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ECONOMIC COMMISSION FOR EUROPE**INLAND TRANSPORT COMMITTEE****REPORT OF THE INLAND TRANSPORT COMMITTEE ON ITS SIXTY-FIFTH SESSION
(18 - 20 February 2003)****CONTENTS**

	<u>Paragraphs</u>
Chairmanship	1
Attendance	2 and 3
Adoption of the agenda	4
Results of the Committee's Bureau Meetings	5 and 6
Matters arising from the Economic Commission for Europe, the Economic and Social Council, and other United Nations bodies and Conferences	7 - 9
Draft Strategic Objectives of the Committee	10 - 12
Activities of other international organizations dealing with problems of interest to the Committee	13
Intersectoral activities	14 and 15
(a) Transport, Environment and Health	14
(b) Blue Corridor Project	15
Review of the transport situation in ECE member countries and of emerging development trends	16
Transport and security	17 and 18
Assistance to countries with economies in transition	19 - 21
Status of application of international UNECE transport agreements and conventions	22
Transport trends and economics	23 - 39
(a) Replies to the questionnaire on transport developments	24
(b) Implementation of Pan-European transport corridors and areas	25 - 30
(c) Evaluation of inland transport infrastructure projects	31
(d) Euro-Asian transport links	32 - 36
(e) Transport in the Mediterranean	37 and 38
(i) Seminar on Traffic Flows in the Mediterranean	37
(ii) Work of the Transport Study Centres in the Mediterranean	38
(f) Studies on transport economics and track costs undertaken by other organizations	39

CONTENTS (continued)

	<u>Paragraphs</u>
Road transport	40 - 52
(a) European Agreement on Main International Traffic Arteries (AGR)	41 and 42
(b) European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)	43 - 46
(c) Convention on the Contract for the International Carriage of Goods by Road (CMR)	47
(d) Consolidated Resolution on the Facilitation of International Road Transport (R.E.4) ...	48
(e) Visas for professional drivers	49 and 50
(f) Activities of the Trans-European North-South Motorway (TEM) Project	51 and 52
Road traffic safety	53 - 58
(a) International instruments related to road safety (Vienna Conventions on Road Traffic and on Road Signs and Signals, European Agreements supplementing them, Consolidated Resolutions R.E.1 and R.E.2)	54 - 57
(b) Fourth Road Safety Week in the UNECE Region (5-11 April 2004)	58
Safety in Tunnels	59 - 63
(a) Follow-up to the Recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (road)	59 - 62
(b) Activities of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (rail)	63
Harmonization of Vehicle Regulations	64 - 68
(a) The 1958 Agreement and annexed UNECE Regulations	65
(b) The 1998 (Global) Agreement	66 and 67
(c) The 1997 Agreement on Periodical Technical Inspections	68
Rail transport	69 - 80
(a) Determination of railway infrastructure capacity	72
(b) European Agreement on Main International Railway Lines (AGC)	73
(c) Facilitation of border crossing in international rail transport	74 - 76
(d) Role of railways in the promotion of combined transport	77 and 78
(e) Activities of the Trans-European Railway (TER) Project	79 and 80
Inland water transport	81 - 91
(a) European Agreement on Main Inland Waterways of International Importance (AGN)	82 - 84
(b) Technical and legal questions regarding the development and facilitation of international transport by inland waterway	85 - 91
Combined transport	92 - 95
(a) European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)	92 and 93
(b) Possibilities for reconciliation and harmonization of civil liability regimes governing combined transport	94
(c) Proposal regarding the scope of work of the Working Party on Combined Transport	95

CONTENTS (continued)

	<u>Paragraphs</u>
Border crossing facilitation	96 - 104
(a) Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975)	97 - 101
(b) International Convention on the Harmonization of Frontier Controls of Goods, 1982	102
(c) Draft Conventions on International Customs Transit Procedures for the Carriage of Goods by Rail.....	103 and 104
Transport of dangerous goods	105 - 126
(a) The Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals	105 - 108
(b) Harmonization of the technical requirements of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID)	109 - 112
(c) European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)	109 - 112
(d) European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)	113 - 118
(e) Convention on Civil Liability for Damage caused during Carriage of Dangerous Goods by Road, Rail and Inland Navigation Vessels (CRTD)	119 - 126
Transport of perishable foodstuffs	127 and 128
Transport statistics	129 - 135
(a) Classification of Goods for Transport Statistics (NST/2000)	130
(b) Transport and Environment Reporting Mechanism (TERM) indicators	131
(c) Methodological development and harmonization of transport and road accident statistics.....	132 - 135
Transport Division website	136
Schedule of meetings in 2003	137
Composition of the Committee's Bureau in 2003 and 2004	138
Other business	139 and 140
(a) Preparation of electronic maps of inland transport networks	139
(b) Date of next session	140
Adoption of the report	141

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Annexes

- Annex 1 : Fourth Road Safety Week in the UNECE Region
Resolution No. 251
- Annex 2 : Implementation of the European Agreement on Main Inland
Waterways on International Importance (AGN)
Resolution No. 252
- Annex 3 : Statement by the delegation of Germany on the crisis of the TIR guarantee system.

REPORT

CHAIRMANSHIP

1. The Inland Transport Committee held its sixty-fifth session from 18 to 20 February 2003. The duties of Chairperson were performed by Mrs. V. Tañase (Romania), Chairperson and Messrs. P. Päßgen (Germany) and N. Matyushenko (Russian Federation), Co-Vice-chairpersons.

ATTENDANCE

2. Representatives of the following countries participated: Andorra; Belarus; Belgium; Bulgaria; Croatia; Czech Republic; Finland; France; Germany; Greece; Hungary; Italy; Kazakhstan; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom. The European Commission (EC) was also represented. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR); Danube Commission (DC); European Conference of Ministers of Transport (ECMT); Committee of the Organization for Co-operation between Railways (OSZhD); Intergovernmental Organization for International Carriage by Rail (OTIF). The following non-governmental organizations were represented : International Federation for Housing and Planning (IFHP); International MultiModal Transport Association (IMMTA); International Organization for Standardization (ISO); International Road Federation (IRF); International Road Transport Union (IRU); International Union of Railways (UIC).

3. The UNECE Executive Secretary, Ms. B. Schmögnerová, in opening the meeting, underlined the important contribution that the transport sector and the work of the Committee provided to the implementation of the objectives of the Millennium Declaration and invited the Committee to improve this contribution. She also invited the Committee to focus on the implementation of its norms and regulations, as well as on monitoring and assessment. Furthermore, she stressed the strategic importance of Euro-Asian transport links and invited countries concerned to participate in the UN Development Account project on Capacity Building for the development of interregional transport linkages that will be launched in the next few days. Finally, she invited the Committee to take all necessary measures in order not to face the prospect that the TIR system would cease to exist in the near future.

ADOPTION OF THE AGENDA

4. The Committee **adopted** the provisional agenda as prepared by the secretariat (ECE/TRANS/151).

RESULTS OF THE COMMITTEE'S BUREAU MEETINGS

Documentation: TRANS/2003/2.

5. In accordance with the decision taken by the Committee at its sixty-fourth session (ECE/TRANS/139, para. 124), its Bureau met on 21 February 2002, 8-9 July 2002, and 3-4 December 2002.

6. The Committee **considered** the results of its Bureau Meetings, as contained in document TRANS/2003/2, and **agreed** to discuss the questions raised in greater detail under the respective items of the agenda.

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

Documentation: TRANS/2003/3.

7. The Committee **considered** document TRANS/2003/3 and the Commission's guidelines, especially regarding questions on the economic dimension of security in the UNECE region; the functioning of the principal subsidiary bodies and the programme of work; strengthening the organization; UNECE technical assistance and operational activities; and follow-up to world conferences (Monterrey, Johannesburg).

8. Concerning the item on "strengthening the organization", the Committee **noted** that the 2004-2005 budget proposal for the transport subprogramme proposed a 10 per cent reduction of meeting days for a number of subsidiary bodies of the Committee. It **requested** that this reduction be implemented with flexibility in order not to hamper the efficiency of work.

9. The Committee **took note of** the resolution on mainstreaming a gender perspective into all policies and programmes in the United Nations system adopted by the Economic and Social Council at its substantive session of 2002 and reproduced in TRANS/2003/3.

DRAFT STRATEGIC OBJECTIVES OF THE COMMITTEE

Documentation: TRANS/2003/2, annex 2, Appendix.

10. The Committee **congratulated** its Bureau on the work it had done on the draft strategic objectives of the Committee and especially Mr. Henri Courtois (Belgium) who had prepared the first draft of the paper.

11. The Committee **took note of** the issues which could become major problems for the future as mentioned in paragraph 11 of the draft strategic objectives and felt that the Bureau should have a discussion on them at its future meetings.

12. The Committee **noted** comments made by a number of delegations and **agreed** that these should be included by the secretariat in the draft strategic objectives and be further discussed by its Bureau. It expressed the view that, in annex 2 of the report of the Bureau (Strategic Objectives of the Committee) (TRANS/2003/2, annex 2, Appendix), the proposal under item 16, first indent, aiming at the abolition of the adoption of the report of a meeting at the end of the session, should be completed by specifying that the adoption of the report could be simplified by adopting a list of decisions taken and recommendations made.

