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**ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE**

**REPORT OF THE INLAND TRANSPORT COMMITTEE
ON ITS SIXTY-SIXTH SESSION (17 - 19 FEBRUARY 2004)**

CONTENTS

	<u>Paragraphs</u>
Chairmanship	1
Attendance	2
Adoption of the agenda	3
Results of the Committee's Bureau Meetings	4-7
Matters arising from the Economic Commission for Europe, the Economic and Social Council and other United Nations bodies and Conferences	8-12
Strategic Objectives of the Committee	13 and 14
Activities of other international organizations dealing with problems of interest to the Committee	15
Intersectoral activities	16-23
(a) Transport, Health and Environment Pan-European Programme (THE PEP)	16-18
(b) Blue Corridor Project	19-22
(c) Transport and Trade	23
Review of the transport situation in UNECE member countries and of emerging development trends	24
Transport and security	25
Assistance to countries with economies in transition	26-29
Status of application of international UNECE transport agreements and conventions	30-32

CONTENTS (continued)

	<u>Paragraphs</u>
Transport trends and economics	33-42
(a) Pan-European transport infrastructures	34 and 35
(i) Implementation of Pan-European transport corridors and areas	34
(ii) Joint ECMT-EU Commission-UNECE-EIB Seminar "Transport infrastructure development for a Wider Europe" (Paris, 27 - 28 November 2003)	35
(b) Euro-Asian transport links	36-40
(i) Third International Euro-Asian Conference on Transport (St. Petersburg, 11 - 12 September 2003)	36
(ii) Development of Euro-Asian transport links	37-40
(c) Transport in the Mediterranean Seminar on Traffic Flows in the Mediterranean	41
(d) Studies on transport economics and track costs undertaken by other organizations	42
Road transport	43-61
(a) Road transport infrastructure	44-48
(i) European Agreement on Main International Traffic Arteries (AGR)	44-46
(ii) Activities of the Trans-European North-South Motorway (TEM) Project	47 and 48
(b) Facilitation of international road transport	49-61
(i) European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)	49-52
(ii) Convention on the Contract for the International Carriage of Goods by Road (CMR)	53 and 54
(iii) Consolidated Resolution on the Facilitation of International Road Transport (R.E.4)	55-57
(iv) Visas for professional drivers	58-61
Road traffic safety	62-70
(a) International instruments related to road traffic safety (Vienna Conventions on Road Traffic and on Road Signs and Signals, European Agreements supplementing them, Consolidated Resolutions R.E.1 and R.E.2)	63-66
(b) Fourth Road Safety Week in the UNECE Region (5-11 April 2004)	67 and 68
(c) Follow-up to General Assembly Resolutions on the Global Road Safety Crisis	69 and 70
Safety in tunnels	71-73
(a) Follow-up to the Recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (road)	71 and 72
(b) Recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (rail)	73

CONTENTS (continued)

	<u>Paragraphs</u>
Harmonization of Vehicle Regulations	74-77
(a) The 1958 Agreement and annexed ECE Regulations	75
(b) The 1998 (Global) Agreement	76
(c) The 1997 Agreement on Periodical Technical Inspections	77
Rail transport	78-84
(a) Rail transport infrastructure	79-81
(i) European Agreement on Main International Railway Lines (AGC)	79
(ii) Activities of the Trans-European Railway (TER) Project	80 and 81
(b) Cooperation with the ECMT Group on Railways	82
(c) Facilitation of border crossing in international rail transport	83 and 84
Inland water transport	85-90
(a) European Agreement on Main Inland Waterways of International Importance (AGN)	86
(b) Technical and legal questions regarding the development and facilitation of international transport by inland waterway	87-90
Intermodal transport and logistics	91-95
(a) European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)	92
(b) Possibilities for reconciliation and harmonization of civil liability regimes governing combined transport	93
(c) Modifications in the scope and organization of work of the Working Party on Combined Transport	94 and 95
Border crossing facilitation	96-106
(a) Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975)	97-103
(b) International Convention on the Harmonization of Frontier Controls of Goods, 1982	104 and 105
(c) Draft Conventions on International Customs Transit Procedures for the Carriage of Goods by Rail	106
Transport of dangerous goods	107-115
(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	107-112
(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)	107-112
(c) European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)	107-112

CONTENTS (continued)

	<u>Paragraphs</u>
(d) European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)	107-112
(e) Convention on Civil Liability for Damage caused during Carriage of Dangerous Goods by Road, Rail and Inland Navigation Vessels (CRTD)	113-115
Transport of perishable foodstuffs	116 and 117
Transport statistics	118-122
(a) Results of the Ad hoc Meeting on the Road Traffic Census 2005	119
(b) Results of the Ad hoc Meeting on the Rail Traffic Census 2005	120
(c) Methodological development and harmonization of transport and road accident statistics	121 and 122
Transport Division website	123
Programme of work 2004-2008	124-127
Schedule of meetings in 2004	128
Any other business	129 and 130
(a) Date of next session	129
(b) Preparation of electronic maps of inland transport networks	130
Adoption of the report of the sixty-sixth session.	131

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Annexes

- Annex 1 : Strategic Objectives of the Committee
- Annex 2 : A Global Role for UNECE Working Party on Road Traffic Safety (WP.1)
Resolution No. 253
- Annex 3 : 2005 Combined Census on Road Traffic and Inventory of Main Standards and Parameters on Main International Traffic Arteries in Europe
Resolution No. 254
- Annex 4 : E-Rail Traffic Census in Europe in 2005
Resolution No. 255
- Annex 5 : Programme of Work for 2004-2008
(reproduced in document ECE/TRANS/156/Add.1)
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REPORT

CHAIRMANSHIP

1. The Inland Transport Committee held its sixty-sixth session from 17 to 19 February 2004 under the chairmanship of Mr. P. Päßgen (Germany).

ATTENDANCE

2. Representatives of the following countries participated: Austria; Belarus; Belgium; Bulgaria; Canada; Croatia; Czech Republic; Denmark; Finland; France; Germany; Greece; Hungary; Italy; the Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Serbia and Montenegro; Slovakia; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom; United States; Uzbekistan. The European Commission (EC) was represented. Japan participated under paragraph 11 of the Commission's terms-of-reference. The United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) was represented. The following specialized agencies were also represented: International Labour Office (ILO); International Telecommunication Union (ITU). 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); Coordinating Transport Meeting of the Commonwealth of Independent States (CTM CIS); Danube Commission (DC); European Conference of Ministers of Transport (ECMT); European Telecommunications Standards Institute (ETSI); Intergovernmental Organization for International Carriage by Rail (OTIF). The following non-governmental organizations were represented : Ecological Vernadsky Foundation; European Intermodal Association (EIA); European Association of Automotive Suppliers (CLEPA); Federation of European Motorcyclists Associations (FEMA); FIA Foundation for the Automobile and Society; International Federation for Housing and Planning (IFHP); International Motor Vehicle Inspection Committee (CITA); International MultiModal Transport Association (IMMTA); International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA); International Road Transport Union (IRU); International Union of Railways (UIC). Representatives of UNECE TEM and UNECE TER were also present.

ADOPTION OF THE AGENDA

3. The Committee **adopted** the provisional agenda as prepared by the secretariat (ECE/TRANS/155).

RESULTS OF THE COMMITTEE'S BUREAU MEETINGS

Documentation: TRANS/2004/2.

4. The Committee **considered** the results of its Bureau Meetings on 21 February 2003, 10-11 July 2003, and 3-4 December 2003, as contained in document TRANS/2004/2, and **agreed** to discuss the questions raised in greater detail under the respective items of the agenda.

5. The Committee **regretted** the decision by the General Assembly not to approve the additional P-4 post for work on the 1998 Global Agreement in the area of vehicle construction and **requested** the secretariat to request this additional post again in its proposal for the 2006-2007 Programme Budget. The Committee felt that, until a permanent solution was found, an interim arrangement should be made. It **requested** the Executive Secretary to explore possibilities of providing this post to the Transport Division through an internal redeployment within UNECE.

6. Regarding the drafting of reports, the Committee **asked** its subsidiary bodies to implement the procedure which had been identified by its Bureau as reflected in paragraph 16 (5th bullet point) in document TRANS/2004/2.

7. The Committee **agreed** that the report on the meeting of 16 February 2004 of its Bureau should be circulated in document TRANS/2004/17.

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

Documentation: TRANS/2004/4 and Add.1; Informal documents (i) Sectoral Dimensions of Sustainable Development: Energy and Transport; (ii) Almaty Programme of Action; (iii) Almaty Declaration.

