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INLAND TRANSPORT COMMITTEE

REPORT OF THE INLAND TRANSPORT COMMITTEE ON ITS FIFTY-SEVENTH SESSION

(16-20 January 1995)

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REPORT

ATTENDANCE

1. The Inland Transport Committee held its fifty-seventh session from 16 to 20 January 1995. Mr. J. Silva Rodrigues (Portugal) and Mr. A. Suvorov (Russian Federation) were Chairman and Vice-Chairman, respectively, of the session.
2. Representatives of the following countries participated: Austria; Belarus; Belgium; Croatia; Czech Republic; Finland; France; Germany; Greece; Hungary; Italy; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; Ukraine; United Kingdom; United States of America. The European Community (EC) was also represented.
3. Representatives of the United Nations Conference on Trade and Development (UNCTAD) attended the session. A representative of the International Civil Aviation Organization (ICAO) was also present. Representatives of the following intergovernmental organizations also took part in the session: Danube Commission (CD); European Conference of Ministers of Transport (ECMT); Central Commission for the Navigation of the Rhine (CCNR); Intergovernmental Organization for International Carriage by Rail (OTIF).
4. The following non-governmental organizations were represented: International Organization for Standardization (ISO); International Touring Alliance (AIT); International Automobile Federation (FIA); International Federation for Housing and Planning (IFHP); International Road Federation (IRF); International Union of Railways (UIC); International Road Transport Union (IRU); International Transport Workers' Federation (ITF).
5. At the invitation of the secretariat, the Committee of the Organization for Co-operation between Railways (OSZhd); and International Road Traffic Organization (IRTO) were represented.

ADOPTION OF THE AGENDA

6. The Committee adopted the provisional agenda (ECE/TRANS/109).

INTRODUCTORY STATEMENTS

7. At the outset of the session, the Chairman of the Committee and the Executive Secretary of the Economic Commission for Europe made introductory statements in which they underscored the importance of the work which had been carried out under the Committee's auspices in the past year in the numerous areas of inland transport covered by its subsidiary bodies. They also referred to the special assistance provided to countries in transition through the Committee and the secretariat. The Executive Secretary highlighted the work for a number of new international instruments undertaken, thus far, in the context of ECE and underlined the significance of international ECE agreements and conventions as fundamental elements for the elaboration of a coherent, efficient and well-balanced transport system for the ECE region.

Such a system, he felt, was an essential condition for the integration and increase of welfare of people in the ECE region.

MATTERS ARISING FROM THE FORTY-NINTH SESSION OF THE ECONOMIC COMMISSION FOR EUROPE AND THE SECOND REGULAR SESSION OF 1994 OF THE ECONOMIC AND SOCIAL COUNCIL

Documentation: TRANS/R.393.

8. The Committee took note of the information contained in the above document and, in particular, of Commission decision D (49) on "Economic cooperation in the Mediterranean in the light of the final act of the Conference on Security and Cooperation in Europe" and G (49) on "Cooperation in the field of Transport".

RESULTS OF THE COORDINATION MEETING OF THE COMMITTEE

Documentation: TRANS/R.400.

9. In accordance with a decision taken by the Committee at its fifty-sixth session, a Coordination Meeting was convened on 5 and 6 December 1994 to prepare the forthcoming session of the Committee. The Committee endorsed the decisions taken by its Coordination Meeting, as contained in document TRANS/R.400, and agreed to discuss the various questions raised in that document in more detail under the respective items of the agenda.

(a) Allocation of resources

10. In respect of resource allocation, the Committee took note of the information provided by a member of the secretariat on the progress being made in the filling of vacant posts in the Transport Division and requested the Executive Secretary to take all necessary steps in order to fill those posts as a matter of urgency.

11. The Committee shared the concerns of the Coordination Meeting about the request by Headquarters to indicate possibilities of saving about 5-10% of its resources and supported the proposal of an increase of resources for the 1996-1997 biennium in order to allow the Transport Division to cope with the increased workload.

(b) Organization and documentation questions

12. In connection with the 5-10% savings requested by Headquarters, a proposal was made to reduce the length of meetings of the Committee and its subsidiary bodies by establishing a new method for the adoption of reports of meetings (e.g. at the beginning of the next meeting). Since a consensus could not be found, the Committee decided to continue with the current practice of adopting reports at the end of each meeting.

13. In this connection, it also recalled that, in accordance with the recommendations of the Commission, the reports of the sessions of the Inland Transport Committee and its subsidiary bodies should be limited to the strictly necessary, confining the text mainly to decisions taken and a minimum explanatory text including any reservations, interpretations or conditions considered essential by one or more delegations (E/1990/41/Add.1, Chapter IV, paragraph 4 (e)).

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

Documentation: TRANS/R.399.

14. The Committee, on the basis of document TRANS/R.399 prepared by the secretariat, reviewed the transport situation and development trends in ECE member countries and took note of the transport policy measures adopted by Governments and the European Community. The Committee noted the new structure of the document in line with its decision of the last session, stressed the quality of the document which gives an excellent approach to this item of the agenda and requested the secretariat to prepare a similar document for its session next year.

RESULTS OF AND FOLLOW-UP TO THE SECOND PAN-EUROPEAN TRANSPORT CONFERENCE

Documentation: TRANS/R.401 and Add.1.

15. The Committee considered the results of the Second Pan-European Transport Conference as being very positive and congratulated the secretariat for its very important contribution to the success of the Conference and to its results. It noted, in particular, with appreciation the various references made in the final Declaration to the work of the Committee, including the legal instruments developed under its auspices. The Committee also requested the secretariat to continue to participate in the inter-institutional Steering Committee responsible for the Conference.

16. The Committee considered favourably the specific follow-up proposals contained in the above-mentioned documents and requested the subsidiary bodies concerned to study the possibilities of their implementation.

17. With regard to the priority corridors identified in the context of the Conference, in particular corridor no. V, road and rail, from Trieste to Budapest, the Committee took note of the proposal of the representative of the Republic of Croatia that a link through his country also be studied in addition to the two proposals currently being considered in the framework of G-24.