ACTIVITIES OF OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE COMMITTEE

13. The Committee **agreed** that the relevant information from international organizations would be raised under the relevant agenda items.

INTERSECTORAL ACTIVITIES

(a) Transport, Environment and Health

Documentation: ECE/AC.21/2002/3; ECE/AC.21/2002/5 and Corr.1; ECE/AC.21/2002/6; ECE/AC.21/2002/8; ECE/AC.21/2003/1; (www.the-pep.org).

14. The Committee **took note** of the report of the second High-level Meeting on Transport, Environment and Health (Geneva, 5 July 2002) (ECE/AC.21/2002/6) as well as the Declaration adopted at this meeting (ECE/AC.21/2002/8). It **welcomed** the adoption by the High-level Meeting of the mid-term review of the Vienna Programme of Joint Action (POJA), assessing progress achieved and difficulties met in the implementation of POJA from 1997-2002 (ECE/AC.21/2002/3). The Committee also **noted** that the meeting had decided to establish a Transport, Health and Environment Pan-European Programme (THE PEP) that would be developed under the auspices of UNECE and WHO/Euro and would consolidate and re-focus the previous London and Vienna processes (ECE/AC.21/2002/5 and Corr.1). The newly created THE PEP Steering Committee, that will replace the UNECE Joint Meeting on Transport and the Environment (JMTE) as well as the WHO London Charter Steering Group, will hold its first session on 10 and 11 April 2003 in Geneva (ECE/AC.21/2003/1). The Committee **invited** all UNECE member States to ensure an active participation of Ministries of Transport at THE PEP Steering Committee. It also **invited** UNECE member States, international organizations and the secretariat to provide adequate financial and staff resources for the effective implementation of THE PEP.

(b) Blue Corridor Project

Documentation: ENERGY/2002/4; TRANS/2003/14.

15. The Committee **approved** the reports of the first and second meetings of the Task Force on the Blue Corridor Project held in Warsaw (27-28 June 2002) and Amsterdam (25 November 2002) respectively. The Task Force had selected potential Blue Corridors from Moscow to Berlin (E 30, Pan-European Corridor No.2), and Berlin to Rome (E 55, E 45). In addition, it had adopted the corridor Helsinki – St. Petersburg – Moscow (E 18, E 105) based on the potential for the use of liquefied natural gas and had agreed to consider other corridors including one to Turkey. The third meeting of the Task Force would be held in Berlin in March 2003 to consider the draft final report of the Task Force. The final report would form the basis for applications for financing from the EU, development banks, private companies and banks, etc. The Committee **gave its continued support** to the Blue Corridor Project and **looked forward** to receiving the final report of the Task Force at its sixty-sixth session.

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

Documentation: TRANS/2003/5; Informal document on “Developments in the EU’s Transport Sector 2002”.

16. The Committee **considered** the document on the transport situation and emerging development trends in member countries in 2002, prepared by the secretariat on the basis of national contributions and other sources, following the decision taken by the Committee at its sixty-fourth session (ECE/TRANS/139, para.17). The Committee **noted** major obstacles to transport development

in the region during the previous year, as reported by member countries, as well as the best practices in transport and infrastructure regulation. The Committee **called for** synergies with organizations producing similar information and **agreed** to decide about the future preparation of this document at a later date.

TRANSPORT AND SECURITY

Documentation: TRANS/2002/15; TRANS/2003/6.

17. The Committee **welcomed** the progress made by its subsidiary bodies and **endorsed** the activities undertaken so far. The Committee **was of the view** that clear definitions of the concepts of safety and security in the various fields of transport governed by the UNECE were necessary in order to define any future scope of work in relation to this question. The Committee **considered** that the question of transport and security should be addressed across all transport modes and take into account the work of other intergovernmental bodies in order to ensure proper alignment of any future measures in this field.

18. The Committee **repeated** its request, from its sixty-fourth session, for its subsidiary bodies to identify, within their respective fields of competence, the concepts of "security" and "safety". It **requested** its subsidiary bodies to continue work in this field and to identify possible additional specific areas for further international action. The Committee **invited** those Governments who have not yet done so, to inform the secretariat of any relevant measures taken in this area at national level.

ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION

Documentation: TRANS/2003/7 and Adds. 1-2.

19. The Committee **noted** the activities aimed at assisting countries with economies in transition in the year 2002 as reflected in document TRANS/2003/7 and, in particular, the progress in TEM and TER Projects, SECI, SPECA, the five UN Regional Commissions' joint project on Capacity Building in Developing Interregional Linkages, as well as the activities aimed at contributing to the monitoring of the Pan-European Transport Corridors, as well as those related to BSEC.

20. The Committee **approved** the approach proposed by the secretariat for raising funds for operational activities through TFACT based on specific projects, **encouraged** the member countries to make voluntary contributions to the TFACT starting with the two specific projects proposed: (i) the elaboration of the TEM and TER Projects' Master Plans (TRANS/2003/7/Add.1) and (ii) the facilitation of participation of Central Asia and Caucasus countries in the meetings of the Committee and selected subsidiary bodies (TRANS/2003/7/Add.2) and **invited** member countries with economies in transition to present to the secretariat project proposals for co-funding through TFACT. These resources could also be used for other projects, e.g. vocational training.

21. The Committee **reiterated** its request that adequate resources be made available to the secretariat, and in particular for the uninterrupted services of a second Regional Adviser on Transport, which has proved to be indispensable for the substantive backstopping and further development of these activities.

STATUS OF APPLICATION OF INTERNATIONAL UNECE TRANSPORT AGREEMENTS AND CONVENTIONS

Documentation: Informal documents by the secretariat on (i) The Status of Application of International UNECE Transport Agreements and Conventions and (ii) Accessions 2002 / 2003 (10 February 2003).

22. The Committee **took note** of the document prepared by the secretariat containing tables on the status as at 10 February 2003 of signatures, ratifications and accessions concerning UNECE international instruments on inland transport. It **reiterated** its call to all member Governments to become Contracting Parties to the legal instruments developed under its auspices and to take all necessary measures to implement them. The Committee **requested** the secretariat to carry out an analysis of the implementation of transport-related UNECE agreements and conventions, and inform the Committee accordingly.

TRANSPORT TRENDS AND ECONOMICS

Documentation: TRANS/WP.5/32.

23. The Committee **considered and approved** the report of the fifteenth session of the Working Party on Transport Trends and Economics (WP.5) (TRANS/WP.5/32).

(a) Replies to the questionnaire on transport developments

Documentation: TRANS/2003/8.

24. The Committee **considered** the document summarizing replies to the questionnaire on transport developments covering general transport policy; economic, technological, operational and infrastructure aspects. The Committee **took note** of the main trends in transport development in member countries and, noting some inaccuracies in the data section of the document, **asked** the Governments to communicate the correct data to the secretariat. The Committee further **asked** the secretariat to circulate the questionnaire again in 2007. The Committee **decided** that the Bureau should take into account the results of this work and take appropriate follow-up action.

(b) Implementation of Pan-European transport corridors and areas

25. The representative of the European Commission informed the Committee on recent developments concerning Pan-European transport corridors. The Committee **took note** of the ongoing revision of the Trans European Transport Networks in view of the forthcoming accession of new member States to the European Union, as well as of the refocusing of the EC attention on infrastructure developments in the areas extending eastward and southward from the enlarged Union. The Committee **asked** the European Commission to report again on the development of Trans European Transport Networks and corridors at its next session.

26. Informed by the representative of the ECMT about the initiative within the ECMT Group on the Integration of New Member States to organize a Seminar on 27-28 November 2003 on main issues in the development and planning of Pan-European transport infrastructure and noting the recommendations of the Bureau to organize, back-to-back with WP.5 in September 2003, a UNECE Round Table on "Transport Infrastructure Development in a Wider Europe, including Euro-Asian

transport links”, the Committee **agreed** that the two organizations should jointly convene and organize the Seminar in November, which should take into account the results of the third Euro-Asian Transport Conference scheduled to take place on 11-12 September 2003 in St. Peterburg, as well as all other relevant developments of Pan-European transport corridors and Euro-Asian transport links. The representative of the IRU, also supporting the joint ECMT-UNECE organization of this event, proposed several items for the inclusion in the agenda of this meeting such as the determination of the level of road user charges, streamlining of various toll systems and the usage of revenues collected from road user charges.

27. The Committee **took note** of the information provided by the representative of Hungary on the particular importance attached by his country to the further development of Pan-European corridors 4, 5, 7 and 10, as well as of the information on recent activities by a number of Central European countries and their Ministers of Transport aimed at further promoting development of the Pan-European transport corridor 5.

28. The Committee **noted** that Ukraine had organized in November 2002 an International Conference at ministerial level concerning the Pan-European transport corridor 5 at which a declaration was adopted on the further development of this corridor.

