerned. It invited the Governments of those countries to contribute actively to the finalization of the extended network.

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

Documentation: TRANS/SC.2/1998/6.

69. The Committee **took note** of the progress report of the TER Project contained in document TRANS/SC.2/1998/6. It underlined the importance of the project for the development of the railway infrastructure network in Central Europe, and requested to continue to be informed of TER developments.

70. At the request of the delegate from the Russian Federation, the TER Project Manager announced that a detailed report on TER activities would be circulated after the Steering Committee's next annual meeting among the members of the TER project, thus providing more detailed information on the activities, projects and results achieved in the concerned countries.

(b) Facilitation of border crossing in international rail transport

71. The Committee examined the draft resolution on the reduction of border stopping times for shuttle trains in international traffic, that was prepared by the Working Party at its fifty-second session. In view of the need to strengthen the position of international rail transport in comparison with other modes, the Committee **supported** the above-mentioned resolution.

72. However, the Committee felt that the Working Party should supervise the implementation and monitoring of the resolution, and report at its next session on the progress made. Accordingly, the Committee **decided** to replace operative paragraph 4 of the resolution by the following text:

"Asks the Working Party to ensure the implementation and monitoring of the resolution, and to report to it on the progress made."

73. The text of the Resolution as **adopted** by the Committee is reproduced in annex 1 to this report.

(c) Application of summer time

Documentation: TRANS/1999/4.

74. The Committee welcomed the positive, stabilizing effects that had followed the adoption of the Eighth Directive of the European Parliament and the Council, as also non EU-member countries (except Iceland, which does not apply summer time) have agreed in adopting the same arrangements proposed therein (summer time beginning on the last Sunday in March and ending on the last Sunday in October). It **urged** Governments to maintain this harmonized situation in the future, and **asked** Governments and the EC to provide the secretariat with information on summer time arrangements to be considered at its next session.

**INLAND WATER TRANSPORT**

Documentation: TRANS/SC.3/146; TRANS/SC.3/115/Rev.1; TRANS/SC.3/1998/1-4; TRANS/SC.3/AC.5/5; TRANS/SC.3/AC.5/7.

75. The Committee **approved** the report of the Working Party on Inland Water Transport on its forty-second session (TRANS/SC.3/146).

(a) Inland waterway infrastructure

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

76. The Committee **took note** that the Czech Republic, Hungary, the Republic of Moldova, the Netherlands, Slovakia and Switzerland had already become Contracting Parties to the AGN and that the instruments of ratification by Croatia, Romania and the Russian Federation were expected shortly, which meant that the Agreement would enter into force within a few months. The Committee **invited** Governments which had not yet done so to accede to the Agreement as soon as possible.

(ii) Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book")

77. The Committee **noted** the publication by the secretariat of the "Blue Book" containing an inventory of detailed target and existing values of main parameters of the E waterways and ports, as well as the list of bottlenecks and missing links in the existing E waterway network and **endorsed** the decision of the Working Party that these publications, together with the Map of European Inland Waterways, should be updated every five years.

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

78. The Committee **endorsed** the activities undertaken by the Working Party on Inland Water Transport (SC.3) at its forty-second session, in particular, those concerning: Resolution No. 38 on provisions on coupling devices for pushed convoys; Resolution No. 39 on amendment of the European Code for Inland Waterways (CEVNI) with provisions on reporting requirements by vessels carrying dangerous goods; Resolution No. 40 on the international certificate for operators of pleasure craft; and Resolution No. 41 on small craft used exclusively for pleasure navigation.

79. The representative of Romania, supported by the delegations of the Russian Federation, Ukraine and by the representative of the Danube Commission, underlined the need for substantial progress in the liberalization of international transport by inland waterways, including on the Rhine, through the abolition of the second additional Protocol to the revised Convention for the Rhine Navigation, adopted in 1979, in view of the political developments observed in the ECE region. In reply, the representative of CCNR, while noting this request, explained that the question of the Rhine regime was an extremely delicate issue for the member Governments of his organization and that a great number of legal, technical and administrative problems had to be solved before full liberalization would become a reality.

80. Following the above exchange of views, the Committee **encouraged** the Working Party on Inland Water Transport to intensify its work on the harmonization of technical, safety and legal provisions relating to international transport by inland waterways with a view to further facilitation and promotion of this mode of transport.