ACTIVITIES OF THE PREPARATORY COMMITTEE OF THE 1996 REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

18. The Committee was informed of the work of the Preparatory Committee of the Conference by its Chairman. It noted that, on the basis of the replies provided by more than thirty Governments to a questionnaire circulated to them, the secretariat had prepared useful documentation which constituted a

solid basis for the identification of the topics to be dealt with by the Conference and the preparation of its final documents. It also noted that the PrepCom had not excluded any mode of transport from the scope of the Conference and that accidents involving dangerous goods would also be considered by the Conference. It further noted that, on the basis of a proposal made by the Government of France, which had received wide support, the PrepCom was considering draft guidelines for a common strategy regarding transport and the environment, which could be a basic element for the final outcome of the Conference.

19. After a discussion in which a number of delegations participated, the Committee welcomed the results achieved so far by the PrepCom and encouraged it to continue its work with a view to a successful preparation of the Conference. Considering the outcome of the Conference, while some delegations noted the importance of achieving some kind of binding instrument, others expressed reservations as to the possibility of achieving a legally binding instrument. In this regard, the latter group, stressing the political aspects of this issue, recommended that the PrepCom concentrate its efforts on the development of a Programme of Action as a main final outcome of the Conference.

20. The Committee invited Governments of central and eastern European countries to participate actively in the work of the PrepCom so that their specific situation could duly be taken into account by the Conference. It also invited non-governmental organizations with consultative status to ECOSOC to participate actively in the preparatory work.

ASSISTANCE TO COUNTRIES IN TRANSITION

21. The Inland Transport Committee noted that, in spite of the measures taken by the ECE with a view to enhancing activities concerning the assistance to countries in transition and the decisions on this item taken by the Committee during its fifty-sixth session, no significant changes had taken place in this field in 1994.

22. It was noted, in particular, that, while in accordance with the Committee's decision reflected in paragraph 38 (i) of its report on that session that its subsidiary bodies should fully take into account the questions related to assistance to countries in transition in dealing with their respective programmes of work, no substantial new results had arisen from the implementation of such a decision. It was further noted, however, that a number of such activities had been undertaken in the past including, in particular, those within the TEM and TER projects.

23. With this in view, the Committee requested all its subsidiary bodies to intensify their work on subjects of special interest to countries in transition. The Committee also requested the secretariat to summarize this work and prepare an information notice on the specific activities solely aimed at assistance to countries in transition for consideration at its fifty-eighth session.

24. The Committee endorsed the convening from 26 to 28 June 1995 of an ad hoc session of the Working Party on Transport Trends and Economics (WP.5) to consider ways and forms of rendering assistance to countries of Central and Eastern Europe, believing that it should, inter alia, consider the list of topics as suggested by member Governments and establish priorities.

25. It was agreed that a small informal meeting envisaged by the Working Party WP.5 for the preparation of its ad hoc session might be convened in April or May 1995 to consider the elaboration of a programme of action for the Committee aimed at assistance to countries in transition, which should include inter alia: the organization of workshops and particular studies of interest to those countries; expert evaluation of their new transport legislation relating to transition of their transport industry to market economy and training of personnel.

26. The Committee requested the secretariat to strengthen cooperation with relevant international bodies such as EU, EBRD, EIB and IBRD, as well as member States in order to address the possible organization of activities for economies in transition within the framework of the provisions of the Crete Declaration.

27. The Committee stressed the importance of the role of the regional advisers, the need to ensure their full dedication to activities related to assistance to countries in transition and to ensure availability of adequate resources for their function.

28. The Committee recommended the convening of a round table discussion on assistance to countries in transition to take place during the fifty-eighth session of the Inland Transport Committee.

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

Documentation: TRANS/R.390.

29. The Committee took note of the information contained in the above document and was informed of the activities of the following organizations: OSZhD, IRTO, IRF and IFHP. It took note of the information provided and stressed the importance of the activities carried out by these organizations.

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

Documentation: TRANS/R.392.

30. The Committee took note of the information contained in the above document showing the situation as at 15 October 1994 with regard to signatures, ratifications, accessions, reservations and declarations.

31. In this context it was also informed about the most recent developments regarding ratification of international instruments by the following member Governments: Slovenia: ratification of the AGTC; Belgium: initiation of ratification procedures for the AGC and AGTC; Poland: initiation of ratification procedures for the AGTC; Switzerland: initiation of ratification procedures for the Convention on Customs Treatment of Pool Containers used in International Transport; United Kingdom: initiation of ratification procedures of the Conventions on Road Traffic and on Road Signs and Signals of 8 November 1968.

32. The Committee requested member Governments to become Contracting Parties to the existing and new legal instruments developed under its auspices and to implement them.

TRANSPORT TRENDS AND POLICY AND TRANSPORT ECONOMICS

Documentation: TRANS/WP.5/14.

33. The Committee approved the report of the seventh session of the Working Party on Transport Trends and Economics (WP.5) (TRANS/WP.5/14) and took note of the detailed report given by the Chairman of the Working Party on the progress achieved during the last session. The attention of the Committee was drawn to the following questions:

- (a) Methodological basis for the definition of common criteria regarding bottlenecks, missing links and quality of service of infrastructure networks

Documentation: TRANS/WP.5/R.60.

34. The Committee considered and approved the report on the methodological basis for the definition of common criteria regarding bottlenecks, missing links and quality of service of infrastructure networks, which was prepared by the Vice-Chairman of the Working Party and a small informal group and expressed its high appreciation for the work carried out. It also shared the opinion of the Working Party according to which the report should be taken into account in the context of layer 3 activities as referred to in the Progress Report Towards Indicative Guidelines for the Further Development of Pan-European Transport Infrastructure (TRANS/WP.5/R.62/Add.1) submitted to the Second Pan European Transport Conference.

35. The Committee decided that the work of the report on bottlenecks and missing links should be followed up through the design and selection of regulatory and infrastructural measures to improve the transport situation as indicated in Phase III of the evaluation process for inland transport infrastructure projects reproduced in annex 2 of TRANS/WP.5/R.60.

36. In view of the new political and economic situation in countries in transition, the Committee underlined the importance of dealing in future in more detail with questions of transformation to market economy and also referred in this connection to the pertinent item in the Committee's programme of work concerning "Transport 2000 in central and eastern Europe".