8. The Committee **considered** documents TRANS/2004/4 and the Commission's guidelines, especially regarding questions on sustainable development strategies; the functioning of the principal subsidiary bodies; strengthening of the organization including a review of the intergovernmental structure; and technical assistance and operational activities.

9. The Committee **took note of** document TRANS/2004/4/Add.1 of the secretariat about proposals for follow-up to the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Community on Transit Transport Corridors Cooperation (Almaty, 28-29 August 2003). The Committee **agreed** to these proposals and **invited** contributions to support activities in favour of landlocked countries.

10. Referring to the list of substantive issues concerning the follow-up to the 2003 annual session of the Commission (TRANS/BUR.2003/5), the Committee, in line with its Bureau: (i) **underlined** the fact that the transport sector has special needs particularly in terms of the frequency and length of the meetings; (ii) **stressed** the desirability of exercising a certain flexibility in implementing the requirements mentioned in the list (see also ECE/TRANS/152, para. 8); (iii) **noted** that usually "sunset clauses" were not applicable in the transport sector because of the nature of the questions dealt with (TRANS/2004/12, para. 17).

11. The Committee **felt** that the time allocated for discussion at the current session was insufficient.

12. The Committee **took note of** the resolutions on the “Work of the Committee of Experts on the Transport of Dangerous Goods” and “Europe-Africa permanent link through the Strait of Gibraltar” adopted at the ECOSOC substantive session of 2003 (Geneva, 30 June to 25 July 2003).

STRATEGIC OBJECTIVES OF THE COMMITTEE

Documentation: TRANS/2004/2, annex 3, Appendix 1.

13. The Committee **considered** and **adopted** the draft Strategic Objectives of the Committee as prepared by its Bureau (TRANS/2004/2, annex 3, Appendix 1) and **agreed** that they should be annexed to the report of its sixty-sixth session (see annex 1). It thanked Mr. H. Courtois for his work on the preparation of the Strategic Objectives.

14. The Committee **took note of** the supplementary paper (Appendix 2), which indicated certain potential major areas of future work (annex 3, Appendix 1, paragraph 11). It **requested** its subsidiary bodies to review the table in the supplementary paper and identify those issues which might be added to their respective programmes of work. It **requested** that this work be completed by April 2005.

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

15. The Committee **was informed** about relevant activities of the Coordinating Transport Meeting of the Commonwealth of Independent States (CTM CIS), the European Conference of Ministers of Transport (ECMT), the International Road Transport Union (IRU) and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP).

INTERSECTORAL ACTIVITIES

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

Documentation: ECE/AC.21/2003/6; ECE/AC.21/2004/1; ECE/AC.21/2004/3 and Add.1; www.the-pep.org.

16. The Committee **took note of** the report and the decisions taken by THE PEP Steering Committee at its first session (10-11 April 2003). It **supported**, in particular, the thorough work undertaken on the conceptual design and implementation arrangements of an Internet-based THE PEP Clearing House for the collection, classification and distribution of policy, analytical and legal information and good practices on the interactions between transport, health and environment (ECE/AC.21/2004/3 and Add.1). This work had been carried out with the support of Finland, Germany, the Netherlands, Norway, Switzerland and the United Kingdom. Implementation would need to await a decision by THE PEP Steering Committee at its forthcoming session (29 and 30 March 2004) as well as the provision of adequate resources (ECE/AC.21/2004/1).

17. Some delegations **expressed their concern** as to the effectiveness of the approach taken in the consolidation of the previous Vienna and London processes under THE PEP. The Committee **regretted** that the necessary incentives to materialize the measures adopted by the Vienna Conference had left no trace because it had been decided not to follow-up on them.

18. The Committee **invited** all UNECE member States to ensure an appropriate participation of representatives of Ministries of Transport at THE PEP Steering Committee and in its work.

(b) Blue Corridor Project

Documentation: ENERGY/2003/8.

19. The final report of the Task Force on the Blue Corridor Project was introduced to the Committee by Mr. Andrei Andreevsky, Executive Director of the Moscow-based ecological Vernadsky Foundation and Chairman of the Task Force.

20. The Committee **approved** the report of the Task Force (ENERGY/2003/8) and **agreed** that implementation of the Project would offer substantial economic and environmental benefits to participating countries. It **recommended** that member States consider financing the Project, including from private sector sources. It also **proposed** that an international Seminar on the Blue Corridor Project be held to investigate in depth all possible sources of funding.

21. The Committee further **proposed** that the Blue Corridor Project be considered for financing also under the Transport, Health and Environment Pan-European Programme (THE PEP).

22. The Committee **took note** of the proposal by Greece to integrate its existing and planned urban and interurban (Egnatia Odos) facilities supporting the project concept as extensions of the Blue Corridor Project into main cities of Greece, which are now under development and planned to be connected by the year 2007 and which support a fully operating network for natural gas vehicles (NGVs) in the country.

(c) Transport and Trade

Documentation: TRANS/2004/7.

23. The Committee **took note** of document TRANS/2004/7 and **endorsed** the intersectoral activities in the field of transport and trade. The Committee **expressed** interest also, in future, to closely follow all activities of a cross-sectoral nature involving transport, with a view to ensuring that the needs and requirements of the transport sector are duly incorporated in such work.

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

Documentation: TRANS/2004/8.

24. The Committee **considered** the above-mentioned document and **took note** of the oral supplementary information provided by the secretariat. It also **took note** of the information on the transformation of the rail sector and restructuring of the Russian Railways offered by the Russian Federation. The Committee **decided** that, in future, the integral text of national contributions for the review document should be posted on the Transport Division's Internet site. The Committee **noted** that synergies among organizations producing complementary information exists, and **asked** the secretariat to produce a similar review again in 2005.

TRANSPORT AND SECURITY

Documentation: TRANS/2004/15.

25. The Committee **welcomed** the document prepared by the secretariat and **noted** the activities of its subsidiary bodies and other intergovernmental organizations (TRANS/2004/15). The Committee **endorsed** the activities undertaken so far and **emphasized** the urgency of providing tangible results in this field of work. With this in mind, the Committee **requested** its subsidiary bodies to accelerate work already in progress and considerations on new activities and to report on the results of such work at its sixty-seventh session. It, once more, **invited** Governments to inform the secretariat of activities undertaken in this field at national level.

ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION

Documentation: TRANS/WP.5/2003/8; Informal document "Operational Activities: January 2003 – December 2003".

26. The Committee **noted** the activities aimed at assisting countries with economies in transition undertaken in the year 2003, as reflected in document TRANS/2003/8 and the updated informal report on Operational Activities January-December 2003. It **noted**, in particular, the progress in the TEM and TER Projects, the UNECE-UNESCAP project on Developing Euro-Asian Linkages, as well as the activities aimed at contributing to the development of the Pan-European Transport Corridors, the Special Programme for the Economies of Central Asia (SPECA) and other advisory services provided.

27. The Committee **considered** the matter of raising funds for operational activities through the UNECE Trust Fund for Assistance to Countries in Transition (TFACT), **encouraged** member countries to make voluntary contributions to the TFACT and **invited** countries with economies in transition to present to the secretariat project proposals for co-funding through TFACT.

28. The Committee **stressed** the importance of the organization in member countries of seminars and training courses and **recommended** to take necessary measures for ensuring new sources, including from the private sector, for co-funding these activities. These measures should

primarily aim at the organization of (i) a workshop for inspection authorities of non-EU member countries, relating to the introduction of digital tachographes and (ii) an international seminar on the “Blue Corridor” project.

29. The Committee **reiterated** its strong request that adequate resources be made available to the Transport Division, in particular the services of a second Regional Adviser on Transport, which has proved to be indispensable for the substantive backstopping and further development of these activities. While appreciating the services of the current Regional Adviser, it **underlined** the need to meet the transport requirements of the Central Asian and Caucasus countries with the assistance of a second Regional Adviser.

STATUS OF APPLICATION OF INTERNATIONAL UNECE TRANSPORT AGREEMENTS AND CONVENTIONS

Documentation: Informal document by the secretariat on (i) Status of Application of International UNECE Transport Agreements and Conventions and (ii) Accessions 2003/2004 (9 February 2004); www.unece.org/trans/conventn/legalinst.html.

30. The Committee **took note** of the document prepared by the secretariat containing tables on the status as at February 2004 of signatures, ratifications and accessions concerning UNECE international instruments on inland transport. Noting that a number of instruments were not in force, the Committee **asked** the secretariat to undertake an analysis of those international instruments and indicate the reasons why States had not yet become Contracting Parties to them.