81. The Committee was informed that the Preparatory Committee established jointly by the CCNR, Danube Commission and ECE for the Drafting of the Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI) at its sixth session (held in Ljubljana, Slovenia, 1-5 February 1999) had completed the essential part of its work on the text of the draft Convention. The Preparatory Committee envisaged that the Editorial Committee should be convened in the second part of June 1999 with a view to preparing authentic texts of CMNI in five languages (English, French, Russian, German and Dutch) before submitting the draft Convention for adoption at a Diplomatic Conference. The Committee congratulated the Preparatory Committee on the successful completion of its work and asked the secretariats of the CCNR, Danube Commission and ECE to agree, in consultation with member Governments concerned, on the appropriate venue and timing of the Editorial Committee and of the Diplomatic Conference for adoption of the new instrument.

## COMBINED TRANSPORT

Documentation: TRANS/WP.24/79 and Corr.1; TRANS/WP.24/81.

82. The Committee **approved** the reports of the Working Party on Combined Transport (WP.24) on its twenty-ninth and thirtieth sessions (TRANS/WP.24/79 and Corr.1; TRANS/WP.24/81).

- (a) European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement)

Documentation: ECE/TRANS/88 and Corr.1.

83. The Committee, noting that the AGTC Agreement had at present 21 Contracting Parties (Georgia will become a Contracting Party on 28 February 1999), **recommended** to all ECE member countries that had not yet done so to become Contracting Parties to the AGTC Agreement as soon as possible with a view to establishing a fully comprehensive Pan-European combined transport network. The Committee **took note** that a package of amendments prepared and adopted by the Working Party in 1996 had come into force on 25 June 1998 (Depositary Notification C.N.91-1998.TREATIES-11).

84. The Committee endorsed the decisions of the Working Party on the extension of the AGTC network to Asia, taking account of the work undertaken by ESCAP and OSZhd in this field, and pointed out that such an extension would be in line with the decisions taken by the Pan-European Transport Conference at Helsinki.

- (b) Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement)

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

85. The Committee **noted** that, with the signature of Bulgaria in 1998, the Protocol has been signed by 14 States. Three States, namely the Czech Republic, Denmark and Switzerland have become Contracting Parties to the Protocol. The Protocol will come into force upon ratification by five States.

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

Documentation: TRANS/WP.24/1999/1 (available as informal document at the session).

86. The Committee **recognized** the need for reconciliation and possibly harmonization of the different international civil liability regimes whose provisions differed quite considerably between the various modes of transport (CMR for road; COTIF-CIM for rail; draft CMNI for inland water; Hague, Hague-Visby and Hamburg rules for maritime; and Warsaw Convention for air). Noting the "network approach" envisaged by the group of experts of WP.24 to be enshrined in a newly to be prepared Convention, the Committee **requested** the Working Party to investigate further the problems posed for international transport by the existing different civil liability regimes as well as the need to possibly elaborate a new international legal instrument in this field. In view of the work carried out in other international organizations, such as the World Trade Organization (WTO), the European Commission and the IRU, the Committee requested the secretariat to invite competent experts on this subject to contribute to this work.

**CUSTOMS QUESTIONS AFFECTING TRANSPORT**

Documentation: TRANS/WP.30/180; TRANS/WP.30/182.

87. The Committee **approved** the reports of the Working Party on Customs Questions affecting Transport on its ninetieth and ninety-first sessions. (TRANS/WP.30/180; TRANS/WP.30/182).

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

Documentation: TRANS/WP.30/AC.2/49; TRANS/WP.30/AC.2/51.

88. The Committee took note of the reports of the Administrative Committee for the TIR Convention, 1975 on its ninetieth and ninety-first sessions.

(i) Application of the Convention

89. The Committee **noted** with satisfaction that, as a result of the various short-term measures taken by the Working Party, the ECE secretariat, national Customs authorities and the IRU, the amount of fiscal fraud no longer seemed to threaten immediately the functioning of the TIR transit regime and its central insurance system. In particular, the IRU was commended for the efficient implementation of the EDI control system for TIR Carnets.

(ii) Implementation of phase I of the TIR revision process

Documentation: TRANS/WP.30/AC.2/47, annex 2.

90. The Committee **noted** with appreciation that a comprehensive package of amendments to the TIR Convention, adopted by the TIR Administrative Committee in 1997 under phase I of the TIR revision process, will come into force on 17 February 1999 (Depositary Notification C.N.800.1998.TREATIES-2) providing for (a) controlled access to the TIR procedure; (b) transparency of the international guarantee system; (c) implementation of an international EDI control system for TIR Carnets; and (d) the establishment of a TIR Executive Board (TIRExB).