37. Referring to the representation of countries in transition at the

sessions of WP.5, the Committee invited those countries to actively participate in the work of the Working Party which is dealing inter alia with a number of items of interest to them.

38. The Committee endorsed the decision of the Working Party to pursue its work through the investigation of flow indices for the determination of priorities of transport infrastructures, as well as interface aspects between land and sea transport.

- (b) General trends in national transport policies: replies to the questionnaire on transport development

Documentation: TRANS/WP.5/R.58 and Add.1-21.

39. The Committee considered the replies to the questionnaire on transport development circulated in 1994 and reiterated its decision to circulate a new questionnaire in 1997.

40. It endorsed the Working Party's decision to discuss at its eighth session major transport trends to be observed in ECE member countries in 1995 and urged Governments to ensure that their respective representatives at that session of the Working Party would be able to report on such developments.

41. The Committee also asked the secretariat to prepare for its next session a short informal paper listing the various questionnaires sent to Governments identifying the requesting body, the nature of the information requested and the periodicity of the information.

- (c) Questions related to transport in the Mediterranean

- (i) Work of the report study and training centres in the Mediterranean region

Documentation: TRANS/WP.5/R.54, TRANS/WP.5/R.57, TRANS/R.404, TRANS/R.405.

42. The Progress Report for 1994 of the Transport Study Centre for the Western Mediterranean (CETMO), and its programme of work for the period 1995-1997, were presented by its Director. The Director of the Transport Study Centre for the Eastern Mediterranean (TRANSCEM) also presented the work of his Centre and informed the Committee of the end of the administrative changes at the Centre. Both representatives declared their readiness to continue to contribute to the work of the Committee, especially in the light of Commission decision D (49).

43. The Committee noted the work carried out by the Centres, expressed its support to them and requested that the Centres should continue reporting to the Working Party On Transport Trends and Economics.

44. The Committee also decided that, in future, more importance should be attached to Mediterranean transport problems in the realm of its competence.

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

Documentation: TRANS/WP.5/R.54.

45. The Committee noted that a report on the studies relating to the Project in the period 1994-1995 would be submitted to ECOSOC in 1995.

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

Documentation: TRANS/R.395 and Adds.1-2.

46. The Committee too note of the information prepared by ECMT, OECD and EC.

ROAD TRANSPORT

Documentation: TRANS/SC.1/355.

47. The Committee approved the report of the Principal Working Party on Road Transport on its eighty-eighth session (TRANS/SC.1/355). The decisions taken and the major points raised during the discussion are described below.

- (a) Road transport infrastructure

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

48. The Committee took note of the decisions taken by the Principal Working Party concerning amendments to annexes I and II to AGR (TRANS/SC.1/355, paragraphs 6-9 and annex 1).

49. A number of delegations stressed the need for consideration by the Principal Working Party of certain problems concerning the updating of the AGR Agreement, for example, lack of appropriate connections of certain new E roads with the present E road network and the difficulties in fulfilling the numbering rules set out in the Agreement in the case of new E roads in Eastern Europe.

50. The Committee stressed the importance of the further updating of the E road network, particularly regarding the main international arteries of Central and Eastern European countries, as well as its extension to countries of the former USSR, and supported the invitation made by the Principal Working Party to Governments concerned to solve all pending problems regarding new roads to be included in the E road network (TRANS/SC.1/355, paragraph 9 (a)).

51. As regards the implementation of the Agreement, it was pointed out that some of the existing E roads did not conform to the technical and operational conditions set out in annex II to AGR. In this context the importance of the inventory of the present E road network undertaken in 1994 was stressed as a useful tool for evaluating the present state of the E road network and indicating the needs for its upgrading. In order to enable the secretariat to finalize a synthesis of the E road inventory, the Committee requested Governments, which had not yet done so, to provide the secretariat as soon as possible with the required data concerning E roads.

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

Documentation: TRANS/SC.1/R.257.

52. A number of representatives expressed the continuous support of their Governments to the Project and mentioned its contributions to the region.

53. The representative of Italy, recalling the active participation of his country in TEM since 1977, explained the main reasons for the freezing of their involvement. He referred especially to the difficulties in transiting certain countries and the disconnection of the Italian sections from the rest of TEM due to the border changes in the neighbouring areas. However, he said that recent evolution had led his Government to send a positive letter to ECE regarding participation in TEM. He expressed confidence in receiving official positive reactions from the Governments of Austria, Greece, Slovenia and ECE, as Executing Agency.

54. The representative of Greece also mentioned her country's extensive participation in TEM in the past and said that technical and political developments now allowed that her Government at present could examine the TEM Trust Fund Agreement positively.

55. In response to a question posed by the representative of the Czech Republic, the Committee was informed that only signatory countries could have full membership of the project and that the UNDP project document was no longer valid, the present legal instrument being the TEM Cooperation Trust Fund Agreement.

56. The Committee took note of the progress report of the TEM Project contained in document TRANS/SC.1/R.257, underlined the importance of this project for the development of road transport infrastructure in the region and the resulting cooperation, especially in view of the decisions of the Crete Conference, and requested to continue to be informed of TEM developments.

(b) Road transport facilitation

Documentation: TRANS/R.396, TRANS/R.403.

57. The Committee endorsed the decisions regarding the facilitation of international road transport taken by the Principal Working Party on its eighty-eighth session (TRANS/SC.1/355, paragraphs 17, 18, 20, 24 and 25).

58. The Committee considered the proposals for the establishment of environmental standards for vehicles in international road traffic, for example in the Vienna Convention, submitted by the European Conference of Ministers of Transport (ECMT) (TRANS/R.396). While the majority of delegations supported, in general, the idea to establish such standards as soon as possible, some representatives felt that the application of the proposed standards in their countries at present would be difficult. The need for experts to consider the further legal and technical implications of the proposals was also voiced.

59. The Committee decided to request the Working Party on the Construction of Vehicles (WP.29) and the Working Party on Road Traffic Safety (WP.1) to consider the subject, in order to propose to the next session of the Inland Transport Committee possible solutions which would take account of the specific problems of some central and eastern European countries.

