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INLAND TRANSPORT COMMITTEE

**REPORT OF THE INLAND TRANSPORT COMMITTEE
ON ITS SIXTY-SEVENTH SESSION (15-17 FEBRUARY 2005)**

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Annex: Relationship between the Strategic Objectives and the Programme of
Work of the Committee

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REPORT

CHAIRMANSHIP

1. The Inland Transport Committee (ITC) held its sixty-seventh session from 15 to 17 February 2005 under the chairmanship of Mr. P. Päßgen (Germany).

ATTENDANCE

2. Representatives of the following countries participated: Armenia; Azerbaijan; Belarus; Belgium; Bulgaria; Czech Republic; Finland; France; Georgia; Germany; Greece; Hungary; Israel; Italy; Kazakhstan; Kyrgyzstan; Latvia; the Netherlands; Poland; Portugal; Romania; Russian Federation; Slovakia; Spain; Sweden; Switzerland; Tajikistan; Turkey; Ukraine; United Kingdom and Uzbekistan. The European Commission (EC) was represented. The following specialized agency was represented: International Labour Office (ILO). Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR); Committee of the Organization for Co-operation between Railways (OSZhD); Danube Commission (DC); European Conference of Ministers of Transport (ECMT); Intergovernmental Organization for International Carriage by Rail (OTIF). The following non-governmental organizations were represented: Ecological Vernadsky Foundation; International Federation for Housing and Planning (IFHP); International MultiModal Transport Association (IMMTA); International Organization for Standardization (ISO); International Road Transport Union (IRU). 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/158).

RESULTS OF THE COMMITTEE'S BUREAU MEETINGS

Documentation: TRANS/2005/2; Informal Documents on (i) Recommendations of the Group of Experts on the Programme of Work to the Commission on the UNECE Programme Budget Narratives 2006-2007 and (ii) Ad hoc Informal Meeting of the Economic Commission for Europe (7 December 2004), Formal Segment, Record of Decisions (E/ECE/1430).

4. The Committee **considered** the results of its Bureau Meetings held in 2004, as contained in document TRANS/2005/2, and **agreed** to discuss the questions raised in greater detail under the respective items of the agenda.

5. The Committee **stressed** its support for the request of the Working Parties on Road, Rail and Inland Water Transport (SC.1, SC.2, SC.3) as well as the Working Party on Road Traffic Safety (WP.1) to maintain staff resources for the sectors concerned in the UNECE Transport Division at least at the current level.

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

Documentation: TRANS/2005/3.

6. The Committee **considered** document TRANS/2005/3 and the Commission's guidelines, especially regarding economic developments in the UNECE region; policies to stimulate competitiveness and growth; the UNECE reform; UNECE's cooperation with the Organization for Security and Co-operation in Europe (OSCE); UNECE's achievements, constraints and perspectives; preparations for and follow-up to global and regional conferences; technical cooperation; and the report of the Group of Experts on the Programme of Work (GEPW).

7. The Committee **expressed its satisfaction** at the recommendation of the GEPW, subsequently adopted by the Commission, to provide the secretariat with an additional P-post for work on vehicle regulations from 15 June 2005 onwards, through internal redeployment within UNECE, despite the fact that the post was a P-3 and not a P-4 post as it had requested at its sixty-sixth session. The Committee recalled that, in view of the importance of the functions of the post, all efforts should be made to have it upgraded to the P-4 level as soon as possible.

8. With regard to UNECE reform, the Committee **noted** the decision by the Commission that its Principal Subsidiary Bodies (PSBs) should review biennially their intergovernmental structure, including related advisory groups, and report to the Commission at its annual session. The Committee **agreed** to undertake such a review, for the first time, at its sixty-eighth session in February 2006. With regard to the biennial evaluation of the Programme of work/activities, it **stressed** that such review of activities should be kept within reasonable limits and should not negatively impact the work of the Committee and its subsidiary bodies.

9. The Committee further **noted** that a comprehensive evaluation of the UNECE would be conducted by an external consultant in the first half of 2005 and **reiterated** its Bureau's recommendation that Committee members stress the importance which they attach to work in the field of transport in any interviews which may be requested by the consultant selected.

10. Concerning the priority-setting mechanism for technical cooperation activities established by the Commission, the Committee **identified** the priority need for a second Regional Adviser on transport and **requested** the secretariat to bring this to the attention of the Group of Experts.

11. With regard to the International Ministerial Conference of Landlocked and Transit Developing Countries on Transit Transport Cooperation, the Committee **reiterated its support** for the activities proposed and carried out by the secretariat in favour of land-locked countries.

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

Documentation: TRANS/2005/11.

12. The Committee **was informed** about relevant activities of the International Road Transport Union (IRU) and, in particular, about the IRU Declaration on Fuel Crisis which addresses a number of aspects related to the current fuel price increase (TRANS/2005/11).

INTERSECTORAL ACTIVITIES

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

Documentation: ECE/AC.21/2004/14; TRANS/2005/5; www.thepep.org.

13. The Committee **took note** of the report and the decisions taken by THE PEP Steering Committee at its second session (29-30 March 2004) and **appreciated** the concrete work carried out, so far, successfully under THE PEP programme of work. The Committee **welcomed**, in particular, progress made in the development of the Internet-based THE PEP Clearing House as a Pan-European centre for the collection, classification and distribution of policy, analytical and legal information and good practices on the interactions between transport, health and environment (in English and Russian). The Committee **stressed** the importance of securing the necessary resources for THE PEP activities, particularly for the sustained operation of THE PEP Clearing House in order to reap the benefits of the considerable start-up investments made by UNECE member States for this project.

14. The Committee also **took note** of a report requested by its Bureau that highlighted the extent to which items emanating from the 1997 Vienna Conference on Transport and the Environment had been integrated into THE PEP and the way in which THE PEP takes account of transport-related issues.

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

(b) Blue Corridor Project

16. The Committee **was informed** by the non-governmental organization, the Ecological Vernadsky Foundation, about the latest developments concerning the Blue Corridor Project. It **recalled** that, at its sixty-sixth session, it had approved the report of the Blue Corridor Task Force (ENERGY/2003/8) and had recommended that member States consider financing the Project, including from private sector sources.

17. Members of the Committee **expressed their support** for the Blue Corridor, including the delegate of Greece who requested that the link from Athens to Thessaloniki be added to the Project.

18. The Committee **took note** of the information provided and **requested** Mr. J. Capel Ferrer, Director of the UNECE Transport Division, and Mr. G. Kowalski, Director of the UNECE Industrial Restructuring, Energy and Enterprise Development Division, to present the Blue Corridor Project to the European Commission's DGTREN with a view to establishing cooperation between the two bodies aimed at further implementation of the Project.

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

Documentation: TRANS/2005/6.

19. The Committee **took note** of the document highlighting the transport situation and development trends in the UNECE region, which has been prepared by the secretariat on the basis of national contributions and other sources. It **asked** countries which have not yet submitted their contributions to the annual review to do so, and **requested** the secretariat to post these contributions, together with those already received, on the divisional Internet site. The Committee **also requested** the secretariat to prepare a similar document for its sixty-eighth session.

TRANSPORT AND SECURITY

Documentation: TRANS/2005/14; TRANS/SC.2/2004/2.