91. With a view to making rapid progress on phases II and III of the TIR revision process, the Committee decided to prolong the mandate of the Group of Experts on the TIR revision process for the year 1999.

(b) Convention on Customs Treatment of Pool Containers Used in International Transport (Container Pool Convention)

Documentation: ECE/TRANS/106.

92. The Committee **took note** that the Convention had come into force on 17 January 1999 and had at present the following Contracting Parties: Austria; Cuba; Malta; Sweden and Uzbekistan and the European Community.

93. Furthermore, the Committee **stressed** that the Working Party should endeavour to focus its work in 1999 also on the facilitation of border crossing procedures for railway transport, as well as the preparation of a Convention on Customs transit for railway transport under the COTIF-CIM and SMGS regimes. A joint meeting with the Working Party on Rail Transport would also be convened to foster cooperation among the various authorities involved in border crossing procedures and to arrive at tangible and applicable solutions. It invited the Working Party WP.30 to re-examine the questions of customs transit.

#### **TRANSPORT OF DANGEROUS GOODS**

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

94. The Committee **noted** that the Committee of Experts on the Transport of Dangerous Goods had, at its twentieth session held from 6 to 17 December 1998, completed the second phase of the reformatting of its Recommendations on the Transport of Dangerous Goods as "Model Regulations for the Transport of



Dangerous Goods", which would be published by the secretariat during the year (Recommendations on the Transport of Dangerous Goods, eleventh revised edition, Model Regulations).

(b) Activities of the Working Party on the Transport of Dangerous Goods

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

Documentation: TRANS/WP.15/AC.1/72; TRANS/WP.15/AC.1/74 and Add.1-3.

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

Documentation: TRANS/WP.15/153; TRANS/WP.15/155.

95. The Committee **approved** the reports of the RID/ADR/ADN Joint Meeting on its spring and autumn 1998 meetings and of the Working Party on the Transport of Dangerous Goods on its sixty-fourth and sixty-fifth sessions (TRANS/WP.15/153; TRANS/WP.15/155).

96. The Committee **invited** those of the 34 Contracting Parties to ADR which had not yet deposited the legal instruments necessary for the entry into force of the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR, adopted by the Conference of Contracting Parties of 28 October 1993, to do so as rapidly as possible. The following countries were concerned: Belarus, Belgium, Bosnia and Herzegovina, Croatia, The former Yugoslav Republic of Macedonia, Germany, Greece, Lithuania, Republic of Moldova, Romania and Yugoslavia.

97. The Committee **noted** that Armenia, Azerbaijan, Bulgaria, Kazakhstan, Kyrgyzstan, the Republic of Moldova, Romania, Tajikistan, Turkey and Uzbekistan had on 8 September 1998 concluded a multilateral agreement on international transport with a view to the development of the Europe-Caucasus-Asia transport corridor, one of the technical annexes of which dealt with the international carriage of goods by road and made the carriage of dangerous goods subject to the issue by each country of a special permit. However, the Committee noted that for countries Parties to the ADR those provisions were in contradiction to the ADR.

98. The Committee **invited** countries which had signed the multilateral agreement which were not yet Parties to ADR to accede to ADR so as to secure safe conditions for the carriage of dangerous goods and ensure that administrative procedures which should not exist in the context of ADR would not hinder trade. It considered that it would also be useful to verify whether the provisions of the multilateral agreement were compatible with those of the various other conventions in force drawn up under the auspices of the Economic Commission for Europe.

99. With reference to the difficulties of implementing ADR on the territory of the Russian Federation, the Committee **noted** with satisfaction that the Russian Government was seeking solutions to the problems raised by the other Contracting Parties. The Committee **noted**, however, that some provisions in Russian legislation applying to international transport differed from the provisions of ADR, in particular, requirements for obtaining a special permit, for which ADR did not provide, issued by the Ministry of Transport, or recourse to the Ministry of the Interior in order to determine the route. These requirements were such as to constitute an impediment to international trade.

