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Working Party on Road Transport
(Ninety-ninth session, 17-19 October 2005)

**REPORT OF THE WORKING PARTY ON ROAD TRANSPORT
ON ITS NINETY-NINTH SESSION**

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REPORT

ATTENDANCE

1. The Working Party on Road Transport held its ninety-ninth session in Geneva from 17 to 19 October 2005. Representatives of the following ECE member States participated: Austria; Azerbaijan; Czech Republic; Denmark; Finland; France; Georgia; Germany; Greece; Hungary; Kyrgyzstan; Latvia; Netherlands; Poland; Portugal; Romania; Russian Federation; Sweden; Turkey; Uzbekistan.

2. Also represented were the European Commission, the Trans-European North-South Motorway (TEM) Project, International Institute for the Unification of Private Law (UNIDROIT), United Nations Commission on International Trade Law (UNCITRAL), United Nations Conference on Trade and Development (UNCTAD) and the following non-governmental organizations: International Road Transport Union (IRU) and Council of Bureaux. The Romanian National Union of Motor Vehicles (UNIMAR) participated as an observer.

OPENING OF THE SESSION

3. In his introduction, the Director of the Transport Division welcomed the representatives of Azerbaijan, Georgia, Kyrgyzstan and Uzbekistan whose participation in the session had been made possible thanks to funding provided by the European Union. He also informed the Working Party about the ongoing UNECE reform process in which transport had been identified as a priority sector of work.

4. He said that there had been a long and difficult discussion in the Inland Transport Committee in February 2005 on the issuance of visas to professional drivers and that further progress on this issue had not been possible given the divergence of positions.

5. He congratulated the Working Party on the amendments to the AGR and the AETR adopted in 2004. He said that the United Nations Secretary-General had notified these amendments to the Contracting Parties and that they were to enter into force in the first quarter of 2006. With regard to the AETR, he indicated that the Agreement would have to be amended again if the provisions concerning driving and rest times, currently under discussion within the Community, were adopted. He said that the secretariat was prepared to cooperate fully, particularly in logistical matters, to facilitate the progress of work in this regard.

6. Recalling his suggestion in 2004 that new provisions should be developed for the AGR dealing with the evaluation of the impact of road safety with regard to roads, similar to provisions already existing for the environment, and that a methodology should be prepared for road safety inspection, he welcomed the document on the subject prepared by the representative of France (TRANS/SC.1/2005/5) and expressed the wish that it would lead to a tangible follow-up. The Chairman of SC.1 supported this approach.

7. With regard to the draft Additional Protocol to the CMR, the objective of which was to introduce the electronic consignment note, he hoped that the text would be finalized rapidly and said that the secretariat would provide as needed all necessary logistical support.

8. Lastly, he hoped that SC.1 would, like WP.1, adopt its new terms of reference and rules of procedure.

9. On the announcement of the tragic news of the sudden death of Mr. Bernard Périsset, Chairman of WP.1, on 16 October 2005, the Working Party observed a minute's silence in his memory. The Director of the Transport Division paid tribute to Mr. Périsset and said that UNECE had lost a dear and respected friend and a dedicated champion of road safety.

ADOPTION OF THE AGENDA (*agenda item 1*)

(*Document: TRANS/SC.1/376*)

10. The agenda was adopted without modification.

ADOPTION OF THE REPORT OF THE NINETY-EIGHTH SESSION (*agenda item 2*)

(*Documents: TRANS/SC.1/375 and TRANS/SC.1/375/Add.1 and 2*)

11. The Working Party adopted the report on its ninety-eighth session without modification.

ACTIVITIES OF ECE BODIES AND INTERNATIONAL ORGANIZATIONS OF INTEREST TO THE WORKING PARTY (*agenda item 3*)

(a) Inland Transport Committee and its subsidiary bodies

(*Document: ECE/TRANS/162*)

12. The secretariat presented the results of the sixty-seventh session of the Inland Transport Committee held in February 2005. With particular reference to R.E.4, it was noted that the Inland Transport Committee had expressed the hope that certain reservations could be lifted in the future.

