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INLAND TRANSPORT COMMITTEE

Working Party on Road Transport
(Ninety-fifth session, 16-19 October 2001)

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

ATTENDANCE

1. The Working Party on Road Transport held its ninety-fifth session in Geneva from 16 to 19 October 2001. Representatives of the following ECE member States participated: Belarus, Czech Republic, Estonia, Finland, France, Germany, Hungary, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Romania, Russian Federation, Slovak Republic, Sweden, Switzerland, Turkey, Ukraine and United Kingdom.

Also represented were the European Commission and:

- the following intergovernmental organizations: International Institute for the Unification of Private Law (UNIDROIT) and Trans-European North-South Motorway (TEM) Project;
- the following non-governmental organizations: Council of Bureaux of the Green Card System and International Road Transport Union (IRU);
- the United Nations Interim Administration Mission in Kosovo (UNMIK) participated as an observer.

OPENING OF THE SESSION

2. This meeting consisted of two parts: the first (day of 16 October) was entirely devoted to the presentation by the European Commission of the implications, for inspection services, of the introduction of the new digital tachograph in the AETR, and the second (from 17 to 19 October) was devoted to the work of SC.1 itself. It was chaired by Mr. J. Alaluusua (Finland).

SPECIAL SESSION ON THE DIGITAL TACHOGRAPH (AETR)

(Document: TRANS/SC.1/2001/12)

3. At its sixty-third session (13-15 February 2001), the Inland Transport Committee supported the decision of the Working Party on Road Transport (SC.1) to organize in 2001 an official meeting to prepare non-EU member States, and in particular their national authorities responsible for checking on the implementation of the AETR, for the introduction of the new digital tachograph.

4. This was the purpose of the special meeting held on 16 October, immediately before the opening of the SC.1 session itself, with the participation of many delegates concerned with checking on the driving and rest time of professional drivers. The meeting was conducted with technical support from the European Commission and ERTICO on the basis of the programme drawn up especially for that day (TRANS/SC.1/2001/12). All aspects related to the introduction of the digital tachograph were covered in detail during this presentation, with particular reference to the problem of inspections.

5. At the end of this meeting, a video cassette showing a road check on a vehicle equipped with a digital tachograph was handed to the participants. The Working Party warmly thanked the ERTICO representative for the excellent and instructive presentation of this highly complex subject.

INTRODUCTION TO THE REGULAR SESSION

6. Mr. José Capel Ferrer, Director of the ECE Transport Division, welcomed delegates. After introducing the Working Party's new secretary, he referred to the problems of delays in document translation. On this point, the Working Party urged that a solution should be found quickly as such delays penalized it and retarded its work.

7. The Director of the Transport Division also recalled the importance of further developing the various legal instruments of relevance to SC.1, including the AGR, the AETR and the CMR, in order to adapt them to the needs of the modern world. In that context, he urged the Working Party to consider as soon as possible the recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels, which had completed its work in July 2001, and to ensure appropriate follow-up to them at the level of the AGR. He furthermore requested SC.1 to consider whether, following the dramatic incidents which had occurred in the United States, new security-related items should not be introduced into the existing legal instruments.

8. Lastly, he expressed the wish that attention should be paid during the consideration of the item on the green card to the possibility of widening its scope and/or extending the present limits of civil liability insurance coverage for motor vehicles.

ADOPTION OF THE AGENDA (*agenda item 1*)

(*Document: TRANS/SC.1/368*)

9. The provisional agenda prepared by the secretariat was adopted without change.

ACTIVITIES OF ECE BODIES AND INTERNATIONAL ORGANIZATIONS OF INTEREST TO THE WORKING PARTY (*agenda item 2*)

(a) Inland Transport Committee and its subsidiary bodies

(*Document: ECE/TRANS/136*)

10. The Working Party was informed that the Inland Transport Committee, at its sixty-third session (13-15 February 2001), had approved the report adopted by SC.1 at its ninety-fourth session (ECE/TRANS/136, para. 32).

11. The Working Party was also informed of the recommendations adopted by the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels at its last meeting, held from 9 to 11 July 2001. As requested by the Inland Transport Committee at its February 2001 session, the Working Party was invited to make a first general study of the recommendations relating to its area of competence (ECE/TRANS/136, para. 55). This subject was also referred to under item 4 (a) (ii) (cf. paragraphs 28, 29 and 33 of the present report).

(b) International organizations

12. The representative of the European Commission informed the Working Party of the recent adoption by the Board of Commissioners of a proposal to amend Regulation 3820/85/EEC on driving and rest time for professional drivers.

13. The representative of the International Road Transport Union (IRU) informed the Working Party that his organization had focused its efforts in 2001 on the facilitation of transport operations and the enlargement of the European Union and also on sustainable transport development, particularly in East-West exchanges. Various publications prepared under IRU auspices were made available to delegates.