100. The Russian Federation has also confirmed that the transport of dangerous goods requires special authorization in accordance with national legislation. The same approach exists in other States which are signatories to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). The representative of the Russian Federation announced that new rules on the transport of dangerous goods would be adopted shortly including an abbreviated list of established dangerous goods for which special authorization is required. The Committee decided that the Russian Federation would present this abbreviated list of dangerous goods to the following session of the working group. The list could then be included as an annex to the European Agreement.

101. Where the restructuring of RID and ADR was concerned, the representative of Hungary stressed the fact that Contracting Parties needed sufficient time to translate the new texts, which would take a year. He, therefore, insisted that the texts must be available by the end of 1999 so that they could effectively enter into force on 1 January 2001.

102. The Committee **noted** that a new series of amendments to ADR (TRANS/WP.15/153, annex 2 and TRANS/WP.15/151) had come into force on 1 January 1999. On this basis, the secretariat had prepared a revised consolidated version of ADR (ECE/TRANS/130, Vols. I and II), which was already available in English and French.

(iii) European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)

Documentation: TRANS/WP.15/AC.2/2.

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

104. The Committee **noted** that amendments to the European Provisions, bringing ADN into line with ADNR, had been adopted at this session and at the second session (19-22 January 1999), the report of which would be published as TRANS/WP.15/AC.2/4. These provisions, as amended, would comprise Annex 1 of the future European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Agreement).

(c) Elaboration of a draft European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)

Documentation: TRANS/AC.6/12 and Add.1; TRANS/AC.6/14, Corr.1 and Add.1; TRANS/AC.6/16, Adds.1-2.

105. The Committee **noted** the progress made by the Ad hoc Working Group on the Elaboration of a draft European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways at its sixth, seventh and eighth sessions.

106. The Committee **noted** that the European Commission intended to take the same approach to the carriage of dangerous goods by inland waterways as for road and rail transport (i.e. to transpose the annexes to ADN into a directive which would render them applicable to national and intra-Community transport). The European Commission had already delayed the distribution of the directive pending the conclusion of the Agreement but hoped to promulgate it as soon as possible. The delegation of the Russian Federation considered that the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) should be extended to cover the whole of Europe and the countries of the Commonwealth of Independent States.

107. The Committee, therefore, **invited** the Ad hoc Working Group to complete its work in 1999 so that the draft Agreement could be adopted by a diplomatic conference in the year 2000, while maintaining the essential aspect of the quality of the Agreement.

## TRANSPORT OF PERISHABLE FOODSTUFFS

Documentation: TRANS/WP.11/198.

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

108. The Committee **approved** the report of the Working Party on the Transport of Perishable Foodstuffs on its fifty-fourth session (TRANS/WP.11/198).

109. The Committee **noted** the progress made in introducing a system for the exchange of information between Parties to ATP under article 6 of the Agreement, and in developing testing and approval procedures for multi-compartment vehicles.

110. The Committee **endorsed** the draft annex to the International Convention on the Harmonization of Frontier Controls of Goods prepared by the Working Party on the Transport of Perishable Foodstuffs (see annex 2) and **requested** the Administrative Committee of that Convention to give favourable consideration to the draft annex concerning the facilitation of the passage of ATP vehicles carrying perishable goods.

111. The Committee **asked** Italy to reconsider its position on the procedure for the entry into effect of amendments to ATP. The representative of Italy undertook to inform the secretariat of his country's position as quickly as possible.

112. The Committee **called on** all Contracting Parties to ATP to find a solution as quickly as possible to the problem of the blocking minority, taking into account the special concerns of some countries regarding disparities in climatic conditions.

(b) Transport of live animals

113. The Committee **took note** of an informal document prepared by the secretariat with a view to the possible drafting of a legal instrument on the transport of live animals under the auspices of ECE.

114. The Committee **decided** to wait for the results of the Council of Europe's discussion on the transport of live animals and requested the secretariat to keep abreast of developments in that regard.

## TRANSPORT STATISTICS

Documentation: TRANS/WP.6/135; TRANS/WP.6/AC.2/14 and Add.1; 1995 E Road Census (UN Publication); ECE/RCTE/CONF./3/FINAL.

115. The Committee **approved** the report of the Working Party on Transport Statistics on its forty-ninth session (TRANS/WP.6/135), noting that the Report of the Ad hoc Meeting on the Census would be available at a later date (TRANS/WP.6/AC.2/14 and Add.1).

(a) Transport database and information systems development

116. The Committee **welcomed** the hard-copy publication of the 1995 Census of Motor Traffic on Main International Traffic Arteries in Europe, which in its view showed significant progress compared with past publications, and **took note** of the completion of Phase I of the Project on the Automation and Geographic Application of the E Road Census.