31. The delegate of Ukraine **informed** the meeting about his Government’s intention to accede in the near future to the following international instruments: ADN, AGTC, ATP, CMR and others.

32. The Committee **reiterated** its call to all member Governments to become Contracting Parties to the legal instruments developed under its auspices and to take all necessary measures to implement them.

TRANSPORT TRENDS AND ECONOMICS

Documentation: TRANS/WP.5/34; www.unece.org/trans/main/wp5/wp5.html.

33. The Vice-Chairman of the Working Party presented an extensive review of the ongoing and planned activities and the Committee **approved** the report of the sixteenth session of the Working Party on Transport Trends and Economics (WP.5) (TRANS/WP.5/34).

(a) Pan-European transport infrastructures

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

34. Regretting the absence of the representative of the European Commission (EC) during the discussion of the item, the Committee **asked** the EC to inform the Committee, at its next session,

about the Commission's views on transport corridors bearing in mind the enlargement of the EU and its effects on other UNECE countries. The Committee **noted** the idea of convening another Pan-European transport conference and **felt** that, when pursuing this idea, one should bear in mind the support and initiative from the European Commission and the European Parliament which were the initiators of the previous Pan-European transport conferences.

(ii) **Joint ECMT-EU Commission-UNECE-EIB Seminar**
"Transport infrastructure development for a Wider Europe"
(Paris, 27 - 28 November 2003)

Documentation: TRANS/2004/6.

35. The Committee **took note** of the outcome and provisional conclusions of the above-mentioned Seminar as well as of the proposed follow-up activities. It **supported** the view that the final Conclusions of the Seminar should duly reflect the importance of the Committee's activities on infrastructure planning, including infrastructure agreements, TEM and TER and work on Euro-Asian links. It also **supported** the involvement of the UNECE in the group that will identify future Corridors. Furthermore, it **supported** the idea that such identification should be based on the above-mentioned activities. Bearing in mind the meeting of the ECMT Council of Ministers of Transport in May 2004, the Committee **asked** the Working Party on Transport Trends and Economics to consider undertaking the follow-up proposals as contained in document TRANS/2004/6 and within its area of competence, in order to contribute actively and effectively to the important infrastructure developments that will take place in the aftermath of the EU enlargement. The Committee **requested** the secretariat to explore possibilities to establish a framework for the co-operation of Central Asian and Caucasus countries, similar to the TEM and TER projects, for the development of their transport infrastructures and the connections of these infrastructures with those of Western Europe.

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

(i) **Third International Euro-Asian Conference on Transport**
(St. Petersburg, 11 - 12 September 2003)

Documentation: TRANS/2004/12.

36. The Committee **noted** the information on the outcome of the Third St. Petersburg Conference provided by the Russian Federation, and implications of its Declaration for the Committee's further activities related to the development of Euro-Asian transport links and corridors.

(ii) **Development of Euro-Asian transport links**

37. The Committee **took note** of the information by the representatives of the Russian Federation on recent developments concerning activities related to the development of Euro-Asian transport links. It **encouraged and supported** the efforts of the Russian Federation and

other Governments and organizations, aimed at further developing Euro-Asian land transport links, using the trans-Siberian artery.

38. The Committee **asked** the delegation of the Russian Federation to report at its next session on the organization in 2004 of demonstration runs of high-speed container trains along the Trans-Siberian itinerary.

39. The Committee also **encouraged** involved Governments and **supported** the organization of an informal meeting of the Southern Euro-Asian corridor countries to be hosted by Turkey in 2004.

40. The Committee **reiterated its support** for the joint UNECE-UNESCAP activity to further develop elements of the Common UNECE-UNESCAP Strategic Vision document for Euro-Asian transport links, in line with the framework as outlined and supported by the Committee at its sixty-fifth session and in conjunction with the implementation of the UNECE-UNESCAP-UNDA project on “Capacity Building in Developing Interregional Land and Land-Cum-Sea Transport Linkages”.

(c) Transport in the Mediterranean

Seminar on Traffic Flows in the Mediterranean

41. The Committee **took note** of the work carried out by the Transport Study Centre for Western Mediterranean (CETMO) and **endorsed** planned activities for future work. The Committee also **invited** the European Commission to consider providing possible financial support for the organization of a Seminar on traffic flows and transport scenarios for Mediterranean countries. The Committee further **noted** that the CETMO, with the support of the European Commission, will organize a seminar on the extension of the relevant transport regulatory instruments for multimodal transport between Africa and Asia.

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

Documentation: TRANS/2004/9; TRANS/2004/10 and Add.1-2.

42. The Committee **took note** of the information provided by the ECMT and the EU and **requested** the secretariat to collect and circulate new information for its next session.

ROAD TRANSPORT

Documentation : TRANS/SC.1/373; www.unece.org/trans/main/sc1/sc1.html.

43. The Committee **took note** of the report of the Working Party on Road Transport (SC.1) on its ninety-seventh session (TRANS/SC.1/373) prior to its final adoption at the ninety-eighth session in October 2004.

(a) **Road transport infrastructure**

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

Documentation : Informal document “Asian Highway Network Agreement (AHN)”.

44. With reference to Annex I of the AGR, the Committee **noted** that the amendments adopted at the ninety-sixth session of SC.1 had entered into force on 24 November 2003 (C.N.911.2003-TREATIES) and that SC.1 had adopted new proposals for amendments at its ninety-seventh session (TRANS/SC.1/373, paras. 17 and 18).

45. The Committee **also took note** of the state of progress of work on proposals for amendments to Annex II concerning the environment and safety in tunnels that could be finally adopted at the next session of SC.1. It **regretted** the very low level of participation of countries in the nineteenth session of the Ad hoc Meeting on the Implementation of the AGR intended to expedite consideration of the above proposals, on 6 and 7 May 2003.

46. The Committee **was informed** by the secretariat that the intergovernmental agreement on the Asian network (which was modelled to a large extent on the AGR), prepared under the auspices of UNESCAP, would be opened for signature in April 2004. The Committee **recalled** that, in accordance with Annex III of the AGR, all E-Roads also common to AH (Asian Highway) roads must at least be indicated by the sign defined in that Annex. Furthermore, in view of the discrepancy observed between some of the infrastructure parameters defined in the AGR and the Asian Highway Network (AHN), the Committee **considered** that when the roads were common to the two networks the most stringent parameters should be enforced. It also **requested** SC.1 to study the AHN and draw the appropriate conclusions.

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

Documentation: TRANS/SC.1/2003/4; TRANS/SC.1/373 (paras. 23-25).

47. The Committee **took note** with appreciation of the progress made in the TEM Project and the efforts of the secretariat, in close collaboration with TEM member States and the project Central Office, for the implementation of the new short-term strategy for further integration of TEM into the new European transport context, the implementation of its Master Plan project aimed at the elaboration of a realistic and consistent medium-long term investment strategy for the development of transport infrastructure in the wider TEM region, and its active participation in the Pan-European Transport Corridors development process.

48. The Committee **invited** the Central, Eastern, and South-Eastern European countries, not yet members to the TEM Project, to consider their full participation in the Project.

(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.1/373/Add.1.

49. The Committee **noted** that the amendments to article 12 of the AETR on checking procedures had been considered as adopted on 27 November 2003 and would enter into force on 27 February 2004 (C.N.512.2003-TREATIES-1).

50. The Committee **welcomed** the fact that, following the agreement it had given at its sixty-fifth session, the information day on the digital tachograph, organized on 27 October 2003, had been a major success. It **thanked** Sweden, which had contributed finance and technology to the organization of the day, and France and the United Kingdom for their technical support.

51. The Committee **noted** that, in order to respond to the concerns expressed at its sixty-fifth session, SC.1 had adopted amendments (reproduced in annex 1 to document TRANS/SC.1/373) to clarify the situation of vehicles equipped with a digital tachograph in non-EU member countries before the entry into force of the provisions of the AETR concerning this device, around 2008 or 2009. The Committee also took note of the fact that these amendments would be included in a revised version of document TRANS/SC.1/371/Add.1 which it had endorsed at its sixty-fifth session.

52. The delegation of the Russian Federation once again drew the Committee's attention to the importance of organizing practical workshops in non-Community countries so as to familiarize the inspection services with the use of the equipment.