60. The Committee took note of the draft resolution on the facilitation of issuing visas to international drivers (TRANS/R.403) proposed by the International Road Transport Union (IRU) and the International Transport Workers' Federation (ITF) and decided to invite Governments to consider the possibilities of simplifying and accelerating the procedure for professional drivers for obtaining visas. At the same time the Committee instructed the Working Party on Customs Questions affecting Transport (WP.30) and the Principal Working Party on Road Transport (SC.1) to examine this question and prepare appropriate proposals for the Committee's next session.

(c) Road traffic safety

Documentation: TRANS/SC.1/WP.1/44, TRANS/SC.1/WP.1/46.

61. The Committee shared the concern of the Working Party on Road Traffic Safety about accidents involving young road users and invited Governments to make every effort so that campaigns waged within the second Road Safety Week might be as effective as possible and, in particular, to ensure the fullest possible involvement in the campaigns of the mass media and organizations and institutions working in the areas of road safety and education.

62. The Committee endorsed the decisions related to various activities in the field of road safety taken by the Working Party on Road Traffic Safety.

(d) Uniform safety and environmental conditions for the approval of road vehicles

Documentation: TRANS/WP.29/78/Amend.6; TRANS/WP.29/394; TRANS/WP.29/408; TRANS/WP.29/409; TRANS/WP.29/427.

63. The Committee noted and approved the reports of the Working Party on its one-hundred-and-second session (TRANS/WP.29/394), one-hundred-and-third session (TRANS/WP.29/408), and one-hundred-and-fourth session (TRANS/WP.29/427).

(i) Amendments to the 1958 Agreement (Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts)

64. The Chairman of the Working Party on the Construction of Vehicles (WP.29) informed the Committee that the draft amendments to the Agreement (TRANS/WP.29/409) had been adopted by the Working Party at its one-hundred-and-third session and were presently being distributed to the Contracting Parties to the Agreement for acceptance. He indicated that the amendments would adapt the Agreement to new needs by giving more emphasis to

the protection of the environment and conservation of energy, streamline the administrative procedures, improve the efficiency of work by introducing majority rules, and make the Agreement open worldwide by allowing the accession to it of countries using different approval procedures.

65. He also informed the Working Party that a new proposal for a global agreement had been prepared by the United States of America, which was foreseen by the Working Party as a second stage development of the Agreement, and requested the mandate of the Committee for its consideration. He informed the Committee that arrangements had been made for such work, including advising the representatives of countries and organizations interested.

66. The representative of the United States of America informed the Committee that the proposal for a global agreement was based on the perspective of a worldwide forum and that it incorporated principles of equal access to forum functions, democracy and full preservation of the sovereignty of each participating country (TRANS/WP.29/R.666/Rev.1). He indicated that its expedient consideration was in the interest of globalization of construction regulations for vehicles and other machinery.

67. The Committee took note of the completion of work on the draft amendments to the 1958 Agreement and mandated the Working Party to consider the proposal for the global agreement prepared by the United States of America and endorsed the institutional provisions made.

(ii) Alignment of UN/ECE Regulations with the EC Directives and harmonization of technical work between the respective bodies of ECE and of the European Community

68. The Committee took note of the results achieved in this field and decided to encourage further cooperation between the Working Party on the Construction of Vehicles and the relevant bodies of the European Community with a view to maintaining the alignment between the ECE Regulations and the relevant EC Directives, following closely the regulatory and technological development.

(iii) Development of new Regulations and Recommendations and updating of those existing

69. The Committee acknowledged the adoption in 1994 of seven new draft Regulations and twenty-nine draft amendments to existing Regulations annexed to the 1958 Agreement. It was also noted that, during 1994, the number of Contracting Parties to the Agreement had reached twenty-five.

70. It also noted and approved the draft programme of work of the Working Party for 1995-1999 and its tentative calendar of meetings for 1995, annexed to the report of the one-hundred-and-fourth session (TRANS/WP.29/427).

71. The Committee also invited Governments to follow the recommendations regarding the installation of child restraint systems, as amended in annex 13 to the Consolidated Resolution on the Construction of Vehicles (document TRANS/WP.29/78/Amend.6).

RAIL TRANSPORT

Documentation: TRANS/SC.2/182.

72. The Committee approved the report of the forty-eighth session of the Principal Working Party on Rail Transport (SC.2) (TRANS/SC.2/182). The Committee took note of the detailed report given by the Chairman of the Principal Working Party on the progress achieved since its last session. The attention of the Committee was drawn to the following questions.

(a) Rail transport infrastructure

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

73. The Committee noted that the following countries were at present Parties to the AGC: Belarus, Bulgaria; Croatia (succession); Czech Republic (succession); France, Germany, Hungary; Italy; Poland; Russian Federation; Slovakia (succession); Slovenia (succession); The former Yugoslav Republic of Macedonia (succession); Turkey; Ukraine; Yugoslavia. The Committee asked countries which had not yet acceded to the AGC to examine the possibility of doing so.

74. Regarding the infrastructure parameters of the AGC, the Committee noted the opinion of the Principal Working Party that, in view of the different positions of countries on the matter and the intention of certain Governments to accede to the AGC, it would be preferable, for the time being, not to modify any of those parameters.

75. The representative of Switzerland pointed out that, due to the special topographical situation of his country, it was practically impossible for his Government to respect all requirements of the AGC, in particular those related to the distance between track centres of railway lines. He stated therefore that his country could not envisage becoming a Contracting Party to the agreement.

76. Endorsing the decision of the Principal Working Party, the Committee felt that the question of infrastructure parameters might be reverted to at a later stage.

(ii) Trans-European Railway (TER) Project

Documentation: TRANS/SC.2/R.191.

77. The Committee took note with appreciation of the progress report of TER and underlined the importance of this project for the railway infrastructure in the region, especially in the light of the Crete Declaration.

(b) Facilitation of border crossing in international rail transport

Documentation: TRANS/SC.2/R.195.