117. The Committee was informed that Phase II of the Project was under way and would involve the electronic publication of the 1995 Census in the context of a Geographic Information System (GIS). The 1995 Census results would be available shortly on CD-ROM, with data and maps subsequently accessible via the Internet. The Committee expressed its appreciation for this initiative, noting that the GIS application of the Census would allow for improved spatial analysis on the E road network.

118. The Committee **endorsed**, moreover, the decision of the Working Party to organize a Workshop on "GIS in Transport" (15-16 November 1999) in order to further explore the use of GIS technology for transport planning and road management.

(b) Harmonization of transport and road traffic accident statistics

119. The Committee **endorsed** the continued work in the context of WP.6 and the Intersecretariat Working Group on Transport Statistics (IWG.TRANS) to harmonize terminology and methodologies in transport statistics at the international level. It noted, in particular, that progress had been made on incorporating terminology on urban transport and environment into the Common Questionnaire for Transport Statistics, with the agreed definitions to be published in the forthcoming third edition of the Glossary for Transport Statistics.

120. The Committee **endorsed**, moreover, the work of the Task Force on Definitions on Road Traffic Accidents, in which the ECMT, EC and representatives of the Governments of the Czech Republic, France and Germany agreed on a set of definitions, to be included in the third edition of the Glossary for Transport Statistics.

121. The Committee **endorsed** the decision of WP.6 to focus its work concerning the follow-up to the UN Regional Conference on Transport and the Environment on Chapter I of the Programme of Joint Action: Towards Sustainable Transport, part (d), which called on Governments and international organizations to develop, inter alia, common methodologies for collecting data on transportation activities and their environmental and health consequences. In this connection, the Committee **endorsed** the work under way on identifying transport and environment indicators in the context of TERM (Transport and Environment Reporting Mechanism) and **encouraged** further cooperation on this subject with the European Commission and the European Environment Agency.

(c) Results of the Ad hoc Meeting on the Road Traffic Census

122. The Committee was informed about the results of the Ad hoc Meeting on the Road Traffic Census, in particular the Recommendations to Governments on the 2000 Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe (E Road Census and Inventory).

123. The Committee adopted resolution No. 247 on the 2000 Combined E Road Census and Inventory (see annex 3 to this report), and **invited** Governments to take a census of traffic on the E roads in their national territory, in accordance with the AGR and in line with the Recommendations to Governments (TRANS/WP.6/AC.2/14/Add.1), **recalling** that Governments were requested to inform the Executive Secretary of the ECE by 31 December 1999 whether they agreed to implement the provisions of the Resolution.

**ELECTRONIC DOCUMENT STORAGE AND DISTRIBUTION SYSTEM**

Documentation: Informal paper by the secretariat.

124. The Committee **noted** that all new working documents of the Division were being stored at the UN/ICC and made available in the web in their original language as soon as this was prepared. It **noted** also that the texts of a number of Agreements and Conventions were also electronically stored. However, those which were in hard copy would first need to be put in electronic format, which was a time-consuming task, before they could be made available in the web.

125. The Committee **noted further** that publications in the field of the transport of dangerous goods were now available on CD ROM.

126. The Committee **welcomed** these developments and **requested** the secretariat to continue to make the documents available through the Internet and to do its utmost to facilitate their search.

127. The Committee **noted** that members of the Transport Division could be found at the following Internet location: [www.unece.org/trans/main/transtaf.htm](http://www.unece.org/trans/main/transtaf.htm) and their Internet addresses are the following:

jose.capel.ferrer@unece.org	caroline.jeunet@unece.org
angel.aparicio@unece.org	helmut.lehmacher@unece.org
david.ashman@unece.org	olivier.kervella@unece.org
iannis.axarlis@unece.org	dominique.leger@unece.org
mireille.bassegana@unece.org	martin.magold@unece.org
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antonio.erario@unece.org	bernard.perrollaz@unece.org
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rogerio.fenner@unece.org	juan.ramos.garcia@unece.org
monique.ferrand@unece.org	ould.khou.sid'ahmed@unece.org
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bernadette.healy@unece.org	christopher.smith@unece.org
jan.jerie@unece.org	christine.vaz@unece.org

**PROGRAMME OF WORK FOR 1999-2003 AND THE PRIORITIZATION FOR THE NEXT  
PROGRAMME BUDGET 2000-2001**

Documentation: TRANS/1999/3.