20. The Committee **welcomed** the documents prepared by the secretariat and **noted** the activities of its subsidiary bodies and other intergovernmental organizations (TRANS/2005/14 and TRANS/SC.2/2004/2). The Committee **endorsed** the activities undertaken, so far, and recalled that important security provisions had already been developed in the field of transport of dangerous goods. The Committee **requested** its subsidiary bodies to accelerate existing and potential new activities in this area and, in general, to play a more proactive role in relation to the question of transport security. In this context, the Committee **endorsed** the proposal by its Bureau to organize a multi-disciplinary Round Table on Transport Security in conjunction with its sixty-eighth session in February 2006 and agreed not to convene a conference on transport and security. The Round Table should, primarily, focus on the areas of expertise of the UNECE and should encompass all relevant authorities of UNECE member States, intergovernmental organizations and business organizations with an interest in the question of transport security in the UNECE region.

ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION

Documentation: TRANS/WP.5/2004/8; TRANS/WP.5/36; Informal document on Assistance to countries with economies in transition, Annex II.

21. The Committee had before it document TRANS/WP.5/2004/8 and an informal document on Operational Activities January – December 2004 describing the activities aimed at assisting countries with economies in transition, undertaken in the year 2004.

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

22. The Committee **welcomed** the ongoing successful implementation of the EU funded Pilot project for the facilitation of participation of Central Asian and Caucasus countries in meetings of the Inland Transport Committee and selected subsidiary bodies. It **noted** that 26 participants from those countries had attended the five meetings scheduled so far.

23. The experts from Central Asian and Caucasus countries, whose participation at the sixty-seventh session of the ITC was facilitated by the project, provided information on their country status and major developments in the field of transport. Their reports will be made available on the Division's Website.

24. Based on the positive evaluation of the project by the beneficiary countries and the contribution of the project to the process of harmonization of their transport legislation and their transport systems' integration with those of other UNECE member countries, the Inland Transport Committee **expressed** its appreciation to the EU for its contribution and **requested** its extension so that the project could be continued in the following years.

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

25. The Committee **expressed** satisfaction at the progress of the UN Development Account Project on Capacity Building for developing Interregional Transport Linkages, which is being jointly implemented by the five UN Regional Commissions over the period 2003-2006, and particularly its UNECE-UNESCAP joint project component on developing Euro-Asian transport linkages, which has already produced tangible results.

26. Based on the above information, the Inland Transport Committee **reiterated** its request that the secretariat, in close cooperation with the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and the other Regional Commissions, continue its efforts for the successful continuation of this project. It also **requested** the secretariat to report on this matter at its forthcoming session.

(c) TEM and TER Master Plans

27. The Committee **was informed** of the progress of the TEM and TER Master Plans aimed at establishing a realistic and consistent medium-long term investment strategy for the development of transport infrastructure in the wider TEM and TER region.

28. The Committee **expressed** its support to this activity and **requested** the secretariat to proceed with the widest possible dissemination of the results of the TEM and TER Master Plans, as soon as their final reports would be approved by the projects' Steering Committees.

29. The Committee **stressed** that the accumulated UNECE TEM and TER projects' experience could be used as a useful tool in assisting Caucasian and Central Asian member countries in their efforts to integrate their transport systems and establish Euro-Asian transport links.

(d) Other activities (SPECA, SECI, etc.)

Documentation: Informal Documents on (i) Final Protocol on the High-Level Meeting of the Regional Road Transport Committee of SECI (Sofia, 10 December 2004), (ii) Joint Declaration on the Connection of the Black Sea Transport Networks with the Trans-European Transport Network within the framework of the Euro-Asian Transport Links (Thessaloniki, 28 January 2005) and (iii) Report of the Meeting of the BSEC Working Group on Transport (Thessaloniki, 26-27 January 2005).

30. The Committee **noted** activities undertaken in the year 2004 related to the Special Programme for the Economies of Central Asia (SPECA), the South-east European Cooperative Initiative (SECI), the transit transport cooperation of landlocked and transit developing countries, etc. and the efforts made by the secretariat for raising funds to support these activities.

31. The Inland Transport Committee **reiterated** its request that adequate resources, in particular for the services of a second Regional Adviser on Transport, be made available to the UNECE Transport Division for the substantive backstopping and further development of all activities aimed at assisting countries in transition in the field of transport.

32. The Committee also **encouraged** member countries to make voluntary contributions to the UNECE Trust Fund for Assistance to Countries in Transition (TFACT).

33. The Committee, **noting** the importance of the project proposal on Capacity building in developing transit transport cooperation of landlocked and transit developing countries in Central Asia (see Annex II to Informal document on Assistance to countries with economies in transition), which was elaborated jointly by the UNECE-UNESCAP secretariats, **set** 15 March 2005 as a deadline for submission of comments to the secretariat by the members of the Committee and **requested** the secretariat, thereafter, to proceed with all necessary actions in order to ensure the necessary funding from potential donors that would enable its implementation.

34. The Committee **requested** the secretariat, in the case of new project proposals, to seek consultation with Governments at their conception phase.

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 2004/2005 (11 February 2005); www.unece.org/trans/conventn/legalinst.html.

35. The Committee **took note** of the document prepared by the secretariat containing tables on the status as at February 2005 of signatures, ratifications and accessions concerning UNECE international instruments on inland transport and **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.5/36.

36. The Committee **approved** the report of the seventeenth session of the Working Party on Transport Trends and Economics (WP.5) (TRANS/WP.5/36), subject to the modification as indicated in paragraph 43 below.

(a) Euro-Asian transport links

37. The Committee **supported** the initiative of the Working Party to convene a one-day informal meeting in Geneva, in April 2005, with the participation of a limited number of countries concerned (Armenia, Azerbaijan, Germany, Kazakhstan, Poland, Russian Federation, Turkey, Ukraine and Uzbekistan) and UNESCAP. The task of the meeting would be to study ways in which the monitoring and coordination of the ongoing work on development of Euro-Asian transport links in various international bodies could be most efficiently ensured, and to provide recommendations for cooperation by the involved countries, international organizations and institutions. On the request of the representative of Bulgaria, the Committee **agreed** to her country taking part in the informal meeting.

38. The representative of the European Commission briefed the Committee about the activities of the High Level Group established by the European Commission with the task of studying further developments of the Trans European Transport Networks and their links with the European Union neighbours.

39. In view of the relevance of the UNECE work on TEM and TER and on Euro-Asian Transport Links for the High Level Group, the Committee **expressed the view** that the UNECE should be invited to participate in this High Level Group.

40. The representative of the ECMT, referring to the forthcoming ECMT Ministerial meeting in Moscow in 2005, informed the Committee that one of the agenda items would deal with the Euro-Asian transport links. Bearing in mind the extensive amount of work on the development of Euro-Asian transport links carried out within the UNECE, he invited the secretariat to contribute to this item.

(b) Infrastructure bottlenecks and missing links

41. Bearing in mind the extension of the AGC and AGR networks to the Caucasus and CIS countries and changes in both networks since 1993, the Committee **endorsed** the Working Party's decision to collect updated information on the infrastructure bottlenecks and missing links, and **invited** all member Governments to actively participate in this activity.

(c) Transport in the Mediterranean

42. The Committee **took note** of the work carried out by the Transport Study Centre for the Western Mediterranean (CETMO) and **endorsed** planned activities for its future work.

43. The Committee **approved** the request by the representative of Spain to reinstate the following text under the heading Continuing activities, sub-item (m) in the Programme of Work of the Working Party on Transport Trends and Economics: "Strengthening of cooperation with the Mediterranean Study and Training Centres, the results of which will be submitted to the Committee, to enable all UNECE countries to benefit from the activities carried out, including the organization of workshops" (TRANS/WP.5/36, annex).

