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INLAND TRANSPORT COMMITTEE

Sixty-eighth session
Geneva, 7-9 February 2006

REPORT OF THE INLAND TRANSPORT COMMITTEE

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REPORT

CHAIRMANSHIP

1. The Inland Transport Committee (ITC) held its sixty-eighth session from 7 to 9 February 2006 under the chairmanship of Mr. P. Päßgen (Germany).

ATTENDANCE

2. Representatives of the following countries participated: Austria; Azerbaijan; Belarus; Belgium; Croatia; Czech Republic; Finland; France; Georgia; Germany; Greece; Hungary; Israel; Italy; Kazakhstan; Netherlands; Poland; Portugal; Republic of Moldova; Romania; Russian Federation; Slovenia; Spain; Sweden; Switzerland; Tajikistan; Turkey; Ukraine; United Kingdom, and the United States of America. The European Commission (EC) was represented. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR); Committee of the Organization for Co-operation between Railways (OSZhD); Danube Commission (DC); European Conference of Ministers of Transport (ECMT); Intergovernmental Organization for International Carriage by Rail (OTIF); World Health Organization (WHO). The following non-governmental organizations were represented: International MultiModal Transport Association (IMMTA); International Organization for Standardization (ISO); International Road Federation (IRF); International Road Transport Union (IRU). Representatives of UNECE TEM and UNECE TER were also present.

INTRODUCTORY STATEMENT

3. In the opening session, the newly appointed Executive Secretary of the United Nations Economic Commission for Europe, Mr. Marek Belka, stressed the growing importance of a well-functioning international transport system for Member States. He mentioned that, in developing international rules and regulations on transport, the Committee played a unique role, which was not performed by any other international organization. He further informed the Committee about the UNECE reform process, which has identified transport as a top priority area of work of the Commission, and underlined its consequences for the UNECE Transport Division which will be strengthened with two professional posts in order to better respond to priority areas of work as identified by Member Governments.

ADOPTION OF THE AGENDA

4. The Committee **adopted** the provisional agenda as prepared by the secretariat (ECE/TRANS/164).

RESULTS OF THE COMMITTEE'S BUREAU MEETINGS

Documentation: ECE/TRANS/2006/2 and -/Add.1.

5. The Committee **decided** to consider and take into account the results of its Bureau Meetings held in 2005, and contained in document ECE/TRANS/2006/2, and -/Add.1, in the context of discussion of relevant agenda items to which those Bureau decisions pertain.

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

Documentation: ECE/TRANS/2006/3.

6. The Committee **took note** of the information contained in the above document and additional information provided by the Director of the UNECE Transport Division, in particular about the recently completed reform of the UNECE and its consequences for the priorities in the programme of work and resources of the Transport Division. In this context, the Committee **considered** the ways in which the additional posts allocated to the Division could be effectively engaged in responding to newly assigned work priorities, asked that related job descriptions be circulated to the Committee, and **asked** its Working Parties to consider various items relevant to their work that could be carried out by the newly allocated posts. The Committee further **asked** that documents of strategic importance for the future work of the Committee be circulated ahead of its sessions to allow member Governments the necessary time for consideration.

7. With regard to the review of the Committee's intergovernmental structure, and in the light of discussions held during its sixty-eighth session, the Committee **decided** to request, in the reform, the entrustment to its Bureau of the task of undertaking the necessary analysis in order to present it to the annual session of the Commission in 2007.

8. The Committee **welcomed** the choice of transport made by the Belgian Chairmanship of the theme for the OSCE Economic Forum in 2006. It also **welcomed** the close cooperation established between the OSCE and the UNECE Transport Division, which is based on the mutual interest of both organizations to benefit from their complementarity, and the wish to assist each other in achieving their main objectives in the region. The Committee was reassured that any future cooperation with the OSCE would not require any additional resources for UNECE Transport Division, and asked to be regularly and timely informed about future cooperative activities between the Transport Division and the OSCE.

9. The Committee also **considered** and **approved** the UNECE Transport Division's Strategic Framework for 2008-2009 which will, together with the strategic frameworks of other divisions, be adopted as the UNECE Biennial Programme Plan 2008-2009 by the annual session of the Commission.

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

INTERSECTORAL ACTIVITIES

(a) Transport, Health and Environment Pan-European Programme (THE PEP)

Documentation: ECE/AC.21/2005/13; www.thepep.org; www.thepep.org/CHWebSite.

10. The Committee **took note** of the report and the decisions taken by THE PEP Steering Committee at its third session (11-12 April 2005) and **appreciated** the concrete work carried out during the past year under THE PEP programme of work, in particular the successful launch of THE PEP Clearing House for use by the general public. It noted, with satisfaction, the work

carried out by the joint UNECE/WHO secretariat and welcomed the considerable extra-budgetary resources that had been made available by UNECE member States for the implementation of THE PEP. The Committee **stressed**, in this context, the importance of the sustained funding of these activities, particularly THE PEP Clearing House, in line with the work plan on UNECE reform.

11. The Committee **invited** all UNECE member States to ensure the appropriate participation of representatives of Ministries of Transport at THE PEP Steering Committee and its Bureau and to contribute actively to the preparations for the third High-Level Meeting on Transport, Environment and Health planned to be held in 2007.

(b) **Blue Corridor Project**

12. The Director of the UNECE Transport Division informed the Committee of his presentation on the Blue Corridor Project to the European Commission's DGTREN, as had been requested by the Committee. He said that the EC had made some comments on the findings of the report of the Task Force, but had expressed its willingness to cooperate with UNECE in the organization of a workshop at the technical level in order to further discuss the issues related to the Project.

(c) **Cooperation with the Committee for Trade, Industry and Enterprise Development**

Documentation: ECE/TRANS/2006/4.

13. The Committee **was informed** by the Director of the UNECE Trade Division about the areas in which it could cooperate with the Committee for Trade, Industry and Enterprise Development, including border crossing and trade facilitation activities. The Committee **welcomed** the initiative by the Committee for Trade to organize the Forum on Regulatory Cooperation and **called** that particular attention be devoted to important regulatory work in transport, where harmonization of legislation plays a decisive role in facilitation of trade. The Committee further **noted** that future cooperation between the two Committees underscored the recommendations made in the context of the UNECE reform on increased inter-sectoral cooperation.

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

Documentation: ECE/TRANS/2006/6.

14. The Committee **considered** the above-mentioned document, which has been prepared by the secretariat on the basis of national contributions and other sources, and **took note** of the oral supplementary information provided by the secretariat. The Committee **noted** the converging developments in the transport sector in the UNECE region and **asked** the secretariat to produce a similar review again in 2007.

TRANSPORT AND SECURITY

15. The Committee **noted** the activities of its subsidiary bodies in this field of activity. The Committee **welcomed** the organization of the Round Table on Transport Security in conjunction

with the present session, and **considered** that it had considerably contributed to raising the awareness of the Committee of initiatives in the area of transport security carried out by other bodies. Delegations were invited to transmit the presentations from the Round Table to their respective national experts in this field of activity. The Committee **recognized** the importance and necessity of intensifying work in the area of inland transport security. The Committee **considered** that a minimum level of regulations or standards were necessary at international level. The Committee, again, **invited** all its subsidiary bodies to accelerate work already in progress as well as to consider any new activities in this field and to report on the results of such work at its sixty-ninth session. In this context, the Committee **invited** subsidiary bodies to involve security experts in the respective specialized fields of activity and to take into consideration work already done or in progress in relevant international bodies as well as at regional or national level. The Committee **expressed** its readiness to support any other initiatives and to cooperate in activities aimed at advancing the work on inland transport security. The Committee **considered** to set-up a multidisciplinary ad hoc expert group on transport security, similar to the two ad hoc groups which had been mandated for safety in road and rail tunnels in the past, with the aim to take stock of the work done so far and preparing recommendations to UNECE Governments on transport security. Though security is considered of extreme importance to transport, there were doubts as to effective results that could be reached through the existing structure of the Committee, and it **felt** that further analysis of the subject and the formulation of recommendations in this context would be necessary. The Committee **requested** its Bureau to discuss this matter further, consolidate views, and inform Member Countries about its proposals.

ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION

Documentation: TRANS/WP.5/13; Informal report document on Assistance to countries with economies in transition January-December 2005; The Final Report of the TEM and TER Projects' Master Plan.

(a) **Pilot project for the facilitation of participation of central Asian and Caucasus countries in meetings of the Inland Transport Committee and selected subsidiary bodies**

16. The Committee **welcomed** the progress of the implementation of the EU funded Pilot project for the facilitation of participation of Central Asian and Caucasus countries in meetings of the Inland Transport Committee and selected subsidiary bodies. It **noted** that altogether 56 delegates from those countries had been able to attend eleven such meetings.

17. Based on the positive evaluation of the project by the beneficiary countries and the substantive contribution of the project in supporting the harmonization process of their transport legislation and their transport systems' integration with those of other UNECE member countries, the Inland Transport Committee **expressed** its gratitude to the EU for its contribution, **stressed** the importance of participation of Central Asian and Caucasus countries in the work of the Committee and **invited** the European Union to continue co-funding this project in future.

(b) **UN Development Account Project on Capacity Building for developing Interregional Transport Linkages**

18. The Committee **expressed** satisfaction at the progress of the UN Development Account Project on Capacity Building for developing Interregional Transport Linkages, which is being jointly implemented by the five UN Regional Commissions over the period 2003-2006, and particularly its UNECE-UNESCAP joint project component on developing Euro-Asian transport linkages, which has already produced tangible results and **requested** the secretariat to continue its efforts in close cooperation with the other Regional Commissions to ensure the further implementation of this project.

19. In view of the increasing importance of the development of Euro-Asian Transport Links, the Inland Transport Committee **requested** the secretariat: (i) to prepare jointly with UNESCAP a proposal for the continuation of the project in a new phase beyond 2006; (ii) to make every effort in order to raise funds from potential donors for its implementation; and (iii) to apply the most appropriate framework in order to ensure that the Expert Group established under the UNECE-UNESCAP joint project on Euro-Asian transport linkages, becomes functional as a permanent mechanism ensuring continued monitoring of relevant activities. It also **requested** the secretariat to report on this matter at its forthcoming session.

20. The Committee **expressed** its gratitude to the Government of Turkey for the hosting of the third Expert Group Meeting on developing Euro-Asian links under the Project in June 2005.

(c) **TEM and TER Master Plans**

21. The Committee **welcomed** the completion of the TEM and TER Master Plan, which contained a realistic investment strategy on the Backbone road and rail transport networks in 21 Central, Eastern and South-eastern European countries. It also **welcomed** the presentation by the secretariat of the Master Plan at the seventh plenary meeting of the High Level Group on the Extension of the Major Trans-European Transport Axes to the Neighbouring Countries and Regions, chaired by Ms. Loyola de Palacio and comprising 53 countries.

22. The Committee **reiterated** its support to this activity and **invited** the TEM and TER Projects, in close cooperation with the secretariat and the concerned countries, to proceed with the follow-up actions recommended by the Master Plan, including monitoring of its implementation, updating when necessary and appropriate, and the widest possible dissemination of the results of the TEM and TER Master Plan.

23. The Committee **invited** close cooperation between the European Commission, the secretariat and the TEM and TER Projects in the follow-up activities of the Master Plan and of the High Level Group.

24. The Committee **noted** that the consultations of the secretariat with concerned countries on the possible creation of a project similar to TEM and TER in the Caucasus and Central Asian region are ongoing, and, that financial and other difficulties pointed out by some countries as obstacles to the creation of such a project. It **noted** that all three Caucasus countries are now TEM and TER members, and **asked** the secretariat to pursue its consultation for the possible creation of such a project in the Central Asian region. The Committee also **noted** that it will be appropriate to examine the regional advisor involvement in the activities of TEM and TER projects in future to facilitate its gradual reorientation towards Central Asian region.

(d) **Other activities (SPECAs, SECI, etc.)**

25. The Committee **welcomed** the first Advisory Workshop on the UNECE legal instruments in the field of transport and on related infrastructure and border crossing developments in the Southeast Europe, held in Thessaloniki on 19 and 20 December 2005 in the intension of South-Eastern European countries, and **thanked** the Government of Greece for hosting it.

26. The Committee **stressed** the importance of sub-regional workshops in helping countries integrate their transport systems with those of other UNECE members and in promoting inter-country cooperation and that such workshops should be repeated more frequently, financing permitting.

(e) **Resources for operational activities on Transport**

27. The Committee **reiterated** its request that adequate resources be made available in the secretariat for technical assistance activities, in particular a second Regional Adviser, which is deemed crucial for the further development of these activities and **encouraged** member countries to contribute to the UNECE Trust Fund for Assistance to Countries in Transition (TFACT), in particular to enable the continuation of the Euro-Asian transport links project and the organization of other Advisory Workshops.

STATUS OF APPLICATION OF INTERNATIONAL UNECE TRANSPORT AGREEMENTS AND CONVENTIONS

Documentation: Informal documents: (i) Status of Application of International UNECE Transport Agreements and Conventions, and (ii) Accessions 2005/2006 (February 2006).

28. The Committee **noted** that 21 accessions to UNECE transport agreements and conventions had been registered in 2005 and invited countries which have not yet done so, to become Contracting Parties to the legal instruments.

TRANSPORT TRENDS AND ECONOMICS

Documentation: TRANS/WP.5/38.

29. The Committee **approved** the report of the Working Party on Transport Trends and Economics (WP.5) on its eighteenth session (TRANS/WP.5/38).

(a) **Future activities of the Working Party**

30. The Committee **noted** with appreciation the efforts of the Working Party to streamline its programme of work and commended its decision to increase its relevance and change the priorities in order to better address the needs of member Governments. The Committee further welcomed the decision of the Working Party to continue organizing workshops related to its priority work areas, thus linking its work with practical exchange of views.

(b) **Euro-Asian transport links**

31. The Committee **endorsed** the decision of the Working Party which supported the continuation of the joint UNECE-UNESCAP project and asked the secretariat to present, together with UNESCAP, a joint proposal which would ensure continuation of the project beyond 2006. It also **supported** the Working Party's decision which asked the secretariat to identify the most appropriate framework in which the UNECE-UNESCAP Expert Group, established under the UNDA project could, in close cooperation with the WP.5, assume the role of a permanent mechanism ensuring continued monitoring of activities related to development of Euro-Asian transport.

32. The Committee also **noted** results and conclusions of the Seminar "Euro-Asian transport links - Feed-back from users" held under the auspices of the Working Party and **welcomed** this initiative.

(c) **Transport in the Mediterranean region**

Documentation: Informal Documents Nos. 2 and 3.

33. The Committee **took note** of the report by the CETMO and encouraged CETMO to pursue its activities in the promotion of transport in the Mediterranean region.

