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INLAND TRANSPORT COMMITTEE

Working Party on Road Transport
(Ninety-sixth session, 7-10 October 2002)

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

ATTENDANCE

1. The Working Party on Road Transport held its ninety-sixth session in Geneva from 7 to 10 October 2002. Representatives of the following ECE member States participated: Denmark; Finland; France; Germany; Hungary; Latvia; Luxembourg; Netherlands; Poland; Portugal; Romania; Russian Federation; Spain; Sweden; Switzerland; United Kingdom.

Also represented were the European Commission and:

- The following intergovernmental organizations: European Conference of Ministers of Transport (ECMT), International Institute for the Unification of Private Law (UNIDROIT) and Trans-European North-South Motorway (TEM) Project;
- The following non-governmental organizations: Council of Bureaux of the Green Card System, International Road Transport Union (IRU), International Road Federation (IRF) and Intelligent Transport Systems and Services-Europe (ERTICO).

OPENING OF THE SESSION

2. The meeting consisted of two parts: the first day (day of 7 October) was entirely devoted to consideration of Consolidated Resolution R.E.4, and the second (from 8 to 10 October) was devoted to the work of SC.1 itself. It was chaired by Mr. J. Alaluusua (Finland).

SPECIAL SESSION ON THE CONSOLIDATED RESOLUTION R.E.4

Document: TRANS/SC.1/2002/4

3. At its sixty-fourth session (18-21 February 2002), the Inland Transport Committee supported the proposal by the Working Party on Road Transport (SC.1) to organize a special day in 2002 to finalize the text of the new Consolidated Resolution on the Facilitation of Road Transport (R.E.4).

4. Representatives of Finland, France, Portugal, Romania, Russian Federation, Spain and Switzerland attended on that occasion, along with the European Commission, ECMT and IRU. On the basis of the draft prepared by the secretariat (TRANS/SC.1/2002/4), SC.1 read through the text paragraph by paragraph. It was thus able to take note of the reservations expressed by the countries and introduce a number of amendments to the text. The list of points in question can be found in annex 1. The Chairman of SC.1 said that he did not mean to continue discussion of the text of the draft new R.E.4 after the ninety-seventh session of the Working Party and that he intended to transmit the final text to the February 2004 session of the Inland Transport Committee. He therefore requested the secretariat to send the text to member States, reworded in accordance with the observations made so that the countries could make public any reservations and/or their final comments.

INTRODUCTION TO THE REGULAR SESSION

5. Mr. José Capel Ferrer, the Director of the UN/ECE Transport Division, welcomed the delegates. He congratulated the Working Party on the remarkable work it had done on the AETR and asked for a country to volunteer to send official proposals for amendments to New York. If that country so requested, the proposals could be sent by the secretariat.

6. He also welcomed the progress achieved on the current amendments concerning the annex to the AGR and hoped that the work would be finalized in 2003. He also noted that the Economic and Social Commission for Asia and the Pacific (ESCAP) was currently working on a draft agreement for major roads in Asia inspired by the AGR. He said that he would attend a meeting on the subject scheduled in Bangkok early in November 2002 during which he intended to raise the problems of homogeneity of the "E" and "AH" networks for member countries of UN/ECE and ESCAP.

7. With reference to the CMR, he offered the logistical support of the secretariat, if necessary, so as to expedite the work on finalizing the draft Protocol to enable the electronic consignment note to be used.

8. Lastly, referring to the request by the Inland Transport Committee at its February 2002 session to all its working parties concerning safety in transport, he invited SC.1 to check whether, within its sphere of competence, any sectors were directly or indirectly concerned by this problem. He said that the secretariat should report to the Inland Transport Committee in February 2003 on the results of the activities carried out by the subsidiary bodies in this regard.

ADOPTION OF THE AGENDA (agenda item 1)

Document: TRANS/SC.1/370

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

ACTIVITIES OF ECE BODIES AND INTERNATIONAL ORGANIZATIONS OF INTEREST TO THE WORKING PARTY (agenda item 2)**(a) Inland Transport Committee and its subsidiary bodies**

Documents: ECE/TRANS/139 and Add.1; TRANS/2002/15; TRANS/SC.1/369

10. The Working Party was informed that the Inland Transport Committee, at its sixty-fourth session, had approved the report of SC.1 (ECE/TRANS/139, para. 42).