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

53. The Committee **noted** that SC.1, which had had before it two proposals, one submitted by UNIDROIT, the other by Germany, for a new draft Protocol to the CMR with a view to the introduction of an electronic consignment note, had at its ninety-seventh session requested the secretariat to write to the countries to ask them to define their preference as to the approach to be used in drafting the text of the Protocol. The Committee was informed that a questionnaire prepared for the purpose by the secretariat had just been sent to the members of SC.1. It **asked** the secretariat to make a careful analysis of the replies and report to SC.1.

54. The Committee **approved** the holding, if necessary, of an ad hoc meeting on the CMR in 2004 in order to finalize the text of the new Protocol on the basis of the proposal receiving the largest number of favourable opinions.

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

Documentation : TRANS/SC.1/2002/4/Rev.3.

55. Following the adoption of the text of R.E.4, with a number of amendments, by SC.1 at its ninety-seventh session, the Committee **adopted** a final text of the Resolution contained in document TRANS/SC.1/2002/4/Rev.3. It **requested** the secretariat, **however**, to prepare a revised version (Rev.4) so that final corrections of form or corrections related to translation problems could be included, also taking into account corrections of this type to the informal document issued during the meeting.

56. After discussing the matter, the Committee **decided** to remove the square brackets in the last indent of 1.2.1.6. In addition, in keeping with requests by Switzerland, Norway and the Russian Federation concerning the reference in brackets added to paragraph 4.2.1 and the addition by the Committee explaining this in a footnote, the Committee **adopted** the following text, to which the European Commission, on being consulted on the subject, agreed: *“the system of Community and similar licences applicable to carriers of the European Union, the European Economic Area and Switzerland for transport operations between these countries is not concerned by this point”*.

57. The Committee **requested** countries to put forward any reservations by 1 July 2004 and **said** that reservations entered after that date would not be taken into consideration. Lastly, the Committee noted that reservations concerning the text would be incorporated into a separate document as in the case of the procedure already followed in 1985 (see TRANS/SC.1/323).

(iv) **Visas for professional drivers**

58. After taking note of SC.1's decision concerning the issue of visas to professional drivers (TRANS/SC.1/373, paras. 34-36), the Committee **held** a discussion in depth on the possible follow-up to be given to the survey conducted by the secretariat in 2002/03 and in particular on the proposal by the Russian Federation, supported by Belarus and Ukraine, to establish a working group in this regard. These countries reiterated their concerns as to the difficulties encountered by their professional drivers and highlighted the fact that no improvements had been observed. The Bureau had issued a preliminary opinion in favour of establishing a working group in this regard.

59. During the discussion, arguments for and against establishing this working group were exchanged:

- The need to encourage pragmatic solutions to the problems encountered without calling in question the very existence of the visas and the countries' policy in that regard; the need to facilitate road transport, in particular by seeking to standardize

the documents to be submitted and to reduce the deadlines for the issue of the visas;

- Lack of competence of ministries of transport to legislate in this area; risk of duplication with the work of ECMT; advisability of awaiting the effects of adopting R.E.4 and the expected adoption in 2004 of Annex 8 to the Convention on the Harmonization of Frontier Controls of Goods.

On a factual level, some delegations stressed the lack of specific details on difficulties encountered in the field.

60. In view of the divergences in the positions expressed, as a first stage the Committee **requested** the countries concerned to send it a technical note with full details of the specific problems encountered by their carriers. The Committee **would** subsequently **indicate** the follow-up to be given on the basis of this note and developments observed in other bodies.

61. In this context, the IRU stressed that progress on the visa issue was urgently needed for the road transport industry as a whole.

ROAD TRAFFIC SAFETY

Documentation : TRANS/WP.1/88; TRANS/WP.1/90; TRANS/WP.1/92;
www.unece.org/trans/main/welcwp1.html.

62. The Committee **adopted** the reports of the Working Party on Road Traffic Safety (WP.1) on its forty-first (TRANS/WP.1/88) and forty-second (special) session (TRANS/WP.1/90) and **took note** of the report on its forty-third session (TRANS/WP.1/92) pending its final adoption at the forty-fourth session of the Working Party scheduled for April 2004.

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

Documentation : TRANS/WP.1/2003/1/Rev.3; TRANS/WP.1/2003/2/Rev.3;
TRANS/WP.1/2003/3/Rev.3; TRANS/WP.1/2003/4/Rev.3; TRANS/WP.1/2003/5/Rev.3.

63. The Committee **endorsed** the final text of the draft amendments to the Vienna Conventions, the European Agreements supplementing them and the Protocol on Road Markings, adopted by WP.1 at its last session (TRANS/WP.1/2003/1, 2, 3, 4, 5/Rev.3) and **congratulated** its Chairman on WP.1's excellent work achieved within the deadlines that had been established.

64. The Committee **thanked** the Russian Federation for having offered to send the proposals for amendments to the United Nations Secretary-General for notification to all Contracting Parties.

65. With regard to the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2), the Committee **welcomed** the Working Party's decision to focus its future activities on updating, modernizing and highlighting the Consolidated Resolutions so as to ensure their dissemination throughout the world with the assistance of the other regional commissions.

66. The Committee **noted with satisfaction** that a number of informal working groups had been established with the task of drawing up proposals to be included in the Resolutions.

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

67. Pursuant to resolution No. 251 adopted at its sixty-fifth session, the Committee **took note** of the documents and materials for distribution prepared by the secretariat for the Fourth Road Safety Week. The Committee **invited** all its members to participate actively in the Fourth Road Safety Week campaign and to inform the secretariat about all the activities that they intended to carry out during the Week.

68. The Committee also **invited** its members to participate in the Seminar to be organized on 5 April 2004 in the Palais des Nations in collaboration with WHO and to distribute the information as widely as possible by means of the flyer prepared by the secretariat. It also **thanked** the FIA Foundation for its financial assistance in organizing the Seminar. Lastly, the Committee **welcomed** the concurrent organization in the Palais des Nations from 5 to 8 April 2004 of an exhibition on the theme of the Fourth Road Safety Week.

(c) Follow-up to General Assembly Resolutions on the Global Road Safety Crisis

Documentation : TRANS/2004/11 and Add.1; TRANS/WP.1/2004/5.

69. On the basis of United Nations General Assembly resolutions A/RES/57/309 and A/RES/58/9 on the global road safety crisis, the Secretary-General's report (A/58/228) prepared with input from the Transport Division and other organizations dealing with road safety issues, documents prepared by the secretariat and the statement by the Director-General of the FIA Foundation, the Committee **held** a wide-ranging exchange of views on the possible global extension of the role of WP.1.

70. Since this exchange of views had shown that there was an agreement of principle to support WP.1 as the coordination and promotion body for road safety at the international level, with the dual condition that this extension of its role would not adversely affect the Working Party's fundamental legal and regulatory activities and that it would take place progressively, without initially incurring additional resources, at least during the first phase, the Committee **endorsed** this position in a resolution set out in annex 2.

SAFETY IN TUNNELS

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

Documentation : www.unece.org/trans/main/tunnels.html.

71. Follow-up to the Recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (road) The Committee **took note** of the results of the seventh meeting of the Ad Hoc Multidisciplinary Group of Experts on Safety in Tunnels (road), held exceptionally in Barcelona on 19 and 20 January 2004. As expressed in the conclusions of the Group of Experts, it **welcomed** the speed and efficiency with which the various subsidiary groups concerned (WP.1, WP.29, SC.1 and WP.15) had considered the recommendations and taken them into account in order to incorporate them in the legal instruments covered by their respective jurisdictions.

72. **While taking note** of the decision by the Group of Experts not to hold further meetings in the near future, the Committee **supported** the Group's decision not to be dissolved so that it could meet again should the evolution of the issue of safety in road tunnels or its evaluation so require.

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

Documentation: TRANS/AC.9/9 ; www.unece.org/trans/main/tunnels.html.

73. The Committee **took note** of the amended text of the Recommendation C.4 05 in document TRANS/AC.9/9 and with this amendment **adopted** the Recommendations of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (rail) introduced by the Chairman of the Group. Furthermore, the Committee **noted** the proposed EU Railway Safety Directive currently before the European Parliament, and bearing in mind the importance of the Group's work for the safety of railways in the UNECE region, **recommended** that the Group should continue its work, considering such issues as various risk analysis methods as well as other relevant railway tunnel safety aspects.

HARMONIZATION OF VEHICLE REGULATIONS

Documentation: TRANS/WP.29/909; TRANS/WP.29/926; TRANS/WP.29/953;
www.unece.org/trans/main/welcwp29.htm.