34. The Committee **noted** the holding of the First Euro-Mediterranean Transport Conference, held in Marrakech on 10 December 2005 and welcomed the references made, in the documentation and during the Conference itself, to the legal instruments on transport developed by the Committee.

35. The Committee **noted** the activities of the UNECE secretariat, in cooperation with UNECA and with UNESCWA, on the development of transport links between Europe and Africa across the Mediterranean. The Committee took note of CETMO's interest, and agreed with its request to become involved in these in the framework of the UN Development Account Project. It encouraged the secretariat to pursue this cooperation and agreed with the request of CETMO to be involved in these activities.

(d) **Infrastructure bottlenecks and missing links**

36. Noting the progress made in compilation of data on infrastructure bottlenecks and missing links, the Committee **invited** and **urged** all member Governments, which have not yet done so, to actively participate in the secretariat's efforts to complete the collection of information on bottlenecks and missing links in the UNECE transport infrastructure networks.

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

Documentation: ECE/TRANS/2006/7 and -/Add.1.

37. The Committee **took note** of the information provided by the EC, ECMT and OECD and invited the secretariat to continue collecting and disseminating similar information for future sessions. It further **noted** the preparation of the ECMT Symposium on "Transport and Globalization" to be held from 25-27 October 2006 in Berlin at the invitation of the Government of Germany.

ROAD TRANSPORT

Documentation: TRANS/SC.1/377 and Add.1.

38. The Committee **took note** of the report of the ninety-ninth session of the Working Party on Road Transport (SC.1) (TRANS/SC.1/377 and Add.1) prior to its final adoption at its one-hundredth session in October 2006.

(a) Road transport infrastructure

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

Documentation: TRANS/SC.1/377.

39. The Committee **took note** of the entry into force, on 7 January 2006, of the proposals for amendments to the AGR, adopted by SC.1 at its ninety-eighth session in 2004 (TRANS/SC.1/375, annex 1, and Add. 2).

40. The Committee **endorsed** the proposals to amend annex I of the AGR regarding the new E roads or the extension of E roads in Bulgaria, Sweden and Turkey, adopted by SC.1 (TRANS/SC.1/377, annex 1).

41. The Committee **supported** the proposal of SC.1 (TRANS/SC.1/377, para. 32) to hold, on a day in May or June, the twentieth session of the Ad Hoc Meeting on the Implementation of the AGR in order to consider the proposals by France concerning the drafting of new provisions of the AGR on the evaluation of the impact of road safety with regard to roads and the preparation of a methodology for road safety inspection. It has, however, made the holding of the Ad Hoc Meeting contingent on a sufficient number of participants, failing which the meeting would become an informal meeting without interpretation.

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

Documentation: TRANS/SC.1/2005/6.

42. The Committee **noted** the progress report of the TEM Project (TRANS/SC.1/2005/6), particularly, the implementation in 2005 of the short-term strategy for further integration of TEM into the new European transport context and the completion of the TEM Master Plan.

43. It also **noted** the signature by Armenia of the TEM Cooperation Agreement and the expected forthcoming signature by Azerbaijan and Slovenia.

44. Based on the above information, the Inland Transport Committee **reiterated** its request that adequate resources be made available in the secretariat for the substantive backstopping and further development of this Project that will support the implementation of its ongoing activities, including the appropriate follow-up for the implementation of the TEM Master Plan.

(b) **Facilitation of international road transport**

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

Documentation: TRANS/SC.1/377.

45. The Committee **noted** that the entry into force of the proposals for amendments to the AETR adopted by SC.1 at its ninety-eighth meeting (TRANS/SC.1/375/Add.1), which should take place on 24 March 2006, will be delayed for several months following a declaration addressed by one Contracting Party to the Secretary-General for reasons relating to that country's domestic procedure. **While taking note** of this problem, the Committee **requested** the Contracting Party to inform the Secretary-General of the United Nations, as soon as possible, of the withdrawal of its declaration with a view to ensuring that the aforementioned delay is as short as possible. It follows that the date for the beginning of the four-year transitional period referred to in the new provisions of article 13 of the AETR will be delayed for the same length of time in AETR countries that are not EU members.

46. The representative of the European Commission pointed out that the EU adopted, on 2 February 2006, new provisions with a view to simplifying the rules concerning driving and rest times and stepping up checks on compliance with those provisions. He noted that the adopted text contained a provision requesting that the AETR should be aligned as quickly as possible with the provisions of the new Community regulation. To this end, the Committee **supported** the proposal of SC.1 to hold a meeting of the Ad Hoc Expert Group on Revision of the AETR with the mandate of drafting proposals on the relevant amendments to be made in the AETR with a view to its possible adoption at the one-hundredth session of SC.1. The secretariat indicated that, bearing in mind the number of amendments to be made, three days had been reserved for this meeting, which will be held from 22 to 24 May 2006.

47. At the same time, the Committee noted that problems have been encountered due to the use of digital tachographs by EU member countries before the entry into force of the amendments to AETR. The Committee **recommended** countries, Contracting Parties to the AETR, which are not members of the European Union, to show goodwill and to take, if possible, the necessary measures to accept, on their territory, vehicles equipped with a digital tachograph pending the entry into force of the amendments to the AETR. This would ensure that the delay in entry into force of the amendments does not become an obstacle to international traffic and would not create supplementary difficulties for transport operators. To this end, the Committee adopted Resolution No. 256, which is reproduced in Annex 1 to this Report.

48. Moreover, the Committee, at the request of the Russian Federation, supported by Kazakhstan, **asked** the secretariat to prepare a letter to all Contracting Parties to AETR which are not members of the EU, providing detailed technical information on the digital tachographs officially approved for use in the EU (e.g. type, model, producer). In this regard, the Russian Federation offered to transmit to the secretariat a list of items for which information should be provided in the letter.

49. With regard to the holding of the seminar on the introduction of the digital tachograph in the Russian Federation, the Committee **noted** with satisfaction that the seminar would take

place on 2 and 3 March 2006 at the World Trade Centre in Moscow and underlined that this seminar should facilitate understanding of the new recording device in the field. It **thanked** the Monitoring of the Implementation of Digital Tachograph (MIDT) for underwriting the costs of participants, as well as the manufacturer of tachographs, who has agreed to finance not only the holding of the seminar but also to defray the participation costs of one participant from each of the CIS countries excluding the Russian Federation. In this regard, the Committee **regretted** that, despite several reminders, certain CIS countries have not replied to the invitation sent to them by the secretariat. Moreover, in view of the importance of this seminar, the Committee **stressed** that the majority of the participants in the seminar should be persons skilled in carrying out road checks.

(ii) Draft additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR)

Documentation: TRANS/SC.1/377.

50. The Committee **noted** that, at its ninety-ninth session, SC.1 had decided to establish an editorial committee to finalize the drafting of the text of the Additional Protocol to the CMR, providing for the use of electronic consignment notes. It had been informed that the editorial committee, which is composed of UNIDROIT and UNCITRAL, would meet soon with a view to finalizing the text. It was recalled that the editorial committee should consider the comments made orally or in writing during the session without, however, modifying the substance of the text prepared by UNIDROIT.

51. The Committee **stressed** that the Protocol should be adopted in its final version at the one-hundredth meeting of SC.1.

(iii) International motor insurance card (Green Card)

52. The representative of the Russian Automobile Insurance Association introduced a document, which was made available to delegates, concerning preparations for the introduction of the Green Card System in the Russian Federation. To this end, he requested the Committee to lend its support in the Council of Bureaux (CoB) with a view to enabling it to obtain observer status in that organization until 2008. The Committee **welcomed** the Russian Federation's activities in this respect.