13. The Working Party was also informed of the Inland Transport Committee's decision to organize a multidisciplinary round table on transport security in conjunction with its sixty-eighth session in February 2006, with its primary focus on the areas of expertise of UNECE. In this context, the Inland Transport Committee requested its subsidiary bodies to expedite existing and potential new activities in this area and, in general, to play a more proactive role.

(b) International organizations

14. The representative of the IRU informed the Working Party about recent activities of his organization in the areas of sustainable development and the facilitation of international road

transport. In this connection, a CD-ROM on best practice in the road transport profession had been made available to delegates. He also referred to a note by IRU on the WTO development agenda and particularly on GATT Article V concerning transit (see paragraph 39).

15. He informed the Working Party about the events IRU had organized in 2005, namely: a conference entitled “One Year After” on the first anniversary of the expansion of the EU, held in Tallinn in May 2005, the Third Euro-Asian Conference on “Road Transport: Bridging Asia and Europe”, held in Beijing in September 2005 and attended by more than 900 persons from 45 countries; the IRU International Bus & Coach Forum held in Shanghai in March 2005; and the organization of an IRU caravan comprising five lorries, which had left Beijing (China) on 27 September and arrived in Brussels on 17 October 2005 when a round table and press conference had taken place.

16. He also announced the holding of the Fourth European Bus and Coach Forum on “Facilitating International Regular Services by Bus and Coach in Europe” in Kortrijk (Belgium) on 21 October 2005. Finally, he reminded the meeting that the 30th IRU World Congress would take place in Dubai, United Arab Emirates, from 14 to 16 March 2006.

17. In the absence of a representative of the European Conference of Ministers of Transport (ECMT), the Chairman of SC.1 mentioned that the ECMT reform process would be one of the key subjects to be discussed at the next Conference of Ministers in Dublin in May 2006.

IMPLEMENTATION OF THE AETR (*agenda item 4*)

(*Document: TRANS/SC.1/375/Add.1*)

18. The Working Party was informed that the amendments to the AETR for the introduction of the digital tachograph would be deemed to have been accepted on 24 December 2005 if no reservation or declaration had been made by that date. The amendments would then enter into force three months later, on 24 March 2006, which would be the starting point of the transitional period for which new article 13 of the Agreement provided.

19. The Chairman of the Working Party said that if texts concerning driving and rest times for professional drivers being discussed within the European Union were adopted, it would be necessary to amend the AETR once again in order to bring it into line with the new provisions. The representative of the European Commission recalled the origin of the proposals under discussion, the intention of which was to simplify the rules relating to driving and rest times and to reinforce checks on them. He described the principal new ideas that had been introduced concerning driving and rest times and the differences with the existing provisions of the AETR. He also pointed out that the texts had entered the conciliation phase between the European Parliament and the Council which would end on 6 December 2005. Assuming that there would be an agreement, the procedure should conclude around the month of April with the publication of the texts, in the 20 EU languages, in the Official Journal. He also referred to the request by the European Parliament that the AETR should be brought into line as rapidly as possible with the relevant provisions of the new Community Regulation.

20. On the assumption that there would be an agreement in the EU, the Working Party supported the secretariat's proposal to convene the ad hoc "AETR" group of experts originally established to introduce the digital tachograph, in order to prepare the new amendments to be inserted in the Agreement. The Working Party asked the Inland Transport Committee to endorse this proposal. If the Inland Transport Committee agreed, a meeting could be organized some time in April/May 2006.

21. With regard to the organization in Moscow of the seminar on the implementation of the digital tachograph announced in 2004, the representative of the Russian Federation proposed the dates of 5 and 6 December 2005. In view of the brevity of the time remaining for the secretariat to find the necessary finance and ensure the best possible organization, it was proposed that the seminar should be postponed until 2006. The dates finally reserved for this seminar in Moscow were 2 and 3 March 2006. The practical arrangements would be worked out between the secretariat and the Russian Federation. It was recalled that this seminar would be organized in cooperation with the European Commission.