IMPLEMENTATION OF THE AETR AGREEMENT (*agenda item 3*)

(*Documents: TRANS/SC.1/1999/4, TRANS/SC.1/2000/16, TRANS/SC.1/2001/1 and Add.1, TRANS/SC.1/2001/13 and Add.1, and informal documents Nos. 1 and 2*)

14. At its ninety-fourth session, the Working Party had approved in principle the amendments to the European Agreement concerning the Work of Crews of Vehicles engaged

in International Road Transport (AETR) proposed by the representatives of France and the European Commission with a view to introducing the digital tachograph into the Agreement (TRANS/SC.1/2000/16). The Working Party had, however, decided that their final adoption could not take place until the voluminous annex 1B to Regulation 3821/85/EEC, as amended, defining the technical specifications for the new digital tachograph had been published in the Official Journal of the European Communities.

15. The Working Party had nevertheless agreed that, before adoption of these amendments, a check would be required in order to adapt the Community text as far as was necessary to the context of the AETR. It had therefore decided to convene a small informal meeting comprising a few volunteers from non-EU Contracting Parties to the AETR and representatives of the European Commission (TRANS/SC.1/367, para. 32).

16. This informal meeting, including representatives of Romania, Switzerland, the European Commission and the secretariat, was held on 3 May 2001. On the basis of the conclusions reached at this meeting, which are presented in document TRANS/SC.1/2001/1 and Add.1, the Working Party was invited to decide which solution it would be appropriate to adopt for incorporating annex 1B into the AETR. The secretariat was thanked for its work.

17. It was recalled that, at its sixty-second session (February 2000), the Inland Transport Committee had strongly recommended considering the possibility of agreeing that the AETR should include a reference to annex 1B to amended European Community Regulation 3821/85/EEC setting out the technical specifications of the new digital tachograph, rather than seeking to reproduce it in its entirety. The Committee had recalled the example of ISO standards, to which reference was made in many legal documents. It had, however, requested that a solution should be found to the problem of translation of this technical annex, as well as to the question relating to the automatic validity of subsequent changes to the annex for non-EU member countries (TRANS/SC.1/367, paras. 22, 25 and 26).

18. Before the Working Party began its discussion, the representative of the European Commission explained why annex 1B had not yet been adopted at the Community level. While taking note of the explanations, the Working Party nevertheless did not consider this delay a reason to put off further discussion on the subject, since it was a question of deciding on a methodology for incorporating the annex into the AETR, not of modifying its content. A copy of the latest official version of annex 1B (approximately 250 pages) was made available to the delegations present (*see informal session document No. 2*). The text of annex 1B may also be consulted at the following address, by clicking on "library": <http://forum.europa.eu.int/Public/irc/tren/digtacho/library>.

19. After having considered the various proposed solutions (TRANS/SC.1/2001/1), the Working Party was of the opinion that the most appropriate solution, and the most practical one for the future, in view of the highly technical nature of this voluminous annex, was solution No. 1, which consisted in reproducing the Community version of annex 1B as it stood, preceded by an introduction stressing in summary form, by means of cross-references, the points where an adaptation was necessary.

20. It requested the representative of the European Commission to keep the secretariat closely informed of forthcoming developments at the Community level. It also requested the secretariat, once the final text had been adopted by the European Community, to prepare, in collaboration with the European Commission, a draft amendment to the AETR incorporating annex 1B on the basis of solution No. 1, as adopted (the annex would be entitled Appendix 1B in the AETR). The Working Party considered, however, that this solution would entail a parallel modification of the body of the AETR itself to incorporate a new amendment procedure relating specifically to annex 1B. It therefore requested the secretariat to prepare proposals to that effect and, as far as possible, a consolidated text incorporating all the amendments to the AETR that would be entailed by the introduction of the digital tachograph.

21. Lastly, in order to make it possible to adopt, at its ninety-sixth session, all the amendments required to incorporate the digital tachograph into the AETR (amendments to the Agreement itself, its annex and its appendices), the Working Party decided to convene an ad hoc group with a mandate to review all such amendments, including those referred to in paragraph 20 above, and to pay particular attention to their consistency in legal terms, if necessary proposing further changes. The Working Party therefore requested the Inland Transport Committee to approve the constitution of this ad hoc group, which would then be able to meet on 11 and 12 April 2002.

22. The Working Group took note of documents TRANS/SC.1/2001/13 and Add.1, containing the list of addresses of authorities responsible for monitoring the implementation of the AETR. It invited those countries that had not yet done so to inform the secretariat as soon as feasible of the address of their national competent authority or authorities so that as full a list as possible could be drawn up.

ROAD TRANSPORT INFRASTRUCTURE (*agenda item 4*)

(a) European agreement on main international traffic arteries (AGR)

(i) Status of prior amendments to the AGR

(Document: ECE/TRANS/16/Amend.8)

23. The Working Party noted that amendments to Annex 1 of the AGR adopted by the Working Party at its ninety-second (19-21 October 1998) and ninety-third sessions (19-21 October 1999) had entered into force on 27 April 2000 and 20 October 2000 respectively and were reflected in document ECE/TRANS/16/Amend.8.