78. The Committee took note, with appreciation, of the report on the facilitation of border crossing in international rail transport (TRANS/SC.2/R.195). After having discussed a number of aspects contained therein it:

- (i) endorsed the Principal Working Party's decision on the setting up of (a) a Steering Group composed of members of the secretariats of ECE, OTIF, UIC and CIT as well as (b) an "Ad hoc Group on Railway Facilitation" including representatives from Governments and railways alike, from international organizations concerned as well as the above-mentioned four secretariats;
- (ii) supported strongly the Principal Working Party's view that substantive problems in border crossing in international rail traffic had to be taken up bilaterally by both Governments and railways with their respective counterparts in adjacent countries and
- (iii) approved the Principal Working Party's request to gather information on measures taken by Governments and railways to reduce delays during border crossing and, in particular, on bilateral and multilateral contacts which had taken place between Governments and railways of neighbouring countries.

(c) Application of summer time

Documentation: TRANS/SC.2/R.207.

79. The Committee noted that, for the years 1996 and 1997, a harmonized beginning and end of summer time had been determined in the European Community, i.e. the last Sunday in March and the last Sunday in October.

80. The Committee, recalling Commission Decision H (38) which recommends to have the transition to summer time on the last Sunday in March and the end of summer time on the last Sunday in September and bearing in mind the changes of the summer time period in the European Union, agreed nevertheless to retain, for the time being, the summer time arrangements as contained in Commission Decision H (38).

81. The Committee also requested Governments to study the possibility of extending summer time for a longer period and to provide that a medium-term period be applied for the same years in all European countries.

- (d) Exchange of views of possibilities of harmonizing conditions of different rail transport systems

82. The representative of Poland drew the attention of the Committee to the difficulties which existed currently for a number of railways because of the different conditions of transport in existing rail transport systems. In this connection he referred in particular to the prevailing differences between the CIM and the SMGS for freight transport, and between the CIV and the SMPS for passenger transport, concerning such items as consignment notes, terms of shipment, the kind of labelling, financial conditions for the rental of wagons, requirements for the returning of rolling stock from abroad, etc. He proposed that the Principal Working Party should start considering the key elements of the respective rail transport systems with a view to eliminating present differences between them.

83. In accordance with the above proposal, the Committee requested the Principal Working Party on Rail Transport to analyse the main elements of the rail transport systems referred to and propose measures in order to erase the differences between them.

INLAND WATER TRANSPORT

Documentation: TRANS/SC.3/135, TRANS/SC.3/WP.3/AC.1/R.10, TRANS/SC.3/WP.3/AC.1/R.11, TRANS/R.406.

84. The Committee approved the report of the Principal Working Party on Inland Water Transport on its thirty-eighth session (TRANS/SC.3/135) and decided as follows:

- (a) Inland waterway infrastructure
- (i) Questions relating to the drawing up of a draft European Agreement on Main Inland Waterways of International Importance (AGN)

85. The Committee expressed its satisfaction with the progress made so far by the Principal Working Party in preparing the draft AGN and endorsed the decision of the Principal Working Party to convene a special session of the Principal Working Party from 26 to 28 April 1995 for the consideration of the first draft text of the Agreement, hoping that it could be finalized and submitted for consideration by the Inland Transport Committee at its fifty-eighth session.

- (ii) Preparation of the map of European inland waterways in accordance with the new classification

86. The Committee took note of the new map prepared by the Principal Working Party which, for the first time, covers the whole of the European continent and is based on a new classification of inland waterways. It also approved the decision of the Principal Working Party regarding regular revision of this publication (TRANS/SC.3/135, paragraphs 23-24).

(b) White Paper on trends in and development of inland navigation and its infrastructure

87. The Committee took note of the draft White Paper on inland navigation matters prepared by the Principal Working Party and welcomed the intention of the Working Party to use the paper for the purpose of promoting inland navigation in the ECE region.

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

88. The Committee was informed of activities undertaken by the Principal Working Party related to the above-mentioned questions, took note of them and encouraged the Principal Working Party to further harmonize technical and safety requirements, including pollution control, in inland navigation with a view to facilitating international traffic by this mode of transport.

(d) Obstacles and delays at border crossings in Danube navigation

89. At its thirty-eighth session the Principal Working Party on Inland Water Transport reiterated its request to the Inland Transport Committee and ECE to take urgent measures with a view to facilitating to the maximum extent the transit via the territory of Yugoslavia (Serbia and Montenegro) of vessels not entering Yugoslavian ports and thus reviving the freedom of navigation on this international river without hindering the United Nations sanctions themselves against that country (TRANS/SC.3/135, para.4).

90. The Committee shared the concern of the Principal Working Party with regard to an extremely difficult situation in Danubian shipping as a result of sanctions against the former Yugoslavia, took note of the proposals made by the ITF (TRANS/R.406) and once again asked the Economic Commission for Europe to come back to this question with a view to mitigating the problem.

COMBINED TRANSPORT

Documentation: TRANS/WP.24/61; TRANS/WP.24/R.67; TRANS/WP.24/63;
ECE/TRANS/88 and Corr.1; TRANS/R.357; TRANS/R.397.

91. The Committee approved the reports of the Working Party on Combined Transport on its twentieth and twenty-first sessions (TRANS/WP.24/61; TRANS/WP.24/63).

(a) European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) (ECE/TRANS/88 and Corr.1)

92. The Committee noted that the AGTC Agreement had at present 15 Contracting Parties. The Committee recommended all ECE member countries that had not yet done so to become Contracting Parties to the AGTC Agreement as soon as possible.

93. With regard to the incorporation into a legally binding international instrument of provisions on inland water transport using combined transport techniques, the Committee felt that provisions on coastal shipping might be incorporated as well, drawing on the conclusions of the study on coastal shipping (TRANS/R.397), and welcomed the first draft of such a legal instrument prepared by the Working Party on Combined Transport (TRANS/WP.24/R.67). Given the still divergent views in the Committee as to whether a protocol to the AGTC Agreement or a separate legal document should be prepared on this subject, the Committee decided to revert to this question at its next session.

(b) Combined transport and coastal shipping

94. The Committee commended the Working Party on Combined Transport on the preparation of the study on the role of coastal shipping and its potential as an alternative for land transport in Europe as mandated by the Committee (TRANS/R.397) and approved its conclusions. In this context the Committee also recognized the very important role played by coastal shipping in general, being the major transport mode in international trade for a number of ECE member countries.