53. The Director of the Transport Division said that the request for observer status had been transmitted to CoB, which would consult its administrative committee in that regard. The reply would be communicated to the Russian authorities as soon as it was received.

(c) Terms of reference and rules of procedure of the Working Party

Documentation: TRANS/SC.1/377/Add.1.

54. Following information from the Chairperson of SC.1 and the secretariat, the Committee **endorsed** the terms of reference and rules of procedure adopted by the Working Party at its ninety-ninth session (TRANS/SC.1/377/Add.1).

ROAD TRAFFIC SAFETY

Documentation: TRANS/WP.1/98; TRANS/WP.1/100 and Add1-2.

55. The Director of the Transport Division paid a vibrant tribute to the memory of Mr. Bernard Périsset, Chairman of WP.1, who had died suddenly on 16 October 2005. He stressed the loss of a gifted Working Party Chairman and a dedicated advocate of road safety. He invited delegates to share the tribute by signing the book of condolences. He indicated that the book was being circulated with the agreement of the FIA Foundation, which had first made the book of condolences available at the November 2005 meeting in London of the United Nations Road Safety Collaboration. He thanked the Government of Switzerland for having made Mr. Périsset available for UNECE work.

56. The Committee **joined** the tribute and requested the secretariat to convey its condolences to Mr. Périsset's family.

57. The Committee **adopted** the report of the forty-sixth session (TRANS/WP.1/98) of the Working Party on Road Traffic Safety (WP.1) and **took note** of the report of the forty-seventh session (TRANS/WP.1/100 and Add1 and 2), pending its final adoption at the forty-eighth session, scheduled for 20-22 March 2006.

(a) New General Assembly Resolution on Improving Global Road Safety

Documentation: A/RES/60/5.

58. The Committee **welcomed** the adoption by the General Assembly on 26 October 2005 of a new resolution on improving global road safety (A/RES/60/5). It **expressed its satisfaction** that the resolution contained, *inter alia*, appreciation of the work carried out by WP.1 on improving international legal road traffic safety norms, encouraged Member States to adhere to the Vienna Conventions, and supported the organization in 2007 of the First United Nations Global Road Safety Week as proposed by UNECE. The Committee also **noted** that the Resolution entrusted the UN regional commissions and the World Health Organization (WHO) with the joint organization of that event.

(b) Activities of WP.1, including international legal instruments and consolidated resolutions related to road safety

59. The Committee **took note** of the entry into force on 28 March 2006 of the amendments to the Vienna Conventions, the European Agreements supplementing them and the Protocol on Road Markings, submitted to the Secretary-General by the Russian Federation in September 2004 (TRANS/WP.1/2003/1, 2, 3, 4, 5/Rev.3).

60. The Committee was informed by the secretariat of the progress made in updating and supplementing the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2). It **noted** with interest the adoption by WP.1 of provisions relating to roadside checks (TRANS/WP.1/100/Add.2) while observing that much work remained to be done in spite of the progress achieved by the small informal groups established to work on particular issues. In order to allow WP.1 to complete as much as possible its work on revising R.E.1 during 2006 with a view to issuing it as a publication in time for the First United Nations Global Road Safety Week in April 2007, the Committee **approved** the holding of a special session of WP.1 from 27 to 30 June 2006.

61. The Committee **supported** the proposal of WP.1 to organize, under the auspices of UNECE, the First Global Road Safety Film Festival in the Palais des Nations on 23 March 2006. It **invited** countries to actively participate in the Festival and **noted** the opportunity this event provided to promote the Global Road Safety Week.

62. The Committee **welcomed** the proposal made by the representative of the Economic and Social Commission for Asia and the Pacific (ESCAP) to WP.1 to hold a session in Bangkok in order to make Asian countries more aware of road safety issues.

63. While emphasizing the interest of holding such a meeting in Asia, the Committee **noted** there was no consensus among its members to authorize WP.1 to meet in Bangkok, primarily because of budgetary restrictions in many countries. For this reason, it **considered** it preferable to propose to ESCAP that a small delegation of a few members of WP.1 and/or of the secretariat participate in a ministerial meeting of ESCAP to present the work of WP.1. The Committee **requested** the secretariat to inform ESCAP of the Committee's position and to jointly agree on how to implement this alternative proposal.

(c) **Activities of the United Nations Road Safety Collaboration**

64. This item was presented by a representative of WHO, who recalled the context of the establishment of this Group. The Committee **took note** in particular of the results of the second and third meetings held in 2005, in which WHO, the five United Nations regional commissions as well as other United Nations bodies and numerous non-governmental organizations had participated. The representative of WHO indicated that following an invitation from ESCAP, the fourth meeting would take place in Bangkok on 10 and 11 May 2006.

(d) **Preparation of the First United Nations Global Road Safety Week**

Documentation: A/RES/60/5; ECE/TRANS/2006/10.

65. The Committee **noted** that the First United Nations Global Road Safety Week, targeted at young road users including young drivers, would be held from 23 to 29 April 2007. It **underlined** again the importance of the United Nations General Assembly's support for the Week in its resolution A/RES/60/5.

66. In addition, the Committee **welcomed** the fact that the city of Geneva, and more specifically, the Palais des Nations, had been chosen as the venue for two events to be organized during the Week, namely the World Youth Assembly on 23 and 24 April 2007, and the Stakeholder Forum on 25 and 26 April 2007.

67. The Committee **noted with satisfaction** the establishment by WP.1 of an informal group to prepare the Week in the UNECE region and lend its expertise to help to prepare the activities which would take place in Geneva. It also **took note** of the establishment of a Global Organizing Committee chaired by WHO and UNECE, composed principally of the five United Nations regional commissions, which was responsible, *inter alia*, for developing materials of a global character and of ensuring coordination between the different regions.

68. The Committee was informed that the FIA Foundation for the Automobile and Society had announced a grant of US \$200,000 for financing the activities of the Global Week. The

secretariat indicated, however, that the provisional budget for the organization of these activities would largely exceed this amount. The Committee **invited** other organizations to provide financial support for these activities.

69. In order to promote the Global Week to UNECE member countries, the secretariat presented a draft resolution contained in document ECE/TRANS/2006/10 which it proposed be supplemented by new elements presented in an Informal document. The Committee **noted** that the Resolution was also intended to support the convening of the two previously mentioned events in the Palais des Nations. The Committee **adopted** the resolution with the additions proposed by the secretariat and **requested** that the resolution be annexed to the report of its meeting and be disseminated as widely as possible.

(e) **Terms of Reference and Rules of Procedure of the Working Group**

Documentation: TRANS/WP.1/100/Add.1.

70. The Committee was informed that, further to its request (ECE/TRANS/162, paras. 79 to 81) addressed to the Economic Commission for Europe aimed at opening up participation in WP.1 and other subsidiary bodies concerned, to countries not members of UNECE but Contracting Parties to certain legal instruments, the Economic Commission for Europe had, at its 60th session (E/ECE/1431, Item 44 (d)), encouraged those countries to participate in the work of those bodies, but had not been able to agree on granting them voting rights.

71. After noting that WP.1 had taken these elements into consideration, the Committee **adopted** the terms of reference and rules of procedure adopted by WP.1 which appear in document TRANS/WP.1/100/Add.1.