74. 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-twenty-ninth (TRANS/WP.29/909), one-hundred-and-thirtieth (TRANS/WP.29/926) and one-hundred-and-thirty-first (TRANS/WP.29/953) sessions. It **thanked** WP.29 for the organization of the Round Table on Intelligent Transport Systems.

(a) The 1958 Agreement and annexed ECE Regulations

75. The Committee **noted** that, during 2003, the total number of the Contracting Parties to the Agreement remained the same (forty). It also **noted** that, by the entry into force of a new Regulation on 30 October 2003, the total number of the Regulations annexed to the Agreement reached one-hundred-and-sixteen. During 2003, forty-five existing Regulations were updated by seventy-four amendments.

(b) The 1998 (Global) Agreement

76. The Committee **noted** that, following the accession of Sweden, the Agreement had reached twenty-two Contracting Parties. It also **noted** that work on the proposals for future candidate global technical regulations was well under way in the fifteen priority areas that had been agreed by the Executive Committee of the Agreement. The Committee also **noted** the information by the secretariat that the Treaty Section of the Office of Legal Affairs (OLA), representing the United Nations Secretary-General had confirmed the division of responsibilities under the Agreement between OLA and the UNECE. The Committee **noted** the statement by the representative of Norway that his country intends to become a Contracting Party to the Agreement.

(c) The 1997 Agreement on Periodical Technical Inspections

77. The Committee **noted** that the Agreement has seven Contracting Parties, following the accession of Bulgaria in 2003. The Committee **noted** that the procedure for amending the Agreement was transmitted to the United Nations Secretary-General and **expected** that, once the amendment was adopted, the remaining eighteen signatories, pending its ratification, as well as the European Community, would become Contracting Parties. It also **noted** that Draft Rule No. 2 on roadworthiness tests was still under consideration.

RAIL TRANSPORT

Documentation: TRANS/SC.2/200 ; www.unece.org/trans/main/sc2/sc2.html.

78. The Committee **approved** the report of the fifty-seventh session of the Working Party on Rail Transport (SC.2) (TRANS/SC.2/200).

(a) Rail transport infrastructure

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

79. The Committee **noted** that in total 24 countries are at present Contracting Parties to the AGC Agreement. The Committee **reiterated** the invitation to those Governments that have not yet acceded to the AGC, to examine the possibility of doing so and **endorsed** the Working Party's approval of the updated version of Annex 1 of the AGC and the new AGC map produced by the secretariat.

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

Documentation: TRANS/SC.2/2003/14; TRANS/SC.2/200 (para.32).

80. The Committee **took note** with appreciation of the progress made in the TER Project and the efforts of the secretariat, in close collaboration with TER member States and the project Central Office, for the implementation of the new short-term strategy for further integration of TER into the new European transport context, the implementation of its Master Plan project aimed at assisting the elaboration of a realistic and consistent medium-long term investment strategy for the development of transport infrastructure in the wider TER region, and its active participation in the Pan-European Transport Corridors development process.

81. The Committee **invited** the Central, Eastern, and South-Eastern European countries, not yet members to the TER Project, to consider their full participation in the Project.

(b) **Cooperation with the ECMT Group on Railways**

82. The Committee **supported** the decision of the UNECE Working Party on Rail Transport and the ECMT Group on Railways to the holding of a joint meeting of the ECMT Group on Railways and the UNECE Working Party on Rail Transport as back-to-back meetings organized by the UNECE in 2004 in Geneva and by ECMT in 2005 in Paris. The Committee **endorsed** such arrangement on a trial basis for two years (2004 and 2005) and **asked** the two secretariats to prepare and carry out joint meetings for the benefit of all member countries.

(c) **Facilitation of border crossing in international rail transport**

Documentation: TRANS/2004/13.

83. The Committee **supported** the continuation of the monitoring system carried out by the Working Party based on the request to all member Governments to provide the information on the reduction of actual stopping time and compliance with the Committee's resolution No. 248, which calls for the reduction of the border stopping time of shuttle trains in international traffic and to limit their overall waiting time at borders to 60 minutes (30 minutes for each of the neighbouring countries) for all border stations on the AGC lines, and **asked** member countries to provide the data requested by the Working Party.

84. The Committee **welcomed** the OSZhD initiative to further advance the preparation of an international meeting on the facilitation of border crossing in railway transport with the widest possible participation of Governments, railways, customs, police, OSZhD, OTIF, UIC and other involved authorities. In this context, the Committee **took note** of the Declaration of the Sixth Interdepartmental Meeting of representatives of the border and customs bodies as well as transport Ministries of the OSZhD Member Countries (21-23 October 2003, Sochi, Russian Federation) and its request for the convening, under the auspices of the UN, of the above-mentioned meeting. The Committee **supported** the establishment of an international working

group composed of representatives of interested member countries and international organizations to consider in detail all relevant border crossing issues.

INLAND WATER TRANSPORT

Documentation: TRANS/SC.3/161 ; www.unece.org/trans/main/sc3/sc3.html.

85. The Committee **approved** the report of the Working Party on Inland Water Transport (SC.3) on its forty-seventh session (TRANS/SC.3/161).

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

Documentation: ECE/TRANS/120 and Corr.1.

86. The Committee **encouraged** the Working Party on Inland Water Transport in its endeavour to consider the possible amendment of the AGN Agreement aimed at the elimination of possible existing obstacles to accession to this legal instrument of States who had not yet become Parties to it, as reflected in TRANS/SC.3/161, paras. 23-31.

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

Documentation: TRANS/SC.3/2003/4; TRANS/SC.3/2003/8 ; TRANS/SC.3/2004/1.

87. The Committee was informed and **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, it **commended** the progress made by the Working Party on the "Inventory of existing legislative obstacles that hamper the establishment of a harmonized and competitive Pan-European inland navigation market" (TRANS/SC.3/2003/8) and its intention to complement the Inventory with recommendations as to how to overcome the obstacles identified (TRANS/SC.3/161, para. 17).

88. The Committee **took note** of, and **endorsed** the adoption by the Working Party of resolution No. 51 on the amendment of the Signs and Signals on Inland Waterways (SIGNI) (TRANS/SC.3/2003/4) and **requested** the secretariat to prepare a revised publication of SIGNI.

89. The Committee also **noted** the provisional approval by the Working Party of a set of amendments to the Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/2004/1) aimed at their harmonization on a pan-European level with due regard to relevant EU, CCNR and DC provisions and **encouraged** the Working Party to complete the revision of the Recommendations as soon as possible.

90. Having noted that the Working Party is currently engaged in the elaboration of recommendations on minimum manning requirements and working and rest hours of crews of

vessels in inland navigation, the representative of ILO expressed his hope that the three organizations would cooperate on this matter.

INTERMODAL TRANSPORT AND LOGISTICS

Documentation: TRANS/WP.24/101; TRANS/WP.24/99 and Add.1; www.unece.org/trans/wp24.

91. The Committee **approved** the reports of the Working Party on Combined Transport (WP.24) on its thirty-ninth (TRANS/WP.24/99 and Add.1) and fortieth (TRANS/WP.24/101) sessions.

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

Documentation: TRANS/WP.24/2003/6.

92. The Committee **invited** all concerned UNECE member States to consider becoming Contracting Parties to (i) the AGTC Agreement and (ii) to the Protocol on inland waterways to the AGTC Agreement. The Committee **endorsed** the activities of the Working Party to establish “model” action plans and partnership agreements to promote cooperation among Governments and the private sector towards efficient international intermodal transport services for possible inclusion into the AGTC Agreement. It **welcomed** the regular monitoring exercises carried out by the secretariat to determine progress in the implementation of the AGTC and AGC Agreements (“Yellow Book” series) and **requested** Governments to return the relevant questionnaires to the secretariat as soon as possible.

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

Documentation: TRANS/WP.24/101.

93. The Committee **endorsed** the work carried out by the Working Party and its ad hoc expert group on civil liability regimes and **decided** to prolong the mandate of the group for the year 2004. It strongly **endorsed** the decision of the Working Party to closely monitor all activities in this field undertaken, in particular, by UNCITRAL and **recommended** to carry out enquiries on the appropriateness of civil liability regimes governing European transport operations.

(c) Modifications in the scope and organization of work of the Working Party on Combined Transport

Documentation: TRANS/WP.24/2003/7; TRANS/WP.24/2003/8.