22. Following a request by the Russian Federation concerning the application of paragraph 5 of the new article 12 of the AETR on checking procedures, which had entered into force on 27 February 2004 (E/ECE/811/Amend.4), the secretariat said that it would consider with ECMT and the European Commission the arrangements for sending out a joint questionnaire in order to collect data for preparing the report scheduled to be published every two years.

DRAFT ADDITIONAL PROTOCOL TO THE CMR (*agenda item 5*)

(*Documents: TRANS/SC.1/2005/1 and informal documents INF.1 and 2*)

23. It was recalled that SC.1 had at its ninety-eighth session requested UNIDROIT to prepare a revised and expanded version of its initial draft for a new protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR), providing for the use of an electronic consignment note. It was also mentioned that the Inland Transport Committee had at its sixty-seventh session (cf. document ECE/TRANS/162, paras. 56 and 57) requested that the text of the draft Additional Protocol to the CMR introducing the electronic consignment note should be finalized at the present session.

24. After recalling the context, Professor Putzeys of UNIDROIT introduced the draft he had prepared (TRANS/SC.1/2005/1) at the request of his organization and analysed the comments sent in by the countries and by UNCITRAL, contained in informal documents Nos. 1 and 2, respectively.

25. Following this introduction, a number of countries announced their positions, some supporting the text presented, others considering that some of its points should be supplemented. The representative of IRU emphasized that it would be desirable that it should draw its inspiration from the Montreal Convention of 1999 on carriage by air, ratified by 66 countries of which 29 were Contracting Parties to the CMR, and containing very brief provisions in this regard.

26. The Working Party entrusted an editorial committee with finalizing the drafting of the text on the basis of the comments made orally or in writing during the session but requested that the substance should not be modified. It was hoped that Professor Putzeys and UNCITRAL would be part of the committee, which should not comprise more than four or five persons. The secretariat was given responsibility for establishing the committee.

ROAD TRANSPORT INFRASTRUCTURE (*agenda item 6*)

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

(Documents: *ECE/TRANS/16/Amend.9; TRANS/SC.1/375/Add.2; TRANS/SC.1/2005/2; TRANS/SC.1/2005/3; TRANS/SC.1/2005/4; TRANS/SC.1/2005/5*)

(i) Status of prior amendments to the AGR, Annex I

27. The Working Party noted that the proposed amendments to Annexes I and II of the AGR adopted by SC.1 at its ninety-eighth session (TRANS/SC.1/375, annex 1 and TRANS/SC.1/375/Add.2) had been notified to the Contracting Parties on 4 April 2005 (C.N.195.2005.TREATIES-1 for Annex I and C.N.198.2005.TREATIES-2 for Annex II). It was informed that these amendments had been deemed to have been accepted on 4 October 2005 and would therefore enter into force on 4 January 2006.

28. The representative of the Netherlands informed SC.1 that his country had entered a reservation concerning the proposed amendments to Annex II because of the binding nature of the provisions of this Annex, as pointed out by the Netherlands Council of State. In this context, he hoped that the AGR could be modernized in order to make it more flexible. The representative of Germany for his part expressed his concerns with regard to the expenses incurred in the implementation of the Agreement by the obligations of the infrastructure work. The secretariat recalled that while the AGR was indeed binding for countries which became Contracting Parties, it did not establish any date for bringing infrastructures up to standard on the basis of well-defined parameters. This was an undertaking for the future that was being progressively implemented in the context of the programmes decided by the countries.

(ii) Consideration of new proposals for amendments to the AGR, Annex I

29. The Working Party adopted the proposals for E-roads in Bulgaria (TRANS/SC.1/2005/2), Sweden (TRANS/SC.1/2005/3) and Turkey (TRANS/SC.1/2005/4). All the amendments to Annex I of the AGR can be found in annex 1 to this report and will be transmitted to the United Nations Secretary-General for notification to the Contracting Parties.