HARMONIZATION OF VEHICLE REGULATIONS

Documentation: TRANS/WP.29/1039; TRANS/WP.29/1041; TRANS/WP.29/1047.

72. The Committee **noted** the summary of activities of the World Forum for Harmonization of Vehicle Regulations (WP.29) and **approved** the reports of WP.29 on its one-hundred-and-thirty-fifth (TRANS/WP.29/1039), one-hundred-and-thirty-sixth (TRANS/WP.29/1041) and one-hundred-and-thirty-seventh (TRANS/WP.29/1047) sessions.

(a) **The 1958 Agreement and annexed UNECE Regulations**

73. The Committee **noted** that, during 2005, the number of Contracting Parties to the Agreement remained the same (44). It also **noted** that two new Regulations were adopted by the Administrative Committee (AC.1) of the Agreement, and that, after their entry into force on 18 January 2006, the total number of the Regulations annexed to the Agreement reached the number of one-hundred-and-twenty-three (123). During 2005, forty-one Regulations were updated by sixty-six amendments. The Committee **noted** the concerns raised by several countries on the proposal for amendments to Regulation No. 48 (Installation of lighting and light-signalling devices) concerning the installation of additional contour markings for heavy-duty vehicles and **agreed** that these concerns should be raised by these countries and considered in detail at the March session of WP.29.

(b) The 1998 (Global) Agreement

74. The Committee **noted** that, following the accession of Norway, Cyprus, Luxembourg and Malaysia, the Agreement reached 26 Contracting Parties. It **noted** that the second global technical regulation (gtr) concerning the measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO₂ emissions and fuel consumption was adopted by the Executive Committee (AC.3) of the Agreement at its June 2005 session. It also **noted** that AC.3 adopted the Special Resolution No.1 concerning the common definitions of vehicle categories masses and dimensions (S.R.1) and listed nine technical regulations in the Compendium of Candidate global technical regulations and that work on future gtrs was well under way in the fifteen priority areas.

(c) The 1997 Agreement on Periodical Technical Inspections

75. The Committee **noted** that, following the accession of Belarus and Albania, the Agreement reached 9 Contracting Parties. The Committee **invited** the European Community, as well as the 18 countries signatories of the Agreement, to accede or to ratify it.

(d) Additional resources for the WP.29 secretariat

76. The Committee **noted** that the selection process for the new P-3 post, which had been redeployed to the Transport Division to assure the technical, legal and administrative functions for the development of the 1998 Agreement, was at its final stage. Taking into account this fact and the constraints imposed by the UNECE reform to the redeployment of posts to the Transport Division, the Committee **agreed** that it was more practical to wait the completion of both processes, but **maintained** the request of upgrading this post to the P-4 level.

RAIL TRANSPORT

Documentation: ECE/TRANS/SC.2/204.

77. The Committee approved the report of the fifty-ninth session of the Working Party on Rail Transport (SC.2) (ECE/TRANS/SC.2/204).

(a) Rail transport infrastructure**(i) European Agreement on Main International Railway Lines (AGC)**

78. The Committee **noted** that, in total, 24 countries are at present, Contracting Parties to the AGC Agreement, and it further **noted** the amendments proposed by Hungary to Annex 1 of the Agreement (TRANS/SC.2/204, annex 1). The Committee **reiterated** the invitation to those Governments that had not yet acceded to the AGC, to examine the possibility of doing so (TRANS/SC.2/204, para. 25). It further **endorsed** the Working Party's approval of the updated version of Annex 1 of the AGC and the decision to set up a consolidated version of the Agreement (TRANS/SC.2/202, para. 26).

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

Documentation: TRANS/SC.2/2005/13.

79. The Committee **noted** the progress report of the TER Project (TRANS/SC.2/2005/13), in particular, the implementation in 2005 of a short-term strategy for further integration of TER into the new European transport context and the completion of the TER Master Plan.

80. The Committee **reiterated** its request that adequate resources be made available in the secretariat for the substantive backstopping and further development of this Project that will support the implementation of its ongoing activities, including the appropriate follow-up for the implementation of the TER Master Plan in the new phase 2006-2010.

81. The Committee further **noted** that Armenia had signed the TER Trust Fund Cooperation Agreement and that Azerbaijan would be doing so as well, soon.

(b) Facilitation of border crossing in international rail transport

82. The representatives of Belarus, Netherlands, Switzerland, Russian Federation, Ukraine, OSZhD and OTIF emphasized the importance of developing the appropriate international legal instrument that would facilitate border crossing in international freight and passenger transport. In this context, the Committee **encouraged** all efforts aimed at facilitating rail border crossing, and **called** involved parties to speed up work on the final elaboration of new legal instruments for freight and passenger rail border crossing procedures.

83. The Committee further **reiterated** its support for the organization of an International Conference on Facilitation of Railway Border Crossing with the participation of representatives of all involved national authorities, OSZhD, OTIF and other interested international organizations. The Committee **stressed** the importance of close cooperation between WP. 30 and SC.2 in the elaboration of a new Annex 9 to the International Convention on the Harmonization of Frontier Controls of Goods and a new Convention to facilitate the crossing of frontiers in international railway passenger traffic. To this end, it **proposed** a joint meeting of WP. 30 and SC.2 to be held. The Committee **underlined** that the effectiveness of the Conference would be significantly increased if it is thoroughly prepared and if the two new legal instruments could be adopted by the relevant subsidiary bodies of the Committee beforehand. (See also paragraph 103 of this report).

84. The Committee also **took note** of the efficiency gains in the running of the Working Party's sessions, and **welcomed** the beneficial arrangement in organizing back-to-back meetings with the ECMT Group on Railways, which will continue in 2006 and 2007, following the approval by member Governments of the two organizations.

INLAND WATER TRANSPORT

Documentation: TRANS/SC.3/168.

85. The Committee **approved** the report of the Working Party on Inland Water Transport (SC.3) on its forty-ninth session (TRANS/SC.3/168).

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

Documentation: ECE/TRANS/120.

86. The Committee **noted** the adoption by the Working Party SC.3 of amendments to the AGN Agreement and to its annexes, based on the draft text appearing in TRANS/SC.3/2005/6 and the decision of the Working Party to set up under its auspices of a Group of Rapporteurs with a view to preparing a feasibility study on the Dnieper – Wistula – Oder waterway link (TRANS/SC.3/168, paras. 21 and 35).

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

Documentation: ECE/TRANS/SC.3/169; TRANS/SC.3/2005/1; TRANS/SC.3/2005/7.

87. The Committee **took note** 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). In this connection, the Committee **noted**, in particular, the approval by the Working Party of the "Inventory of existing legislative obstacles that hamper the establishment of a harmonized and competitive Pan-European inland navigation market and proposals for solutions to overcome them" (TRANS/SC.3/2005/1). It **noted also** that the Workshop on inland navigation issues had been organized by the Working Party SC.3 jointly with ECMT and River Commissions in Paris on 22 and 23 September 2005. The Workshop served as a forum for the exchange of ideas with a view to preparing a new Pan-European Conference on Inland Waterway Transport which is to be held in Bucharest on 13 and 14 September 2006. The summary of discussion and conclusions of the Workshop may be found in document ECE/TRANS/SC.3/2006/3.

88. The representative of ECMT drew attention to two of the conclusions reached by the September 2005 workshop held in Paris, which should be further studied at the Bucharest Conference. The first concerned the need to give inland navigation a new image and develop initiatives to convince shippers and forwarders to make use of that mode of transport. The establishment of an international forum gathering all players in the sector could contribute to such efforts. The second concerned the need to adopt an integrated strategy for transport development and environmental protection, drawing in particular, on recent work on those issues in ECMT.