44. The representative of the European Commission briefed the Committee on the activities of the Commission related to the development of transport infrastructures and other related activities in the Mediterranean region and offered to provide updated information on these developments for the next session of the Committee.

45. The Committee **requested** the secretariat to strengthen cooperation with UNECA and UNESCWA on Mediterranean transport.

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

Documentation: TRANS/2005/7 and /Adds.1-4.

46. The Committee **noted** the information received from ECMT and the EC and **requested** the secretariat to collect again this information for the next session.

47. The Committee **approved** the suggestion by the representative of Turkey, and **invited** the secretariat to contact the UNECE Governments with a view to identifying possible national bodies whose work might be of a sub-regional character and as such of interest to the Inland Transport Committee, so that those interested could report to the ITC for the benefit of all the UNECE Governments.

ROAD TRANSPORT

Documentation: TRANS/SC.1/375 and Add.1-2.

48. The Committee **took note** of the report of the Working Party on Road Transport (SC.1) on its ninety-eighth session (TRANS/SC.1/375 and Add.1-2), pending its final adoption at the ninety-ninth session in October 2005.

(a) Road transport infrastructure

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

49. The Committee **endorsed** the proposals adopted by SC.1 to amend Annex I and Annex II to the AGR (TRANS/SC.1/375, annex 1 for “E” roads and TRANS/SC.1/375/Add.2 for the new provisions introduced concerning the environment and safety in tunnels).

50. The Committee **was informed** by the secretariat that the intergovernmental Agreement on the Asian network (Asian Highway Agreement, based on the AGR), opened for signature in April 2004, had been signed by 24 countries. Since then, seven States had become Contracting Parties to the Agreement (eight are required to enable it to enter into force).

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

Documentation: TRANS/SC.1/2004/4; TRANS/WP.5/36.

51. The Committee **expressed its satisfaction** with the progress of the TEM Project (TRANS/SC.1/2004/4) and the efforts made by the Project Central Office, TEM member countries and the UNECE Transport Division during the year 2004, for the implementation of the new short-term strategy for further integration of TEM into the new European transport context and the elaboration of the TEM Master Plan.

52. The Committee **requested** the secretariat to explore with the Governments concerned the possibilities for the creation of a project similar to TEM in the Central Asian and Caucasus sub-region. The Committee, bearing in mind that the development of such a project would require substantial funding, which is not available for the time being, **felt** that the secretariat would have to establish contacts with Governments, international organizations and private companies, etc.

(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.1/375 and Add.1.

53. The Committee **endorsed** the package of proposed amendments to the AETR introducing the digital tachograph definitively adopted by SC.1 at its ninety-eighth session

(TRANS/SC.1/375/Add.1). It **thanked** France for volunteering to transmit these proposals to New York to launch the notification procedure.

54. The Committee was informed by the secretariat that a new amendment to the AETR would be necessary in the short term in order to bring it into line with the provisions on driving and rest times that were being adopted Community-wide. It **took note** of the fact that these new amendments would not call into question those just adopted by SC.1.

55. The Committee **also took note** that, following the request the delegation of the Russian Federation had made at the sixty-sixth session, a seminar on the implementation of the new device would be organized in the Russian Federation with the assistance of the secretariat in the course of 2005. The secretariat said that it was seeking external financial support and the assistance of experts from the European Union countries in order to organize this event and that it had already received a promise of funds from a tachograph manufacturer.

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

Documentation: TRANS/SC.1/375.

56. The Committee **noted** that SC.1 had decided in favour of the proposal by UNIDROIT (TRANS/SC.1/375, paras. 41-45), in view of the results of the replies to the questionnaire on the two proposals introducing the possibility of an electronic consignment note in the context of the new Protocol to the CMR. The delegation of Germany expressed its regret that the ad hoc meeting of experts to discuss technical details had not taken place.

57. The Committee **hoped** that the text of the new Protocol would be finalized by the ninety-ninth session of SC.1 scheduled for October 2005.

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

Documentation: TRANS/SC.1/2002/4/Rev.4; TRANS/SC.1/2004/1.

58. The Committee **took note** of the list of reservations entered by the countries (TRANS/SC.1/2004/1) concerning the final version of R.E.4 (TRANS/SC.1/2002/4/Rev.4), the text of which it had adopted at its sixty-sixth session. It **expressed the hope** that certain reservations could be withdrawn in the future.

(iv) **Issuance of visas to professional drivers**

Documentation: TRANS/2005/2; TRANS/2005/8; TRANS/SC.1/2004/5.

59. Following a reminder by the Chairman of the Inland Transport Committee of the context of the problems surrounding the issuance of visas to professional drivers, the Committee **took note** of the fact that SC.1 and the Bureau of the Inland Transport Committee had exchanged

views on the basis of a technical note (TRANS/SC.1/2004/5) detailing at length the specific problems encountered by carriers in the CIS countries in obtaining visas and a document submitted by IRU, under the symbol TRANS/2005/8, proposing that a multidisciplinary group of experts should be set up to study the question and to propose pragmatic solutions.

60. It also **noted** that, in the absence of agreement on the proposal concerning the establishment of this ad hoc group, the Bureau had attached to the report of its meeting the proposal by the Russian Federation, seconded by Ukraine and Belarus, requesting the Inland Transport Committee to study the possibility of establishing a group of this nature, bearing in mind the Committee's strategic objectives set out in annex 1 to document ECE/TRANS/156.

61. The Committee **was also informed** by the secretariat that a draft agreement had been drawn up in the Black Sea Economic Cooperation (BSEC) Zone for simplifying procedures for the issuance of visas in the 12 countries members of this organization. The secretariat also said that the countries of the Southeast European Cooperative Initiative (SECI) had just adopted a protocol in which the Ministers of Transport had decided on the establishment of a multidisciplinary group of experts to harmonize and simplify procedures for the issuance of visas with the mandate to take into consideration the provisions of the Schengen Agreement.

62. On the basis of these elements, the Committee held a further exchange of views on the subject. Belgium, representing Luxembourg as President of the European Union (EU), and speaking on behalf of the EU, said that the establishment of a group of this nature went beyond the mandate of the Inland Transport Committee and that the matter should be studied by other bodies. The Russian Federation, Kazakhstan, Belarus and Ukraine reasserted the need to break the deadlock. The Russian Federation proposed that the Committee should appeal to the competent authorities of the UNECE member States to ensure that adequate action was taken to find a solution to the problems relating to the issuance of visas.

63. The Committee unanimously acknowledged that the visa question was a genuine problem and, in its concern to find a compromise, entrusted a small group with preparing proposals. After having examined them, the Committee:

- **took note** of document TRANS/SC.1/2004/5 containing letters and a technical note received from eight countries (Armenia, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Republic of Moldova, Russian Federation, Ukraine), entitled "Harmonization of requirements concerning international road transport and facilitation of its operation";
- **recognized** the work undertaken in this Committee and in other multilateral and bilateral forums regarding this issue;
- **invited** the secretariat, in consultation with member States, to consider appropriate ways and means of informing the Committee about this work;

- **appealed** to all UNECE member Governments and international organizations concerned with a view to informing it about this issue;
- **invited** its member States and international organizations concerned to draw the attention of their competent authorities to this issue with the aim of considering it;
- **stood ready to contribute**, if invited, to finding adequate solutions, such as on the procedural and practical aspects of this issue.

64. In this context, the representative of the International Road Transport Union (IRU), on behalf of the road transport industry, regretted very much the fact that the Committee did not admit and did not identify the very serious difficulties of obtaining visas for professional drivers as an important barrier to trade and international transport in a pan-European context and that it did not take a more pro-active position on the subject.