11. The Working Party was informed by the secretariat that the Inland Transport Committee had adopted a resolution (ECE/TRANS/139, annex 1) on safety in tunnels endorsing the work of the Ad Hoc Multidisciplinary Group of Experts on Safety in Tunnels and defining guidelines for future work. It was also informed that, as requested by the Inland Transport Committee, the secretariat had sent European UN/ECE member States the questionnaire on the issue of visas to professional drivers (see also paragraphs 33 to 36).

(b) International organizations

12. The representative of ECMT informed the Working Party of the results of the Council of Ministers of Bucharest concerning road transport, with reference to the multilateral quota, social harmonization, visas (new resolution adopted), fraud and terrorism in transport.

13. The representative of the International Road Transport Union (IRU) informed the Working Party of the results of the 28th IRU World Congress held in Bucharest from 30 May to 1 June 2002 and gave a brief presentation of the documents and brochures made available to delegates, in particular those concerning emerging markets and sustainable development. He also said that IRU would hold an East-West regional conference in Budapest on 15 and 16 May 2003. Lastly, he provided information on the developments in the IRU Academy and said that 23 training centres across Europe had been accredited to date.

14. The representative of the International Road Federation (IRF) informed SC.1 of the results of the Belgrade Congress on reconstruction of roads in South-East Europe and expressed the hope that the Working Party would concern itself with financing infrastructures in Eastern Europe and study the possibility of establishing machinery to monitor the compliance of "E" roads with the standards defined in the AGR.

IMPLEMENTATION OF THE AETR (agenda item 3)

Documents: TRANS/SC.1/2001/13 and Add.1; TRANS/SC.1/AC.6/4;
TRANS/SC.1/AC.6/2002/1/Add.1 and informal document No. 1

15. At its ninety-fifth session, SC.1 had decided, in order to permit the adoption of all the necessary amendments for the introduction of the digital tachograph into the AETR (which concerned the Agreement itself, its annex and its appendices), to convene the Ad Hoc Working Group a second time with the mandate to review all those amendments and examine carefully their legal consistency and, if necessary, propose the necessary adaptations. The Ad Hoc Working Group, the establishment of which had been approved by the Inland Transport Committee, met on 11 and 12 April 2002. Its report was published under the symbol TRANS/SC.1/AC.6/4.

16. Before initiating the discussion, the representative of the European Commission informed delegates of the progress of work at the Community level. He said that Annex 1B had been officially adopted on 13 June 2002 by the Commission (Regulation (EC) 1360/2002) and that its publication, governing the entry into force of the digital tachograph on the territory of the European Union, had taken place on 5 August 2002 (OJ L 207/1). A copy of the official version of Annex 1B (approximately 250 pages) had been made available to delegations (*cf. informal document No. 1*). He also said that, in the context of the introduction of the digital tachograph, two projects had been initiated, one known as “Urba 2000” for studying the issue of drivers’ cards, the other known as “Tachonet” (basis of the card issue system). Lastly, he informed the Working Party of the state of progress of ongoing discussions in the Council and in the European Parliament on proposals for amendments to Regulation 3820/85 (EC) concerning driving and rest times.

17. After the secretariat had presented the results of the work of the Ad Hoc Working Group, SC.1 considered and adopted the proposals annexed to the report TRANS/SC.1/AC.6/4 with the following amendments and additions:

The following information would be added to article 22 bis: “... *Commission Regulation (EC) No. 1360/2002 of 13 June 2002 (Official Journal No. L 207/1 of 5 August 2002) ...*”.

In Appendix 1B, article 1, preamble, paragraph 1, the following information had been added: “... *as well as by Commission Regulation (EC) No. 1360/2002 of 13 June 2002 ...*”.

In Appendix 1B, article 2, Introductory provisions, the following information was added: “... *Commission Regulation (EC) No. 1360/2002 of 13 June 2002 as published in the Official Journal of the European Communities No. L 207/1 of 5 August 2002 ...*”.

18. Concern was expressed by non-European Union countries as to the attitude their monitoring authorities should adopt when they were required to inspect new vehicles equipped with digital tachographs coming from the European Union in the period between the entry into

force of Annex 1B in the European Union (2004) and the end of the transitional period for which the new provisions of the AETR provided (scheduled around 2008 or 2009). Some participants also wondered to what extent third countries had a legal obligation to accept vehicles equipped with the digital tachograph. The secretary of SC.1 stated that this situation had been foreseen and was governed by paragraph 3 of the new article 10.