89. The Committee **endorsed** the decision of the Working Party SC.3 to hold its special session on 15 and 16 March 2006 with a view to consideration and adoption of a consolidated text of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (ECE/TRANS/SC.3/2006/1) replacing the Recommendations annexed to Resolution No. 17, revised.

90. The Committee **endorsed** the adoption by the Working Party of Resolutions No. 59 on the Harmonization of Waterway Signs and Marking (ECE/TRANS/SC.3/169) and No. 60 concerning international standards on Notices to Skippers and on Electronic Ship Reporting in Inland Navigation (TRANS/SC.3/2005/7), within the establishment on E waterways of the River Information Services.

91. The representative of the Danube Commission informed the Committee that since October 2005, the freedom of navigation at Novi Sad (Serbia and Montenegro) had been fully restored as a result of six years long cooperation between DC and EU.

INTERMODAL TRANSPORT AND LOGISTICS

Documentation: RANS/WP.24/109 and Corr.1; TRANS/WP.24/107; www.unece.org/trans/wp24.

92. The Committee **approved** the reports of the Working Party on Intermodal Transport and Logistics (WP.24) on its forty-third and forty-fourth sessions.

(a) **European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and its Protocol on Inland Waterways**

Documentation: TRANS/WP.24/2005/6.

93. The Committee **took note** of the finalization of a large package of amendment proposals to the AGTC and **encouraged** the Working Party and the Contracting Parties to the AGTC to finalize, as soon as possible, a second package of amendment proposals extending the AGTC network to Central Asia and the Caucasus.

(b) **“Model” Action Plans and Partnership Agreements for the Development of Intermodal Transport**

Documentation: TRANS/WP.24/2005/7.

94. Following approval by the ECMT Council of Ministers, the Committee **endorsed**, a recommendation prepared by the Working Party that contained “model” action plans and partnership agreements providing for better cooperation among players in international intermodal transport at policy, technical and commercial levels and establishing benchmarks to measure performance (TRANS/WP.24/2005/7). The Committee **invited** Governments, international organizations and the secretariat to make all efforts to widely publicize the “model” action plans and partnership agreements and to obtain information on their application.

(c) **Efficient Intermodal Transport in a Pan-European Context: Follow-up to the ECMT Council of Ministers (Moscow, 24 and 25 May 2005)**

Documentation: TRANS/WP.24/2005/1; TRANS/WP.24/109 and Corr.1.

95. The Committee **noted** that the ECMT Council of Ministers had approved an action plan as a follow-up to the joint UNECE/ECMT Seminar on Intermodal Transport between Asia and Europe (Kiev, 27-28 September 2004) (TRANS/WP.24/2005/1). In accordance with this plan, the Working Party, in consultation with freight forwarders and rail transport operators, had considered solutions to overcome interoperability as well as administrative problems at border crossings that hampered efficient East-West rail and intermodal transport.

96. In order to overcome these obstacles and to provide a level playing field between road and rail transport along East-West and Euro-Asian land transport corridors, the Committee **noted** that, as a first step, the Working Party had decided to designate an observatory on two to three

major intermodal transport lines. The Committee also **took note** of the strategic elements and procedures identified by the Working Party that should constitute, in the long term, the cornerstones of international activities in this field, including the negotiation of a unified railway law resolving the present separation between the COTIF and SMGS regimes, in case the present facilitation work undertaken in this field by UNECE, OSZhD, OTIF and CIT did not show the expected results (TRANS/WP.24/109, paragraphs 4-20 and Corr.1).

BORDER CROSSING FACILITATION

97. The Committee **approved** the reports of the Working Party on Customs Questions affecting Transport (WP.30) on its one-hundred-and-ninth, one-hundred-and-tenth and one-hundred-and-eleventh sessions (TRANS/WP.30/218; TRANS/WP.30/220; TRANS/WP.30/222).

98. The Committee **noted** that problems concerning the visa issue still exist. The Committee **took note** that an agreement between the European Community and the Russian Federation is in the process of being finalized and considered that this approach could be a model for other countries as well.

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

99. The Committee **noted** the information provided by the Chairman of WP.30 relating to the TIR Convention and **welcomed** the activities of all parties involved with a view to ensuring the sustainability of the Convention.

100. The Committee **welcomed** the progress made in the revision of the TIR Convention, endorsed the work of the Ad Hoc Expert Group on Phase III of the TIR revision process. In relation to the computerization of the TIR procedure, the Committee, in particular, **welcomed** the initiation of consideration of the requirements and constraints of Contracting Parties in relation to defining a future IT system and **decided** to prolong the mandate of the Group of Experts on the TIR revision process to the year 2006 in order to make further progress on the issue of computerization of the TIR procedure with a view to optimizing international transport flows, in particular noting the view expressed in the framework of the report "The State of the UNECE, External evaluation report" in which it is stated that "The TIR Convention also needs to have at least some of its procedures computerized".

101. The Committee also **took note** of the reports of the Administrative Committee for the TIR Convention 1975 at its thirty-eighth and thirty-ninth sessions (TRANS/WP.30/AC.2/77; TRANS/WP.30/AC.2/79).

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

102. The Committee **welcomed** the adoption of the new draft 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.

103. With regard to the development of a new annex to the Convention for the facilitation of international rail transport, the Committee **welcomed** that the Working Party would consider this issue on a priority basis. The Committee **recommended**, once the WP.30 and other subsidiary

bodies such as SC.2 and WP.24 have considered the issue in detail, to organize a joint meeting of these groups with the participation of the OSZhD, OTIF, etc. with a view to finalizing a text, which can be finally considered and adopted by the Administrative Committee for the Harmonization Convention.

(c) **Customs Convention on the Temporary Importation of Private Road Vehicles of 1954, and Customs Convention on the Temporary Importation of Commercial Road Vehicles of 1956**

104. The Committee **endorsed** Resolution No. 51 adopted by the Working Party at its one-hundred-and-eleventh session, recommending UNECE member States, other Contracting Parties to the two Conventions and other countries to promote the correct application of the two Conventions and accession to them.

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

105. The Committee **considered** document ECE/TRANS/2006/9, prepared by the secretariat, containing the draft text of the Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes as it had been adopted by the Working Party in February 2006 and which included amendments required by the UN Office of Legal Affairs for the UN Secretary-General to become depositary to the Convention. The Committee **adopted** the text and **decided** that the Convention should be open for signature in Geneva as from 1 June 2006 for one year. The Committee **entrusted** the secretariat with the verification and preparation of the final text for signature. In this context, the Committee **recalled**, that the Convention enters into force six month after the date on which five Contracting Parties to the SMGS Agreement have signed the present Convention without reservations or have deposited their instrument of ratification or accession.

TRANSPORT OF DANGEROUS GOODS

Documentation: www.unece.org/trans/danger/danger.htm.

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

Documentation: ECE/TRANS/2006/3.

(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.1/98 and Add.1-2; TRANS/WP.15/AC.1/100 and Add.1-3.

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

Documentation: TRANS/WP.15/183 and Add.1; TRANS/WP.15/185 and Add.1-2.

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

Documentation: ECE/TRANS/WP.15/AC.2/21.