65. The representative of Turkey expressed her support for any initiative which might be taken and for all efforts which might be made in this field within the UNECE.

66. The Committee also **requested** the secretariat to follow work on this question within BSEC and SECI and to keep it informed of developments.

ROAD TRAFFIC SAFETY

Documentation: TRANS/WP.1/94; TRANS/WP.1/96.

67. The Committee **adopted** the report of the Working Party on Road Traffic Safety (WP.1) on its forty-fourth session (TRANS/WP.1/94) and **took note** of the report on its forty-fifth session (TRANS/WP.1/96), pending final adoption at the forty-sixth session of the Working Party scheduled for March 2005.

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

Documentation: TRANS/WP.1/2003/1-5/Rev.4.

68. The Committee **thanked** the Russian Federation for transmitting to the United Nations Secretary-General for notification the proposed amendments to the Vienna Conventions, to the European Agreements supplementing them and to the Protocol on Road Markings (TRANS/WP.1/2003/1 to -5/Rev.4). It **noted** that the Contracting Parties had 12 months as from 28 September 2004, the date of the notification of these proposals, to state their decision in that regard.

69. The Committee **took note** of the progress made on updating and revising the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2), particularly as a result of the work of informal groups established to study and develop issues

concerning roadside checks; driving under the influence of alcohol, drugs and medication; seatbelt use; driving permits issued in accordance with the 1949 Convention on Road Traffic; pedestrians; variable message signs; and the safety of motorcyclists and moped-users (TRANS/WP.1/96, paras. 10-35).

70. Following the proposal submitted by the Chairman of WP.1 to give a more formal status to the existing small legal group, the Committee, in view of the importance and complexity of the legal subjects dealt with, **agreed** in principle, pending the decision of WP.1 at its forty-sixth session, to give the informal group the status of an ad hoc group. In the event of the agreement of WP.1, the Committee **approved** the holding of a meeting of this group in 2005 or 2006, if necessary.

(b) Follow-up to the Fourth Road Safety Week in the UNECE Region (5– 11 April 2004) and the Seminar on Aggressive Driving Behaviour (5 April 2004)

71. The Committee **welcomed** the interest to which the Fourth Road Safety Week had given rise in many countries and the success of the Seminar on Aggressive Driving Behaviour held in the Palais des Nations on 5 April 2004, in collaboration with the World Health Organization (WHO).

72. The Committee **noted** that, in accordance with the request by WP.1 at its September 2004 session, the secretariat had sent member countries a questionnaire in order to evaluate the impact of the Fourth Road Safety Week. It was informed, in this regard, that WP.1 had given the informal group, which had assisted in the preparation of the Seminar, the responsibility of evaluating the replies and considering the follow-up to be given to the Seminar both in statutory terms (Vienna Conventions, Geneva Agreements) and with regard to the Consolidated Resolutions.

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

Documentation: A/RES/58/289.

73. Although WP.1 was not designated as the coordinating body for road safety at the global level within the United Nations system as the Committee had suggested in its resolution No. 253 adopted in February 2004, the Committee **welcomed** the decisions taken by the General Assembly at its special session on 14 April 2004, as contained in resolution A/RES/58/289, on improving global road safety and particularly in operative paragraphs 2 and 3.^{1/}

^{1/} “2. Invites the World Health Organization, working in close cooperation with the United Nations regional commissions, to act as a coordinator on road safety issues within the United Nations system;

3. Requests the Secretary-General, in submitting his report to the General Assembly at its sixtieth session in accordance with resolution 58/9, to draw upon the expertise of the United Nations regional commissions, as well as the World Health Organization and the World Bank;”.

74. The Committee **thanked** the Chairman of WP.1, Mr. B. Périsset (Switzerland), and the Director of the UNECE Transport Division for their active participation in the meetings in New York on 14 and 15 April 2004.

75. In the context of the implementation of the General Assembly resolution, the Committee **noted with great satisfaction** that the development of collaboration between UNECE and the other regional commissions through WP.1 had made a very positive and constructive start. It **welcomed** the participation of the Directors of the Transport Divisions of the five United Nations regional commissions (TRANS/WP.1/96, paras. 36-49) in part of the forty-fifth session of WP.1 and in a meeting organized by WHO at its headquarters on 1 October 2004 to discuss future cooperation activities.

76. The Committee **supported unreservedly** the participation of WP.1 and the secretariat in the collaboration within the United Nations to improve road safety, in particular by means of the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2).

77. It also **welcomed** the role performed by the other four regional commissions in circulating WP.1's questionnaire on seat belts and child restraints to their member States.

78. The Committee **noted** that the second meeting on collaboration in road safety within the United Nations would be held following the forty-sixth session of WP.1 and that the Directors of the other four regional commissions had been invited to take part. It **welcomed** the fact that this second meeting would be held in the Palais des Nations. The Committee **thanked** the FIA Foundation for providing financial support to enable the Directors of the Transport Divisions of the other United Nations regional commissions to take part in this work.

(d) Participation of non-UNECE member countries in UNECE transport related meetings

Documentation: TRANS/2005/9.

79. The Committee was informed that, in the light of the decisions it had taken in resolution No. 253 (ECE/TRANS/156, annex 2), orientations given by the Bureau at its June 2004 meeting and General Assembly resolution A/RES/58/289, WP.1 had decided, after a lengthy discussion at its forty-fifth session, to propose the extension of participation to States that were Contracting Parties to the Vienna Conventions but not members of UNECE, and to give them the right to vote on relevant issues. It had then invited the Inland Transport Committee to support this approach, and, if it agreed, to submit a request in this regard to UNECE, in that the UNECE terms of reference permitted non-members to participate only on an advisory basis. If accepted, this proposal would become part of the rules of procedure of WP.1, the draft of which would be discussed at its forty-sixth session.

80. The Committee **noted** that the Office of Legal Affairs in New York had confirmed the need for the prior approval of UNECE. It also **noted** that the Bureau of the Committee, at its

meeting on 2-3 December 2004, had recommended that participation in WP.1 should be extended and that the same possibilities should be granted to the other subsidiary bodies of the Inland Transport Committee administering legal instruments, to which Contracting Parties that were not members of UNECE had acceded.

81. The Committee, **considering** that the Bureau's two recommendations were appropriate and timely, accordingly **invited** UNECE to approve these proposals.

HARMONIZATION OF VEHICLE REGULATIONS

Documentation: TRANS/WP.29/992; TRANS/WP.29/1016; TRANS/WP.29/1037.

82. The Committee **noted** the summary of activities of the World Forum for Harmonization of Vehicle Regulations (WP.29) and **approved** the reports of WP.29 on its one-hundred-and-thirty-second (TRANS/WP.29/992), one-hundred-and-thirty-third (TRANS/WP.29/1016) and one-hundred-and-thirty-fourth (TRANS/WP.29/1037) sessions.

(a) The 1958 Agreement and annexed UNECE Regulations

83. The Committee **noted** that, following the accession of Cyprus and Malta and the Republic of Korea, the Agreement reached 44 Contracting Parties. It also **noted** that five new Regulations were adopted by WP.29 and that, after their entry into force on 6 April 2005, the total number of the Regulations annexed to the Agreement would reach one-hundred-and-twenty-one (121). During 2004, thirty-six existing Regulations were updated by forty-five amendments.