29. The Committee also **took note** of the information by the representative of Italy on the recent signing of the Memorandum of Understanding for the establishment of the Steering Committee for the Pan-European transport corridor 8 and the forthcoming establishment of the secretariat of this corridor in Bari (Italy).

30. The Committee **encouraged** and **supported** the closer cooperation and information exchange between the European Commission, UNECE, and the secretariats of the Pan-European Steering Committees, not only on issues related to the facilitation of railway border-crossing but also on all other transport corridor related issues. To this end, the Committee **invited** the Chairpersons of secretariats of all Pan-European transport corridors to participate in the future sessions of its relevant subsidiary bodies.

(c) Evaluation of inland transport infrastructure projects

Documentation: TRANS/WP.5/2002/7.

31. The Committee **took note** that “A set of Guidelines for Socio-Economic Cost Benefit Analysis of Transport Infrastructure Project Appraisal” has been published and commended the efforts of the Working Party on Transport Trends and Economics to contribute to the harmonization of a European-wide methodology for transport infrastructure investment project appraisal, and **urged** its widest possible dissemination to all member countries and interested users.

(d) Euro-Asian transport links

Documentation: TRANS/2003/9 and Add.1.

32. The Committee **considered** the proposal for establishing a UNECE-ESCAP task force to be entrusted to coordinate activities and efforts of the concerned countries and international organizations involved in the development of Euro-Asian land transport links. The Committee

supported the idea of the establishment of such a task force, and **noted** that the participation of the European Commission would be beneficial for a successful outcome of the work of the task force. The representative of the EC informed the Committee that participation of his institution in the task force remained to be determined, pending a more detailed assessment of the objectives of the proposed task force. The Committee **encouraged**, in particular the concerned countries, as well as other interested countries and international organizations, to participate actively in the establishment and work of the task force.

33. The Committee **noted** the information provided by the Russian Federation on the latest technological improvements and related developments aimed at further promotion of the transport capacity of the Transsiberian Euro-Asian corridor. The Committee also **noted** the information provided by the representative of Turkey about ongoing activities aimed at further promoting the development of the TRACECA and Southern Euro-Asian corridor. Furthermore, the Committee **took note** of information on demonstration runs of block trains along the Transsiberian and Southern corridor provided respectively by the representative of the Russian Federation and Turkey, and **invited** other countries to organize, whenever possible, similar runs of block trains as one of the effective ways of demonstrating the advantages of rail transport on particular transport corridors.

34. The delegation of the Russian Federation informed the Committee that the third International Euro-Asian Conference would be held on 11 and 12 September 2003 in St. Petersburg.

35. The Committee **commended** the efforts of the Russian Federation and Turkey, **supported and encouraged** their active engagement in further development of Euro-Asian land transport corridors, and **invited** other concerned countries to participate and collaborate more actively in these activities. The Committee **asked** the Russian Federation and Turkey to report on corridor related developments at its next session. The Committee supported the request of the Working Party SC.2, made at its fifty-sixth session (TRANS/SC.2/198, para.8), to include a representative of the UNECE Transport Division in the Steering Committee on the planning and organization of demonstration runs of block trains along the Northern Corridor of the Trans-Siberian Railway Line (NC-TAR).

36. The Committee **underlined** that activities concerning Euro-Asian Transport Links should be closely connected with the project elements related to the UNECE – ESCAP part of the UN Development Account Project on Capacity Building in Developing Interregional Transport Linkages Project of the five UN Regional Commissions, approved by the General Assembly.

(e) **Transport in the Mediterranean**

(i) **Seminar on Traffic Flows in the Mediterranean**

37. The Committee **considered** the initiative of CETMO to organize jointly with the UNECE and other United Nations regional commissions, a Seminar on freight flows in the Mediterranean region and, **noting** the relevance of the topic in view of the European Union enlargement and further promotion of transport and trade relations within the Mediterranean region, **supported** this initiative. The UNECE secretariat, together with ECA, ESCWA and ESCAP, will explore possible financial arrangements for the organization of this Seminar and inform CETMO.

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

Documentation: TRANS/2003/10 and Add.1.

38. The Committee **took note** of the work carried out by CETMO during 2002 and **supported** its Programme of Work for 2003-2004.

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

Documentation: TRANS/2003/11 and Adds.1-2.

39. The Committee **took note** of the information on research and studies on transport economics provided by the European Conference of Ministers of Transport (ECMT), the Organization for Economic Cooperation and Development (OECD) and the European Commission (EC) and **asked** the three organizations to provide again updated information for the Committee's next session.

ROAD TRANSPORT

Documentation: TRANS/SC.1/371 and Add.1.

40. The Committee **approved** the report of the Working Party on Road Transport (SC.1) at its ninety-sixth session (TRANS/SC.1/371 and Add.1).

(a) **European Agreement on Main International Traffic Arteries (AGR)**

41. The Committee **noted** that SC.1 had adopted new proposals for amendments to Annex I of the AGR concerning E roads (TRANS/SC.1/371, annex 2). The Committee **was informed** of the preparation, under the auspices of ESCAP, of a draft agreement concerning Asian roads, similar to the AGR, to be adopted in 2004.

42. The Committee also **took note** of the state of progress of work on the proposals for amendment of Annex II. In order to expedite the consideration of proposals concerning aspects relating to the environment and to safety in road tunnels and thus permit SC.1 to adopt them at its ninety-seventh session, the Committee **supported** SC.1's proposal (TRANS/SC.1/371, para. 25) to hold the nineteenth session of the ad hoc meeting on the implementation of the AGR on 6 and 7 May 2003.

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

43. The Committee **welcomed** the finalization by SC.1 of the work on the introduction into the AETR of the digital tachograph on new vehicles assigned to international road transport. It **endorsed** all the proposals adopted by SC.1 (TRANS/SC.1/371/Add.1) which would become mandatory for Contracting Parties to the AETR four years after the entry into force of the proposed amendments.

44. However, in view of the concerns expressed by some delegations regarding the difficulties that the inspection authorities in non-EU countries would encounter, as from 2004, in inspecting EU vehicles equipped with this device, the Committee **supported** in principle the proposal by SC.1 to organize, late in 2003 or early in 2004, another information day similar to the one held in October 2001. The secretariat informed the Committee that the European Commission had no more resources for training of this type. The Committee, nevertheless, **considered** that it was hardly conceivable

that the information day could take place without the technical participation of the European Commission since it was a problem concerning the correct implementation of a Community regulation outside the European Union. Despite the problems of financing that had been mentioned, it therefore **stressed** that the European Commission should find a solution for the organization of the information day. The Committee also **appealed** to the goodwill of an EU member country to provide an expert to guarantee the training, if necessary. It **considered** that this could usefully be the subject of a seminar which could be financed in the context of TFACT if funds were allocated.

45. The delegation of the Russian Federation drew the attention of the Committee to the need for the organization of practical workshops for supervising authorities with a view to familiarizing them with the way of handling the equipment. It was suggested, in particular, to consider the possibility of funding such workshops by manufacturers of digital tachographs, taking into account their interest in such an activity.

46. Lastly, the Committee **thanked** France for taking responsibility for sending to the Secretary-General for notification the proposed amendment to the AETR concerning article 12, adopted by SC.1 at its ninety-third session (TRANS/SC.1/365, para. 28), and for offering to do the same for amendments relating to the digital tachograph.

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

47. The Committee **welcomed** the fact that 13 countries had replied to the questionnaire on the draft protocol to the CMR submitted by UNIDROIT introducing electronic data interchange (EDI) into its procedures, and were in favour of developing a new protocol. It **again thanked** UNIDROIT for its assistance in preparing the draft. The Committee was, however, **informed** that it had not been possible to take any specific action on the draft protocol because of the issues pending. The German delegation informed the Committee that a reply to this would be sent to the secretariat within the next few days. The Committee **requested** SC.1 to seek a consensus but **stressed** that a final decision on the action to be taken on this issue could be taken at its next session. In order to enable SC.1 to take a decision in full possession of the facts, it **requested** that a solution should be sought in the context of an informal group of experts prior to the meeting.

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

Documentation: Informal Document.

48. The Committee **took note** of the fact that SC.1 had been unable to finalize this text in view of the numerous comments on the new draft text of R.E.4. It **stressed** that the final text must be completed at the next session of SC.1, so that it could be submitted to the Committee for adoption at its sixty-sixth session. It further **stated** that it was in favour of including in the Resolution provisions for access to the profession of road haulier in that this subject formed part of the recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels. However, in order not to delay the final adoption of the Resolution, it **requested** the secretariat to include the relevant provisions in the existing draft, taking as a basis the provisions already adopted by other international bodies (ECMT and EU) and to submit the full text to the UNECE countries as rapidly as possible for a final opinion.

(e) **Visas for professional drivers**

Documentation: Informal Document.