106. The Committee **noted** with satisfaction that pursuant to ECOSOC resolution 2005/53:

- (a) the secretariat had published in 2005: the fourteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations (ST/SG/AC.10/1/Rev.14); an amendment to 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/Amend.1); and the first revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (ST/SG/AC.10/30/Rev.1);
- (b) the Working Party on the Transport of Dangerous Goods, the Joint Meeting of the Working Party and the RID Safety Committee and the Joint Meeting of Experts on the Regulations annexed to ADN had adopted complete new sets of amendments to RID, ADR and ADN in order to give full effect to the revised UN Recommendations as from 1 January 2007.

107. With respect to paragraph 5 of Part A of resolution 2005/53, the Committee **noted** the comments of the representative of the Netherlands, supported by those of Austria and Belgium, that 80% of the provisions contained in the various international legal instruments applicable to the transport of dangerous goods for each of the five modes of transport were of a multimodal nature. As a consequence, elaborating a convention on the international multimodal transport of dangerous goods would significantly reduce the workload of the various international and regional organizations which presently spend considerable resources for adapting their respective legal instruments to the UN Model Regulations. Each international or regional organization could then concentrate on the remaining 20% provisions which are specific to their respective mode of transport.

108. The Committee **agreed** to request the Working Party on the Transport of Dangerous Goods, and in particular the Joint Meeting of the Working Party on the Transport of Dangerous Goods and the RID Safety Committee to consider how to further rationalize its methods of work in order to better take account of the growing international importance of the UN Model Regulations and noted that these issues could also be considered in the context of the UNECE reform.

109. The Committee **approved** the reports of the Working Party on the Transport of Dangerous Goods on its seventy-eighth and seventy-ninth and resumed seventy-ninth sessions, of the Joint Meeting of Experts on the Regulations annexed to ADN on its tenth session, and of the Joint Meeting of the Working Party on the Transport of Dangerous Goods and the RID Safety Committee on its Spring and Autumn 2005 sessions, and expressed deep satisfaction for the work accomplished.

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

111. Furthermore, the Committee **also noted** that the set of amendments to ADR adopted by the Working Party on the Transport of Dangerous Goods for acceptance by the Contracting Parties and entry into force on 1 January 2007 will be circulated as documents TRANS/WP.15/186 and Add.1.

112. The Committee **noted** also with great satisfaction that the Working Party had completed its work on the safety of the transport of dangerous goods in road tunnels and that relevant provisions had been included in the draft 2007 amendments to ADR.

113. The Committee **endorsed** the request of the Working Party on the Transport of Dangerous Goods to initiate consultations with OTIF and OSZhD in order to study the possibilities of closer cooperation with OSZhD for ensuring harmonization of Annex 2 of SMGS with RID and ADR to the extent possible.

114. For ADN, the Committee **noted** that Austria, Hungary, Netherlands and the Russian Federation are already Contracting States. It encouraged the other signatory countries (Bulgaria, Croatia, Czech Republic, France, Germany, Italy, Luxembourg, Republic of Moldova and Slovakia) and other interested States to take the necessary action to ratify or accede to ADN as soon as possible.

115. Furthermore, the Committee **noted** that the Joint Meeting of Experts on the Regulation annexed to ADN had adopted amendments to the 2005 version of the Regulations annexed to ADN. They will 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 new amendments through national law as from 1 January 2007, pending entry into force of ADN (to be circulated as documents ECE/TRANS/WP.15/AC.2/21/Add.1 and - /Add.2).

TRANSPORT OF PERISHABLE FOODSTUFFS

Documentation: TRANS/WP.11/212; www.unece.org/trans/main/welcwp11.html.

116. The Committee **approved** the report of the Working Party on the Transport of Perishable Foodstuffs (WP.11) on its sixty-first session (TRANS/WP.11/212).

117. The Committee **took note** of the work undertaken for the elaboration of a draft ATP handbook and the adoption of new amendments on kits' bodies.

118. The Russian Federation **noted** the need for and importance of continuing work on the annex to ATP dealing with the carriage of fresh fruits and vegetables, and the Committee **invited** the Working Party to give more careful consideration to such an annex and to expedite work towards its adoption.

119. Germany stated that it considered the body of rules and regulations of the ATP to be currently sufficiently developed and asked for this view to be taken into consideration in the ongoing reflection process on the future of the Working Party on Perishable Foodstuffs.

120. The representative of Portugal regretted that the ATP Agreement and some other international legal instruments apply the unanimity rule for the entry into force of new amendments. This was a serious obstacle to the effective updating of ATP, since any country could veto any amendment adopted by the Working Party. He suggested that consideration should be given to the elaboration of a new agreement with more appropriate amendment provisions. He invited the Committee to come back to this general issue. The Committee **considered** that this proposal could be further discussed in future.

TRANSPORT STATISTICS

121. The Committee **considered** and **approved** the report of the fifty-sixth session (8-10 June 2005) of the Working Party on Transport Statistics (TRANS/WP.6/149).

122. The ITC **was informed** about the activities that relate to the finalization of censuses:

- 2005 Combined Census of Motor Traffic Inventory of Standards and Parameters on Main International Traffic Arteries in Europe
- E-Rail Traffic Census 2005

123. In addition, the ITC **was briefed** about workshops and related activities that are taking place under the auspices of the Working Party.

TRANSPORT DIVISION WEBSITE

124. The Committee **noted** that in 2005 the UNECE Website, including the UNECE Transport Division website, was transferred to a new hosting service provider with a fully monitored and maintained website infrastructure, up-to-date security services, more frequent uploads, and improved reporting on website statistics. Work in 2006 will focus on keeping the website easy to navigate and up-to-date.

DRAFT PROGRAMME OF WORK 2006-2010

Documentation: ECE/TRANS/2006/5 and -/Corr.1.

125. The Committee **adopted** its programme of work (ECE/TRANS/2006/5) for the period 2006-2010 and recalled that its subsidiary bodies also need only to examine their programmes of work every two years. Such arrangement, however, would not exclude the possibility for the Committee's subsidiary bodies to modify their respective programmes of work annually if there was a need to do so (ECE/TRANS/133, para. 99).

SCHEDULE OF MEETINGS IN 2006

Documentation: ECE/TRANS/2006/8; Informal Document No. 4.

126. The Committee **considered** its schedule of meetings in 2006 based on proposals made by the Committee's subsidiary bodies (ECE/TRANS/2006/8), and **adopted** it with a few changes which will be included in the final version of the list of meetings to be circulated in ECE/TRANS/165. The Committee further **endorsed** the holding of a one-day meeting of the Administrative Committee for the TIR Convention 1975, on 1 June 2006. The Committee **noted** that the schedule of meetings of its Bureau in 2006 might be adjusted pending the Bureau's decision concerning the frequency and the number of its sessions in future.

127. It should be noted that, subsequent to the Committee's sixty-eighth session, the dates of meetings might occasionally be modified in accordance with the requirements of the respective bodies concerned. Therefore, the Committee **recommended** to consult the UNECE Transport Division website where the most up-to-date version of the schedule of meetings will be posted: <http://www.unece.org/trans/meetings.html>.

ELECTION OF OFFICERS

128. The Committee noted the important impact of the UNECE reform on its future functioning, and in this context, **adopted** the proposal by its Bureau to appoint a second Vice-Chairperson. Following this decision, the Committee **elected** Mr. E. Mokeev (Russian Federation) as Chairperson, as well as Mr. J-C. Schneuwly (Switzerland) and Mr. X. Guerin (France) as Vice-Chairpersons for its sessions in 2007 and 2008.