CUSTOMS QUESTIONS AFFECTING TRANSPORT

Documentation: TRANS/WP.30/155; TRANS/WP.30/157; TRANS/WP.30/159;
TRANS/WP.30/AC.2/35; TRANS/R.398; TRANS/WP.30/R.141; TRANS/WP.30/R.140/Rev.1;
ECE/TRANS/106; TRANS/WP.30/AC.3/4.

95. The Committee approved the reports of the Working Party on Customs Questions affecting Transport on its seventy-eighth, seventy-ninth and eightieth sessions (TRANS/WP.30/155; TRANS/WP.30/157; TRANS/WP.30/159).

(a) Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975)
(ECE/TRANS/17 and Amend. 1-17)

96. The Committee welcomed and endorsed the measures taken by the Working Party on Customs Questions affecting Transport to avoid the disruption of the TIR transit system. It recognized that a collapse of the system would have serious consequences for international transport and trade with and among countries in Central and Eastern Europe as there exist no viable alternatives to the TIR transit system for most east-west road traffic. The Committee decided that, in addition to short-term measures taken by the Working Party and the TIR Contact Group, work should also be initiated on an urgent revision of the provisions of the TIR Convention to provide for stable long-term solutions in this field.

(b) Draft Convention on International Customs Transit Procedures for the Carriage of Goods by Rail (TRANS/WP.30/R.141)

97. The Committee welcomed the progress made in preparing the Convention allowing the introduction of a common pan-European Customs transit scheme for railway transport. It endorsed the proposal of the Working Party on Customs Questions affecting Transport to continue its study on possibilities to base the new convention not only on the provisions of the COTIF Convention and the CIM Consignment Note contained therein, but also on the SMGS system used in Central and Eastern Europe. The Committee was of the view that all efforts should be made, in line with the proposals of the Working Party, to open the new convention for signature at its session in 1996.

98. The Committee noted with appreciation the invitation of the Organization for Cooperation between Railways (OSZHD) to host the second session of the informal ad hoc group on railway Customs transit in Warsaw on 15 and 16 February 1995.

(c) Convention on Customs Treatment of Pool Containers used in International Transport (Customs Container Pool Convention)
(ECE/TRANS/106)

99. The Committee noted that the Customs Container Pool Convention had been opened for signature from 15 April 1994 to 14 April 1995 in Geneva and invited ECE member countries and regional economic integration organizations to sign the Convention.

(d) Legal and technical questions relating to the facilitation of Customs procedures in transport

100. The Committee took note of the report of the second session of the Administrative Committee for the International Convention on the Harmonization of Frontier Controls of Goods (1982) (TRANS/WP.30/AC.3/4).

INTERNATIONAL TRADE PROCEDURES RELATED TO TRANSPORT, INCLUDING UN/EDIFACT

101. The Committee took note of the information provided by the secretariat concerning the activities of the Working Party on Facilitation of International Trade Procedures on the implementation of UN/EDIFACT and on other activities undertaken in 1994 in respect of the transport sector. The Committee requested that it be informed further at its next session of the developments in this priority area of the Commission work.

TRANSPORT OF DANGEROUS GOODS

Documents: ST/SG/AC.10/21 and Add.1-4; TRANS/WP.15/130; TRANS/WP.15/132; TRANS/WP.15/AC.1/56; TRANS/WP.15/AC.1/58.

- (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

102. The Committee took note of the work of the Committee of Experts on the Transport of Dangerous Goods and of its Sub-Committee during the biennium 1993-1994, and in particular of the adoption of new recommendations which will be the subject of new publications to be prepared by the secretariat in 1995, including:

Ninth revised edition of the Recommendations on the Transport of Dangerous Goods;

Manual of Tests and Criteria (entirely revised and rationalized).

103. The Committee also took note of the extension of the programme of work of the Committee of Experts for the next biennium to cover the following programmes:

Harmonization of the systems of classification and labelling of dangerous products used in transport regulations with the systems used in other regulations (work safety, protection of the environment, consumer protection), in the framework of the follow-up to the United Nations Conference on Environment and Development (Chapter 19 of Agenda 21);

Recasting of the structure of the Recommendations on the Transport of Dangerous Goods into a model regulation which will be recommended to Governments and international organizations (including the United Nations Economic Commission for Europe) to obtain greater uniformity worldwide of all regulations applicable to the transport of dangerous goods and thus facilitate a regular standardized and harmonized updating of the these regulations.

104. Lastly, the Committee took note of the expanded composition of the Committee of Experts which would henceforth have 19 members, the 5 new members being Argentina, Belgium, Brazil, Mexico and Morocco.

105. The representative of Austria suggested that it would be appropriate to amend the statutes of the Committee of Experts so that its composition would no longer be restricted to a limited number of experts and so that all countries participating as observers could take part in the decision-making process. He also made proposals with a view to improving the efficiency of the Committee's work.

106. It was recalled that the Committee of Experts was not a subsidiary body of the Economic Commission for Europe but of the Economic and Social Council which is serviced by the ECE secretariat. Proposals concerning methods of work may therefore be submitted directly to the Committee of Experts, even by an observer country, while those concerning the composition of the Committee of Experts should be submitted directly to the Economic and Social Council. However, it should be noted that the composition of the Committee has been kept deliberately small in a concern for efficiency and economy, and also to ensure an appropriate geographical distribution of the interests of the main countries concerned by the transport of dangerous goods.

107. The representative of OSZhd said that the regulations kept up to date by his organization for the transport of dangerous goods by rail (SMGS) in the countries of eastern Europe would henceforth be brought regularly into line with the Recommendations.

(b) Activities of the Working Party on the Transport of Dangerous Goods (WP.15)

(i) Activities of the RID/ADR Joint Meeting

108. The Committee noted that the RID/ADR Joint Meeting had prepared new draft amendments to RID and to ADR, but had not yet completed the revision of the provisions concerning the carriage of gases (Class 2). Following approval by the Working Party and the RID Committee of Experts, all those amendments and those adopted in 1995 should be grouped as a series of amendments to RID and ADR before coming into force on 1 January 1997.