49. The Committee **thanked** the secretariat for having prepared for the session a consolidated version of the 23 replies received to the questionnaire on the issue of visas to professional drivers and **took note** with interest of information concerning developments in this regard in the European Union. While **welcoming** the large number of replies received, it **noted** that the opinions of the different countries were very divided on the follow-up to be given within UNECE. The Committee, therefore, **requested** SC.1 and WP.30 to analyse the replies in depth and submit their conclusions to the sixty-sixth session. It **invited** countries which had not yet done so to reply as soon as possible to the questionnaire. At the same time, it **requested** the secretariat to keep up an exchange of information with the European Commission and, if possible, organize with it a presentation of work at the Community level for the next session of SC.1.

50. Several delegations once again expressed their concern regarding the difficulties experienced by professional drivers and asked the Inland Transport Committee to take concrete decisions with the view to improving the current situation. The delegations of Belarus, the Russian Federation and the Ukraine requested the establishment of an ad hoc group of experts on visa problems within SC.1. The delegation of the Russian Federation expressed its readiness to prepare a draft multilateral agreement on facilitation of visa obtaining procedures by professional drivers engaged in international transport by road. It was proposed to include as a mandate of the ad hoc group the following:

- to study the experience gained in other modes of transport;
- elaboration of a single set of documents for obtaining visas by professional drivers;
- elaboration of a draft agreement on facilitation of border crossing aimed at simplification of the visa obtaining procedure by professional drivers engaged in international transport by road.

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

Documentation: TRANS/SC.1/2002/7.

51. The Committee **took note** with appreciation of the progress made in the TEM Project and the efforts of the UNECE Transport Division, in close collaboration with the TEM member States and the Project Central Office, towards the implementation of the new strategy for further integration of TEM into the European transport context and the elaboration of the TEM Project Master Plan. The Committee **reiterated its request** to the secretariat to continue offering its technical and administrative support and to be kept informed of developments concerning this important project.

52. The Committee **encouraged** the Central, Eastern and South-Eastern European countries, not yet members to the TEM Project, to consider their full participation in the Project and invited UNECE member countries to support the implementation of the Project's Master Plan by voluntary contributions to the TFACT.

ROAD TRAFFIC SAFETY

Documentation: TRANS/WP.1/81; TRANS/WP.1/85 and Add.1; TRANS/WP.1/86.

53. The Committee **approved** the report (TRANS/WP.1/81) of the Working Party on Road Traffic Safety (WP.1) at its thirty-eighth session and **took into consideration** the reports (TRANS/WP.1/85 and Add.1 and TRANS/WP.1/86) of its thirty-ninth and fortieth (special) sessions pending their final adoption at the Working Party's March/April 2003 session.

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

(i) **Vienna Conventions on Road Traffic and on Road Signs and Signals, European Agreements supplementing them**

54. The Committee **noted** with satisfaction the proposed amendments to the Vienna Conventions and the European Agreement supplementing them adopted by WP.1 concerning the use of mobile phones by drivers while driving, the incorporation of the country distinguishing sign into the registration plate (TRANS/WP.1/85, annex and TRANS/WP.1/86, para. 5), and the reduction of the permitted level of alcohol in the blood (TRANS/WP.1/86, paras. 19-20). It also **took note** of the state of progress of WP.1's work on amendments relating to the harmonization of driving permits, the account taken of the recommendations on safety in tunnels, particularly concerning signs and signals, the definition of mopeds and motorcycles and the visibility and legibility of road signs (TRANS/WP.1/86).

55. In order to finalize work on amendments to the Conventions and Agreements in 2003 and thus enable them to be transmitted as soon as possible to the Secretary-General, the Committee **approved** the holding of an additional meeting of WP.1, if necessary, from 7 to 9 July 2003.

(ii) **Consolidated Resolutions R.E.1 and R.E.2**

56. The Committee **took note** of the adoption by WP.1 of new provisions concerning the signing of road works (TRANS/WP.1/85/Add.1) to be incorporated, at a later stage, into Consolidated Resolution R.E.2 as a new Chapter 3.

57. With reference to the Consolidated Resolution on Road Traffic (R.E.1), the Committee **welcomed** WP.1's decision to undertake a comprehensive revision of the Resolution, once the amendments to the Conventions and Agreements were complete, in order to update it, modernize its structure, develop it and add in new aspects such as assistance to victims of road accidents, alcohol, mobile phones and roadside checks.

(b) **Fourth Road Safety Week in the UNECE Region (5 - 11 April 2004)**

58. On the basis of the draft proposed by WP.1 (annexed to the report TRANS/WP.1/86), the Committee **approved** resolution No. 251, which is reproduced in annex 1, relating to the Fourth Road Safety Week. The Committee **welcomed** the fact that the Week, to be held from 5 to 11 April 2004 with the aim of combating aggressive driving, would coincide with World Health Day organized by WHO on 7 April 2004. On the occasion of the Fourth Road Safety Week, with its

slogan “Respect is safety”, the Committee **hoped** that the success of the campaign would be ensured by strong mobilization of the various countries and the active participation of the international organizations concerned. It **supported** WP.1’s proposal to organize a seminar under the auspices of UNECE based on the theme of the campaign. Lastly, it **requested** the secretariat to give the campaign the greatest possible publicity, using all possible means, and to seek partnerships so as to give maximum impact to the Fourth Road Safety Week.

SAFETY IN TUNNELS

(a) Follow-up to the Recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (road)

Documentation: TRANS/SC.1/AC.5/36; TRANS/WP.1/2002/28; TRANS/WP.29/841; TRANS/WP.15/172.

59. Pursuant to resolution No. 249 adopted at its sixty-fourth session, the Committee **took note** with interest of the information provided by the secretariat on the state of progress of work within the subsidiary bodies concerned (WP.1, SC.1, WP.29 and WP.15). It **welcomed** the fact that it would be possible to incorporate a large number of recommendations into existing legal instruments.

60. The Committee also **noted** that the Group of Experts had held a sixth meeting on 21 and 22 January 2003, the main subject of which had been the European Commission’s proposed directive on safety in tunnels of 30 December 2002 which by and large took its inspiration from the recommendations of the Multidisciplinary Group of Experts. While regretting that the proposal made no reference to the Group’s report, the Committee **noted** with satisfaction the initiative taken by the European Parliament of the EU to seek UNECE’s opinion on the proposed directive. The Committee **considered** that it was an excellent opportunity to put forward the position of the Group of Experts.

61. The delegation of Switzerland, for its part, informed the Committee that, further to the Zurich Declaration, adopted by the Minister of Transport of the Alpine countries in November 2001, the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels, established within the framework of this Declaration, stated its position on the proposal for a Directive.

62. In view of this new element, it **questioned** whether a further meeting of the Ad Hoc Multidisciplinary Group of Experts on 1 and 2 September 2003, the express purpose of which was to define the Group’s position regarding the proposed directive, was still justified. It **left it** to the secretariat, however, in conjunction with the Chairman and Vice-Chairman of the Group, to decide on the specific follow-up to be given.

(b) Activities of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (rail)

Documentation: TRANS/SC.1/2002/7; TRANS/AC.9/2; TRANS/AC.9/4.

63. The Committee **considered** and **approved** the reports of the first and second meeting of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (rail). It **noted** that the Group was advancing in the preparation of recommendations aimed at improving safety in rail tunnels. In this connection, the Committee also **noted** that the Group would consider issues related to infrastructure, rolling stock and operations together, on the basis of the following four general objectives, namely:

prevention of accidents, mitigation of the impact of accidents, facilitation of escape and facilitation of rescue. The Committee further **noted** that the Group, at its third session scheduled to take place on 27-28 March 2002, would consider the first draft of the Recommendations prepared by an Informal ad hoc meeting involving the Chairman, Vice-Chairman and the representatives of the UIC and AEFI held on 27-28 January 2003.

HARMONIZATION OF VEHICLE REGULATIONS

Documentation: TRANS/WP.29/841; TRANS/WP.29/861; TRANS/WP.29/885.

64. The Committee **noted** the summary of activities of WP.29 and **approved** the reports of WP.29 on its one-hundred-and-twenty-sixth (TRANS/WP.29/841), one-hundred-and-twenty-seventh (TRANS/WP.29/861) and one-hundred-and-twenty-eighth (TRANS/WP.29/885) sessions.

(a) The 1958 Agreement and annexed UNECE Regulations

65. The Committee **noted** that, during 2002, the total number of the Contracting Parties to the Agreement reached forty by the accessions of New Zealand, Lithuania and Azerbaijan. It also **noted** that, by the entry into force of a new Regulation on 1 February 2003, the total number of the Regulations annexed to the Agreement reached one-hundred-and-fifteen. During 2002, forty-one existing Regulations were updated by fifty-nine amendments.

(b) The 1998 (Global) Agreement

66. The Committee **noted** that the Agreement has twenty-two Contracting Parties, following the accessions of New Zealand, Netherlands, Azerbaijan, Romania and Sweden, and ratification by Spain in 2002. It also **noted** that work on the proposals for future candidate global technical regulations was well under way in the fifteen priority areas that had been agreed by the Executive Committee of the Agreement in March 2002.