19. The Working Party agreed that it was necessary to organize in 2003 or early in 2004 another information and training day for the monitoring authorities of third countries, like that which had been organized in parallel with the ninety-fifth session of SC.1. The representative of ERTICO said that, under an agreement with the Commission, his organization had already organized training sessions in several countries but that the contract would end this year. The European Commission had been invited to envisage the possibility of releasing additional resources for that purpose.

20. The Working Party decided to transmit the proposals adopted by the Inland Transport Committee for acceptance. The representative of France said that he was prepared to send the proposals for amendments to the Secretary-General under the procedures defined by the AETR. All the amendments adopted by SC.1 can be found in document TRANS/SC.1/371/Add.1.

21. The Working Party took note of documents TRANS/SC.1/2001/13 and Add.1 giving a list of addresses of the authorities responsible for monitoring the implementation of the AETR. It invited countries which had not yet done so to send the secretariat as soon as possible the address of their national competent authority or authorities so that as exhaustive a list as possible could be compiled.

ROAD TRANSPORT INFRASTRUCTURE (agenda item 4)

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

Documents: TRANS/SC.1/AC.5/36; TRANS/SC.1/2002/3; TRANS/SC.1/2002/5; TRANS/SC.1/2002/6 and Add.1; TRANS/SC.1/2002/11; TRANS/SC.1/2002/13 and Rev.1; informal document No. 6

(i) Status of prior amendments to the AGR

22. The Working Party was informed that draft amendments to the AGR adopted by SC.1 at its ninety-fifth session in 2001 had entered into force on 29 August 2002. It took note of a consolidated version of the AGR (TRANS/SC.1/2002/3) and the map of the AGR network updated in 2002.

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

23. The Working Party adopted the proposals to amend Annex 1 to the AGR as proposed at the eighteenth session of the Ad Hoc Meeting on the Implementation of the AGR (TRANS/SC.1/AC.5/36) with the exception of the proposal concerning the section of the E 40 from Leninogorsk to Ust Khan. The Working Party also adopted the proposal by Slovenia

concerning the E 653 (TRANS/SC.1/2002/5) and the proposal by the Russian Federation to extend the E 125 to Ishim (TRANS/SC.1/2002/11). It asked the secretariat to transmit these proposals to the Secretary-General in order to initiate formal amendment procedures.

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

24. The Working Party endorsed the proposals for amendments to Annex II of the AGR adopted by the Ad Hoc Meeting on the Implementation of the AGR at its eighteenth session (TRANS/SC.1/AC.5/36, annex 2), on the basis of a proposal by the TEM Project. It decided, however, to wait for the other existing proposals for amendments to Annex II to be adopted so that all the proposals concerning this Annex could be transmitted globally as a package to the Secretary-General.

25. In order to expedite the work on Annex II, the Working Party requested the Inland Transport Committee to agree to the holding of a nineteenth session of the Ad Hoc Meeting in 2003 in order to consider the proposals made by France (TRANS/SC.1/2002/6) and the secretariat (TRANS/SC.1/2002/6/Add.1) on the environment, and by Italy (informal document No. 6, the content of which can be found in document TRANS/SC.1/AC.5/2003/1) on the subject of safety in road tunnels. It also requested that the Ad Hoc Meeting should address the correspondence between the E road network and the Asian road network, particularly in the light of developments in the draft legal instruments for the Asian road network based on the AGR which ESCAP was in the process of drawing up. The Working Party took note of document TRANS/SC.1/2002/13 (and Rev.1) prepared by the secretariat. In the event of the Inland Transport Committee's agreement, this meeting would be held on 6 and 7 May 2003.

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

Document: TRANS/SC.1/2002/7

26. The new Project Manager of TEM, Mr. Marian Hantak, reminded the meeting of the objectives of the Project and reported on the latest information on its development (TRANS/SC.1/2002/7). In particular, he noted that:

- At 1 January 2002 the total planned length of the TEM network was 23,858 km, of which 7,467 km were in operation and 975 km under construction;
- Turkey had the highest percentage of TEM network length (29%);
- Slovakia had the fastest construction pace (7.1% of its national network); and
- Italy had the highest degree of completion (99.7%).

27. Mr. Hantak informed the Working Party that collaboration was under discussion with the European Commission aimed at the development of the Pan-European Transport Corridors and Areas, making use of the existing potential and experience accumulated by the TEM Project.

28. He invited the other UN/ECE member States, particularly the Baltic countries and the countries of South-East Europe, to join the Project.