24. The Working Party was informed that amendments adopted by SC.1 at its ninety-fourth session (14-16 November 2000) had been transmitted to Contracting Parties by depositary notification C.N.30.2001.TREATIES.1 dated 23 January 2001 and were considered accepted on 23 July 2001 after the statutory six-month period allowed for communicating objections. The secretariat announced that these amendments would enter into force on 4 December 2001, three months after the notification of acceptance by depositary notification (C.N.839.2001.TREATIES) dated 4 September 2001.

25. The Working Party took note of a consolidated version of the AGR incorporating all amendments which had entered into force prior to the ninety-fourth session (TRANS/SC.1/2001/3) and of a draft version of the new map of the AGR network, a copy of which had been given to each delegation represented. The secretariat informed the Working Party that the consolidated version of the AGR and a copy of the draft version of the map would be sent to each Contracting Party in the very near future, with a request to send any corrections to the secretariat by 16 November 2001 at the latest so that production of the final version of the map could be initiated by the end of 2001.

(ii) Consideration of new proposals for amendments to the AGR, Annexes I and II

(Documents: TRANS/SC.1/2001/2 and informal session documents Nos. 3, 4 and 5)

26. The Working Party considered and adopted a proposal to amend Annex I of the AGR from the Russian Federation (TRANS/SC.1/2001/2 and informal document No. 5). The proposed amendment appears in annex 1 to the present report. The Working Party also considered a proposal from Hungary, submitted during the session, for a new E road between Letenye and Tornyiszentmiklos and decided to consider it in greater detail at the next AGR Ad Hoc meeting. It also requested the approval of Slovenia to the Hungarian proposal since that country was also concerned.

27. The delegation of Turkey raised the problem of the correspondence between the ECE and ESCAP road networks. The secretariat informed the Working Party that a meeting of Directors of the United Nations regional commissions would be held in Bangkok in January 2002 and that this would be one of the issues discussed. Any relevant results of that meeting would be brought to the attention of the members of UN/ECE.

28. The Working Party took note of informal document No. 4 which contained extracts of the recommendations of the Ad Hoc Multidisciplinary Group of Experts on Safety in Tunnels. It was recalled that the Inland Transport Committee had requested its competent subsidiary bodies (WP.1, SC.1, SC.2, WP.29 and WP.15) to make a preliminary examination of them and, if possible, to comment on their incorporation into existing instruments. The Working Party considered that some of the recommendations, in particular those concerning infrastructure and tunnel operation, should be incorporated into Annex II to the AGR.

29. The secretariat informed the Working Party that the English version of the report was in the process of being finalized and, once complete, would be put on the UN/ECE web site. It was also explained that it should be possible to have the French and Russian versions prior to the Inland Transport Committee meeting to be held in February 2002. The secretariat further said that it was intended to submit a draft resolution to the Inland Transport Committee grouping all the recommendations adopted by the Ad Hoc Multidisciplinary Group of Experts.

30. The Working Party also took note of the Synthesis Report: Overview of Instruments relevant to Transport, Environment and Health and Recommendations for Further Steps (ECE/AC.21/2001/1) which recommended in paragraph 189 (e) "Further expanding and

clarifying the provisions of annex II to the European Agreement on Main International Traffic Arteries (AGR), 1975, with regard to environmental impact assessment concentrating on noise reduction measures". This report was approved by the High-level meeting on Transport, Environment and Health (Geneva, 4 May 2001).

31. Furthermore, the Working Party took note of informal document No. 3 which contained the revisions to subchapters of the TEM Standards and Recommended Practice relating to motorway service facilities and bridges, adopted at a meeting held in Bratislava (Slovakia) on 20-22 June 2001.

32. Rather than consider just these two elements of the TEM Standards, the Project Manager of TEM informed the Working Party that the complete revised publication of TEM Standards would be issued by the end of 2001. He offered to make a summary of the Standards which might be incorporated into Annex II to the AGR (5-10 pages) available to the next Ad Hoc Meeting on the AGR.

33. The Working Party decided that it would be necessary to convene the eighteenth session of the Ad Hoc Meeting on the Implementation of the AGR in 2002 to discuss amendments to be incorporated in Annex II of the AGR on the basis of the documents referred to above. It requested the Inland Transport Committee to approve the holding of that meeting on 30 and 31 May 2002.

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

(Document: TRANS/SC.1/2001/11)

34. The Project Manager of TEM, Mr Petr Pospisil summed up the situation of the project. The Working Party also took note of the TEM progress report (TRANS/SC.1/2001/11). The Project Manager informed the Working Party that under a new strategic plan TEM would collaborate closer with the European Commission on the development of Pan-European Corridors. He also informed the Working Party that Mr. Marian Hantak (Slovakia) had been appointed as the next Project Manager and would assume his functions in January 2002.