(b) The 1998 (Global) Agreement

84. The Committee **noted** that, during 2004, the total number of the Contracting Parties to the Agreement remained the same (22). It **noted** with satisfaction that the first global technical regulation (gtr) concerning door locks and door retention components was adopted by the Executive Committee (AC.3) of the Agreement at its November 2004 session and 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 AC.3.

(c) The 1997 Agreement on Periodical Technical Inspections

85. The Committee **noted** that the number of Contracting Parties to the Agreement remained the same (seven). It also **noted** that the amendment to the Agreement, clarifying that the mutual recognition of the periodical technical inspections needs the agreement of the Contracting Parties where the vehicle is registered and where the periodical technical inspection is to take place, entered into force on 1 December 2004. The Committee **decided** to invite the European Community, as well as the 18 countries signatories of the Agreement, to accede or to ratify it. Furthermore, the Committee **noted** that, awaiting the final decision of the European Communities regarding its possible accession to the Agreement, WP.29 had decided to freeze current work concerning the development of the Agreement.

(d) **Additional resources for the WP.29 secretariat**

86. The Committee **noted** the allocation of a P-3 post to the Transport Division through an internal redeployment, to be effective on 15 June 2005, to assure the performance of the technical, legal and administrative functions for the development of the 1998 Agreement. The Committee **expressed** its gratitude to the Executive Secretary for this redeployment. Nevertheless, the Committee **considered** the tasks inherent to this post quite complex and **requested** that the post be upgraded to the P-4 level as originally requested.

RAIL TRANSPORT

Documentation: TRANS/SC.2/202.

87. The Committee **approved** the report of the fifty-eighth session of the Working Party on Rail Transport (SC.2) (TRANS/SC.2/202).

(a) **Rail transport infrastructure**

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

88. The Committee **noted** that, in total, 24 countries are at present Contracting Parties to the AGC Agreement, and it further **noted** the amendments proposed by Germany to Annex 1 of the Agreement (TRANS/SC.2/202, annex 1). The Committee **reiterated** the invitation to those Governments that had not yet acceded to the AGC, to examine the possibility of doing so (TRANS/SC.2/202, para. 21). It further **endorsed** the Working Party's approval of the updated version of Annex 1 of the AGC and the decision to set up a consolidated version of the Agreement, including a map of the AGC network (TRANS/SC.2/202, para. 22).

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

Documentation: TRANS/SC.2/2004/13; TRANS/WP.5/36.

89. The Committee **expressed its satisfaction** with the progress of the TER Project (TRANS/SC.2/2004/13) and the efforts made by the Project Central Office, TER member countries and the Transport Division during the year 2004, for the implementation of the new short-term strategy for further integration of TER into the new European transport context and the elaboration of the TER Master Plan.

90. The Committee **requested** the secretariat to explore with the Governments concerned the possibilities for the creation of a project similar to TER in the Central Asian and Caucasus sub-region. The Committee, **bearing in mind** that the development of such a project would require substantial funding, which is not available for the time being, felt that the secretariat would have to establish contacts with Governments, international organizations and private companies, etc.

(b) Facilitation of border crossing in international rail transport

Documentation: TRANS/SC.2/2004/7; TRANS/SC.2/2004/15; TRANS/2005/15.

91. The Committee **supported** the preparatory activities carried out, so far, by the UNECE secretariat, the OSZhD, involved countries and international organizations aimed at convening an International Conference on Facilitation of Railway Border Crossing and the Plan of Action for its preparation, as adopted at the first and second preparatory meetings. The Committee **invited** the Working Party on Customs Questions affecting Transport (WP.30) to initiate, as soon as possible, the elaboration of a new Annex on Railway Border Crossing Facilitation to the International Convention on the Harmonization of Frontier Control of Goods (1982) or, alternatively, to consider updating the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail, of 10 January 1952 and the International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail, of 10 January 1952.

92. The representative of the OSZhD, additionally, briefed the Committee about the status of preparation of the International Conference, while the representative of OTIF and the representative of Ukraine reiterated their interest and support for the convening of the said Conference on Facilitation of Railway Border Crossing.

93. The Committee also **noted** that 11 countries and 27 border crossing stations provided the data on border-stopping times in the observed period in 2004, and **supported** continuation of this activity of the Working Party.

(c) Safety and security in rail transport

Documentation: TRANS/SC.2/202.

94. The Committee **supported** the decision by the Working Party that, at this point in time, there was no need for the establishment of an ad hoc group which would develop recommendations for security and safety in rail transport. In addition, the Committee took note of the decision of the Working Party to review, at its next session, all relevant international agreements and other legal instruments in the area of rail safety and security (TRANS/SC.2/202, para. 8).

INLAND WATER TRANSPORT

Documentation: TRANS/SC.3/163.

95. The Committee **approved** the report of the Working Party on Inland Water Transport (SC.3) on its forty-eighth session (TRANS/SC.3/163).

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

Documentation: ECE/TRANS/120; TRANS/SC.3/164; TRANS/SC.3/144 and Add.1-4; TRANS/SC.3/2004/17.

96. The Committee **noted** the intention of the Working Party to adopt amendments to the AGN Agreement and to its annexes, based on the draft text appearing in TRANS/SC.3/2004/17. It **endorsed** the decisions of the Working Party relating to the publishing in 2005 of a revised publication of the Inventory of main standards and parameters of the E waterway network (Blue book) as well as the Map of European Inland Waterways in accordance with the data received or to be received from member Governments concerned. In this regard, the Committee **welcomed** the agreement reached by the delegations of Romania and Ukraine concerning the way of presentation in the Blue book of data on the E 80-09 waterway, which is to be supplemented with two footnotes formulated by each of the delegations. The Committee also **endorsed** the adoption by the Working Party SC.3 of a resolution No. 52 on a Recreational Navigation Network as set out in TRANS/SC.3/164.

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

Documentation: TRANS/SC.3/104/Add.6; TRANS/SC.3/2004/6; TRANS/SC.3/2004/7; TRANS/SC.3/2004/8.

97. 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, the Committee **noted**, in particular, the report prepared by the Group of Volunteer experts on the "Inventory of existing legislative obstacles that hamper the establishment of a harmonized and competitive Pan-European inland navigation market and proposals for solutions to overcome them" (TRANS/SC.3/2005/1) and **endorsed** the decision of the Working Party SC.3 to organize jointly, with ECMT, EU, and River Commissions, a Workshop on inland waterways, which is to be held in Paris on 22-23 September 2005.

98. The Committee **endorsed** the adoption by the Working Party of resolution No. 53 on Safety signs on board inland navigation vessels (TRANS/SC.3/104/Add.6); resolution No. 54 on amendment of the European Code for Inland Waterways (CEVNI) (TRANS/SC.3/2004/6); resolution No. 55 on Prevention of air pollution by diesel engines used on inland navigation vessels (TRANS/SC.3/104/Add.6); resolution No. 56 on Minimum manning requirements and working and rest hours of crews of vessels in inland navigation (TRANS/SC.3/104/Add.6); resolution No. 57 on Common principles and technical requirements for a Pan-European river information service (RIS) (TRANS/SC.3/2004/7); and resolution No. 58 on Vessel traffic services (VTS) on inland waterways (TRANS/SC.3/2004/8).

99. The representative of the Danube Commission informed the Committee that, as expected, the complete freedom of navigation on the Danube would be ensured after the opening for traffic of a new Sloboda express bridge and taking away a temporary pontoon bridge at Novi Sad in the first half of 2005.