94. The Committee **endorsed** the proposed new title and scope of work of the Working Party, as well as the proposed cooperative arrangements with ECMT that would result in the creation of a “Joint ECMT/UNECE Working Party/Group on Intermodal Transport and Logistics” consisting of separate ECMT and UNECE segments. It **underlined** that these proposals would not only streamline the already existing cooperative procedures between the two organizations, but would

also create synergies in intergovernmental policy, technical and legal activities in this field at the pan-European level.

95. **Welcoming** the invitation of the Government of Ukraine to host, in the framework of the newly created Joint ECMT/UNECE Working Party/Group, also a Seminar on Intermodal Transport in Kiev in September 2004, the Committee **felt** that this meeting could substitute for the autumn session of the Joint ECMT/UNECE Working Party/Group planned to be held in September 2004 in Geneva.

BORDER CROSSING FACILITATION

Documentation: TRANS/2004/2; TRANS/WP.30/206; TRANS/WP.30/208; TRANS/WP.30/210; TRANS/WP.30/AC.2/69; TRANS/WP.30/AC.2/71; TRANS/WP.30/AC.3/10; TRANS/WP.30/AC.3/2004/1; TRANS/WP.30/2004/2; www.unece.org/trans/new_tir/welctir.htm.

96. The Committee **approved** the reports of the Working Party on Customs Questions affecting Transport (WP.30) on its one-hundred-and-third, one-hundred-and-fourth and one-hundred-and-fifth sessions (TRANS/WP.30/206; TRANS/WP.30/208; TRANS/WP.30/210).

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

97. The Committee **took note** of information provided by its Chairman on the considerations by the Bureau of the difficulties experienced in the TIR procedure. The Committee **decided** to follow the Bureau's recommendations in this respect and **decided** to issue a Corrigendum to the report of its sixty-fifth session with a view to changing the text (ECE/TRANS/152, para. 99) in accordance with the views expressed by the Bureau (TRANS/2004/2, para. 16, 4th bullet point).

98. The Russian delegation thanked the secretariat and, in particular, the Director of the UNECE Transport Division, Mr. J. Capel Ferrer, for having contributed to the successful organization of the TIR Training Seminar in Moscow.

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, in particular the new spirit of partnership according to which progress has been made in reviewing some of the key elements of the Convention, as well as the signing of an Agreement between UNECE and the IRU on the financing of the TIR Executive Board.

100. The Committee **noted** the concern expressed by IRU regarding the coming EU enlargement with respect to the preparedness of all the actors in the TIR system to cope with the practical consequences of this process.

101. The Committee **welcomed** the progress made in the revision of the TIR Convention. It nevertheless **expressed its preoccupation** at the slow pace of adoption of the amendment

proposals and invited all Contracting Parties to adopt them without any delay, mainly regarding the inclusion in the TIR Convention of the control system to the TIR Carnets. In relation to the computerization of the TIR procedure, the Committee **endorsed** the approach taken by the Working Party, including the step-by-step approach and the recommendation to incorporate, as a further step, issues relating to supply chain security in the computerization and **decided** to prolong the mandate of the Group of Experts on the TIR revision process to the year 2004 in order to make rapid progress on Phase III of the TIR revision process.

102. The Committee **noted** the decision of the TIR Administrative Committee to request the UNECE secretariat to include the operation of the TIR secretariat in the regular budget of the UN for the budget cycle 2006-2007.

103. The Committee also **took note** of the reports of the Administrative Committee for the TIR Convention, 1975 at its thirty-fourth and thirty-fifth sessions (TRANS/WP.30/AC.2/69; TRANS/WP.30/AC.2/71).

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

104. The Committee **welcomed** the adoption, in principle, by the Working Party of the new Annex 8 to the Convention on border crossing procedures for international road transport including its technical appendices on international technical inspection and vehicle weight certificates. The Committee **noted** that the new draft Annex 8 will be submitted for adoption by the Administrative Committee for the Harmonization Convention at its session in October 2004.

105. The Committee also **took note** of the report of the Administrative Committee for the Harmonization Convention, 1972 at its sixth session (TRANS/WP.30/AC.3/10).

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

106. The Committee **welcomed** the adoption, in principle, by the Working Party in February 2004 of the final text of the draft Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes. The Committee **noted** that the draft Convention will be submitted for adoption by the Committee at its sixty-seventh session in February 2005. The Committee **endorsed** the recommendation of the Working Party, that the countries concerned, in the interim period, should already make use of the facilitation measures contained in the Convention.

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 : TRANS/2004/4.

- (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.1/92 and Adds.1-2; TRANS/WP.15/AC.1/94 and Adds.1-8.

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

Documentation : TRANS/WP.15/174 and Add.1; TRANS/WP.15/176 and Add.1.

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

Documentation : TRANS/WP.15/AC.2/15; TRANS/WP.15/AC.2/17.

107. The Committee **noted with satisfaction** that pursuant to ECOSOC resolution 2003/64:

- (a) the secretariat had published in 2003: the thirteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations (ST/SG/AC.10/1/Rev.13); the fourth revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria (ST/SG/AC.10/11/Rev.4); and the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (ST/SG/AC.10/30);
- (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 2005.

108. The Committee **approved** the reports of the Working Party on the Transport of Dangerous Goods on its seventy-third and seventy-fourth sessions, of the Joint Meeting of Experts on the Regulations annexed to ADN on its seventh and eighth sessions, 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 2003 sessions, and **expressed** deep satisfaction for the work accomplished.

109. 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: Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Germany, Greece, Kazakhstan, Morocco, Republic of Moldova, Serbia and Montenegro, The former Yugoslav Republic of Macedonia and Ukraine.

110. 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 2005 will be circulated as document TRANS/WP.15/178.

111. For ADN, the Committee **noted** that the 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) to take the necessary action to ratify ADN as soon as possible.

112. Furthermore, the Committee **noted** that the Joint Meeting of Experts on the Regulation annexed to ADN had adopted amendments to the 2003 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 2005, pending entry into force of ADN (to be circulated as document TRANS/WP.15/AC.2/17/Add.1).

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

Documentation : TRANS/AC.8/6; TRANS/AC.8/8 and Add.1.

113. The Committee noted that the Ad hoc Meeting of Experts on the CRTD held two sessions in 2003 (7-9 July and 3-4 November 2003) and prepared, in accordance with its mandate, a draft new convention (TRANS/AC.8/8/Add.1) for consideration by the Committee.

114. The Committee congratulated the Ad hoc Meeting on the excellent progress made for improvement of the CRTD, but noted that participation at the sessions of the Ad hoc Meeting of Experts had remained rather low.

115. Since there were still uncertainties as to the willingness of member States to ratify a new CRTD, the Committee **considered** that it would be premature to adopt the revised text, and that it was not necessary to reconduct the mandate of the Ad hoc Meeting of Experts for further work. The Committee **invited** member States to study carefully this new text and to conduct informal

consultations, notably with those who had expressed a great interest for the CRTD. It could then be decided at a later stage, if need be, whether a revised new CRTD should be adopted.

TRANSPORT OF PERISHABLE FOODSTUFFS

Documentation : TRANS/WP.11/208; 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 fifty-ninth session (TRANS/WP.11/208).

117. The Committee **took note** of the work undertaken for the revision of Annex 1 to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) and the elaboration of a draft ATP handbook.

TRANSPORT STATISTICS

Documentation: TRANS/WP.6/145; www.unece.org/trans/main/wp6/wp6.html.

118. The Committee **approved** the report of the Working Party on Transport Statistics (WP.6) on its fifty-fourth session (TRANS/WP.6/145).

(a) Results of the Ad hoc Meeting on the Road Traffic Census 2005

Documentation : TRANS/WP.6/AC.2/16 and Add.1-2.

119. The Committee **was informed** about and **considered** activities under way regarding preparations for the E-Road Traffic Census 2005. In relation to this matter, the Committee **adopted** the Resolution proposed to it by the Ad hoc Meeting on the E-Road Traffic Census 2005 (29-30 September 2003) inviting Governments to undertake the E-Road Census 2005 on their national territories and to supply the results to the UNECE secretariat, if possible, before 1 March 2007, in conformity with the Recommendations set forth in document TRANS/WP.6/AC.2/16/Add.1 and Tables TRANS/WP.6/AC.2/16/Add.2 (see annex 3 to this report). Governments should inform the Executive Secretary of the UNECE by 30 September 2004 whether they agree to implement the provisions of this resolution.

(b) Results of the Ad hoc Meeting on the Rail Traffic Census 2005

Documentation : TRANS/WP.6/AC.4/2 and Add.1.