35. Several delegations expressed their appreciation for the TEM project. In particular, reference was made to the future launching of an International Transport Centre in Trieste with the task of developing multimodal transport infrastructure in the region. The Working Party requested the secretariat to continue providing it with annual information on the activities and progress of TEM

36. Referring to the TEM Project Manager's presentation, the representative of Italy stressed that the first positive responses produced by the TEM Permanent Table already held in Trieste as the first of the sub-regional TEM Tables to be established had shown the importance of material cooperation not only in construction but also in motorway maintenance and operation with a view to combining efforts aimed at the development of specific pan-European corridors. He added that the first activities had confirmed the importance of close collaboration with the European Union already underway on promoting an experimental project on monitoring traffic flows across two main Italian/Slovenian border crossings (MERCURIO Project under

implementation in the framework of INTERREG IIIB Area CADSES), in which seven TEM countries had already expressed their interest in participating. In conclusion, the representative of Italy noted that the MERCURIO Project using satellite technology for data transmission was also an important instrument for contributing to meeting the concerns expressed by Mr. Capel Ferrer, Director of the Transport Division with regard to security and safety in road transport (cf. paragraph 7 of this report).

HARMONIZATION OF REQUIREMENTS CONCERNING INTERNATIONAL ROAD TRANSPORT AND FACILITATION OF ITS OPERATION (*agenda item 5*)

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

(Documents: TRANS/SC.1/1999/2, TRANS/SC.1/2000/3, TRANS/SC.1/2000/6 and TRANS/SC.1/2001/5)

37. The Working Party on Road Transport, at its ninety-fourth session in 2000, had decided to reconvene the Ad Hoc Working Group on the Revision of R.E.4 in order to consider the observations and reservations transmitted by Governments (TRANS/SC.1/2000/3) on the report of the first meeting of the Ad Hoc Working Group (TRANS/SC.1/1999/2) and prepare a new text which would be in keeping with the ECMT resolution on the same subject (TRANS/SC.1/2000/6) and also be acceptable to the countries. This decision was endorsed by the Inland Transport Committee at its seventy-third session in February 2001 (TRANS/136, para. 41).

38. This was the purpose of the Ad Hoc Working Group which met in Geneva on 10-11 May 2001; the meeting was chaired by Mr. M.C. Urlan (Romania) and attended by representatives of Finland, the Russian Federation, Switzerland, IRU and the European Commission.

39. In the absence of its chairman, the Ad Hoc Working Group's conclusions were introduced by the secretariat which explained the main guidelines on which its work had been based. After thanking the Working Group and its chairman for the work it had done, the Working Party regretted that it was unable to consider in depth the draft resolution which had emerged from the meeting (TRANS/SC.1/2001/5) because many delegations had been unable to obtain the draft in the other languages in time. It considered, however, that after the many changes that had been made to it, the latest version of the draft was a genuine improvement on the previous version. The Working Party nevertheless went over the text section by section, to allow delegations to express their initial reactions. In this first reading, paragraphs 1.2.1.1, 1.2.1.5, 1.2.1.6 and 1.2.1.7 of the draft resolution gave rise to a variety of comments by the delegations of Switzerland, the Russian Federation, France, the Netherlands and Germany. With reference to section 2 (passenger transport), the Russian Federation pointed out that the definitions did not correspond to those in force in the bilateral agreements concluded by his country. In section 3, the comments submitted, particularly those by the Chairman of SC.1, mainly concerned paragraphs 3.1.2 and 3.2.

40. As a result of the numerous opinions expressed, the Working Party requested the secretariat to write to the member countries of ECE before the end of 2001, inviting them to send their written comments along with specific proposals for the wording of paragraphs they would like to have amended. It invited the secretariat to prepare a consolidated version of the replies received and a corrected version of the draft, if possible taking account of the proposals put forward. The Working Party said, however, that it did not intend to convene the Ad Hoc Working Group a third time to reconsider the draft and that its aim was to adopt the revised R.E.4 at its ninety-sixth session so as to submit it to the Inland Transport Committee for approval in 2003. In order to achieve this objective, which meant detailed consideration of all the provisions of the draft text, and arrive at the widest possible consensus, the Working Party thought that it would be useful to organize a special day for the purpose immediately preceding the next session, as the secretariat had suggested and therefore requested the Inland Transport Committee to approve the holding of an official meeting on 30 September 2002.