30. The secretariat informed the meeting that a new map of the AGR network containing all the amendments adopted since 2003 would be published in 2006. It also informed the Working Party that the Intergovernmental Agreement on the Asian Highway Network had entered into force on 4 July 2005 and that by 30 June 2005 10 countries had become Contracting Parties.

(iii) Consideration of new proposals for amendments to the AGR, Annex II

31. Following the request by the Director of the Transport Division at the ninety-eighth session of SC.1 to consider the possibility of creating a new annex to the AGR on the evaluation of the impact of road safety with regard to roads and to reflect on the possibility of preparing a methodology for road safety inspection, the representative of France submitted a draft proposal concerning these two new features to the Working Party for consideration (TRANS/SC.1/2005/5).

32. In considering these proposals, the Working Party was of the opinion that the Ad hoc Meeting on the Implementation of the AGR should have a look at them; if the Inland Transport Committee agreed, it could then meet in April/May 2006 with as its mandate consideration of the follow-up to be given to them in terms of content and structure (creation of a new annex to the AGR or incorporation in the existing Annex II). So that the meeting could arrive at tangible results, however, delegates were requested to send the secretariat in writing their opinion on the proposals by France or their counter-proposals. The Working Party also requested the meeting to address the problem raised by the Netherlands, but asked the latter to send it an explanatory note on the difficulties encountered. The delegates of the Netherlands, Latvia, Poland and the Russian Federation said that they were willing to take part in the meeting. It was, however, pointed out that if there were fewer than eight participants, the Ad hoc Meeting would become an informal meeting and would then be held in English only.

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

(Document: TRANS/SC.1/2004/6)

33. The TEM Project Manager, Mr. Marian Hantak, recalled the objectives of the TEM Project and informed the Working Party about the latest developments (TRANS/SC.1/2005/6). He said that the final report of the TEM and TER Master Plan had been finalized and could be consulted on the UNECE Transport Division's website.

34. Where the TEM Master Plan was concerned, he recalled that it defined a strategy for the implementation of TEM Project objectives in terms of the updated and prioritized road transport infrastructure needs of the TEM member countries and covered future developments up to 2020. He specified that it was based on an analysis of socio-economic factors, including demographic trends, the growth of the gross domestic product (GDP), foreign trade, transport trends and the financial capacity of the countries in question.

35. He said that the TEM Master Plan had identified and prioritized 319 projects for a total of 49.5 billion euros. Of these projects, 152 were category I with a completion deadline of 2010. Financing was already secured for 60 per cent of all projects but financing for the remaining 40 per cent was still to be found. The Director of the TEM Project said that the Master Plan proposed possible sources of financing.

36. Lastly, he said that the implementation of the TEM Master Plan could contribute substantially to the development of transport infrastructure in the countries of south and south-eastern and central Europe but that this required the political will and commitment of all the countries concerned.

37. The Working Party encouraged the countries in question to implement the TEM Master Plan and asked to be kept informed of relevant developments at its next session.

HARMONIZATION OF REQUIREMENTS CONCERNING INTERNATIONAL ROAD TRANSPORT AND FACILITATION OF ITS OPERATION (*agenda item 7*)

(a) Development of provisions on the facilitation of international road transport (R.E.4)

(*Documents: TRANS/SC.1/2002/4/Rev.4 and Corr.1, TRANS/SC.1/2004/1 and Corr.1*)

38. Following the reservations entered by certain countries (*TRANS/SC.1/2004/1 and Corr.1*) concerning the new Consolidated Resolution R.E.4 (*TRANS/SC.1/2002/4/Rev.4 and Corr.1*) adopted by the Inland Transport Committee in February 2004, the Chairman of SC.1 asked the countries represented if they intended to lift any of them. The representative of the Netherlands said that his country was not yet in a position to lift its general reservation. At this country's request, the secretariat recalled the objectives of a Resolution and the difference in legal terms between it and a binding legal instrument. Concerning the question of the value added of this Resolution compared with those adopted by ECMT, he pointed out that R.E.4 contained provisions that did not exist elsewhere such as, for example, the carriage of passengers and the Green Card and the fact that this Resolution addressed a larger number of countries than that of ECMT.