29. The Working Party congratulated the TEM Project on 25 years of existence and asked that updated information should be provided for the next session.

(c) Blue Corridor Project

30. The secretariat provided information on this cross-sectoral activity by the UN/ECE Energy and Transport Divisions. He said that the aim of the Blue Corridor Project was to promote the use of natural gas as a motor fuel for the international transport of goods and to establish corridors to be used by vehicles powered by natural gas.

31. The first meeting of the Task Force on the Project was held in Warsaw on 28 June 2002 and adopted Moscow-Berlin and Berlin-Rome as pilot corridors. The second meeting was scheduled to be held in Amsterdam on 25 November 2002.

32. The Working Party asked the secretariat to continue to provide it with information on the development of the Project.

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

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

Documents: TRANS/SC.1/2002/12; informal document No. 2

33. A representative of the WP.30 secretariat informed SC.1 of the state of progress of discussion on the new draft text of Annex 8 to the Convention on the Harmonization of Frontier Controls of Goods. He said that unofficial consultations would be held in November on the basis of a final draft which would be submitted in February 2003 for adoption by the Management Committee of the Convention. He also said that WP.30 would also be discussing the matter at its one hundred and second session (end of October 2002) and that reservations had been entered by several delegations, mainly with reference to provisions concerning the issue of visas to professional drivers. On account of those reservations, a decision might be taken on the withdrawal of the provisions relating to visas in order to ensure the adoption of Annex 8. The Working Party requested to be kept informed of the progress of work on the draft.

34. With reference to the subject of visas in particular, and in view of the concerns expressed by a number of delegations regarding the difficulties carriers encountered in obtaining visas, the Inland Transport Committee had requested at its sixty-fourth session that specific solutions should be sought to improve the situation. The Committee had made SC.1 and WP.30

responsible for considering the problem in detail at their forthcoming sessions. It had asked Governments to clarify their positions as quickly as possible by replying to a questionnaire prepared by the secretariat in order to define the problem more clearly.

35. The questionnaire having been sent out, the SC.1 secretariat presented a provisional summary of the 19 replies received; a final summary would be prepared for the meeting of the Inland Transport Committee to decide on the follow-up to be given to work on the subject.

36. The Working Party raised the possibility of making this a joint study with ECMT.

(b) Development of a Protocol to the CMR

Documents: TRANS/SC.1/2001/7; TRANS/SC.1/2002/1; TRANS/SC.1/2002/2
and Add.1 to Add.3; A/CN.9/WG.IV/WP.94

37. At its ninety-fifth session the Working Party had considered a draft text for a Protocol to the CMR, for the inclusion of electronic data interchange (EDI) in its procedures (TRANS/SC.1/2001/7) and had requested the secretariat to send out a questionnaire (document TRANS/SC.1/2002/1) asking countries to define their positions on the new draft Protocol.

38. The secretariat informed delegates that the United Nations Commission on International Trade Law (UNCITRAL) had also considered the legal aspects of electronic trade (see document A/CN.9/WG.IV/WP.94, paragraphs 86 to 104).

39. Professor Putzeys of UNIDROIT, on the basis of 13 replies received to the questionnaire (published under the symbols TRANS/SC.1/2002/2 and Add.1 and 2), submitted the analysis UNIDROIT had made of the comments sent in by the countries and contained in document TRANS/SC.1/2002/2/Add.3. He stressed the fact that all the replies were in favour of developing a new Protocol. The Working Party thanked Professor Putzeys for all the help contributed by UNIDROIT in preparing the project.

40. In order to give a concrete view of how the electronic consignment note worked, the TRANSWIDE Company, which had developed a computerized tool for the transmission of the data contained in the consignment note, made a live presentation of the consignment note, showing its follow-up, via the Internet, from the departure of the goods from the shipper's base to their reception by the consignee. He said that the system was already being used between Belgium and Germany.

41. The representative of Germany, however, raised a number of points which, in her opinion, had not yet been resolved in the draft Protocol presented, particularly with reference to the electronic signature. In order to make progress in this dossier, SC.1 asked the German delegation to submit specific proposals rapidly and decided to hold a meeting of an informal group of experts in the spring of 2003 (April or May) to prepare a draft text and resolve all the problems pending so that the new Protocol could be adopted as soon as possible.