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

(Documents: TRANS/SC.1/2001/15 - TRANS/WP.30/2001/16)

41. The secretariat drew the Working Party's attention to the contents of the above document with the joint SC.1/WP.1 reference, which introduced a new draft Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods on the rationalization of border crossing procedures. It was recalled that at its previous session (November 2000), the SC.1 Working Party had requested to be associated with this project since the subjects dealt with directly concerned transport by road. It was in this context that the Working Party had been invited to transmit its comments on the contents of the new annex. The Working Party had therefore taken note that the project included new provisions concerning the International Technical Inspection Certificate and the International Vehicle Weight Certificate based on the concept established by the SECI Regional Road Transport Committee.

42. The Working Party thanked the secretariat for the work done but considered that it was difficult for it to give a detailed opinion because some delegations had not had before them the Russian and French versions. However, it stressed the importance of this text concerning which several delegations had put forward initial comments. For instance, article 2 concerning visas had given rise to various reactions from France, Switzerland, Germany, the Russian Federation and Latvia. Comments had also been made on the heading and wording of paragraph 1 of article 4 (Technical Inspection Certificate) of this new annex which had been considered relevant by the secretary of WP.30. Where article 5 was concerned, various positions were expressed.

43. The secretary of WP 30 said that he would inform WP.30 of the positions expressed by SC.1 at its session on 25 and 26 October 2001. The Working Party nevertheless asked that the text should be reconsidered at the 2002 session in the light of the amendments made.

(c) Development of a Protocol to the CMR

(Documents: TRANS/SC.1/2000/9, TRANS/SC.1/2001/7 and Add.1, TRANS/SC.1/2001/4)

44. The Working Party thanked Professor Putzeys for preparing a draft protocol to the CMR to permit the use of electronic data interchange (EDI) in place of the paper-based consignment note (TRANS/SC.1/2001/7). This draft text, which presented three possible variants on those already introduced into existing Conventions, had been officially endorsed by the Governing Council of UNIDROIT at its September 2001 meeting (TRANS/SC.1/2001/7/Add.1).

45. Since this text, after questions from the delegation of Germany, had given rise to various reactions, the Working Party deemed it necessary to discuss the matter in greater depth. It therefore asked the secretariat to request in writing, in the form of a questionnaire, the opinion of the Contracting Parties to the Convention on the specific follow-up to be given to the draft protocol, and particularly on the best solution to implement in the context of the CMR. It also asked the secretariat to prepare a consolidated version of the replies. Professor Putzeys offered to assist the secretariat in this task. During a third stage, an informal drafting group would be convened to prepare the draft protocol for adoption.

(d) Revision of the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR)

(Documents: TRANS/SC.1/2000/17, TRANS/SC.1/2000/18 and TRANS/SC.1/2001/14 and Add.1)

46. It was recalled that the Working Party had speculated at its ninety-fourth session whether, on the basis of the document submitted by IRU (TRANS/SC.1/2000/18), which contained proposed amendments to the CVR) and information furnished by this NGO concerning the value of the gold franc used in the calculation of liabilities (TRANS/SC.1/2000/17), the ensuing increase in levels of compensation would not encourage more countries to accede to the CVR.

47. The Working Party had agreed that, before possibly proposing the holding of a meeting which would be responsible for amending the CVR Convention, it was first necessary, in view of the information transmitted by IRU concerning the value of the gold franc, to know whether other UN/ECE countries envisaged acceding to the CVR and, if not, to indicate what modifications they would like to see in the Convention before envisaging accession.

48. The secretariat said that it had received four replies to the letter on the subject it had sent out, from Germany, the Russian Federation, Switzerland (TRANS/SC.1/2001/14 and Add.1) and the Slovak Republic. Since an analysis of these replies had shown that positions diverged on the follow-up, the Working Party had decided, in the light of the suggestion made by the delegation of Germany, to suspend discussion of the subject until 2003. The representative of Italy hoped, however, that the secretariat would take advantage of this interruption to encourage countries to put forward new proposals. If the situation developed, a decision would be taken on the follow-up of the work.

(e) **Review of the situation and questions concerning facilitation of international road transport**

(i) **International Motor Insurance System (Green Card)**

(Documents: TRANS/SC.1/2001/9, TRANS/SC.1/2001/10 and 10/Corr.1)

49. The representative of the Council of Bureaux informed the Working Party about the latest facts and developments in the International Motor Insurance (Green Card) System, as contained in the report of the President, a summary of which can be found in annex III to this report. The Working Party also took note of the updated list of inter-Bureaux Agreements which reflected the latest status of membership of the Green Card System (TRANS/SC.1/2001/10/Corr.1).

50. The representative of the Council of Bureaux informed the Working Party that his organization was intending to discuss the possible development of the Green Card System with the Transport Division.

(ii) **Accession to and implementation of UN/ECE international legal instruments in the field of road transport**

(Document: TRANS/SC.1/2001/16)

51. The Working Party took note of the above document (available in English only) which summed up the situation regarding accession to the legal instruments within its sphere of competence. Since its last session, instruments of accession to or ratification of the AETR had been received from Turkey (16 January 2001) and Yugoslavia (succession) (12 March 2001). Instruments of accession by succession (all dated 12 March 2001) had also been received from Yugoslavia to the CMR, the CVR, the AGR, the General Agreement on Economic Regulations for International Road Transport of 17 March 1954, the Convention on the Taxation of Road Vehicles for Private Use in International Traffic of 18 May 1956, and the Convention on the Taxation of Road Vehicles engaged in International Passenger Transport of 14 December 1956.