100. The Secretary General of the CCNR informed the Committee that, a year ago, a high level study group (EFIN Group) was entrusted by the five CCNR member States with the task of drafting a report identifying conditions under which inland navigation is presently organized across Europe by international institutions (European Commission, river commissions, UNECE, ECMT, etc.) and to examine possible improvements of this institutional framework. The Governments and international organizations concerned are currently studying the report prepared by the EFIN Group (to be consulted at the following web address: www.efingroup.net) and would shortly be invited to express themselves with regard to possible follow-up action in this regard.

101. The representative of ECMT confirmed the intention to organize, jointly with UNECE, EC and river commissions, the Workshop on inland waterways to be held in Paris in September 2005. He said that the preparatory work had already been started within the Steering Committee, which is set up on the basis of the former Group of Volunteers on Legislative Obstacles. The same Steering Committee is also to take care of preparing, in liaison with the Dutch and Romanian authorities, the organization in 2006 in Bucharest of the next Pan-European Conference on Inland Water Transport. It is expected that the findings of the forthcoming Workshop on inland waterways would, to some extent, contribute to the preparation of the Bucharest Conference.

INTERMODAL TRANSPORT AND LOGISTICS

Documentation: TRANS/WP.24/105; TRANS/WP.24/103 and Corr.1;
www.unece.org/trans/wp24.

102. The Committee **approved** the reports of the Working Party on Intermodal Transport and Logistics (WP.24) on its forty-first and forty-second sessions.

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

Documentation: TRANS/WP.24/2005/3; TRANS/WP.24/2004/5.

103. The Committee **took note** of the “model” action plans and partnership agreements, including operational benchmarks, that have been prepared by the Working Party to facilitate the conclusion of cooperative arrangements among Governments and with the private sector towards more efficient international intermodal transport services. It **endorsed** the view of the Working Party to prepare, at this stage, a recommendation on the subject rather than detailed amendment proposals for inclusion into the AGTC Agreement. Following its adoption by the Working Party

in March 2005, such a recommendation could then be transmitted to the ECMT Council of Ministers and thereafter to the Committee for endorsement.

(b) Reconciliation and harmonization of civil liability regimes governing intermodal transport

Documentation: TRANS/WP.24/103.

104. The Committee **noted** that the Working Party had postponed further work on this subject in view of little progress made by the United Nations Commission on Intermodal Trade Law (UNCITRAL) in the preparation of an international instrument on maritime law that would extend to all contracts of carriage involving a sea leg, irrespective of their length or economic importance. Given the interest in establishing a civil liability regime applicable to European intermodal transport, covering road, rail, inland water and short sea shipping, the Committee **requested** the Working Party and its informal ad hoc expert group to continue to closely monitor and evaluate all pertinent activities in this field, particularly those by UNCITRAL and to prepare, if appropriate, proposals for solutions at the Pan-European level.

(c) ECMT/UNECE Seminar on Intermodal Transport between Europe and Asia

Documentation: TRANS/2005/12; TRANS/WP.24/2005/1.

105. The Committee **welcomed** the conclusions of the “Seminar on Intermodal Transport between Asia and Europe: Opportunities and Challenges” that had been organized jointly by ECMT and UNECE in cooperation with the Government of the Ukraine (Kiev, 27-28 September 2004) and asked, in this connection, the representative of Ukraine to transmit its thanks to the Government of Ukraine for having hosted the Seminar. In this context, it also **noted with appreciation** the cooperative arrangements with ECMT in this field that had, led in 2004, to the creation of the “Joint ECMT/UNECE Working Party/Group on Intermodal Transport and Logistics” consisting of separate ECMT and UNECE segments meeting back-to-back.

BORDER CROSSING FACILITATION

Documentation: TRANS/WP.30/212; TRANS/WP.30/214; TRANS/WP.30/216.

106. The Committee **approved** the reports of the Working Party on Customs Questions affecting Transport (WP.30) on its one-hundred-and-sixth, one-hundred-and-seventh and one-hundred-and-eighth sessions (TRANS/WP.30/212; TRANS/WP.30/214; TRANS/WP.30/216).

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

Documentation: TRANS/WP.30/AC.2/73; TRANS/WP.30/ AC.2/75.

107. 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.

108. The Committee **welcomed** the progress made in the revision of the TIR Convention, endorsed the work of the Ad hoc Expert Group on Phase III of the TIR revision process and **decided** to prolong the mandate of the Expert Group. In relation to the computerization of the TIR procedure, the Committee, in particular, **welcomed** the finalization of the first step of the computerization project as well as the steps towards defining the future system and **decided** to prolong the mandate of the Group of Experts on the TIR revision process to the year 2005 in order to make further progress on the issue of computerization of the TIR procedure, in particular noting that the computerized TIR procedure should encompass elements of supply chain security, if possible.

109. The Committee **noted** that the operation of the TIR secretariat had not been included in the UNECE submission for the regular budget of the UN for the budget cycle 2006-2007.

110. The Committee also **took note** of the reports of the Administrative Committee for the TIR Convention, 1975 at its thirty-sixth and thirty-seventh sessions (TRANS/WP.30/AC.2/73; TRANS/WP.30/AC.2/75).

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

Documentation: TRANS/WP.30/AC.3/2005/1.

111. The Committee **noted** that the new draft Annex 8 to the Convention on border crossing procedures for international road transport, including its technical appendices on international technical inspection and vehicle weight certificates, had not yet been considered by the Administrative Committee for the Harmonization Convention. The Committee **urged** the Administrative Committee to consider and adopt the new draft Annex 8 at its session in June 2005.

112. The Committee **welcomed** the initiative to develop a new annex concerning the facilitation of rail transport and invited the Working Party and the Administrative Committee, as a priority, to consider this issue as soon as the elements for a new draft annex would be available.

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

Documentation: TRANS/2005/13 and Corr.1.

113. The Committee **considered** document TRANS/2005/13 and Corr.1, prepared by the secretariat, containing 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, as it had been adopted by the Working Party in February 2004. The Committee **adopted** the text as reproduced in TRANS/2005/13 and Corr.1, and **decided** that the Convention should be open for signature in Geneva from 1 August 2005 until 31 July 2006. The Committee was pleased with the progress made in facilitating border crossing and encouraged the countries concerned to accede to the Convention as soon as possible. The Committee entrusted the secretariat with the verification

and preparation of the final text for signature. In this context, the Committee recalled that the Convention enters into force six months after the date on which five Contracting Parties to the SMGS Agreement have signed the present Convention without reservations or have deposited their instrument of ratification or accession.

TRANSPORT OF DANGEROUS GOODS

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

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

114. The Committee **noted** that the Committee of Experts held its second session on 10 December 2004 and considered the work of its two Sub-Committees over the 2003-2004 biennium (ST/SG/AC.10/32 and Add.1-3).

115. The Committee **noted** that, as the result of the adoption by the Committee of Experts of new and revised recommendations, the secretariat will publish in 2005: the fourteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations (ST/SG/AC.10/1/Rev.14); amendments to the fourth revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria (ST/SG/AC.10/11/Rev.4/Amend.1); and the first revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (ST/SG/AC.10/30/Rev.1).

116. The Committee **invited** 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 to take full account of these new recommendations.

117. The Committee **noted** that the Committee of Experts had prepared a draft resolution for consideration by the Economic and Social Council at its 2005 substantive session (ST/SG/AC.10/32, annex 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.1/96 and Add.1.

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

Documentation: TRANS/WP.15/176; TRANS/WP.15/178 and Add.1 and Corr.1; TRANS/WP.15/179 and Add.1; TRANS/WP.15/181.