128. The Committee **considered** the Draft Programme of Work for the period 1999-2003 contained in the above document, prepared on the basis of the decisions taken by the Inland Transport Committee at its sixtieth session (12-16 January 1998) (ECE/TRANS/125, paras. 138-144), the Commission at its fifty-third session (21-23 April 1998) regarding "Common Guidelines for Prioritization of the work of the PSBs" (E/ECE/1998/38-E/ECE/1998/1365, para. 29), and the Committee's Bureau (TRANS/1999/7, para. 35) as well as of the proposals of its subsidiary bodies in the course of 1998.

129. In considering the information provided by the secretariat concerning the allocation of resources to the Committee's work programme (TRANS/1999/3, para. 5), the Committee **expressed its support** for the restructuring of the Transport Division and, in particular, the creation of the Dangerous Goods and Special Cargoes Section and the Border Crossing Facilitation Section, as well as the new title of the Transport and Infrastructure Development Section.

130. The Committee noting that SC.1, SC.3, WP.15 and WP.6 had not complied with the requirements as indicated in TRANS/1999/7, para. 35, **asked** them to do so during their meetings in 1999.

131. Following the recommendation of its Bureau (TRANS/1999/7, para. 23), the Committee **decided** that, in its programme of work, the subprogramme activity 02.2.3 on Road Traffic Safety should become an independent Programme Activity separate from Road Transport.

132. Regarding the inclusion of an item on working hours of railway personnel of international through trains in its programme of work, the Committee **requested** SC.2, prior to such inclusion, to consider in more detail at its next session the question regarding possible follow-up.

133. The Committee **adopted** its programme of work as contained in annex 4 to this report (ECE/TRANS/128/Add.1).

#### **SCHEDULE OF MEETINGS**

Documentation: TRANS/1999/6 and Corrs.1-2.

134. The Committee considered the calendar of meetings in the above documents and incorporated the following changes:

- The date of the forty-second session of the Working Party on Lighting and Light-Signalling (GRE) has been changed from 29-31 March 1999 to 14-16 April 1999;
- Editorial Committee established jointly by CCNR, the Danube Commission and ECE for the drafting of the Convention on the Contract for the Carriage of Goods by Inland Waterways to be held 29 June - 1 July 1999;
- Preparatory Committee established jointly by the CCNR, the Danube Commission and ECE for the drafting of the Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI) (seventh session) (23-27 August 1999) should be deleted.

Subsequent to the sixty-first session of the Committee, the Bureau, on 12 February 1999, changed the dates of its meetings and that of the Committee's sixty-second session in the following way:

- 14-16 February 2000           Inland Transport Committee  
   (sixty-second session) and
- 17 February 2000           Bureau of the Inland Transport Committee

should be deleted and replaced by the following dates:



- 14 February 2000            Bureau of the Inland Transport Committee  
  (afternoon)
  
- 15-17 February 2000        Inland Transport Committee  
                              (sixty-second session)
  
- 18 February 2000            Bureau of the Inland Transport Committee  
  (morning)

It was agreed that those dates should be included in the list of meetings.

135. The Committee **adopted** the list of meetings with the above changes.

136. The definite list of meetings will be issued and circulated under the symbol ECE/TRANS/129.

#### **OTHER BUSINESS**

##### Date of next session

137. The Committee may note that its sixty-second session is tentatively scheduled to be held from 15 to 17 February 2000.

#### **ADOPTION OF THE REPORT**

138. The Committee adopted the report on its sixty-first session and the annexes thereto.

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Annex 1

**THE REDUCTION OF THE BORDER STOPPING TIME OF  
SHUTTLE TRAINS IN INTERNATIONAL TRAFFIC**

Resolution No. 248

adopted by the Inland Transport Committee on 11 February 1999

The Inland Transport Committee,

Recalling the overall objective of transport policy to further efficient, coherent, balanced and flexible transport systems which meet the economic, social, environmental and safety requirements of ECE member Governments,

Stressing the increasing need to pursue the objective of sustainable transport development by means of promoting the use of environmentally sound modes of transport including the development of rail transport,

Conscious of the importance of the difficulties still encountered by rail transport at border crossings, which are detrimental to the free movement of passengers and goods,

Noting in this connection that state frontiers are gradually disappearing while rail frontiers are still difficult to cross,