52. The Working Party was informed that detailed and up-to-date information on legal instruments was available on the web site of the UN/ECE Transport Division:
<http://www.unece.org/trans/conventn/legalinst.html>.

(iii) **Harmonization of fiscal and other measures affecting road transport**

(Document: TRANS/SC.1/2001/8)

53. The Working Party took note of the above document, transmitted by the International Road Transport Union (IRU), which contained the text of a resolution adopted by the Sixth IRU East-West Road Transport Conference (Prague, 1 June 2001) on "Allowing Equal Chances for all on the Road Transport Market".

54. The representative of IRU informed the Working Party that fiscal issues would be discussed at the next session of the IRU General Assembly. A position paper would be prepared by IRU and would be made available to the Working Party for discussion at its next session.

FOLLOW-UP TO THE UNITED NATIONS REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT (*agenda item 6*)

(*Document: JMTE/2001/5*)

55. The Working Party was informed of the results of the High-Level Meeting on Transport, Environment and Health (4 May 2001) and the fourth Joint Meeting on Transport and the Environment (6 June 2001) (JMTE/2001/5).

56. In particular, the Joint Meeting had:

(a) decided to establish a Joint UN/ECE-WHO Ad Hoc Expert Group on Transport, Environment and Health by extending the composition of the existing Joint Ad Hoc Expert Group on Transport and the Environment to include health experts;

(b) approved the terms of reference of the Joint UN/ECE-WHO Ad Hoc Expert Group: to carry out preparatory work for facilitating the rationalization of the existing international institutional mechanisms established under the Vienna and London follow-up processes, and, in accordance with the mandate of the High-Level Meeting, to act as a task force responsible for further preparatory work with a view to a decision on whether to start negotiations on a framework convention to be taken at the second High-Level Meeting on Transport, Environment and Health;

(c) specified that the second meeting should be convened at ministerial level;

(d) decided that the second meeting should also endorse the Vienna mid-term review.

57. The Working Party recalled the decision it had taken in this regard (cf. paragraph 30 above) whereby the ad hoc meeting on the AGR would at its eighteenth session seek to implement the recommendation from the first High-Level Meeting contained in paragraph 189 (e) of the Synthesis Report: Overview of Instruments Relevant to Transport, Environment and Health and Recommendations for Further Steps (ECE/AC.21/2001/1).

58. Further information concerning the follow-up to the Joint Meeting on Transport and the Environment can be found on the UN/ECE web site at www.unece.org/poja.

59. The Working Party requested the secretariat to keep it informed in the future of all new developments in the sphere of transport, environment and health.

DRAFT PROGRAMME OF WORK FOR 2002-2006 (*agenda item 7*)

(*Document: TRANS/SC.1/2001/6*)

60. The Working Party adopted its draft programme of work for 2002-2006 with several modifications. The draft programme adopted can be found in annex II to this report and will be forwarded to the Inland Transport Committee for final adoption at its sixty-fourth session in February 2002. The Working Party was reminded that, in accordance with a decision taken by the Inland Transport Committee, the programme of work would be considered every two years only.

ELECTION OF OFFICERS (*agenda item 8*)

61. The Working Party re-elected Mr. J. Alaluusua (Finland) as Chairman and Mr. A. Pinson (Russian Federation) as Vice-Chairman.

OTHER BUSINESS (*agenda item 9*)

62. The Working Party was informed that its ninety-sixth session was scheduled for 1-3 October 2002 without taking into account the ad hoc meeting on R.E.4 which would be held, if the Inland Transport Committee agreed, on 30 September 2002. A circular communication would be sent to Governments in April 2002, inviting them to submit documents for the ninety-sixth session.

63. In accordance with the wish expressed by Mr. Capel Ferrer in his introductory statement (cf. paragraph 7 above), the Working Party held an initial discussion on the implications of the terrorist attacks of 11 September 2001 in relation to transport activities handled by the Economic Commission for Europe and more particularly road transport activities. The delegations of France and Italy stressed that the subject was important although complex and concerned the various transport modes. The representative of Italy said that his country had begun to deal with problems of safety on roads by means of an experimental project for monitoring traffic flows (cf. paragraph 36) and hoped that this aspect would be taken into account in the AGR. The representative of IRU for his part said that WP.30 was already dealing with the problem of safety through the TIR Convention and the issue of visas. He also announced that a seminar on safety in road transport would be organized in Moscow in the near future and that a round table on illegal immigration organized along with the European Commission would be held in Brussels on 30 November 2001. The delegate of France suggested that the question should be included on the agenda of the Inland Transport Committee insofar as it concerned all the working parties.