39. The representative of IRU introduced the paper presenting his organization's position on the development agenda of WTO whose next ministerial conference would be held in Hong Kong in December 2005, and more particularly on Article V of the GATT on freedom of transit. He hoped for clarifications in this regard and requested delegates to bring this document to the attention of the competent authorities of their countries dealing with the Doha Round negotiations. He stressed that if Article V were adopted, it would be a major step forward in transport facilitation.

40. The representative of the Russian Federation suggested that R.E.4 should be supplemented with interpretations or information concerning specific problems encountered in particular on certain major international routes. The Chairman of SC.1 stressed that work of this nature was not envisaged in the near future in that the new R.E.4 had just been adopted.

(b) Consideration of possibilities for agreements and other measures on border crossings and border facilities for road transport between Eastern and Western Europe

(*Document: TRANS/SC.1/2004/5*)

41. The secretariat informed the Working Party that Annex 8 to the Convention on the Harmonization of Frontier Controls of Goods had been adopted by the WP.30 Administrative Committee at its session in October 2005. The Annex included provisions on the issuance of visas to professional drivers and model international technical inspection

and weight certificates. The representative of the IRU requested that regional initiatives such as the South-East European Cooperation Initiative (SECI) and the Black Sea Economic Cooperation (BSEC) which had also worked on these issues should be informed about the adoption of the new Annex.

42. The Chairman of SC.1 recalled that there had been a long and difficult discussion in the Inland Transport Committee in February 2005 on the issuance of visas to professional drivers (ECE/TRANS/162, paras. 59-66) but that no progress had been achieved on this question.

(c) Review of questions concerning facilitation of international road transport

(Document: TRANS/SC.1/2005/7)

(i) International Motor Insurance System (Green Card)

43. The Secretary-General of the Council of Bureaux informed the Working Party about the latest facts and developments concerning the International Motor Insurance System on the basis of the President's report (TRANS/SC.1/2005/7), a summary of which appears in annex 2 to this report.

44. Among the issues evoked he mentioned the problem of uninsured vehicles in Europe; this was turning into a major problem (the percentage ranged from 1 to over 50 per cent depending on the countries) and a serious concern for the CoB since the lack of insurance penalized accident victims while it led to higher insurance premiums for insured drivers, an increase that was becoming intolerable for countries where over 50 per cent of vehicles were not insured. In view of the gravity of this problem, SC.1 asked to be kept informed of its development and proposed that it should be discussed in greater detail at a future session.

(ii) Accession to and implementation of UNECE international legal instruments on road transport

45. The secretariat provided information on the status of accession to UNECE legal instruments on road transport. Malta had acceded to the AETR on 11 October 2004 and Ukraine had acceded to the CVR on 18 May 2005.

46. The meeting was reminded that detailed up-to-date information on the status of the legal instruments was available on the website of the UNECE Transport Division at the following address: <http://www.unece.org/trans/conventn/legalinst.html>.

TERMS OF REFERENCE AND RULES OF PROCEDURE (*agenda item 8*)

(Document: TRANS/SC.1/2004/10/Rev.1)

47. The secretariat recalled the origin of the proposals to give SC.1 both terms of reference in keeping with reality and rules of procedure. It specified that the new text submitted (TRANS/SC.1/2004/10/Rev.1) was based on the rules of procedure adopted by WP.1 and

took into account earlier discussions on the subject within SC.1 and the decision by the Economic Commission for Europe at its sixtieth session (report E/ECE/1431, para. 44 (d)), cited below:

“Having considered the proposal contained in paragraphs 21 and 22 of E/ECE/1426, the Commission agreed to encourage participation of non-UNECE countries which are Contracting Parties to legal instruments administered by WP.1 and the other subsidiary bodies of the Inland Transport Committee but was unable to reach consensus on granting voting rights to such countries at this point. It recognized the need for further discussion.”