Reaffirming the need to promote the facilitation of international rail transport, in particular, through the simplification and harmonization of administrative and technical border crossing procedures and documentation,

Underlining the importance of the work carried out by ECE aiming at the facilitation of border crossing in international rail traffic,

Noting with satisfaction the wide range of measures which have been applied by joint actions of railways and Governments to accelerate passenger and goods traffic by rail and the progress made due to these measures,

1. Appreciates the efforts made by Governments and railways to reduce, in particular, the delay of shuttle trains in passenger and goods traffic at borders;

2. Notes that, despite these efforts, substantial delay of shuttle trains at borders is still to be observed, which reduces considerably the competitiveness of rail transport in the transport market;

3. With the precise aim of improving the services offered by international rail transport and increasing the competitiveness of the rail sector

- (a) Invites the ECE member Governments to intensify their efforts to seek swiftly within the framework of their competence a solution to limit overall to 60 minutes (30 minutes for each of the neighbouring countries) the waiting time of shuttle trains at borders;
- (b) Also invites non-governmental international organizations specialized in the rail sector to encourage their member rail companies to do the same in the area of their competence;

4. Asks the Working Party to ensure the implementation and monitoring of the resolution, and to report to it on the progress made.

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Annex 2

**DRAFT ANNEX TO THE "INTERNATIONAL CONVENTION ON THE HARMONIZATION  
OF FRONTIER CONTROLS OF GOODS", CONCERNING THE FACILITATION OF  
PASSAGE OF ATP VEHICLES CARRYING PERISHABLE GOODS**

Article 1

Principles

1. Given that the transit time available for the marketing and distribution of perishable foodstuffs is limited, any delay in the transport of these foodstuffs can compromise their commercial qualities, and especially their safety and hygiene.
2. Given that refrigeration equipment must be kept functioning during transport, noise and other types of environmental pollution result whenever vehicles are subjected to abnormally long waiting times or held for long periods without proper reason.
3. Pursuant to these principles, waiting times at borders for ATP-approved temperature-controlled vehicles should be as short as possible.

Article 2

Reduction in waiting times

1. Traffic authorities must take all measures available to minimize waiting times for ATP-approved vehicles carrying perishable goods, from the moment of arrival at the border post through the various legal, administrative, customs and public health checks.
2. Authorities responsible for regulatory checks on perishable goods must carry out their function in such a way as to reduce delays.
3. Refrigeration equipment must be kept functioning during the whole time spent at the border crossing, except where it absolutely has to be temporarily shut down due to the nature of the checks being carried out (e.g. where the vehicle has to be opened up for inspection).

Article 3

Cooperation

The authorities must cooperate with their counterparts in other countries which are party to this Agreement, in order to speed up the passage of perishable goods subjected to public health inspections, in particular through the exchange of information.

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Annex 3

2000 COMBINED CENSUS OF MOTOR TRAFFIC AND INVENTORY OF MAIN STANDARDS AND  
PARAMETERS ON MAIN INTERNATIONAL TRAFFIC ARTERIES IN EUROPE  
(E Road Census and Inventory)

Resolution No. 247

adopted by the Inland Transport Committee on 11 February 1999

The Inland Transport Committee,

Having regard to the last paragraph of its resolution No. 169 of  
15 January 1954 (E/ECE/TRANS/445),

1. Invites Governments:

(a) To take a census of traffic on the E Roads on their national territory, in accordance with the European Agreement on Main International Traffic Arteries in Europe (AGR), and in line with the Recommendations to Governments for the 2000 Combined Census of Motor Traffic and Inventory of Main Standards and Parameters on Main International Traffic Arteries in Europe (E Road Census and Inventory) as set forth in UN/ECE document TRANS/WP.6/AC.2/14/Add.1, considering 2000 as the reference year;

(b) To supply the results of the combined E Road Census and Inventory to the UN/ECE secretariat, if possible before 31 March 2002, in conformity with the Recommendations set forth in UN/ECE document TRANS/WP.6/AC.2/14/Add.1;

2. Recommends that Governments take a census of motor traffic on other non-urban roads in their national territory, applying where possible, the methods set out in the Recommendations mentioned under paragraph 1(a) above;

3. Requests Governments to inform the Executive Secretary of the United Nations Economic Commission for Europe (UN/ECE) by 31 December 1999 whether they agree to implement the provisions of this resolution.

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