120. The Committee **was informed** about activities under way regarding preparations for the E-Rail Traffic Census in Europe 2005. This census will be undertaken jointly by the secretariat and Eurostat. In relation to this matter, the Committee **adopted** the Resolution proposed to it by the Ad hoc Meeting on the E-Rail Traffic Census 2005 (2-3 October 2003) inviting Governments to undertake an E-Rail Census 2005 on their national territories and to supply the results to the UNECE secretariat, if possible, before 30 June 2007, in conformity with the Recommendations set forth in UNECE document TRANS/WP.6/AC.4/2/Add.1 (see annex 4 to this report).

Governments should inform the Executive Secretary of the UNECE by 30 September 2004 whether they agree to implement the provisions of this resolution.

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

121. The Committee **was informed** about the Working Party's decision to ask the Intersecretariat Working Group to prepare a draft common questionnaire concerning road traffic accident statistics. The Committee **noted** and **supported** this work.

122. Furthermore, the Committee **was informed** about the publication of the third edition of the Glossary of Transport Statistics jointly prepared by the UNECE, ECMT and Eurostat. The Committee **supported** further work on this matter to be undertaken by the Working Party on Transport Statistics (TRANS/WP.6/2003/6).

TRANSPORT DIVISION WEBSITE

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

PROGRAMME OF WORK 2004-2008

Documentation : TRANS/2004/3.

124. The Acting Deputy Executive Secretary of UNECE introduced the transport narrative for the Biennial Programme Plan for 2006-2007, a document which replaced the former four-year United Nations Medium-Term Plan. He explained that it was part of a results-based budgeting format being introduced throughout the United Nations Organization. He invited members of the Committee to send the secretariat their comments on the document at the latest by 27 February 2004.

125. In reviewing the document, the Committee **felt** that it was not sufficient to assign quantitative indicators of achievement to its activities and questioned why there was no mention of qualitative aspects. The Committee also **stressed** that the methodology applied should have been discussed and approved by the Committee before being submitted to United Nations Headquarters. The Committee asked its Bureau to examine this issue in more detail at its next meeting (20 February 2004), with a view to preparing concrete proposals in order to assist the secretariat in its communication with Headquarters.

126. The Committee **adopted** its programme of work for the period 2004-2008 as contained in the above document, prepared on the basis of the decisions taken at its sixty-fourth session and the proposals made by its subsidiary bodies in the course of 2002 and 2003, as well as comments made during the current session (issued as annex 5 to this report).

127. The Committee **stressed** the primary importance of the secretariat being provided with adequate resources to carry out its programme of work.

SCHEDULE OF MEETINGS IN 2004

Documentation : TRANS/2004/5; Informal document “Informal and Ad hoc Meetings of the Committee’s Subsidiary Bodies in 2004”; www.unece.org/trans/meetings.html.

128. Bearing in mind that the Bureau meeting on 15 June 2004 was rescheduled for 7 June 2004, the Committee **adopted** the tentative list of meetings which was circulated in TRANS/2004/5. The definite list of meetings will be issued and circulated under symbol ECE/TRANS/157.

ANY OTHER BUSINESS

(a) Date of next session

129. The Committee **noted** that its sixty-seventh session is tentatively scheduled to be held from 15 to 17 February 2005.

(b) Preparation of electronic maps of inland transport networks

130. Referring to paragraph 139 in the report of its last session (ECE/TRANS/152), the Committee was informed that the secretariat was continuing to investigate possibilities for developing electronic maps in a standardized format for the AGR, AGC, AGTC and AGN networks with the ultimate objective of presenting all the networks in a single interactive map on CD-ROM or via internet for use by Governments and private entities interested in inland transport operations.

ADOPTION OF THE REPORT OF THE SIXTY-SIXTH SESSION

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

Annex 1

STRATEGIC OBJECTIVES OF THE COMMITTEE

adopted by the Inland Transport Committee on 19 February 2004

1. General

1. The terms of reference of the Inland Transport Committee (ITC) of the UNECE are established in document ECE/TRANS/97 and were defined at its fifty-fifth session (1993), following major geopolitical changes in Europe. It should be recalled that the UNECE now totals 55 member States, of which 15 are members of the EU, 2 are members of the European Economic Area, 12 are candidates to join the EU, 2 are associated to the EU and 2 others have a special status with the EU. Moreover, half of its members could be considered as countries with transition economies. It therefore appears that the ITC is the only forum where common norms can be applied to both sets of countries, those part of the EU sphere as well as the others.

2. In the field of land transport, the ITC plays a crucial role since it fulfils a need not met by other international organizations: the development of a set of regulations for all land transport at the pan-European level with the participation of all its members. Such a regulatory framework includes Agreements and Conventions which serve as the basis for the national jurisdictions of member States. These legal instruments aim at establishing efficient and coherent transport infrastructure networks, facilitating border-crossing as well as harmonizing safety and environmental rules, technical standards and traffic rules.

3. The ITC has already achieved substantial tangible results: the E-road network, the railway, inland waterway and combined transport networks, the extension of these networks to the Caucasus and Central Asia, Regulations concerning the Construction of Vehicles, the creation of the World Forum for Harmonization of Vehicle Regulations, the regulation of Road Traffic and Road Transport, as well as of the Transport of Dangerous Goods, the TIR Convention, etc. In addition, the ITC elaborates Recommendations and Resolutions and facilitates exchanges of best practices.

4. As a subsidiary body of the United Nations, the ITC plays a determining role internationally.

5. Owing to the wide range of its terms of reference, the ITC has always had to establish priorities. In the past, on the basis of decision O (45) of the Commission, the ITC had determined the following priority areas: construction of vehicles, transport of dangerous goods, road safety, transport infrastructure and combined transport. The Committee completed this list by adding customs questions relating to transport. More recently, further to recommendations in the 1997 UNECE Plan of Action, the Committee refined the formulation of its Programme of Work by establishing priorities for each work element.

6. Current or future important changes such as European integration, new technologies, the growth in trade and the new expectations of society pose new challenges for the Committee that make it necessary to reconsider its priorities and its strategy.

7. A transport policy should serve economic and social development. It should therefore take three types of consideration into account:

- Accessibility and fluidity;
- Safety and security;
- Respect for the environment and health.

8. Out of these three types of goals, the first (accessibility and fluidity) emerges both as the most “traditional”, but also perhaps as the most neglected. The many problems of network capacity (congestion of traffic and bottlenecks, interoperability, under-utilization of rail and inland waterway networks, management of flows, etc.) are of key importance.

9. It is therefore indispensable that the ITC pays special attention to addressing these problems and to solving them.

10. A strategic vision also entails paying attention to new problems as they arise, to new technical or technological options and to the trends that will shape transport operations in the future, as well as to the identification of possible solutions applicable in member countries.

11. As an example, several issues may be noted that could become major problems for the future, or may change the course of our work today:

- The development of Europe-Asia transport links;
- The use of telematics and intelligent transport systems (vehicles, infrastructure);
- Population ageing;
- European integration;
- The emergence of cleaner propulsion technologies, taking into account new energy sources;
- Impact of electronic trade on transport;
- Transport security;
- Charging for infrastructure usage;
- Globalization of the world economy and implications for transport.

In response to these challenges, the Committee could focus, for example, on the following missions:

- Creation, improvement and unification of international transport legislation and also monitoring its implementation;
- Development of road infrastructure, in particular east-west and north-south transport corridors;
- Possibility of increased facilitation of transport operations;
- Possibility of elimination of existing barriers to cross-border transport (visa problems, customs, fees, etc.).

Such actions would then be defined in a strategic plan, taking into account priorities and means available.

12. The ITC will take these questions into consideration in its strategy to the extent that they fall within its competence and it can contribute added value to activities carried out in other international fora.

2. Resources and Methods

13. The Inland Transport Committee has permanent and ad hoc groups. The secretariat services are provided by the Transport Division. The secretariat, whose number of staff is limited, must manage the whole of the activities of the ITC and of its subsidiary bodies as well as the Agreements and the Conventions.

14. Taking into account the urgency and magnitude of the problems and their technical complexity, the work of the Committee and its subsidiary bodies requires:

- a larger capacity of relevant services to ensure the material support for meetings (documentation, meeting rooms, interpretation, translation);
- greater availability of delegates;
- a strengthening of human resources in the Transport Division, including maintaining the two Regional Advisers;
- the adaptation of the budgetary framework of the UNECE and its member countries.

15. These aspects require also that some thought should be given to the methods of work, the efficiency and priorities on the one hand, and possibilities of finding new resources on the other.