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

Documentation: TRANS/WP.15/AC.2/17 and Add.1; TRANS/WP.15/AC.2/19 and Add.1.

118. The Committee noted with satisfaction that:

- (a) the secretariat had published in 2004: (i) the 2005 version of ADR (ECE/TRANS/175) on the basis of the amendments which entered into force on 1 January 2005 (TRANS/WP.15/178 and Add.1 and Corr.1); (ii) the 2005 version of ADN on the basis of the amendments adopted in 2003 and 2004 (TRANS/WP.15/AC.2/17/Add.1);
- (b) the Working Party on the Transport of Dangerous Goods, the Joint Meeting of the Working Party and the RID Safety Committee and the Joint Meeting of Experts on the Regulations annexed to ADN had adopted new amendments to RID, ADR and ADN for entry into force on 1 January 2007.

119. The Committee **approved** the reports of the Working Party on the Transport of Dangerous Goods on its seventy-fifth and seventy-sixth sessions, of the Joint Meeting of Experts on the Regulations annexed to ADN on its ninth session, and of the Joint Meeting of the Working Party on the Transport of Dangerous Goods and the RID Safety Committee on its Autumn 2004 session, and **expressed** deep satisfaction for the work accomplished.

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

121. For ADN, the Committee **noted** with satisfaction that Austria, Hungary, 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.

122. The Committee **invited** Contracting Parties to ADR, which have not yet done so, to notify the secretariat of temporary bilateral or multilateral agreements (derogations); of the names and addresses of authorities and bodies designated by them which are competent in accordance with national law to implement ADR; of additional provisions (restrictions) within the scope of 1.9.3 (a) and (d), if any, applying on their territory; and of reports on serious accidents or incidents taking place during the carriage of dangerous goods on their territory, in accordance with their obligations resulting from paragraphs 1.5.1.1, 1.8.4, 1.8.5.2 and 1.9.4 of Annex A of ADR.

123. The Committee **decided** to delete the words “throughout Europe” in elements (a) and (c) of programme activity 02.7.

124. The Committee **invited** UNECE member States to implement the 2005 version of the Regulations annexed to ADN on a voluntary basis through national law, pending the entry into force of this Agreement.

TRANSPORT OF PERISHABLE FOODSTUFFS

Documentation: TRANS/WP.11/210; www.unece.org/trans/main/welcwp11.html.

125. The Committee **approved** the report of the Working Party on the Transport of Perishable Foodstuffs (WP.11) on its sixtieth session (TRANS/WP.11/210).

126. The Committee **took note** of the entry into force of Annex 3 to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) on 12 December 2004.

TRANSPORT STATISTICS

Documentation: TRANS/WP.6/147.

127. The Committee **considered** and **approved** the report of the Working Party on Transport Statistics (WP.6) on its fifty-fifth session (9-11 June 2004) (TRANS/WP.6/147).

128. The Committee was **informed** that the Working Party decided to publish the regular annual publications done under its auspices, (i) the Annual Bulletin of Transport Statistics for Europe and North America and (ii) Statistics of Road Traffic Accidents in Europe and North America, only on the web as PDF documents that are available to everyone interested in them at no cost (<http://www.unece.org/trans/main/wp6/transstatpub.html>).

129. The Committee **expressed its concern** about the slow progress made related to the introduction of the web version of the Common Questionnaire for transport statistics and **encouraged** the member countries of the European Union to explore with Eurostat the possibility of accelerating activities towards this end.

(a) Methodological developments

Documentation: TRANS/WP.6/2004/1/Rev.1.

130. The Working Party on Transport Statistics **adopted**, at its fifty-fifth session, the final version of the NST/2000 as reproduced in document TRANS/WP.6/2004/1/Rev.1. The Committee **considered** and **approved** this document.

(b) Preparations for 2005 E-Road and 2005 E-Rail Traffic Censuses

131. The ITC was **informed** about the activities that relate to the ongoing censuses: (i) 2005 Combined Census of Motor Traffic Inventory of Standards and Parameters on Main International Traffic Arteries in Europe, and (ii) 2005 E-Rail Traffic Census. The Committee **reminded** member countries about the following deadlines for the submission of final national reports to the secretariat:

- 1 March 2007 for the 2005 E-Road Census
- 30 June 2007 for the 2005 E-Rail Census.

TRANSPORT DIVISION WEBSITE

132. The Committee **noted** that in 2004, the UNECE Transport Division website underwent a restyling exercise in order to improve its image, user-friendliness and structure, and to align it with the overall framework of the new UNECE Web site. The Division home page was also revised and supplemented with new links, including the Euro-Asian Transport Links Project, as well as the Transport Statistics and Road Accidents Statistics Bulletin. Work in 2005 will focus on keeping the website easy to navigate and up-to-date.

RELATIONSHIP BETWEEN THE STRATEGIC OBJECTIVES AND THE PROGRAMME OF WORK OF THE COMMITTEE

Documentation: TRANS/2005/10; Informal Document concerning the revised version of TRANS/2005/10 on “Strategic Objectives of the Committee”.

133. At its sixty-sixth session, the Committee had adopted the draft Strategic Objectives of the Committee as prepared by its Bureau (TRANS/2004/2, annex 3, Appendix 1). It had also taken note of a supplementary paper (Appendix 2), which indicated certain potential major areas of future work (annex 3, Appendix 1, paragraph 11) and had requested its subsidiary bodies to review the table in the supplementary paper and identify issues which might be added to their respective programmes of work (ECE/TRANS/156, para. 14).

134. The Committee **approved** the revised table (TRANS/2005/10) as reproduced in the annex to this report, which reflects the results of discussions by its subsidiary bodies on the strategic objectives and the programme of work and **requested** its subsidiary bodies to modify their programmes of work accordingly.

SCHEDULE OF MEETINGS IN 2005

Documentation: TRANS/2005/4.

135. The Committee **considered** its schedule of meetings in 2005 based on proposals made by the Committee’s subsidiary bodies (TRANS/2005/4), and **adopted** it with a number of changes which will be included in the final version of the list of meetings to be circulated in ECE/TRANS/163. In this connection, it should be noted that, subsequent to the Committee’s sixty-seventh session, the dates of meetings may occasionally be modified in accordance with the

requirements of the respective bodies concerned. Therefore, it is recommended to consult the following UNECE Transport Division website where the most up-to-date version of the schedule of meetings will be posted: <http://www.unece.org/trans/meetings.html>.

ELECTION OF OFFICERS

136. The Committee **elected** Mr. Peter Päßgen (Germany) as Chairman and Mr. Evgeny Mokeev (Russian Federation) as Vice-Chairman for its session in 2006. The Committee **decided** that, after the 2006 session of the Committee, Mr. Mokeev would assume the chairmanship of the Committee for the sessions in 2007 and 2008.

COMPOSITION OF THE COMMITTEE'S BUREAU

137. The Committee **elected** Mr. J. Franco (Portugal) and Mr. W. Zarnoch (Poland) to its Bureau which will have the following composition until the end of the Committee's sixty-eighth session in 2006:

Chairman:	Mr. P. Päßgen (Germany)
Vice-Chairman:	Mr. E. Mokeev (Russian Federation)
Members:	Mr. S. Kouchinski (Belarus)
	Mr. B. Chevalier (France)
	Mrs. K. Kosmidou (Greece)
	Mr. W. Zarnoch (Poland)
	Mr. J. Franco (Portugal)
	Mrs. D. Constantinescu (Romania)
	Mr. J.-C. Schneuwly (Switzerland)
	Mrs. U. Armangil (Turkey)
	Mr. M. Mezherysky (Ukraine)

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

ANY OTHER BUSINESS

(a) Date of next session

138. The Committee **noted** that its sixty-eighth session is scheduled to be held from 7-9 February 2006.

(b) Tributes to Mr. H. Courtois, Mr. B. Griffioen and retirement of the Secretary of the ITC

139. The Committee **noted** that Mr. H. Courtois, head of the Belgian delegation and former Chairman of the ITC, would no longer be attending the sessions due to his approaching retirement. The Committee thanked Mr. Courtois for his high-level contribution to the work of the ITC and wished him a long, merited and happy retirement.