67. The Committee also **noted** the information by the secretariat on the latest position of the Treaty Section of the Office of Legal Affairs (OLA) regarding the division of responsibilities for the Agreement, which will be submitted to the Executive Committee of the Agreement in March 2003. In this connection, the Committee **was informed** that, in order to be able to perform the technical and administrative functions of the Agreement, related to the Compendium and the Registry, the UNECE secretariat had requested in the budget proposal for 2004-2005 an additional Professional post. The Committee **supported** this request and **invited** member countries to support it also in the relevant bodies in New York.

(c) The 1997 Agreement on Periodical Technical Inspections

68. The Committee **noted** that the Agreement continued to have six Contracting Parties only and that they were already working on implementation of Rule No. 1. It also **noted** and welcomed the information by the secretariat that, during the second session of the Administrative Committee of the Agreement, in March 2003, the European Union is expected to clarify its position to the Agreement that may encourage the remaining eighteen signatories (Austria; Belgium; Cyprus; Czech Republic; Denmark; France; Georgia; Germany; Greece; Ireland; Italy; Portugal; Slovakia; Spain; Sweden; Switzerland; United Kingdom; Ukraine) to expedite their ratification procedures.

RAIL TRANSPORT

Documentation: TRANS/SC.2/198.

69. The Committee **approved** the report of the fifty-sixth session of the Working Party on Rail Transport (SC.2) (TRANS/SC.2/198).

70. The Committee **supported** the proposal of the Working Party that a UNECE representative should be included and take an active participation in the Steering Committee of the Trans-Asian Railway (NC-TAR) corridor.

71. In connection with this agenda item, the Committee **took note** of the UNECE secretariat initiative to foresee the organization, jointly with ECMT as from 2004 or 2005, of the meetings of the UNECE Working Party on Rail Transport and the ECMT Group on Railways and **decided** to revert to this question pending the outcome of the bilateral consultations between the two organizations, as well as consultations with member Governments, on the possible implications of such initiative on the programme of work of both bodies and the feasibility of having joint meetings.

(a) Determination of railway infrastructure capacity

Documentation: TRANS/SC.2/2002/1.

72. The Committee **took note** of the report of the Informal ad hoc meeting on the allocation of railway infrastructure capacity for international rail services and infrastructure management (TRANS/SC.2/2002/1), as well as of the Workshop on International Railway Infrastructure Capacity Allocation (TRANS/SC.2/198, paras. 40-45) which was held on 18 October 2002. The Committee **encouraged** the Working Party on Rail Transport to continue monitoring the progress made in the application of the EC Directive 2001/14/EC of the European Parliament and of the Council in collaboration with the Directorate-General Energy and Transport of the European Commission (EC DGTREN).

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

73. The Committee **noted** that, in total, 24 countries were at present Contracting Parties to the AGC Agreement. It further **noted** that the Working Party on Rail Transport, in accordance with Article 11, para.3 of the AGC Agreement, adopted the amendments proposed by Slovenia to Annex 1 of the AGC Agreement (TRANS/SC.2/198, annex 1) and approved the updated version of the Annex 1. The Committee **reiterated** the invitation to those Governments that have not yet acceded to the AGC, to consider the possibility of doing so (TRANS/SC.2/198, para.25). The Committee **endorsed** the new AGC map produced by the secretariat as well as the Working Party's decision to set up a consolidated version of the Agreement (TRANS/SC.2/198, para.26).

(c) Facilitation of border crossing in international rail transport

74. The Committee **noted** that the questionnaire on monitoring of the progress made in the facilitation of border crossing in international rail transport was circulated to 7 UNECE member countries covering 10 border stations with the objective of identifying border-stopping times as well as type and the average duration of different checking controls at each border station

(TRANS/SC.2/198, paras.14-17). The Committee **supported** this activity of the Working Party on Rail Transport and asked the seven countries involved in this programme to provide the more detailed information requested by the Working Party.

75. The Committee **took note** of the initiative by OSZhD for convening an international meeting to deal with the railway border crossing facilitation issues, involving Governments, railways, customs and police authorities and other involved actors, and **invited** OSZhD, in collaboration with interested Governments and international organizations, to prepare an initial proposal containing the border crossing issues to be discussed, the involvement of various participants and other organizational issues. The date of the international meeting is to be specified after the inter-administrative meeting of OSZhD to be held in September 2003 in the Russian Federation. In this connection, the Committee also **noted** the greater need for internationally coordinated work and sharing of results of various border-crossing facilitation initiatives.

76. In this context, the representative of Greece, whose Government is currently presiding over the European Union, informed the Committee and invited member Governments and the Director of the Transport Division to participate actively in the international symposium "Towards the Integration of Trans-European and Pan-European Transport Networks", scheduled to take place on 6 May 2003 in Brussels.

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

77. The Committee **supported** the decision of the Working Party to invite the European Commission to report, at the Working Party's next session, on the status of application of Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system (TRANS/SC.2/198, para.18). The Committee **invited** member Governments to report at the next session of the Working Party on new efforts by railways to provide high-quality services to combined transport users in order to further promote combined transport.

78. The Committee **noted** the information by the Russian Federation on the need to align technical specifications of freight wagons used on the network of the Russian Federation with those used on the EU rail networks, and shared the concern about the potential difficulties for unimpeded international trade and transport between the Russian Federation and EU. It **invited** and **encouraged** the European Commission and the UNECE, together with the OSZhD, TER PCO and UIC, to continue studying jointly the interoperability of technical elements such as, for example, the rolling stock on both networks, in order to ensure harmonized and compatible technical standards.

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

Documentation: TRANS/SC.2/2002/13.

79. The Committee **took note** with appreciation of the progress made in the TER Project and the efforts of the UNECE Transport Division, in close collaboration with the TER member States and the Project Central office, towards the implementation of the new strategy for further integration of TER into the European transport context and the elaboration of the TER Project Master Plan. The Committee **reiterated** its request to the secretariat to continue providing its technical and administrative support and to be kept informed of developments of this important project.

80. The Committee **encouraged** the Central, Eastern and South-Eastern European countries, not yet members to the TER Project, to consider their full participation in the Project and invited UNECE member countries to support the implementation of the Project's Master Plan by voluntary contributions to the TFACT.

INLAND WATER TRANSPORT

Documentation: TRANS/SC.3/158.

81. The Committee **approved** the report of the Working Party on Inland Water Transport (SC.3) on its forty-sixth session (TRANS/SC.3/158).

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

Documentation: ECE/TRANS/120 and Corr.1; TRANS/2003/12; TRANS/SC.3/159.

82. The Committee **noted** with satisfaction that the Russian Federation had become the thirteenth Contracting Party to the AGN Agreement and **invited** Governments, in particular, Austria, Finland, France, Greece and Germany, who signed the Agreement in 1997, to make all efforts to also become Contracting Parties to the Agreement.

83. The Committee **considered** a draft resolution on the Implementation of the European Agreement on Main Inland Waterways of International Importance agreed by the Working Party SC.3 (TRANS/2003/12) and **adopted** it as its resolution No. 252 subject to the following modification: at the end of the resolution an additional entry should be made reading "**Encourages international financial institutions and prospective donors to support efforts undertaken by Governments with a view to the elimination of bottlenecks along the inland waterways of international importance.**" The text of the resolution is reproduced as annex 2 to this report.

84. The Committee also **endorsed** the adoption by the Working Party SC.3 of resolution No. 49 on the Inventory of the Most Important Bottlenecks and Missing Links in the EWaterway Network, as set out in TRANS/SC.3/159.

(b) Technical and legal questions regarding the development and facilitation of international transport by inland waterway

Documentation: TRANS/SC.3/104/Add.5; TRANS/SC.3/147 and Corr.1; TRANS/SC.3/158; Informal Document "Baltic Sea – Black Sea Transit".

85. The Committee was informed by the secretariat of the progress made by the Working Party in implementing the Committee's resolution No. 250 on the Promotion of Inland Water Transport (ECE/TRANS/139, annex 2) as a follow-up to the Pan-European Conference on Inland Water Transport (Rotterdam, 5 and 6 September 2001) and **endorsed** the decisions taken by the Working Party in this regard.

86. The Committee **endorsed** the adoption by the Working Party on Inland Water Transport of resolution No. 50 on Technical Requirements for the Prevention of Pollution from Vessels (TRANS/SC.3/104/Add.5) providing for technical measures aimed at a further restriction and/or complete prohibition of discharge into inland waterways of waste generated on board inland navigation vessels.

87. The Committee also **endorsed** the intention of the Working Party to establish, in cooperation with relevant non-governmental organizations, a Pan-European recreational navigation network through the elaboration and adoption of a resolution in this regard (TRANS/SC.3/158, para. 16). For the same purpose and in attending to the request by the Working Party SC.3 (TRANS/SC.3/158, para. 42), the Committee **called upon** its member Governments to apply the provisions of resolution No. 40 on the International Certificate for Operators of Pleasure Craft, adopted by the Working Party on Inland Water Transport, in 1998 (TRANS/SC.3/147 and Corr.1).