16. As far as methods of work are concerned, it is suggested that:

- It is desirable to adopt a report at the end of each meeting. However, if that is not possible, a list of decisions should be agreed upon instead, particularly when dealing with legal issues;
- Reports could be shorter, and concentrate more on essential matters;

- Discussions could be limited to decisions and conclusions concerning the subjects dealt with;
- The late distribution of documents in all working languages should be avoided at all costs since it often leads to postponement of consideration or decision-making because it makes it impossible for the delegates to prepare for the meeting;
- Recourse to groups of experts preparing a subject and meeting informally would make it possible to progress more rapidly; only their report would be considered and adopted in plenary;
- Some questions could be adopted as an “A item” - i.e. without a presentation or discussion - during meetings of Working Parties or the ITC.
- It is also necessary:
 - to pay more attention to priorities;
 - to determine clear and precise terms of references of bodies, which should be limited in time;
 - to abandon, even temporarily, some of the topics on which no progress can be made, either because of lack of political agreement or because of lack of interest or because of lack of necessary facilities;
 - to establish more often ad hoc groups for specific topics rather than addressing subsidiary bodies.

17. The efficiency of the Inland Transport Committee would certainly improve as a result of better coordination and more intensive cooperation:

- Internally (UNECE), for cross-sectoral questions or problems common to several Working Parties;
- Externally, with other international organizations (EU, ECMT, ...) or NGOs (technical questions) and the Coordinating Department of CIS countries;
- Intensification of work of UNECE in countries in Central and Eastern Europe as well as in CIS through the establishment of a system of information and analytical, consultative and training centers on key issues;
- Developing cooperation between UNECE and International Financial Institutions with a view to ensuring support for major projects including, in particular, investment projects in transition economies.

18. Coordination and cooperation with ECMT, UNESCAP and the Coordinating transport meeting of CIS countries seem particularly necessary, in order to:

- Define roles better with a view to making them complementary;

- Share the same strategic vision;
- Take into account the work and decisions of ECMT;
- Convene joint meetings at the levels of the Bureau and of the Working Parties;
- Carry out joint activities.

19. Where resources are concerned, new directions should be explored:

- To prompt more often member States to make experts temporarily available to the UNECE Transport Division;
- To explore the possibility of allocating the proceeds of the sale of publications and documents to ITC activities;
- To develop partnerships in order to organize some specific activities and help in the preparation of technical documents.

20. Lastly, it seems desirable for the role of the Inland Transport Committee that the importance of its work and its achievements be better known.

3. Measures to be taken

21. The Committee should build on its existing strengths in areas of norms and standard setting and follow better the implementation and monitoring of them.

22. The list of “major problems for the future” - cf. paragraph 11 - should encourage the Inland Transport Committee to develop a real strategy for action.

23. With this objective in mind, the Working Parties will consider new emerging trends and issues in their work whenever possible. However, in some instances, they may not be in a position to include some of these problems, in their work: either they fall outside their respective fields of competence or concern areas which go well beyond them, or else the working methods employed are such that concern is only with today’s problems.

24. The Bureau will dedicate part of its time to elaborating a strategy basing itself on the work of its subsidiary bodies and the expertise of the respective Chairpersons.

25. It would seem to be indispensable first of all to organize a consultation with ECMT, the relevant services of the European Commission and the coordinating transport meeting of the CIS countries so as to define a common strategic vision, to distribute the roles to avoid any duplication, and to ensure the necessary exchanges of information.

26. The strategic objectives of the Committee should be updated by the Committee when necessary.

Annex 2

A GLOBAL ROLE FOR UNECE WORKING PARTY ON ROAD TRAFFIC SAFETY (WP.1)

Resolution No. 253adopted by the Inland Transport Committee on 19 February 2004The Inland Transport Committee,

Noting that in its Resolutions A/RES/57/309 and A/RES/58/9, the United Nations, concerned by the global road safety crisis, invites the Economic and Social Council, working with other relevant organizations and bodies of the United Nations system, and through its regional commissions, to facilitate the exchange of information on best road safety practices and the development of recommendations for road traffic injury control;

Noting also that in the report of the United Nations Secretary-General A/58/228 of 7 August 2003, it is recommended that a “coordinating body be identified within the United Nations system” to provide support in this field;

Considering the vast experience acquired over more than 50 years by the Working Party on Road Traffic Safety (WP.1) notably through its global Conventions which lay down rules for both road traffic and road signs and signals;

Considering the general support given, at the present session of the Committee, by delegations as well as by the FIA Foundation in favour of designating WP.1 as the coordinating body referred to by the Secretary-General;

1. **Provides** its full support to the principle that its subsidiary body, WP.1, fulfils the conditions to assume the role of a coordinating body for road safety at the global level, provided, on the one hand, that such an extension of its role does not jeopardise the original legal activities of the Working Party and, on the other hand, that it is undertaken progressively without, initially, the need for additional resources;
 2. **Invites** all members of the Committee to consult with the appropriate authorities in their countries so that their representatives at the General Assembly meetings on road safety to be held in New York on 14 and 15 April 2004 support, as much as necessary, this proposal;
 3. **Requests** that the present resolution be disseminated as widely as possible;
 4. **Requests** its subsidiary body, WP.1, at its next session to reflect on the implications and practical modalities of the enlargement of its role to the global level;
 5. In view of the meetings to be held in New York on 14 and 15 April, **requests** the secretariat to make to this effect the necessary contacts and to transmit this Resolution to the Secretary-General of the United Nations. Also **requests** the secretariat and the Chairman of WP.1 to assert, at these meetings, the Inland Transport Committee’s point of view.
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Annex 3

2005 COMBINED CENSUS ON ROAD TRAFFIC AND INVENTORY OF MAIN STANDARDS
AND PARAMETERS ON MAIN INTERNATIONAL TRAFFIC ARTERIES IN EUROPE

(2005 E-Road Census and Inventory)

Resolution No. 254

adopted by the Inland Transport Committee on 19 February 2004

The Inland Transport Committee,

Having regard to the last paragraph of its resolution No. 169 of 15 January 1954 (E/ECE/TRANS/445),

1. Invites Governments:

(a) To take a census of traffic on the E-Roads on their national territory, in accordance with the European Agreement on Main International Traffic Arteries in Europe (AGR), and in line with the Recommendations to Governments for the 2005 Combined Census of Road Traffic and Inventory of Main Standards and Parameters on Main International Traffic Arteries in Europe (E-Road Census and Inventory) as set forth in UNECE document TRANS/WP.6/AC.2/16/Add.1 considering 2005 as the reference year;

(b) To supply the results of the combined E-Road Census and Inventory to the UNECE secretariat, if possible, before **1 March 2007**, in conformity with the Recommendations set forth in UNECE document TRANS/WP.6/AC.2/16/Add.1;

2. Recommends that Governments take a census of traffic on other non-urban roads in their national territory, applying where possible, the methods set out in the Recommendations mentioned under paragraph 1(a) above,

3. Requests Governments to inform the Executive Secretary of the United Nations Economic Commission for Europe (UNECE) by 30 September 2004 whether they agree to implement the provisions of this resolution.

Annex 4

E-RAIL TRAFFIC CENSUS IN EUROPE IN 2005

(2005 E-Rail Census)

Resolution No. 255

adopted by the Inland Transport Committee on 19 February 2004

The Inland Transport Committee,

Recalling its decision to convene the holding of an Ad hoc Meeting on the E-Rail Traffic Census in 2003 (ECE/TRANS/136, para. 106),

1. Invites Governments:

(a) To take a census of traffic on the E-rail lines on their national territory, in accordance with the European Agreement on Main International Traffic Arteries in Europe (AGR), and in line with the Recommendations to Governments for the 2005 E-Rail Census as set forth in UNECE document TRANS/WP.6/AC.4/2/Add.1;

(b) To supply the results of the E-Rail Census 2005 to the UNECE secretariat, if possible, before **30 June 2007**, in conformity with the Recommendations set forth in UNECE document TRANS/WP.6/AC.4/2/Add.1;

2. Recommends that Governments take a census of traffic on other rail lines in their national territory, applying where possible, the methods set out in the Recommendations mentioned under paragraph 1(a) above,

3. Requests Governments to inform the Executive Secretary of the United Nations Economic Commission for Europe (UNECE) by **30 September 2004** whether they agree to implement the provisions of this resolution.

ECE/TRANS/156

page 38

Annex 5

Annex 5

PROGRAMME OF WORK FOR 2004-2008

(reproduced in document ECE/TRANS/156/Add.1)