48. The Working Party proceeded to consider the terms of reference paragraph by paragraph and the rules of procedure article by article. In the process it made the following changes to the text of document TRANS/WP.1/2004/10/Rev.1:

- Paragraph 1 (l) of the terms of reference should read: “Ensure openness and transparency **of the work of SC.1**”.
- Rule 4, paragraph 2, is amended to read: “**As a general rule**, the basic documents relating to each item on the provisional agenda of a session shall be **made** available on the SC.1 website of the Internet **in all official languages of UNECE as early as possible but not later than two weeks before the start of the session. Failing that, such documents may only be used for preliminary consideration unless SC.1 decides otherwise.** On request, hard copies may be transmitted before the opening of the session.”
- Rule 8 is amended to read: “**The Working Party SC.1 may amend the order of agenda items at any time during the session.**”
- Rule 28 is amended to read: “Decisions made by SC.1 shall **as a priority** be based on consensus ...”.

49. Following their consideration, SC.1 adopted its terms of reference and rules of procedure. The text with the changes can be found as an addendum to this report with the symbol TRANS/SC.1/377/Add.1. This document will be submitted to the Inland Transport Committee for consideration.

DRAFT PROGRAMME OF WORK 2006-2010 (*agenda item 9*)

(*Document: TRANS/SC.1/2005/8*)

50. The Working Party adopted its draft programme of work 2006-2010 as set out in annex 3 to this report. It will be transmitted to the Inland Transport Committee for final adoption at its sixty-eighth session in February 2006. It was recalled that, in accordance with a decision taken by the Inland Transport Committee, the programme of work was henceforth considered every two years only.

OTHER BUSINESS (*agenda item 10*)

51. The representatives of Azerbaijan, Georgia, Kyrgyzstan and Uzbekistan reported to the Working Party on the transport situation in their countries and were asked to send copies of their statements to the secretariat by e-mail so that they could be issued as a document.

52. The Working Party was informed that its one hundredth session would be held from 17 to 19 October 2006.

ADOPTION OF DECISIONS (*agenda item 11*)

53. The Working Party adopted the list of decisions taken at its ninety-ninth session on the basis of a draft prepared by the secretariat.

Annex 1

DRAFT AMENDMENTS TO ANNEX I OF THE AGR

A. Main roads

(1) West-east orientation

(b) Intermediate roads

- Reinststate **E 88** from Ankara to Refahiye (Turkey), linking with E 80, E 89 and E 90.

Overall reference**E 88: Ankara - Yozgat - Sivas - Refahiye**

- Reinststate E 96 from Izmir to Sivrihisar (Turkey), linking with E 87 and E 90.

Overall reference**E 96: Izmir - Uşak - Afyon - Sivrihisar**

(2) North-south orientation

(a) Reference roads

Extend E 45 from Göteborg to Karesuando (Sweden).

New overall reference

E 45: Karesuando - Gällivare - Storuman - Östersund - Mora - Grums - Trollhättan - Göteborg ... Frederikshavn - Aalborg - Århus - Vejle - Kolding - Frøslev - Flensburg - Hamburg - Hannover - Göttingen - Kassel - Fulda - Würzburg - Nürnberg - München - Rosenheim - Wörgl - Innsbruck - Brenner-Pass/Passo del Brennero - Fortezza - Bolzano - Trento - Verona - Modena - Bologna - Cesena - Perugia - Fiano (Roma) - S. Cesareo (Roma) - Napoli - Salerno - Sicignano - Cosenza - Villa S. Giovanni ... Messina - Catània - Siracusa - Gela

(b) Intermediate roads

- *E 87*, in Bulgaria replacement of “Sozopol - Primorsko - Tcarevo” by “**Marinka - Zvezdec**”

