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INLAND TRANSPORT COMMITTEE

Working Party on Road Transport
(Ninety-seventh session, 27-30 October 2003)

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

ATTENDANCE

1. The Working Party on Road Transport held its ninety-seventh session in Geneva from 27 to 30 October 2003. Representatives of the following ECE member States participated: Andorra; Belarus; Bulgaria; Croatia; Finland; France; Germany; Hungary; Latvia; Lithuania; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovak Republic; Spain; Sweden; Switzerland; Turkey; United Kingdom.

Also represented were the European Commission and:

- the following intergovernmental organizations: European Conference of Ministers of Transport (ECMT), International Labour Office (ILO), Trans-European North-South Motorway (TEM) Project and United Nations Conference on Trade and Development (UNCTAD);
- the following non-governmental organizations: Council of Bureaux of the Green Card System, International Road Transport Union (IRU).

Representatives of national carriers' associations and companies also took part, as guests of the special day on 27 October.

OPENING OF THE SESSION

2. The meeting consisted of two parts: the first (day of 27 October) was entirely devoted to the presentation of the digital tachograph and the implications for States members of the AETR of its inclusion in the Agreement; the second part (from 28 to 30 October) was devoted to the work of SC.1 itself. It was chaired by Mr. J. Alaluusua (Finland).

SPECIAL SESSION ON THE DIGITAL TACHOGRAPH (AETR)

Documents: two informal documents prepared for the session

3. In view of the concerns expressed by some delegations regarding the difficulties that the inspection authorities in non-European Union (EU) countries would encounter, as from 2004, in inspecting EU vehicles equipped with a digital tachograph, the Inland Transport Committee at its sixty-fifth session (18-20 February 2003) supported in principle the proposal by SC.1 to organize another information day similar to the one held in October 2001.

4. This was the purpose of the information day held on 27 October, the day before the opening of the SC.1 session proper, with the participation of a large number of delegates. The meeting was chaired by the secretariat and took place with the technical support of experts from the European Commission, France, the United Kingdom and Sweden on the basis of the programme drawn up specially for the day and contained in an informal document. The Working Party warmly thanked Sweden's Highways Administration which had made it possible, through its financial support, for Thierry Granturco, a consultant with Avocat, Granturco and Associates and a digital tachograph specialist, to be present. As an introduction, the representative of the European Commission informed delegates about the latest developments in the application of the digital tachograph in the European Union. All aspects relating to the introduction of the device were detailed in the presentation, including the approval of the monitoring device and the driver cards, the entry into service of the digital tachograph, the issue of driver cards, the use of the digital tachograph and of the driver cards (access to data and checks) and the maintenance of the digital tachograph.

ADOPTION OF THE AGENDA (agenda item 1)

Document: TRANS/SC.1/372

5. The provisional agenda prepared by the secretariat was adopted without changes.

ADOPTION OF THE REPORT (agenda item 2)

Documents: TRANS/SC.1/371 and TRANS/SC.1/371/Add.1

6. The above documents from the ninety-sixth session were adopted without changes.

ACTIVITIES OF ECE BODIES AND INTERNATIONAL ORGANIZATIONS OF INTEREST TO THE WORKING PARTY (agenda item 3)**(a) Inland Transport Committee and subsidiary bodies**

Documents: ECE/TRANS/152; TRANS/SC.1/369

7. The Working Party was informed that the Inland Transport Committee, at its sixty-fifth session, had approved the report of SC.1 (ECE/TRANS/152, para. 40).

8. The Working Party was informed by the secretariat of the decisions taken by the Inland Transport Committee, particularly those endorsing SC.1's proposal to hold a new special meeting on the implementation of the AGR and a special information day on the digital tachograph. With reference to the AGR meeting, the secretariat regretted the very poor attendance by delegates which not only was detrimental to the continuation of the work but was also likely to call in question the holding of such meetings with interpretation in the future. The secretariat also noted that the Inland Transport Committee had stressed that the Working Party should complete its work on the revision of the Consolidated Resolution R.E.4 with the incorporation of the provisions on access to the profession at its ninety-seventh session (ECE/TRANS/152, paras. 41 to 50).