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

Documents: TRANS/SC.1/2002/10; TRANS/SC.1/2002/8;
informal documents Nos. 3, 4 and 5

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

42. The representative of the Council of Bureaux informed the Working Party about the latest facts and developments in the International Motor Insurance (Green Card) System, as contained in the report of the President (TRANS/SC.1/2002/10), a summary of which can be found in annex 3 to this report. In particular, he gave details about the development of the situation in the following countries: Belarus, Kosovo, Moldova and Lithuania. The Working Party also took note of the updated list of inter-Bureaux agreements which reflected the latest status of membership of the Green Card System (informal document No. 3).

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

43. The Working Party was informed that there had been no new accessions to UN/ECE legal instruments in the field of road transport (informal document No. 4) since its ninety-fifth session and that detailed and up-to-date information on the status of the legal instruments was available on the web site of the UN/ECE Transport Division:
<http://www.unece.org/trans/conventn/legalinst.html>.

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

44. The representative of the International Road Transport Union (IRU) informed SC.1 that the Goods Transport Council of IRU had adopted a resolution in November 2001 (informal document No. 5) setting out IRU's position on the duties to which heavy vehicle traffic was subject. He also submitted a note, contained in document TRANS/SC.1/2002/8, on access to the profession of road haulage operator, in which IRU expressed a wish for the implementation within UN/ECE of provisions to harmonize the qualitative criteria of access and their control. The secretariat, for its part, said that access to the profession was part of the two new recommendations adopted by the Ad Hoc Multidisciplinary Group of Experts on Safety in Tunnels in January 2002, following the accident in the St. Gotthard Tunnel. The Working Party requested the secretariat to submit proposals on the subject for its next session, on the basis of those already adopted in resolution ECMT/CM (2000) 10 final and in Community legislation. It considered that the opinion of the Inland Transport Committee should be requested on the possibility of incorporating the relevant provisions into the ongoing draft revision of R.E.4.

45. The representative of the International Road Federation (IRF) supported IRU's proposals and said that his organization was preparing a document on the problem of duties and was working with the European Parliament on the organization of a round table on the subject at the end of 2002 or early in 2003.

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

Documents: ECE/AC.21/2002/8 and ECE/AC.21/2002/9

46. The Working Party was informed by the secretariat of developments since its ninety-fifth session. The event of essential importance had been the Second High-level Meeting of 5 July 2002 with the participation of Ministers of Transport and representatives of the transport, environment and health sectors, and of many governmental and non-governmental organizations, during which a large number of decisions had been taken.

47. The High-level Meeting had approved the document (*ECE/AC.21/2002/3*) on the mid-term review of the Programme of Joint Action (POJA) prepared by the UN/ECE secretariat in accordance with the mandate given by the 1997 Vienna Conference on Transport and the Environment. During consideration of this document, the difficulties encountered in implementing the Programme and the lack of participation of the countries in transition were stressed. Future work should focus on the priority areas targeted. The document prepared by the WHO secretariat on the London Charter on Transport, Environment and Health was also endorsed.

48. The High-level Meeting also adopted the Transport, Health and Environment Pan-European Programme (THE PEP) (*ECE/AC.21/2002/9*), the instrument which would guide the Vienna and London processes in the future. The Programme comprised the following three components:

- Definition of the Policy Framework, focusing on priority areas;
- Definition of the Work Plan, outlining a number of specific and concrete activities which could serve as examples of how tangible progress could be made in the priority areas;
- Fusion of the follow-up bodies of the Vienna and London processes into a Steering Committee on Transport, Environment and Health so as to use resources more efficiently and better coordinate efforts internationally.

49. The High-level Meeting had requested that special attention should be paid to the needs of Newly Independent States (NIS) and the countries of South-Eastern Europe and had decided to make an assessment of progress achieved in the implementation of THE PEP by 2007 at latest. It was intimated that the first meeting of the Steering Committee on Transport, Environment and Health would take place on 7 and 8 April 2003.

50. The secretariat said that THE PEP had been transmitted to the World Summit on Sustainable Development in Johannesburg and would henceforth be regarded as a contribution to reinforcing the implementation of Agenda 21 adopted at the Rio Conference (http://www.johannesburgsummit.org/html/sustainable_dev/p2_health_sd.html).

51. Lastly, the High-level Meeting had adopted a Declaration summarizing all the decisions taken during the meeting (ECE/AC.21/2002/8). The meeting was reminded that all the documents relating to the follow-up of this work could be consulted on the UN/ECE web site at the following address: www.unece.org/poja.