New overall reference

E 87: Odessa - Izmail - Reni - Galati - Tulcea - Constanta - Varna - Burgas - **Marinka - Zvezdec** - Malko Tarnovo - Dereköy - Kirklareli - Babaeski - Havza - Keşan - Gelibolu - Eceabat ... Çanakkale - Ayvalik - Izmir - Selçuk - Aydın - Denizli - Acipayam - Korkuteli - Antalya

- *Reinstate E 97 from Trabzon to Aşkale (Turkey), linking with E 70 and E 80.*

Overall reference

E 97: Trabzon - Gümüşhane - Aşkale

B. Branch, link and connecting roads

- *New road E 881 from Izmit to Çeşme (Turkey), linking with E 80, E 90, E 87 and E 96*

Overall reference

E 881: Izmit - Bursa - Balıkesir - Manisa - Izmir - Çeşme

Annex 2**SUMMARY OF THE REPORT OF THE PRESIDENT OF THE
COUNCIL OF BUREAUX OF THE GREEN CARD SYSTEM**

The General Assembly of the Council of Bureaux was held in Warsaw on 26 and 27 May 2005 and addressed the following issues.

(1) At its meeting in February 2005, the Economic and Social Council of the United Nations in New York granted the Council of Bureaux special consultative status. The working relationship between CoB and the United Nations Economic Commission for Europe, established in 1949, will continue unchanged.

(2) The Secretariat of the Council of Bureaux will be transferred from London to Brussels during the first half of 2006.

(3) The Council of Bureaux is exploring the feasibility of offering services to related organizations such as the Guarantee Funds, Compensation Bodies and Information Centres. The final proposal will depend on the results of ongoing research on possible modifications of the fiscal status of CoB that may stem from this offer of services to third parties.

(4) Concerning candidate members:

- In the case of Russia, the Council of Bureaux is awaiting the completion by the Russian bureau of the requirements for future members of the Council.
- In the case of Georgia, a first formal meeting was held in May 2005. Four major issues remain to be resolved at this time: financial guarantees, territorial coverage, the motor third party liability (MTPL) law and the statutes of the bureau, but discussions are continuing.
- In the case of Azerbaijan, although it was accepted by the 1998 General Assembly as a future member subject to finalization of issues relating to its membership, the Government authorities have still not provided a letter formally recognizing the bureau. To date no such undertaking has been received.

(5) The issue of uninsured vehicles has been highlighted by the accession negotiations of Romania and Bulgaria who are expected to join the European Union at the beginning of 2007. The Council of Bureaux has informed the European Commission and Government authorities in both countries of the scale and seriousness of the problem. The problem is not limited to these countries, however. The CoB is aware of high levels of uninsured driving that exist in other European countries, which will cause significant problems in the long term if they remain unresolved.

(6) The current system of frontier insurance in EEA countries is based on the issue to any motorist of a country which is not a member of the Green Card system of a Green Card in conjunction with a frontier insurance policy. Since the move from the Uniform Agreement to the Internal Regulations in 2003 and the expansion of the European Economic Area by the addition of 10 new EU members in 2004 has created a changed situation, a CEA/CoB Working Group has been set up to review the position.

(7) The Council of Bureaux has established a Working Group to look at Green Card security in the light of existing improved technology.

Annex 3

DRAFT PROGRAMME OF WORK 2006-2010

PROGRAMME ACTIVITY 02.2: ROAD TRANSPORT

02.2.1 Road transport infrastructure

CONTINUING ACTIVITIES

I. Implementation and amendment of the European Agreement on Main International Traffic Arteries (AGR)

Description: In order to adapt the European road network to future requirements ~~and to extend it to Central Asian and Caucasus UNECE member States~~, the Working Party on Road Transport (SC.1) will take suitable action to implement the Agreement and amend as necessary its provisions ~~with regard, in particular, to the structure and numbering of the network (Annex I), applicable technical standards (Annex II) and user information and safety~~, taking into account the evolution of traffic flows, **as well as the safety and security of the network.**

Work to be undertaken:

- (a) Consideration of the AGR Agreement in the light of new traffic flows.