88. Having been informed about the initiative of the Governments of Belarus, Latvia and Ukraine concerning the possible establishment of a Daugava (Western Dvina) - Dnieper transit waterway linking the Baltic Sea and the Black Sea, the Committee asked the Working Party SC.3 to explore the possibility for supporting this project, possibly, through the setting up of a Group of Rapporteurs in this regard.

89. The Committee **noted** with satisfaction, the publication of the second revised version of the European Code for Inland Waterways (CEVNI) and the five languages version of the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI).

90. The delegations of the Russian Federation and Ukraine informed the Committee of their intention to formulate, for the Working Party SC.3, a joint proposal on the development, in the context of the AGN Agreement, of a sea-river route: River Don-Azov Sea-Black Sea-Dnieper-Danube.

91. The representative of the secretariat of the Danube Commission briefed the Committee on the state-of-the-art developments regarding the restoration of free navigation on the Danube at Novi Sad (Serbia and Montenegro). He pointed out that the navigational channel itself has been completely cleared for navigation, but that the complete freedom of navigation at this sector would only be reached after the reconstruction of the Sloboda bridge financed by EU.

COMBINED TRANSPORT

Documentation: TRANS/WP.24/95; TRANS/WP.24/97;
(www.unece.org/trans/new_tir/wp24/24docs.html).

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

92. The Committee **approved** the reports of the Working Party on Combined Transport (WP.24) on its thirty-seventh and thirty-eighth sessions (TRANS/WP.24/95; TRANS/WP.24/97). The Committee **invited** all concerned UNECE member States to consider becoming Contracting Parties to the AGTC Agreement and all Contracting Parties to the AGTC Agreement to consider becoming Contracting Parties to the Protocol to the AGTC on Inland Waterways. The Committee **endorsed** the initiative to include countries in Caucasus and Central Asia in the AGTC Agreement. The Committee **decided** to establish an informal ad hoc expert group on the development of Euro-Asian links of combined transport networks. The Committee **endorsed** the activities of the Working Party to promote the role of combined transport through the development of new recommendations and effective procedures with the aim of amending the AGTC Agreement to improve performances in

combined transport services, in particular, by focusing on partnership models and best practices as well as efficiency of combined transport terminals. The Committee **decided** to prolong the mandate of the two informal ad hoc expert groups in this field for the year 2003.

93. The Committee **took note** that, in 2002, Ukraine opened a new railway container line "North – South" linking the Black Sea and the Baltic Sea. The Committee asked the Working Party WP.24 to consider a possibility for supporting this project.

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

Documentation: TRANS/WP.24/2002/5; TRANS/WP.24/2003/6.

94. The Committee **endorsed** the work carried out, so far, by the Working Party and its ad hoc expert group on civil liability regimes in multimodal transport operations and **decided** to prolong the mandate of the group for the year 2003. Taking into account the complexity of the issue, the Committee **requested** the Working Party and its ad hoc expert group to pursue the task of reconciling and harmonizing civil liability rules governing multimodal transport, in close cooperation with other intergovernmental organizations in this field.

(c) **Proposal regarding the scope of work of the Working Party on Combined Transport**

Documentation: TRANS/2003/13.

95. The Committee **endorsed**, in principle, the proposal by the Working Party to refocus its scope of work and the organization of its activities in line with the proposals contained in document TRANS/2003/13. The Committee **pointed out** the necessity of pursuing the review process in close cooperation with the ECMT. It requested the Working Party to present a revised Programme of Work for the period 2004-2008 for approval at its sixty-sixth session.

BORDER CROSSING FACILITATION

Documentation: TRANS/WP.30/200; TRANS/WP.30/202; TRANS/WP.30/204;
(www.unece.org/trans/new_tir/welctir.htm).

96. The Committee **approved** the reports of the Working Party on Customs Questions affecting Transport (WP.30) on its one-hundredth, one-hundred-and-first and one-hundred-and-second sessions (TRANS/WP.30/200; TRANS/WP.30/202; TRANS/WP.30/204).

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

Documentation: TRANS/WP.30/AC.2/65; TRANS/WP.30/AC.2/67; TRANS/WP.30/206;
TRANS/WP.30/2002/18.

97. The Committee **noted** that Phase II of the TIR revision process clarifying the responsibilities of the various actors in the system had come into force on 12 May 2002.

98. The Committee **welcomed** the progress made in the revision of the TIR Convention under Phase III, in particular concerning the computerization of the TIR procedure and **decided** to prolong the mandate of the Group of Experts on the TIR revision process to the year 2003 in order to make rapid progress on Phase III of the TIR revision process.

99. The Committee **discussed** at length the difficulties in the application of the TIR Convention that had occurred at the end of the year 2002. It **noted** that those difficulties would have led to a major crisis in international transport and trade in Europe, had a solution not been found. The Committee **thanked** the Customs authorities of the Russian Federation and the IRU for having found such a solution and avoided the crisis. The Committee **underlined** the importance of the TIR Convention for the economies of its member countries and **stressed** that it was in the common interest of the Committee's members that the Convention be applied in future in a continuous and smooth way. It also **stressed** that as a basic principle organized crime must be prevented from benefiting from the TIR system. It **pointed out** that the objective of the TIR system was not to compensate for irregularities committed by organized crime and **advocated** the need for a full and effective application of the Convention. It also **stressed** the need for transparency between all partners involved in the TIR system, including the IRU, and **pointed out** that the application of the Convention was based on a public-private-partnership where it was important, for it to work efficiently, that all involved be treated as partners with necessary trust and confidence from each other. In this respect, the Committee **noted** the adoption by the Working Party at its one-hundred-and-third session, on the initiative of its Chairman, of a three-step approach (TRANS/WP.30/206, para. 39), including the review of the roles and responsibilities of the actors in the TIR system. It also **noted** that, if any weak aspects of the Convention were identified, an amendment of the Convention would be necessary. Finally, the Committee **requested** that its Bureau, starting at its first meeting after the present session, should, with the involvement of all concerned (Chairman of the Working Party, the secretariat and the IRU) consider the difficulties encountered and propose solutions for the future. A statement by the delegation of Germany on the crisis of the TIR guarantee system is reproduced as annex 3.

100. Several delegations expressed concern about the suspension of the TIR Secretary from his post and stated that there was no responsibility of the TIR Secretary for the recent crisis. They spoke in support of him emphasizing his integrity and professionalism, confirming the evaluation of WP.30 and AC.2. With reference to TRANS/WP.30/AC.2/53, they stressed their view that the decision of the TIR Secretary's removal should have been taken in consultation with the Contracting Parties since the decision of his appointment was a co-decision of UNECE and the Contracting Parties.

101. The Committee also **took note of** the reports of the Administrative Committee for the TIR Convention, 1975 at its thirty-second and thirty-third sessions (TRANS/WP.30/AC.2/65; TRANS/WP.30/AC.2/67).

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

Documentation: TRANS/WP.30/2001/16; TRANS/2002/11.

102. The Committee **welcomed** the progress made in developing a new Annex 8 to the Convention on border crossing procedures for international road transport including its technical appendices on international technical inspection and vehicle weight certificates but **noted** that no decision on the new draft Annex 8 had been possible at the fifth session of the Administrative Committee for the Harmonization Convention. The Committee **invited** the Administrative Committee to finalize, as soon as possible, the new Annex 8, including its appendices, with a view to presenting a finalized proposal for the endorsement of the Committee at its sixty-sixth session.

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

Documentation: TRANS/WP.30/2002/12; TRANS/2001/10.

103. The Committee **endorsed** resolution No. 50 adopted by the Working Party on the use of the SMGS Consignment Note as a Customs transit declaration in Contracting Parties to the SMGS Agreement.

104. The Committee **requested** the Working Party to pursue its work towards finalizing a Convention facilitating international Customs transit rail transport on a Pan-European level in this area as soon as possible with a view to presenting a finalized proposal for the endorsement of the Committee at its sixty-sixth session.

TRANSPORT OF DANGEROUS GOODS

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

105. The Committee **noted** that the Committee of Experts held its first session from 11-12 December 2002 and considered the work of its two Sub-Committees over the 2001-2002 biennium (ST/SG/AC.10/29 and Add.1-2).

106. The Committee **noted** that, as the result of the adoption by the Committee of Experts of new and revised recommendations, which includes new security provisions, the secretariat will publish in 2003: the thirteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations (ST/SG/AC.10/1/Rev.13); the fourth revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria (ST/SG/AC.10/11/Rev.4); and the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (ST/SG/AC.10/30).

107. The Committee **invited** the Working Party on the Transport of Dangerous Goods and the Joint Meeting of the Working Party and the RID Safety Committee to take full account of these new recommendations.

108. The Committee **also noted** that the World Summit on Sustainable Development (WSSD) had encouraged countries, in its Johannesburg 2002 Plan of Implementation, endorsed by the United Nations General Assembly, to implement the GHS by 2008, and that this would require adjustments to all existing legal instruments concerning transport of dangerous goods.

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

Documentation: TRANS/WP.15/AC.1/88 and Add.1-3; TRANS/WP.15/AC.1/90 and Add.1-3.