52. The Working Party requested the secretariat to keep it informed of future developments in the follow-up of this work and to point out all those which might have an impact on the work of WP.1.

OTHER BUSINESS (agenda item 7)

Document: TRANS/SC.1/2002/9

53. The delegation of Spain drew SC.1's attention to the difficult situation in which professional drivers transporting goods became involved in spite of themselves, when charged with trafficking of all kinds, particularly drug trafficking, and said that this trafficking, which was not easily detected by the driver, even when he was present at the time of loading, generally occurred in the transport of fruit and vegetables (document TRANS/SC.1/2002/9).

54. The Working Party reviewed the matter and considered that it should be brought to the attention of WP.30. The representative of IRU thanked Spain for raising the subject which in some aspects was closely akin to that of clandestine immigration. He said that his organization was considering the possibility of distributing a booklet to drivers on the conduct to adopt, so as to help them to deal with the problem.

55. In accordance with the wish expressed by Mr. Capel Ferrer in his introductory statement (*cf. paragraph 8 above*), the Working Party requested that the issue of security should be taken into account at the next Ad Hoc Meeting on the Implementation of the AGR.

56. The Working Party was informed that its ninety-seventh session had been scheduled for the following dates: 28-30 October 2003, without counting the special day for familiarizing the monitoring authorities with the digital tachograph. The deadline for sending documents to the secretariat was set at 18 July 2003. A circular note would be sent to Governments, inviting them to submit documents for the ninety-seventh session.

ADOPTION OF DECISIONS (agenda item 8)

57. The Working Party adopted the summary of decisions of its ninety-sixth session on the basis of a draft prepared by the secretariat.

Annex 1

Consolidated Resolution R.E.4

Points which were the subject of reservations, comments or amendments

Noting:

- On page 2 regarding the Interbus Agreement, use the following text: “*This Agreement signed by the European Community and 13 third countries entered into force on 1 January 2003 in respect of the **contracting** parties to rectify it.*”;
- On page 3, adopt the following text as proposed by France: “*... in order to limit adverse effects or so as to respect the environment.*”

Paragraph 1.1. Introductory provisions

The following text was adopted: “*Road transport shall be carried out in a way that does not interfere with the public order, security, health and plurality of the host country, **that respects the environment**, and shall ...*”.

Paragraphs 1.2.1.5 and 1.2.1.6: Provisional reservations by Portugal

Paragraph 1.2.1.5: End of fourth indent, add a sentence on establishing a maximum time limit for customs and other formalities at borders, based on ECMT resolution 99/3 final.

Paragraph 1.2.1.6: Replace the existing text by the following: “*States should, within the context of existing rules and procedures, regularly examine the possibility to facilitate the granting of the visas for professional drivers of trucks and buses and study the possibility to:*

- *simplify formalities and limit the number and the type of written documents which are required,*
- *reduce the time necessary to obtain a visa for professional drivers,*
- *issue multiple entry visas for a validity of one year.*”

The Russian Federation requested the addition of the possibility to:

- “*accept the presentation by recognized transport associations of visa applications for professional drivers.*”

Paragraph 1.2.1.7: Replace the existing text by:

“*Tolls or user charges may be levied for expenses incurred by this country for road construction, maintenance and development. These tolls and user charges should **in general** be*

imposed only for the highest category of road from the technical point of view (for example, motorways, dual carriageways with similar characteristics or, where no such network exists, roads used for the international and interregional carriage of goods ('E' type roads) and, where applicable, for the use of bridges, tunnels and roads over mountain passes. Except in the case of the use of the last-mentioned infrastructures, tolls and user charges may not both be imposed at the same time for a single road section.

'User charges' consist in the payment of a specific sum giving the right of use to a vehicle during a given period (e.g. a week, one or several months, a year, etc.) of the road infrastructures referred to in the first paragraph and situated on the territory of the country where the charge is levied. The practical implementation of such charges might take the form of a vignette. Any such charges established by domestic legislation or by bilateral or multilateral agreement should be commensurate to the actual costs caused by road traffic. Rates shall be differentiated in terms of the costs to which road vehicles give rise.

'Toll' means payment of a specified amount for a vehicle travelling the distance between two points on the infrastructures referred to in the first paragraph above. The amount shall be based on the distance travelled and the type of the vehicle. The weighted average tolls shall be related to the costs of constructing, operating and developing the infrastructure network concerned."