Output expected by 2006-2007: Adoption of amendments to Annex I to the AGR including new-E-roads. Issuance of an **updated** map of the network. Priority: 1

- (b) Consideration of the AGR Agreement with a view to enhancing AGR provisions and standards which have an impact on road safety, environmental protection and energy saving.

Output expected by 2006-2007: **Preparation and possible** adoption of **new** amendments to Annex II of the AGR which relate to safety **and security**, ~~including safety in tunnels and environmental criteria and launching the procedure for their implementation.~~ Priority: 1

II. Trans-European North-South Motorway (TEM) Project

Description: In order to assist in the construction of the TEM network as part of an integrated international road infrastructure, the Working Party on Road Transport will continue its close cooperation with the TEM.

Work to be undertaken:

Review of ongoing and expected future progress in the TEM network and consideration of possibilities to contribute to its further development (e.g., combined transport, financing).

Output expected by 2006-2007: Monitoring the development of the TEM Project.

Priority: 2

02.2.2 Harmonization of requirements concerning international road transport and facilitation of its operations

Description: In order to simplify and harmonize requirements concerning international road transport and the facilitation of its operation, the Working Party on Road Transport will elaborate and update, as necessary, appropriate international instruments and study selected aspects of international transport of passengers and goods by road, particularly those related to the facilitation of road transport between eastern and western Europe and the simplification and harmonization of administrative procedures and documentation.

Work to be undertaken:

- (c) Implementation of the European Agreement on the Work of Crews of Vehicles engaged in International Road Transport (AETR).

Output expected by 2006-2007: ~~Launching the implementation procedure for the set of amendments to the AETR to provide for introduction of the new digital tachograph.~~ Alignment of the AETR with new provisions adopted by the European Union concerning the regulation of driving and rest periods for professional drivers. **Possible Organization of a Seminar on the introduction of the digital tachograph for non-EU States.**

Priority: 1

- (d) Consideration of questions concerning the Green Card International Motor Insurance System.

Output expected by 2006-2007: Encourage and facilitate membership of the Green Card System. **Consider possibilities for the establishment of an international motor insurance system for Central Asian and Caucasus States.**

Priority: 2

- (e) Promote the harmonization of fiscal and other measures in order to avoid any discriminatory practices in international road transport.

Output expected by 2006-2007: Development of proposals regarding the harmonization of fiscal and other measures in international road transport.

Priority: 2-3

ACTIVITIES OF LIMITED DURATION

- (f) **Modification** ~~New revised version~~ of the Consolidated Resolution on the Facilitation of International Road Transport (R.E.4).

Output expected by 2006-2007: ~~Dissemination of the adopted new version of R.E.4 with a modernized presentation.~~ **Consideration of the need to modify or add to R.E.4 on certain subjects, such as the security of passenger transport.**

Priority: 1

- (g) Consideration of new challenges, opportunities and developments in the facilitation of border crossings and consideration of possibilities for effective measures other than legal measures on border crossing and border facilities for road transport between eastern and western Europe.

Output expected by 2006-2007: Cooperation with the Working Party on Customs Questions affecting Transport (WP.30) on aspects of the ~~new proposed annex 8 to the Harmonization Convention on the facilitation of border crossing of frontier controls of goods~~ such as **visa issuance to professional drivers**, ~~an~~ the international vehicle weight certificate and road worthiness certificate.

Priority: 1-2

- ~~(h) Revision of the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR) in order to foster wider acceptance by Governments.~~

~~Output expected by 2004-2005: Possible relaunching of work on the revision of CVR.~~

Priority: 3

- (+) (h) Consideration of the Convention on the Contract for the International Carriage of Goods by Road (CMR) with a view to the introduction of electronic data interchange (EDI) into its procedures.

Output expected by 2006-2007: Adoption of a new protocol to the CMR introducing EDI.

Priority: 1

- (i) Analysis of the implementation of transport-related UNECE agreements and conventions.

Output expected by 2006-2007: Launching of a survey to evaluate the implementation of different agreements and conventions concerning road transport by Contracting Parties.

Priority: 2