64. Following these remarks, the Chairman of the Working Party concluded that there was a need to gather a maximum of information on the subject first before envisaging any development, and to discuss the matter within the Inland Transport Committee. He invited the organizations concerned to submit a document on the subject so as to facilitate discussion at the next session.

65. The Working Party paid tribute to Mr. M.C. Urlan, who had represented Romania for many years and had recently retired. Mr. Urlan had made a very active and valuable contribution to the work of the Working Party and the Inland Transport Committee. The Working Party asked the delegate of Romania to convey its best wishes for a happy retirement to Mr. Urlan.

66. In order to devote more time to considering issues, the Working Party decided to restrict the reading of its report to a list of decisions and to adopt the final report at its next session.

ADOPTION OF THE REPORT (*agenda item 10*)

67. The Working Party adopted the report of its ninety-fifth session on the basis of a draft prepared by the secretariat.

Annex I

DRAFT AMENDMENTS TO ANNEX I OF THE AGR

RUSSIAN FEDERATION

A. Main Roads

(1) West-east orientation

(b) Intermediate roads

Road E 22 - extension from Nizhny Novgorod to Ishim

New overall reference:

E 22 Holyhead - Chester - Warrington - Manchester - Leeds - Doncaster - Immingham ...
Amsterdam - Gronningen - Oldenburg - Bremen - Hamburg - Lübeck - Rostock - Stralsund -
Sassnitz ... Trelleborg - Malmö - Kalmar - Norköping ... Ventspils - Riga - Rezekne -
Velikie Luki - Moskva - Vladimir - Nizhny Novgorod - Kazan - Elabuga - Perm - Ekaterinburg -
Tyumen - Ishim

B. Branch, link and connecting roads

New E road from Elabuga to Ufa.

Overall reference:

E 017 Elabuga - Ufa

Annex II

Draft programme of work for 2002-2006

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 ECE 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 **and intelligent transport systems**.

Work to be undertaken:

~~[(a) — Review of the E-road network and conditions to which it should conform and adoption of necessary amendments to Annexes I, II and III of the Agreement.]~~

~~Output expected by 2001: Consideration, and adoption as appropriate, of amendments to Annexes I, II and III of AGR. Priority: 1]~~

(a) [(b)] Consideration of the AGR Agreement in the light of new [east-west] traffic flows with a view to introducing main international road links in eastern European, Central Asian and Caucasus ECE member States in the E-road network.

Output expected by [2001] 2002-2003: Adoption of amendments to Annex I [and II] to the AGR including new E-roads in Central Asia and Caucasus. Priority: 1

(b) [(e)] Consideration of the AGR Agreement [in the light of other related legal instruments, the follow-up of the United Nations Regional Conference on Transport and the Environment and related activities undertaken by UNECE and other organizations] with a view to enhancing AGR provisions and standards which have an impact on road safety, environmental protection and energy saving.

Output expected by 2001 2002-2003: Adoption of amendments to [Review of the provisions of] Annex II of the AGR which relate to safety, including safety in tunnels **and**; development of **environmental protection and energy-saving criteria** [strategies for follow-up to the RCTE.] Priority: 1

~~[(d) — Taking an inventory of the existing infrastructure parameters of the E road network in order to enable a comparison with the relevant requirements and recommendations laid down in the AGR and analysis of this inventory in conjunction with the Census of Motor Traffic on Main International Traffic Arteries in Europe in order to rationalize the collection of data (E Road Census). (Every five years; next in 2000);~~

~~Output expected by 2001: Complete geographic application of 1994 Inventory and integrate with E Road Census to be published every five years as: “The Combined Census of Road Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe (E road Census and Inventory)” (2000-2002).~~ Priority: 2]

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

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

Work to be undertaken:

(c) ~~[(a)]~~ Review of ongoing and expected future progress in the TEM Project and consideration of possibilities to contribute to its further development (e.g., combined transport, financing).

Output expected by [2001] 2002-2003: Guidance on the development of the TEM Project. Priority: 2

~~[(b) — Consideration of the possible application of results achieved by the TEM Project to the implementation of the AGR taking into consideration the results of the Kelsinki Conference.~~

Output expected by 2001: ~~Information on the status of the TEM network standards, allowing for effective implementation of the AGR.~~ Priority: 2]

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

CONTINUING ACTIVITIES

Description: In order to simplify and harmonize requirements concerning international road transport and the facilitation of its operations, 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:

- (a) Implementation of ~~[and amendments to]~~ the AETR Agreement. ffffffff1 ffffffff

Output expected by [2001] 2002-2003: Adoption of a set of amendments to the AETR to provide for introduction into the AETR of the new digital tachograph.

Priority: 1

- (b) ~~[(g)]~~ Consideration of questions concerning the Green Card International Motor Insurance System.