109. The Committee also noted that the work of restructuring ADR undertaken by the Working Party had been extended to RID. The results of the work achieved to date by the working group on restructuring (which had met twice in 1994) and the objectives set by the Working Party on the Transport of Dangerous Goods had been adopted by the Joint Meeting. So as to expedite the work, three sessions of the working group on restructuring had been included in the timetable for the first half of 1995 (two in Geneva and one to be held in Berlin at the invitation of the German Government).

110. The Committee stressed the importance of cooperation and coordination with the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods in this work of restructuring, and noted with satisfaction that an informal meeting of the group on the restructuring of the United Nations Recommendations would be held on 30 and 31 March 1995 in parallel with the RID/ADR Joint Meeting so as to facilitate this cooperation. The Committee hoped that the Committee of Experts would also ensure this cooperation by taking into account the work and requirements of the working group on the restructuring of RID/ADR, and by seeking to simplify the regulations for all transport modes.

111. The Committee also hoped that the Joint Meeting would complete its work on Class 2 in March 1995 and noted that it would be focusing on harmonization with the ninth revised edition of the United Nations Recommendations in October 1995. The Committee also noted that once the harmonization of Class 2 had been completed, the working methods of the Joint Meeting should be revised so as to ensure greater efficiency and better coordination with the work of the Committee of Experts in the context of the restructuring.

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

112. The Committee noted that, since its last session, the Russian Federation, Liechtenstein and Romania had become Contracting Parties to ADR. The Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR adopted by the conference of the Contracting Parties on 28 October 1993 (ECE/TRANS/103, paras. 135 to 137) had still not entered into force since this would have required the deposit of the necessary legal instruments by all the Contracting Parties. In fact, only seven Contracting Parties had done so to date (Czech Republic, Finland, Slovakia, Spain, Liechtenstein, Netherlands, United Kingdom). The Committee urgently requested the Contracting Parties to ADR to take the necessary steps to allow the Protocol to come into force.

113. The Committee noted that the Council of the European Union had adopted directive 94/55/EEC intended to harmonize the laws of member States of the European Union in respect of the transport of dangerous goods by road as from 1 January 1997, which included the provisions of Annexes A and B of ADR. This would quintuple the number of transport operations covered by the provisions of the Annexes to ADR and thus modify the nature of the work of the Working Party on the Transport of Dangerous Goods by increasing the number of problems to be resolved.

114. In this context the Committee stressed the importance of successfully concluding the restructuring of ADR as rapidly as possible and asked the Joint Meeting to ensure that the restructuring could come into effect on 1 January 1997 when the provisions of the Annexes to ADR would become applicable to domestic traffic operations.

115. The Committee also noted that the series of amendments to ADR prepared by the Working Party in 1992 and 1993 had entered into force on 1 January 1995 and that a new revised edition of ADR and its Annexes had already been published by the secretariat in English and French and was being prepared in Russian (ECE/TRANS/110, volumes I and II); this edition also existed on diskette. The Committee congratulated the secretariat for the rapid publication of these new editions in English and French.

116. The Committee noted that a questionnaire on the conditions of the training and issue of training certificates to drivers of vehicles carrying dangerous goods had been sent to all the Ministers of Transport of the ECE Governments with a view to a better appreciation of the situation in the ECE

countries, including those in transition, and so as to achieve in the future a better harmonization of training conditions in the countries of the European Union and the other Contracting Parties to ADR. A working group would meet in March 1995 in Italy at the invitation of the Italian Government to consider the replies.

117. The Committee welcomed the excellent cooperation with the Commission of the European Community in the field of the transport of dangerous goods.

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

118. The Committee expressed regret that the texts of ADN, as prepared by the Working Party on the Transport of Dangerous Goods in 1993, had not yet been issued by the secretariat. In addition, the delays in the publication of ADN rendered any efforts to update it impossible, creating difficulties for Danube transition countries or others relying on ADN to update their national regulations and bring them gradually into line with those of the Rhine countries to enable them to develop trade under similar conditions.

119. With regard to changing the status of ADN from a recommendation to an international agreement, the representative of CCNR said that his organization welcomed the efforts to complete a harmonized European convention and hoped that an International Working Group in which international inland waterways played an important role would be set up for that purpose. Such a group would make proposals on the content of the Convention, its implementation, the definition of transitional measures and the recognition of classification societies and documents, and so on, and the organization of work would be the responsibility of the secretariats of the international organizations concerned. In the meantime, ADN would have to be kept in alignment with ADNR.

120. The representatives of Belgium, France, Netherlands and Switzerland shared the views of the CCNR.

121. The representatives of Austria, the Czech Republic, Germany, Hungary, the Russian Federation and the Commission of the European Community supported the drafting of an agreement.

122. The representative of the Danube Commission said that his organization's main concern for the time being was to have an updated text of ADN.

123. The Committee finally decided to:

1. Add an extra week of meetings of WP.15 (21-25 August 1995) for consideration of questions concerning ADN;
2. Set up an International Working Group for the future drafting, jointly with the other organizations concerned, of a European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways;

3. Request the secretariat to consult with CCNR, the Danube Commission, the Commission of the European Community and the Governments concerned, to define as soon as possible the mandate and the working arrangements of this Group concerning the future drafting of the agreement. The secretariat will ensure, together with the secretariats of international organizations concerned, the practical organization of work.

124. The Committee approved the reports of the Working Party on the Transport of Dangerous Goods on its fifty-fourth and fifty-fifth sessions (TRANS/WP.15/130 and TRANS/WP.15/132).

125. The Committee, noting the increased workloads of the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods, of the ADR and ADN Working Parties on the Transport of Dangerous Goods, of the RID/ADR Joint Meeting and of the group on the restructuring of RID/ADR, requested an increase in Transport Division staff dealing with dangerous goods, in particular to ensure the publication and regular updating of ADN.

TRANSPORT OF PERISHABLE FOODSTUFFS

Document: TRANS/WP.11/190.

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

126. The Committee adopted the report of the Working Party on the Transport of Perishable Foodstuffs on its fiftieth session (TRANS/WP.11/190).