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

Documentation: TRANS/WP.15/170 and Add.1; TRANS/WP.15/172.

109. The Committee **noted** that the Working Party on the Transport of Dangerous Goods and the Joint Meeting of the Working Party and of the RID Safety Committee had adopted draft amendments to RID, ADR and ADN for entry into force on 1 January 2005.

110. The Committee **approved** the reports of the Working Party on its seventy-second and seventy-third sessions and the two reports of the Joint Meeting.

111. The Committee **noted** that the 2003 consolidated version of the restructured ADR, incorporating all amendments which entered into force on 1 January 2003 with a six-month transitional period, has been published by the secretariat in English and French (ECE/TRANS/160, Vol. I and Vol. II) and that the Russian version would be printed soon.

112. The Committee **noted** that Belgium had acceded to the 1993 protocol amending articles 1(1), 14(1) and 14(3)(b) of ADR, but that accession or ratification by the following countries remained necessary to enable the protocol to enter into force: Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Germany, Greece, Kazakhstan, Morocco, Republic of Moldova, Serbia and Montenegro, The former Yugoslav Republic of Macedonia and Ukraine.

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

Documentation: TRANS/WP.15/AC.2/11; TRANS/WP.15/AC.2/13.

113. The Committee **noted** that none of the ten signatories (Bulgaria, Croatia, Czech Republic, France, Germany, Italy, Luxembourg, Netherlands, Republic of Moldova and Slovakia) had yet ratified the Agreement but that the Russian Federation had acceded to it, thus becoming the first Contracting State. It **encouraged** the signatory countries to take the necessary action to ratify as soon as possible.

114. The Committee **noted** that the Joint Meeting of Experts on the Regulation annexed to ADN had restructured the annexed Regulations to bring them into line with RID and ADR and had adopted a few amendments. The restructured version of the annexed Regulations will still have to be formally adopted by the ADN Administrative Committee upon entry into force of ADN, but, in accordance with the resolution adopted by the Diplomatic Conference for the adoption of ADN on 25 May 2000, the Committee **invited** all interested Governments to implement these restructured and amended Regulations through national law pending entry into force of ADN.

115. The Committee **was reminded** that the original text of ADN had been published by the secretariat in English, French and Russian under the symbol ECE/TRANS/150, and **noted** that the restructured version of the annexed Regulations ("ADN 2003") were being published by the secretariat under the symbol ECE/TRANS/170, Vol. I and II.

116. The Committee **approved** the reports of the Joint Meeting of Experts on the Regulations annexed to ADN (TRANS/WP.15/AC.2/11 and TRANS/WP.15/AC.2/13) on its fifth and sixth sessions.

117. The representative of the Russian Federation expressed concern at the non-availability of documents in Russian prior to the sessions related to transport of dangerous goods in general, and of the 2003 versions of ADR and ADN in Russian which are applicable as from 1 January 2003. A member of the secretariat explained that the consolidated texts of ADR and ADN are very bulky publications (1000 pages each); as a consequence, it is rather difficult to ensure timely publication of the Russian version which is prepared by the Conference Services Division, where there are other priorities; in particular such publications do not have priority over the preparation of pre-session documentation. However, all efforts would be made to ensure that the Russian texts are made available before expiry of the transitional period (1 July 2003). The publication of ADN had also been delayed because the number of General Service staff of the Dangerous Goods and Special Cargoes Section had been reduced from three in 2001 to two in 2002.

118. The representative of the Danube Commission indicated that his organization had adopted the 2003 version of ADN for application as ADN-D on the Danube as from 1 January 2003.

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

Documentation: TRANS/AC.8/2; TRANS/AC.8/4.

119. The Committee **noted** that the Ad hoc Meeting of Experts on the CRTD held two sessions in 2002 (10-12 June and 4-6 November 2002).

120. The Committee **noted** the very low participation at the sessions of the Ad hoc Meeting of Experts and that, as a consequence, its conclusions might not be representative enough so as to allow the adoption by consensus of a revised text of the Convention at the next Committee's session.

121. The Chairman of the Ad hoc Meeting indicated that a proposal had been elaborated (TRANS/AC.8/4, annex 2) for the revision of the current limits of liability of the CRTD. These new limits would be more appropriate for each mode and better insurable.

122. Several delegations considered that it would not be opportune to submit a revised text of the Convention for adoption by the Committee as long as all obstacles to its entry into force and the various solutions to remedy the situation would not have been comprehensively considered. They expressed the wish that the mandate of the Ad hoc Meeting of Experts be clarified.

123. The representative of IRU expressed several concerns at this work and considered that it would not be appropriate to revise a Convention which had not yet entered into force.

124. The representative of CCNR indicated that his organization was giving further thought to the various possibilities of settling questions of civil liability and compensation for damage from accidents involving dangerous goods during inland navigation, and that several options were being considered (special convention CRDNI; inclusion of the topic in the CMNI convention; creation of a

specific compensation fund; development of a new convention on civil liability in general for transport by inland waterway).

125. A member of the secretariat underlined that, according to the mandate of the Ad hoc Meeting of Experts and to the rules applicable to such groups, the Ad hoc Meeting of Experts should complete its work in 2003, and that no meeting day had been planned for it in the budget programme for 2004-2005.

126. The Committee **urged** its members to ensure a better participation at the Ad hoc Meeting of Experts sessions scheduled for 2003. It also **decided** to request the Bureau to examine the existing conclusions of the Ad hoc Meeting of Experts, eventually to review its mandate and if need be, to define new guidelines and objectives for 2003.

TRANSPORT OF PERISHABLE FOODSTUFFS

Documentation: TRANS/WP.11/206.

127. The Committee **approved** the report of the Working Party on its fifty-eighth session (TRANS/WP.11/206).

128. The Committee **took note** of the work undertaken for the revision of Annexes to ATP and the elaboration of a draft ATP handbook. The representative of the Russian Federation said that his country was in favour of including a new annex on the transport of fresh fruit and vegetables in ATP.

TRANSPORT STATISTICS

Documentation: TRANS/WP.6/143.

129. The Committee **considered and approved** the report of the Working Party on Transport Statistics on its fifty-third session (TRANS/WP.6/143).

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

Documentation: TRANS/WP.6/2002/6.

130. The Committee **took note** of the proposal made by the representatives of France and Poland for a future subdivision of the NST/2000 classes which would serve as a model for all UNECE countries and **supported** further work on this matter in the Working Party on Transport Statistics (TRANS/WP.6/2002/6).

(b) Transport and Environment Reporting Mechanism (TERM) indicators

Documentation: TRANS/WP.6/2002/4.

131. The Committee **took note** of the Manual on Statistics on Environmental and Transport issues, prepared by Statistics Denmark. This Manual would be used as an input for the coming Eurostat task force to deal with Transport and Environment Reporting Mechanism (TERM) indicators (TRANS/WP.6/2002/4).

(c) **Methodological development and harmonization of transport and road accident statistics**

Documentation: TRANS/WP.6/2002/3; TRANS/WP.6/2002/5; TRANS/WP.6/143.

132. The Committee **supported** the work on the revision process of the Glossary for Transport Statistics (TRANS/WP.6/2002/3). It also **supported** the activities under way regarding preparations for the 2005 Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe; rail census methodologies; the collection of data on gas pipelines and the follow-up to be ensured by Eurostat aiming at the gathering of statistics on the transport of dangerous goods according to the classes defined in the ADR.

133. In light of the follow-up meeting to the Barcelona Task Force on Sustainable Urban Transport Indicators (28-29 March 2000), the Committee **was informed** about the Ad hoc Seminar on Harmonization of Urban and Regional Transport Statistics that will take place in Prague on 15 and 16 May 2003 and **recalled** the invitation to Governments to submit pertinent information for this ad hoc seminar (TRANS/WP.6/2002/5).

134. The Committee **endorsed** the Working Party's decision to ask the Intersecretariat Working Group to identify the possibilities of preparing a common questionnaire concerning road traffic accident statistics.

135. The Committee **took note** of the completion of the 2000 Combined Census of Motor Traffic Inventory of Standards and Parameters on Main International Traffic Arteries in Europe and appreciated the presentation of the detailed aspects of the GIS application of the Census.

TRANSPORT DIVISION WEBSITE

136. The Committee **appreciated** the work of the secretariat and **encouraged** it to continue the improvement of the UNECE Transport Division Website. It also **encouraged** delegations to make use of this website, in particular, for retrieving documents for meetings.

SCHEDULE OF MEETINGS IN 2003

Documentation: TRANS/2003/4; Informal Document on "Informal and Ad hoc Meetings of the Committee's subsidiary bodies in 2002".

137. The Committee **reviewed and adopted** the tentative list of meetings for 2003 circulated in TRANS/2003/4. The definite list of meetings will be issued and circulated under the symbol ECE/TRANS/153.