Output expected by [2001] 2002-2003: Encourage and facilitate membership of the Green Card System.

Priority: 2

- (c) ~~[(h)]~~ Promote and harmonization of fiscal ~~measures and other measures~~ in order to ~~[encourage a rational tax structure and to]~~ avoid **any** discriminatory **practices** ~~[regarding taxation on]~~ in international road transport.

Output expected by [2001] 2002-2003: Development of proposals regarding the harmonization of fiscal **and other** measures in international road transport. ~~[Consideration of the Convention on the Taxation of Road Vehicles for Private Use in International Traffic (1956); the Convention on the Taxation of Road Vehicles engaged in International Goods Transport (1956); and the Convention on the Taxation of Road Vehicles engaged in International Passenger Transport (1956), and a decision as to their updating.]~~

Priority: 2

- ~~[(i)]~~ — Promote the harmonization of road traffic restrictions (e.g., starting time of weekend traffic bans, types of vehicles, etc.) through the consideration of national measures and practices.

~~Output expected by 2001: Identification of national measures and practices and consideration of follow-up based on that identification.~~

~~Priority: 2]~~

ACTIVITIES OF LIMITED DURATION

- (d) ~~[(b)]~~ Development of a new revised version of the Consolidated Resolution on the Facilitation of International Road Transport (R.E.4).

Output expected by [2001] 2002: **Adoption of a** new version of R.E.4

Priority: 1

- (e) ~~[(e)]~~ 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 [2001] 2002-2003: [~~Development in~~] Cooperation with the Working Party on Customs Questions affecting Transport (WP.30) **on aspects of the new proposed [a new] annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods such as an international vehicle weight certificate and a technical inspection certificate.**

Priority: 1

(f) [~~(d)~~] 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 [2001] 2002-2003: **Suspension of discussions on revision of the CVR for two years. Pending new developments, maintenance of the subject in the programme of work. Countries are invited to consider accession.**

Priority: 3[2]

(g) [~~(e)~~] 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 [2001] 2002-2003: Decision on the adoption of a [~~development in coordination with Unidroit of a~~] protocol to the CMR introducing EDI.

Priority: 1

(h) [~~(f)~~] Consideration of other existing legal instruments related to road transport (e.g. Conventions on the Taxation of Road Vehicles in International Transport) with a view to checking their continued applicability.

Output expected by [2001] 2002-2003: Assessment of dormant [~~taxation~~] conventions and strategies to re-stimulate interest and accession to them.

Priority: 3

Annex III

Summary of the report of the President of the Council of Bureaux of the Green Card System

1. The Transport Division of the Economic Commission for Europe and the Council of Bureaux have agreed to hold discussions on strategic issues of common interest. These include the future development of the Green Card system and the current low minimum limits of third party motor liability insurance cover in some regions.
2. The Council of Bureaux continued to work on the development of a new Uniform Agreement to include the revised and updated principles of the Model Agreement and the Multilateral Guarantee Agreement currently in force.
3. The 4th Motor Insurance Directive came into force on 20 July 2000 and will be implemented by the end of January 2003. A Working Group of the Council of Bureaux is considering the impact of the 4th Motor Insurance Directive on the Green Card System, and particularly the implications of the directive for the present Protection of Visitors' Agreement and the future role of European Union bureaux.
4. Following further discussions with the Yugoslav bureau in July 2001, the Management Committee decided to recommend reintegration of the Yugoslav bureau into the Council of Bureaux upon the fulfilment of certain terms and conditions which have been accepted by the Yugoslav bureau.
5. Some limited progress has been made since the decision of the General Assembly in Geneva in 2000 to assist the United Nations in organizing the provision of Green Card cover for the territory of Kosovo. Most Kosovo vehicles now have special UN registration plates and compulsory domestic third party insurance. To enable Green Cards to be issued to Kosovo motorists travelling abroad, a special 'Protocol Agreement' has been prepared for signature between the UN Interim Mission in Kosovo (UNMIK) and foreign bureaux. However, most European countries have not yet recognized the UN plates, which is an essential prerequisite for the issuing of Green Cards.
6. The three domestic Kosovo insurers cannot become members of a foreign bureau nor with its agreement supply its Green Cards to Kosovo motorists. The General Assembly therefore decided that these insurers should be permitted to obtain Green Cards from any bureau that was prepared to take responsibility for possible accidents.

7. The bureau of Moldova was admitted as a Transitional Member of the Council of Bureaux in June 1997. The full conditions for membership were met in July 2001 and the bureau started to issue Green Cards on 1 August 2001.

8. In addition to the 43 countries that are already members, the Council of Bureaux is in discussion with a further two countries (Belarus and Lithuania) and is in contact with another four countries (Algeria, Azerbaijan, Georgia and Syria). The developments in the Russian Federation concerning the introduction of a compulsory motor third party liability insurance law are being closely followed.