The Russian Federation requested that the following sentence should appear in the text: *"On the basis of a bilateral or multilateral agreement, States may, subject to a reciprocal arrangement, exempt carriers from charges for the use of State-owned roads."*

Paragraph 1.2.1.9: Reference to be made to *"bilateral traffic"* only.

Paragraph 1.2.1.10: Replace the existing text by: *"Governments having in their country a system of authorizations for bilateral road transport should if possible issue, on request of **the competent authorities**, an authorization to the carriers of any country other than those with which they have concluded bilateral or multilateral agreements **as long as the principle of reciprocity is respected.**"*

Paragraph 1.2.1.11: Replace the existing text by: *"Without prejudice to other provisions of these principles, freedom of transit shall **should** be granted on major international traffic roads (E-roads in Europe, similar roads on other continents). Traffic should not be banned or subjected to such measures as transit duties, taxes **other than road taxes** or quotas."*

Paragraph 1.2.1.12: Replace the existing text by: *"States should grant vehicles carrying passengers or perishable foodstuffs or vehicles under cover of a customs transit document, priority over other **professional transport** vehicles, when crossing a border."*

Paragraph 1.2.1.13: Replace the existing text by: *"States should harmonize their requirements regarding the permissible maximum weight or dimensions for vehicles involved in international road transport and subject non-standard vehicles to a special authorization."*

The Russian Federation requested that the following sentence should be added: “*Norms and standards concerning weight and dimensions applied by States to their national carriers should also be applicable to the carriers of other States involved in an international road transport operation.*”

Paragraph 1.2.1.14: The fourth indent cannot be kept as it stands in 1.2.1.14. It should either be transferred to 1.2.1.5 or reworded as a negative (proposal expected from the secretariat).

Paragraph 2.1.6: Move the sentence beginning “*Unless authorized ...*” (proposal expected from the secretariat).

Paragraph 2.1.8: Second indent, read:

“– *The vehicles used are the property of that physical or legal person, or were bought by them on credit, or were made available to them under a long-term leasing contract and are driven by the physical **or legal** person himself or by an employee of the **legal person.***”

The concept of authorization should be defined or possibly a model authorization could be presented in an annex.

Paragraphs 2.2.1.3 and 2.2.1.6: Provisional reservations entered by the Russian Federation.

Paragraph 2.2.2.1: Delete the second sentence concerning accommodation.

Paragraphs 2.2.3.1-2.2.3.3: The secretariat should check the wording of the Interbus Agreement and consider whether the proposal by Lithuania can be included.

Paragraph 3.1.2: The secretariat was asked to simplify the definition of international goods transport by road on the basis of the proposal by IRU and to check the terms used in the ECMT definition.

Paragraph 3.2.1: Provisional reservations entered by Portugal.

Paragraph 3.2.2: For country reservations concerning the ECMT list on categories of transport of goods not subject to authorization, reference should be made to document TRANS/SC.1/2000/6 which contains resolution ECMT/CM (2000) 10 final.

Paragraph 3.2.4: Provisional reservations entered by Finland.

Chapter II: Provisional reservations entered by Portugal.

Annex III: Delete the CRTD, which is not yet in force, from the list.

Annex 2

DRAFT AMENDMENTS TO ANNEX I OF THE AGR

A. Main roads

(1) West-east orientation

(a) Reference roads

- On E 20, change reference town *Nyborg* to **Odense** (Denmark).

New overall reference:

E 20: Shannon - Limerick - Portlaoise - Dublin ... Liverpool - Manchester – Bradford - Leeds - Hull ... Esbjerg - Kolding - Middelfart - **Odense** - Korsør - Køge - København - Malmö - Helsingborg - Halmstad - Göteborg - Orebro - Arboga - Eskilstuna - Södertälje - Stockholm ... Tallin - St. Petersburg.

(b) Intermediate roads

- The **E 58** should pass through **Sculeni** and not through **Leucheni** (Moldova)

New overall reference:

E 58: Wien - Bratislava - Zvolen - Košice - Uzhgorod - Mukacevo - Halmeu - Suceava - Iasi - **Sculeni** - Kishinev - Odessa - Nikolaev - Kherson - Melitopol - Taganrog - Rostov-na-Donu

(2) North-south orientation

(a) Reference roads

E 123: Reroute the **Kostanay - Zhaksy - Esil - Derzhavinsk** section as follows:
 “**Kostanay - Zapadnoe - Buzuluk - Derzhavinsk**” (Kazakhstan)

New overall reference:

E 123: Chelyabinsk - **Kostanay - Zapadnoe - Buzuluk - Derzhavinsk** - Arkalyk - Zhezkazgan - Kyzylorda - Shymkent - Tashkent - Aini - Dushanbe - Nizhny Pyanj.