COMPOSITION OF THE COMMITTEE'S BUREAU IN 2003 AND 2004

138. In accordance with its rules of procedure, the Committee **elected** the following Bureau members for a two-year period:

Chairperson:	Mr. P. Päßgen (Germany)
Vice-Chairperson:	Mr. N. Matyuchenko (Russian Federation)
Members:	Mr. S. Kouchinski (Belarus)
	Mr. H. Courtois (Belgium)
	Mr. B. Chevalier (France)
	Ms. E. Pavli (Greece)
	Mr. B.J. Griffioen (Netherlands)
	Mrs. V. Tañase (Romania)
	Mr. J.-C. Schneuwly (Switzerland)
	Mrs. U. Armangil (Turkey)
	Mr. M. Mezherysky (Ukraine)

Standing invitations will be extended to the European Commission to attend meetings of the Bureau as an observer.

OTHER BUSINESS**(a) Preparation of electronic maps of inland transport networks**

139. The Committee **discussed** the possibility of developing electronic maps in a standardized format for the AGR, AGC, AGTC and AGN networks with the ultimate objective of presenting all the networks in a single interactive map on CD-ROM or the internet for use by Governments and private entities interested in inland transport operations. The Committee requested member States with expertise in this sort of mapping to contact the secretariat if they felt they could offer assistance in this regard.

(b) Date of next session

140. The Committee **noted** that its sixty-sixth session would be held from 17 to 19 February 2004.

ADOPTION OF THE REPORT

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

Annex 1

FOURTH ROAD SAFETY WEEK IN THE UNECE REGION

Resolution No. 251adopted by the Inland Transport Committee on 20 February 2003The Inland Transport Committee,

Concerned that the number of persons injured or killed in road accidents each year in the UNECE region is still too high despite all efforts made by the public authorities, national and international organizations, the private sector and users' associations,

Also concerned by the serious consequences which all road accidents entail in human, social and economic terms,

Aware that improvement of the situation requires greater awareness on the part of users of the risks they incur on the roads and when they change their behaviour,

Noting that the first three Road Safety Weeks organized in 1990, 1995 and 2000 respectively, helped to raise awareness of the importance of measures to prevent traffic accidents, as a result of the joint efforts of Governments and national and international organizations,

Recalling the decision taken at its sixty-fourth session to organize the next international campaign on road safety in the UNECE region in 2004 on the basis of the conclusions of the special one-day session on the subject on 10 September 2001 in the context of the work of the Working Party on Road Traffic Safety (WP.1),

Considering that:

- more and more drivers have an aggressive behaviour on the roads,
- this may have, as origin, different causes linked to personal situations (emotions, time pressures, telephone, etc.), to the consumption of alcohol and/or drugs, or to the attitude of other road users,
- the effects of this behaviour may be manifested in particular by dangerous driving, inattentiveness of the driver or non respect for rules related to, for example, distance between vehicles, speed, right of way and overtaking;

1. **Decides** to designate the week of 5 to 11 April 2004 'Fourth Road Safety Week' during which road safety campaigns aimed at making drivers of motor vehicles aware of the vital importance of adopting a calm behaviour behind the wheel, respectful of others and polite, will be organized in UNECE member States. The latter may wish to focus their campaigns on the causes and effects of this aggressive behaviour.

2. **Invites** the Governments of member countries to take the necessary steps to prepare this Road Safety Week and to implement road safety programmes in their own countries in the context of the Week under the common slogan: '**Respect is safety**'.

3. **Recommends** in particular that Governments should:

(a) Ensure, when they set up their national campaigns and other activities, that they conform as far as possible to the objectives of the Fourth Road Safety Week;

(b) Define and develop, drawing on all possible sources of expertise, national activities to be carried out within the framework of the Fourth Road Safety Week in terms of the road safety problems encountered in their respective countries;

(c) Ensure participation and/or association of governmental and non-governmental organizations concerned with road safety, local communities and information bodies in the preparation and implementation of the activities which are part of the Road Safety Week;

(d) Make every effort to publicize the Fourth Road Safety Week through the mass media and by creating Internet links between national road safety web sites and the ECE road safety web page which will be created for the purpose;

(e) Share their ideas and points of view regarding the organization of the Fourth Road Safety Week through the Inland Transport Committee and the subsidiary body with responsibility for this question, i.e. the Working Party on Road Traffic Safety, thereby maximizing the potential benefits for all;

(f) Ensure a continuing follow-up of the implementation of the activities carried out in the context of Road Safety Week and furnish the secretariat with a report on the results obtained;

4. **Invites** the relevant international organizations to provide support and advice to UNECE in the organization of the Fourth Road Safety Week;

5. **Requests** the Working Party on Road Traffic Safety to prepare a programme defining the objectives and modalities for the Fourth Road Safety Week, paying particular attention to activities to be undertaken at the national, regional and international levels;

6. **Requests** the Economic Commission for Europe and its secretariat to provide all necessary support and publicity to the preparation, organization and follow-up to the Fourth Road Safety Week.”

Annex 2IMPLEMENTATION OF THE EUROPEAN AGREEMENT ON
MAIN INLAND WATERWAYS ON INTERNATIONAL IMPORTANCE (AGN)Resolution No. 252adopted by the Inland Transport Committee on 20 February 2003The Inland Transport Committee,

Recalling the provisions of the European Agreement on Main Inland Waterways of International Importance (AGN), in particular its Article 1 and annex I concerning the development and construction of an E waterway network,

Recalling also the main objectives and actions formulated in the Declaration adopted by the Pan-European Conference on Inland Water Transport held in Rotterdam on 5 and 6 September 2001 (TRANS/SC.3/2001/10) and, in particular, the action called for under its item 1 of the Declaration: "Infrastructure",

Recalling further its resolution No. 250 containing in its annex the text of the Plan of Action for the Implementation of Decisions taken by the Pan-European Conference on Inland Water Transport (Rotterdam, 5 and 6 September 2001) as reflected in ECE/TRANS/139, annex,

Recognizing the existence of a number of important bottlenecks and missing links in the E waterway network established by the AGN Agreement, as set out in the Inventory of the Most Important Bottlenecks and Missing Links in the E Waterway Network (TRANS/SC.3/159),

Recognizing also the importance of the wide and early implementation of the AGN Agreement through the elimination of existing bottlenecks and completion of missing links on particular inland waterways of international importance as described in annex I to the Agreement,

Recognizing further that due to the nature of inland waterways their development for the purpose of inland navigation can usually only be undertaken by riparian Governments in cooperation with each other,

Encourages Governments and River Commissions to establish unilateral action plans and/or bilateral or multilateral agreements (such as memoranda of understanding, studies or any other similar bilateral or multilateral arrangements) envisaging measures aimed at elimination of concrete bottlenecks and completion of missing links on particular E waterways crossing the territories of countries concerned,

Invites Governments and River Commissions to communicate to the Executive Secretary of the United Nations Economic Commission for Europe the text of such action plans and agreements or arrangements for circulation to all member States as addenda to this resolution, and

Encourages international financial institutions and prospective donors to support efforts undertaken by Governments with a view to the elimination of bottlenecks along the inland waterways of international importance.

Annex 3STATEMENT BY THE DELEGATION OF GERMANY
ON THE CRISIS OF THE TIR GUARANTEE SYSTEM.

It goes without saying that the news of the alleviation of the crisis with regard to the TIR system has been received with great relief. It is now important to find a solution that permanently ensures the safe and smooth functioning of the TIR system. Because of its geographical location and because of the fact that its industry is very much oriented towards exports, Germany is particularly interested in finding this solution. A permanent solution requires an atmosphere of trust among the contractual partners, which also includes the necessary degree of transparency and a balanced consideration of various interests. The partners here are primarily the Contracting Parties but also the international guaranteeing associations and the UNECE. The Contracting Parties have reaffirmed their wish for a strong secretariat working efficiently. Moreover, they have taken the view that the TIR Executive Board must be able to fulfil the tasks assigned to it by the Contracting Parties. Amendments of any kind affecting the status and tasks of these institutions have to be discussed among the Contracting Parties in the appropriate bodies.

One of the deplorable results of the crisis regarding the TIR guarantee system is the replacement of the TIR Secretary whose efficient and impeccable work has up to now been beyond any shadow of a doubt. The Contracting Parties were not consulted on this issue; this is something which will have to be discussed. A number of reasons are being used in order to explain the replacement. It is in the interest of the German delegation to point out, that it is out of the question to claim that any incorrect behaviour of the TIR Secretary during the crisis could have been the reason for the replacement. Originally, the UNECE had argued that a statement made by the TIR Secretary - in a confidential document drawn up on the TIR Executive Board's instructions - on the automatic and uncontestable character of the guarantee had caused the crisis or at least increased its magnitude. Recently, it has been made irrevocably clear that this statement has been of no importance in the matter. This is a fact that must be stressed also in this group. Thus, the WP.30 Working Party and the Administrative Committee were right in confirming that the work of the TIR Secretary has always been efficient and impeccable. The correctness of this evaluation must be underlined and has to be repeated before the Inland Transport Committee.

The Executive Secretary has agreed verbally that the replacement will not lead to any deterioration of the status. The Contracting Parties will closely monitor compliance with this promise.

I would like to ask you to record in the minutes this statement by the German delegation which will be made available to the secretariat in writing.