127. The Committee was informed of the proposed amendments to annexes 2 and 3 of ATP.

128. Several representatives welcomed the progress made by the Working Party on the Transport of Perishable Foodstuffs and considered that improvements needed to be made to the procedures and process for the entry into force of amendments to ATP; they also expressed the view that there was a need to introduce the majority vote for the revision of ATP, in order to make the Agreement more efficient and more dynamic.

129. The representative of the United States of America noted that it would be more prudent not to introduce the majority vote procedure.

130. The Committee invited countries members of the Commonwealth of Independent States (CIS) to participate in the ATP Agreement and noted that the majority of participants had expressed the hope that the procedures for revision of ATP would become more flexible and more expeditious.

TRANSPORT STATISTICS

131. The Committee approved the report of the forty-fifth session of the Working Party on Transport Statistics.

- (a) International comparability of transport and road traffic accident statistics

Documentation: TRANS/WP.6/127-CES/AC.62/79; Glossary for Transport Statistics.

132. The Committee approved the work of the Intersecretariat Working Group on Transport Statistics (ECE/ECMT/EC-Eurostat), including the publication in February 1994 of the Glossary for Transport Statistics in English, French and Russian, as well as a Joint Questionnaire on Transport Statistics intended to harmonize transport statistics at the international level and to reduce the response burden of member countries.

133. The Committee invited Governments to transmit data on the transport of perishable foodstuffs in response to the pilot questionnaire issued to ATP test stations; to transmit data and methodologies used in the collection of statistics on the transport of dangerous goods in response to a forthcoming questionnaire; to break down employment statistics by gender, and to identify road vehicles by age, in anticipation of the inclusion of these two categories in forthcoming editions of the Annual Bulletin of Transport Statistics for Europe (ABTS).

134. In addition, the Committee supported the decision by the Working Party on Transport Statistics to convene an informal group on transport data bases and information systems to assess the availability of transport statistics in the ECE region and to play a coordinating role in this field.

135. Moreover, the Committee noted the preparations under way for the Second UN/ECE and Eurostat Workshop on Transport Statistics to be sponsored by the Government of Germany.

- (b) Preparation of the 1995 Census of Motor Traffic on Main International Traffic Arteries in Europe (E Road Census)

Documentation: TRANS/WP.6/AC.2/R.6 and Corr.1; TRANS/WP.6/AC.2/12 and Add.1.

136. The Committee took note that 18 countries have thus far adopted ECE resolution No. 242 to carry out the 1995 Census of Motor Traffic on Main International Traffic Arteries, based on the recommendations for the preparation and implementation of the 1995 E Road Census, and encouraged Governments which had not already done so to adopt the resolution.

FACILITATION OF THE MOVEMENT OF PERSONS WITH REDUCED MOBILITY: REPORT ON MEASURES TAKEN IN THE TRANSPORT FIELD

Documentation: TRANS/R.402.

137. The Committee took note of information on the subject contained in document TRANS/R.402 and information provided by the representatives of the Commission of the European Community and UIC during the session, as well as the information provided in writing by ICAO. The Committee also noted that the work on the provisions concerning the facilitation of the movement of persons with reduced mobility has been carried out by the Working Party on the Construction of Vehicles in cooperation with EC.

DEVELOPMENT OF ELECTRONIC PROCEDURES AND DOCUMENTATION

138. The Committee was informed of the new EDP facilities made available to the Transport Division and of the electronic interchange of documents through telecommunication, which the division was endeavouring to develop on the basis of the ITU/DOC system, produced by the ITU. The Committee supported these developments, which will result in increased efficiency in the distribution of documents.

PROGRAMME OF WORK FOR 1995-1999

Documentation: TRANS/R.392.

139. The Committee considered the Draft Programme of Work for the period 1995-1999 contained in the above document, prepared on the basis of the relevant decisions taken by its subsidiary bodies in the course of 1994 and of modifications suggested by the Coordination Meeting and adopted it as contained in the annex to this report.

SCHEDULE OF MEETINGS IN 1995

Documentation: TRANS/R.389; informal paper containing modifications to document TRANS/R.389.

140. The Committee considered a tentative list of meetings (TRANS/R.389), and an informal paper related thereto, and adopted the schedule of meetings for 1995, which will be issued as document ECE/TRANS/112.

141. Following the proposal of the Coordination Meeting, the Committee agreed that the next session of the Coordination Meeting would take place on 5 and 6 December 1995.

142. In respect of the dates of its next session, and referring to Commission decision G (49) (E/ECE(49)/L.13), the Committee would appreciate it very much if the Commission could agree that the next session of the Committee be held from 15 to 19 January 1996.

ELECTION OF OFFICERS FOR THE FIFTY-EIGHTH SESSION OF THE COMMITTEE

143. Mr. J. Silva Rodrigues (Portugal) and Mr. A. Suvorov (Russian Federation) were elected Chairman and Vice-Chairman, respectively, for the fifty-eighth session of the Committee.

COMPOSITION OF THE COMMITTEE'S COORDINATION MEETING

144. The Committee agreed that its Coordination Meeting should comprise the Chairman and the Vice-Chairman of the Committee, and representatives of the following countries and institution: Czech Republic, France, Germany, Italy, Netherlands, Portugal, Switzerland, Russian Federation, United Kingdom, and the Commission of the European Community.

OTHER BUSINESS

(a) Resource saving in the field of transport of the ECE secretariat

145. Referring to a request by Headquarters according to which ECE had to indicate possibilities of saving about 5-10% of its resources, the Committee stressed the fact that about one-half of all ECE activities were related to inland transport which were dealt with by 15% of the ECE staff. In view of this heavy workload, the Committee proposed that within the transport sector resources should not be reduced but increased.

146. In the context of resource saving, the question of streamlining the arrangements for the distribution of documents was also raised. In order to make sure that the experts directly concerned with the respective work areas receive the relevant documentation, the Committee requested Governments to update on a regular basis the list of the particulars of experts concerned in the various fields of inland transport and also to review their ECE mailing lists which could be modified accordingly.

(b) Documentation

147. The Committee decided that no restriction should be placed on the circulation of documents issued for the current session.

ADOPTION OF THE REPORT

148. The Committee adopted the report on its fifty-seventh session and the annex thereto.