- **E 125 - Modification of the section between Kokshetau - Astana** (Kazakhstan) and extension of the section from **Petropavlovsk** (Kazakhstan) to **Ishim** (Russian Federation).

New overall reference:

E 125: Ishim - Petropavlovsk - Kokshetau - Shchuchinsk - Astana - Karagandy - Balkhash - Burubaytal - Almaty - Bishkek - Naryn - Torugart.

B. Branch, link and connecting roads

– *Extension of the E 008 (Tajikistan) west to join Dushanbe and east to the border of the People’s Republic of China*

New overall reference

E 008: Dushanbe - Kulab - Kalaikhumb - Khorog - Murgab - Kulma - border of China

– *E 011: Deletion of the Almaty - Kokpek section (Kazakhstan) and transposition of Kegen – Kokpek.*

New overall reference:

E 011: Kokpek - Kegen - Tyup.

– *E 012: Add Almaty – Kokpek and Chundzha - Koktal sections (Kazakhstan).*

New overall reference:

E 012: Almaty - Kokpek - Chundzha - Koktal - Khorgos.

– *E 013: Delete the Koktal - Khorgos section (Kazakhstan).*

New overall reference:

E 013: Sary-Ozek - Koktal.

– *E 016: Delete the Esil - Astana section.*

New overall reference:

E 016: Zapadnoe - Zhaksy - Atbasar - Astana.

– *New E road “Zhezkazgan - Karagandy - Pavlodar - Uspenka,” connecting E 123, E 125 and E 127 (Kazakhstan).*

Overall reference:

E 018: Zhezkazgan - Karagandy - Pavlodar - Uspenka

- *New E road “Petropavlovsk - Zapadnoe” connecting E 123 and E 125.*

Overall reference:

E 019: Petropavlovsk - Zapadnoe

- *Deletion of E 381 (Russian Federation) because of duplication with other E roads.*
- *New E road between Letenye and Tornyiszentmiklós (Hungary - Slovenia).*

Overall reference:

E 653: Letenye - Tornyiszentmiklós.

Annex 3

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

1. The Transport Division of the Economic Commission for Europe and the Council of Bureaux are continuing to cooperate on strategic issues of common interest.
2. The European Commission is currently working on a future 5th Motor Insurance Directive. Discussion of the impact of the proposal and in particular the role of a correspondent has taken place in the competent Council of Bureaux working groups.
3. In order to modernize and improve the two principal inter-Bureaux agreements (the Inter-Bureaux Uniform Agreement and the Multilateral Guarantee Agreement), a Council of Bureaux working group has developed a new agreement unifying their main principles. The General Assembly in Crete adopted the text of the agreement, the Internal Regulations, which will be implemented from 1 July 2003.
4. The bureau of Yugoslavia was suspended from the Council of Bureaux between 1 January 2000 and 1 November 2002, due to problems resulting from its incomplete payment of debts to other bureaux. Following the resolution of these issues, Yugoslavia was reinstated as a full member of the Council of Bureaux as from November.
5. Until recently the cross-border movement of road traffic in Kosovo had changed little since the termination of the conflict three years ago. To break the stalemate, the Kosovo authorities and insurers have proposed that the Yugoslav authorities should recognize the UN registration plates for Kosovo and the use of the international letters KS (or similar acceptable letters) as well as a special motor insurance 'zone' covering Kosovo and Yugoslavia. It is understood that both parties have recently reached an agreement on the proposals. If implemented the proposals will facilitate the cross-border movement of Kosovo vehicles and the provision of Green Cards to Kosovo motorists.
6. The General Assembly has approved the activation of the bureau of Latvia as a full member as from 1 January 2003 providing that it maintains its current performance.
7. The bureau of Belarus was admitted by the General Assembly as a Transitional Member of the Council of Bureaux as from 1 July 2002.
8. The compulsory motor third party liability insurance law has recently been passed by the Russian Parliament and signed into law by the Russian President. The law will come into force in mid-2003. The Council of Bureaux expects the first official contacts from a future Russian Bureau in early autumn this year to start the process of fulfilling the conditions for Council of Bureaux membership.