140. The Committee also **noted** the forthcoming retirement of Mr. B. Griffioen, head of the delegation of the Netherlands and thanked Mr. Griffioen for his much valued contributions over the years. The Committee wished Mr. Griffioen a long and happy retirement.

141. The Committee also **wished** a long and happy retirement to its Secretary, Mr. Helmut Lehmacher, who will be retiring at the end of July 2005, after thirty-one years' service in the UNECE Transport Division. The Committee thanked Mr. Lehmacher for his outstanding personal commitment, that had contributed notably to its work.

ADOPTION OF THE REPORT OF THE SIXTY-SEVENTH SESSION.

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

Annex

**RELATIONSHIP BETWEEN THE STRATEGIC OBJECTIVES AND
THE PROGRAMME OF WORK OF THE COMMITTEE**

Note : At its sixty-sixth session, the Committee had adopted the Strategic Objectives of the Committee as prepared by its Bureau (TRANS/2004/2, annex 3, Appendix 1; TRANS/2004/18). It had also taken note of a supplementary paper (TRANS/2004/2, Annex 3, Appendix 2; TRANS/2004/19), which indicated certain potential major areas of future work (TRANS/2004/2, annex 3, Appendix 1, paragraph 11; TRANS/2004/18, para. 11) and had requested its subsidiary bodies to review the table in the supplementary paper and identify issues which might be added to their respective programmes of work (ECE/TRANS/156, para. 14).

The list of issues referred to in para. 11 of the Strategic Objectives (TRANS/2004/18), which have been taken into account by the subsidiary bodies when reviewing the table are :

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

The revised table reproduced hereafter reflects the results of discussions by the respective subsidiary bodies on the strategic objectives and the programme of work.

BODY	ISSUES								
	1	2	3	4	5	6	7	8	9
WP.5 02.1	CA: ^{v/} (f)			CA: ^{v/} (j)(a)					CA: ^{v/} (a)
SC.1 02.2.1 02.2.2	1 (a)	(a)				(g)	1 (b)	(c)	
WP.1 02.3		(b)	(b)						
WP.29 02.4.1 02.4.2		(a)			(a) all elements		(a)		
SC.2 02.5.1 02.5.2	I(g)	(ii)	I(e)	I(a) (c)					
SC.3 ^{ii/} 02.6.1 02.6.2	(a)	(k)(l)(m)(n)		(a) (c)(f)	(a)(b)(d)(f)(n)	(n)			
WP.15 ^{iii/} 02.7	(a)(c)	(a)(b)(c)		(a)(b)(c)			(a)(b)(c)		(a)(b)(c)
T&E&H 02.8									
WP.24 ^{iv/} 02.9	(b)(h)	(d)(e)(f)	(f)					(d)	(c)
WP.30 ^{v/} 02.10	(h)	(f)(g)		(f)(e)		(f)(g)	(a)(f)(g)		(b)(c)
WP.11 02.11				(g)	(e)				
WP.6 02.12.1 02.12.2			(a)(ii)				(a)(ii)	(b)	

i/ CA : Continuing Activities

ii/ The Working Party on Inland Water Transport (SC.3), at its forty-eighth session, provisionally agreed to add to its programme of work a specific reference to “transport security” and to amend the description of the programme activities accordingly when considering the programme of work for the period 2006 – 2010 in 2005. This would allow them to make a reference to the strategic objectives of the Committee in column 7 of the table (TRANS/SC.3/163, para.5).

iii/ 81. The Working Party on the Transport of Dangerous Goods (WP.15) took note of documents TRANS/2004/18 and TRANS/2004/19 concerning the Committee’s strategic objectives, in particular the request to identify the issues that could be added to its programme of work on the basis of the table reproduced in document TRANS/2004/19 (TRANS/WP.15/181, paras. 81-85).

82. The Working Party stressed that its priority in its work had always been, and continued to be, to ensure the safety of the carriage of dangerous goods. In considering questions of safety, the Working Party had always found itself involved in a subsidiary discussion on security issues, since security concerns sometimes went along with safety concerns and sometimes opposed them. The Working Party’s work also had a direct effect on transport facilitation on account of the standardization of the rules concerning the three modes for inland transport of dangerous goods, in a geographical context which already went beyond the UNECE region, and in keeping with the rules relating to air and sea transport.

83. In considering the table in document TRANS/2004/19, the Working Party was of the opinion that several of the subjects mentioned were already topical issues in its programme of work:

a) Development of transport links between Europe and Asia: ADR facilitated the international transport of dangerous goods and several Central Asian countries (Kazakhstan, Azerbaijan) or countries which had common borders with Asian countries (Russian Federation) were already Contracting Parties. In addition, the Asian countries of the Association of South-East Asian Nations (ASEAN) had already expressed an interest in ADR or had already included its provisions in their national legislation (e.g. Thailand);

b) Use of telematics and smart transport systems: This should make it possible to improve both safety (vehicle safety, detection of leaks) and security (follow-up of vehicles and containers) in the future;

c) European integration: Since the European Union had decided to implement Annexes A and B of ADR in domestic traffic and since ADR governed international transport with neighbouring countries, work on ADR was important for European

integration and should be reinforced with a view to the harmonization of local conditions of carriage;

d) Transport security: Provisions had already been included in Chapter 1.10 of ADR and would be updated as appropriate;

e) Globalization of the economy: ADR was regularly updated on the basis of the United Nations Model Regulations on the Transport of Dangerous Goods so as to bring it into line with the rules applicable to the different transport modes worldwide.

84. The Working Party considered that an addition should accordingly be made to the table in document TRANS/2004/19 by including “(a), (b), (c)” in columns 2, 4, 7 and 9 and “(a)” and “(c)” in column 1.

85. The Working Party considered that it was unnecessary to change the wording of (a), (b) or (c) or activity 02.7 of the programme of work, except that the words “throughout Europe” should be deleted in paragraphs (a) and (c) since ADR and RID already had several non-European Contracting Parties (Central Asia, North Africa, Middle East).

^{iv/} The Working Party on Intermodal Transport and Logistics (WP.24) took note of the strategic objectives adopted by the Inland Transport Committee (ITC) (TRANS/2004/18). Reviewing document TRANS/2004/19, the Working Party felt that its programme of work, adopted at its fortieth session (TRANS/WP.24/101) and subsequently approved by the ITC in February 2004 (ECE/TRANS/156/Add.1), was in line with the strategic objectives of the ITC. It decided, however, to add to this programme specific references to “transport safety and security” as well as to “globalization of the world economy” and to amend the description of its programme activities accordingly when considering the programme of work for the period 2006 to 2010 in autumn 2005 (TRANS/WP.24/105, para. 4).

^{v/} The table is currently under study by the Working Party on Customs Questions affecting Transport (WP.30). The indications as reflected at present in the table are those proposed by the Inland Transport Committee (see also TRANS/2004/19).