COMPOSITION OF THE COMMITTEE'S BUREAU IN 2006 AND 2007

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

Chairperson:	Mr. E. Mokeev (Russian Federation)
Vice-Chairpersons:	Mr. X. Guerin (France) Mr. J-C. Schneuwly (Switzerland)
Members:	Mr. P. Päßgen (Germany) Mrs. K. Kosmidou (Greece) Mr. J. A. Franco (Portugal) Mrs. U. Armangil (Turkey) Mr. G. Rak (Ukraine)

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

ANY OTHER BUSINESS

(a) Date of next session

130. The Committee **noted** that its sixty-ninth session is scheduled to be held from 6-8 February 2007.

131. The Committee **expressed** its discontent with the slow recruitment procedure for the post of Chief of the Transport and Infrastructure Development Section, and asked the secretariat to speed up efforts to conclude the appointment process.

(b) Tribute to Mr. P. Päßgen

132. The Committee **expressed** its warm thanks to Mr. Päßgen for having guided successfully, as Chairman, its discussions for several years.

ADOPTION OF THE REPORT OF THE SIXTY-EIGHTH SESSION

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

Annex 1**RESOLUTION No. 256 ON THE IMPLEMENTATION OF THE AMENDMENTS TO THE AETR CONCERNING THE INTRODUCTION OF THE DIGITAL TACHOGRAPH****Adopted on 7 February 2006 by the UNECE Inland Transport Committee**

The Inland Transport Committee,

Underlining the importance of assuring the harmonious and efficient functioning of the European Agreement on the Work of Crews of Vehicles engaged in International Road Transport (AETR);

Noting that the amendments to the AETR concerning the introduction of the digital tachograph, transmitted to Contracting Parties to this Agreement on 24 June 2005 by depositary notification C.N.475.2005.TREATIES-1, are from henceforth considered accepted since no objection was made to them in the course of the 6-month period allowed by Article 21, paragraph 2 (a) of the Agreement;

Noting in addition that the entry into force of these amendments, which should have happened on 24 March 2006, will be delayed by some months as a result of a communication by a Contracting Party to the Secretary-General of the United Nations informing him that by virtue of Article 21, (paragraph 2 (b)) of the Agreement, it had the intention to accept the amendments but that the conditions for accepting them had not yet been fulfilled on its territory;

Taking into account

1. that new goods and passenger transporting vehicles registered in the EU will have to be equipped with a digital control device in conformity with community legislation which is about to be published in the EU Official Journal.

2. that a significant number of new goods and passenger transporting vehicles registered in the EU are already equipped with a digital control device on a voluntary basis.

Desirous to find a pragmatic solution so that the delay in the entry into force of the amendments does not become an obstacle to international road transport between Contracting Parties to the AETR which are members of the European Union and those which are not,

Requests Contracting Parties to the AETR, which are not members of the European Union:

To show understanding with regard to the situation indicated above, for a limited period until the entry into force of the amendments to the AETR, by already taking the necessary measures to accept and control on their territory EU vehicles equipped with a digital control device;

To this end, for vehicles equipped with such a control device, to consider in any case as valid the print-outs from the control device signed by the driver.

2) **Asks** the secretariat of the Economic Commission for Europe and more particularly its Transport Division, to follow the application of this resolution.

Annex 2

**RESOLUTION NO. 257 CONCERNING
THE FIRST UNITED NATIONS GLOBAL ROAD SAFETY WEEK**

Adopted on 7 February 2006 by the UNECE Inland Transport Committee

The Inland Transport Committee,

Welcoming the adoption by the United Nations General Assembly on 26 October 2005 of a new resolution on improving global road safety (A/RES/60/5),

Noting with satisfaction that this resolution welcomes the proposal by UNECE to organize in 2007 the First Global Road Safety Week on the theme of young road users, including young drivers,

Also noting that this resolution invites the United Nations regional commissions and the World Health Organization to organize jointly the First Global Road Safety Week, within their resources as well as with voluntary financial assistance from concerned stakeholders from government, civil society and the private sector,

Welcoming the excellent collaboration between UNECE, the World Health Organization (WHO) and the other regional commissions and with civil society and the private sector, in particular in the context of the United Nations Road Safety Collaboration,

Noting that the first four Road Safety Weeks, organized in 1990, 1995, 2000 and 2004 respectively, not only helped to raise awareness of the importance of measures to prevent traffic accidents but also proved their efficiency by making it possible to reduce the number of road accidents and victims in many countries,

1. *Notes* that the First Global Road Safety Week will take place from 23 to 29 April 2007 and that these dates were jointly agreed with the regional commissions and WHO;
2. *Invites* the Governments of member countries and the international organizations concerned to mobilize on this occasion by taking the necessary steps, nationally and internationally, to implement road safety programmes, activities and campaigns on the theme of the Week, namely, young road users, including young drivers;
3. Therefore *recommends* that Governments should:
 - (a) Define and plan national activities to be carried out within the framework of this Global Road Safety Week in terms of the road safety problems relating to young road users encountered in their respective countries;
 - (b) Ensure participation and/or association of all ministries and governmental and non-governmental organizations concerned with road safety, local communities and information bodies in the preparation and implementation of the activities that are part of the theme of the Global Road Safety Week;

- (c) Make every effort to publicize the objectives of the First Global Road Safety Week through the mass media and by setting up Internet links between national road safety websites and the UNECE road safety web page which will be created for the purpose;
- (d) Share their ideas and points of view regarding the organization of the First Global Road Safety Week in the UNECE region through the Inland Transport Committee and its subsidiary body, the Working Party on Road Traffic Safety, thereby maximizing the potential benefits for all;
- (e) Ensure a continuing follow-up of the implementation of the activities carried out in the context of the First Global Road Safety Week and furnish the secretariat with a report on the results obtained;
4. *Supports* the decision of the United Nations Road Safety Collaboration to hold a World Youth Assembly in the Palais des Nations in Geneva involving delegations from different regions of the world in order to mark the global nature of the Week. *Also supports* the organization in the Palais des Nations the same week of the second road safety stakeholders' forum to which resolution A/RES/60/5 refers;
5. *Recalls* that the aforementioned events should be organized in conjunction with the other United Nations regional commissions and the World Health Organization, in accordance with the criteria set out in the General Assembly resolution;
6. *Invites* the Working Party on Road Traffic Safety actively to support and promote the Global Road Safety Week and the activities organized on that occasion;
7. *Requests* the secretariat of the Economic Commission for Europe, and more particularly the Transport Division, in collaboration with the World Health Organization, to supervise the logistics for the successful organization of the two events mentioned above and *invites* the relevant international organizations to provide support and advice so that these two events will achieve the greatest possible coverage and success;
8. *Also requests* the secretariat of the Economic Commission for Europe to provide all necessary support and publicity to the preparation, organization and follow-up within the UNECE region of the First Global Road Safety Week.
9. As regards the global character of the Week, *underlines* the importance of interpretation into the six UN official languages during the two events mentioned above and *asks* the secretariat of the Economic Commission for Europe to arrange for this.
10. *Also underlining* the importance of translating the Vienna Conventions into the six official languages of the United Nations in order to encourage countries, which are not yet Contracting Parties, to adhere to these Conventions, as indicated in the General Assembly Resolution, *asks* the Transport Division to prepare consolidated versions of the Vienna Conventions at least in the five official languages mentioned in the Conventions as a contribution of the ECE to the First Global Road Safety Week.

Annex 3

PROGRAMME OF WORK 2006-2010

(Reproduced in document ECE/TRANS/166/Add.1)