(b) International organizations

9. The representative of ECMT informed the Working Party of the results of the Council of Ministers of Brussels in May 2003, when the fiftieth anniversary of the founding of ECMT had also been celebrated. She said that road transport had been the subject of two resolutions that had been adopted, one intended to improve the management of the quota system for ECMT multilateral authorizations, the other relating to the establishment of a monitoring system for the implementation of the regulations concerning driving and rest times. She stressed that in many areas involving road transport ECMT acted as intermediary between the European Union and the non-European Union countries.

10. The representative of the International Road Transport Union (IRU) informed the Working Party of his organization's work in 2003 which had particularly concerned research into the best possible industrial practices; these would be summarized in a forthcoming publication. He went on to say that the 2nd EuroAsian Road Transport Conference in Tehran on 6 and 7 October 2003 had put the emphasis on boosting road transport along the Silk Road and the Eurasian Transport Corridor, in particular by establishing a safe and acceptable road infrastructure network for international traffic. Lastly, he mentioned the holding of the second forum on the safety of buses and coaches in Courtrai (Belgium) on 17 October 2003.

IMPLEMENTATION OF THE AETR (agenda item 4)

Documents: TRANS/SC.1/371/Add.1; TRANS/SC.1/2003/2 and informal documents Nos. 3 and 6

11. The Working Party was informed that the proposed amendments to article 12 of the AETR on checking procedures, transmitted to Contracting Parties on 27 May 2003 by depositary notification C.N.512.2003.TREATIES-1, would be deemed to have been conclusively adopted on 27 November 2003 and would enter into force three months later.

12. The Working Party considered amendments aimed at clarifying the situation for vehicles registered in non-European Union countries equipped with a digital tachograph before the entry into force of the digital tachograph provisions in the AETR (around 2008 or 2009), submitted by France in TRANS/SC.1/2003/2, by the European Commission, France and the United Kingdom in informal document No. 3 and by the European Commission in a document prepared during the meeting on article 14 of the Annex to the AETR.

13. The Working Party adopted the new amendments concerning article 13 of the Agreement and article 14 of the Annex to the Agreement. The amendments to the text contained in document TRANS/SC.1/371/Add.1 appear in bold and are included in annex 1 to this report.

14. All the amendments adopted by SC.1, including those mentioned above, can be found in document TRANS/SC.1/373/Add.1.

15. The secretariat informed delegates that a consolidated version of the voluminous Annex 1B, incorporating the latest technical amendments adopted by the European Commission and the necessary adaptations for taking the AETR's own context into account, would be prepared in the three official UN/ECE languages.

ROAD TRANSPORT INFRASTRUCTURE (agenda item 5)

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

Documents: TRANS/SC.1/AC.5/36; TRANS/SC.1/AC.5/38; TRANS/SC.1/2003/3;
TRANS/SC.1/2003/9

(i) Status of prior amendments to the AGR

16. The Working Party was informed that the draft amendments to Annex I, adopted at its ninety-sixth session, would enter into force on 24 November 2003.

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

17. The Working Party endorsed the proposal by Germany, as suggested by the Ad Hoc Meeting on the AGR of 6 May 2003 (TRANS/SC.1/AC.5/38), to extend the E 441 to Hof (New overall reference: E 441: Chemnitz-Plauen-Hof).

18. With reference to the proposal by Azerbaijan (extension of the E 002 through Ordubad, Djulfa, Nakhchivan, Sadarak to the border with Turkey), SC.1 was informed that the Ad Hoc Meeting on the AGR had requested the secretariat to check with Armenia and Turkey, which were also concerned, whether the proposal was acceptable to them. They gave their agreement (TRANS/SC.1/2003/9), but in its reply Turkey proposed the continuation of the E 002 on its territory and also proposed a new road to end at Vale in Georgia.

The Working Party made a careful examination of this proposal and the routes proposed in Turkey on the basis of a map provided by the Turkish delegation during the meeting. After this examination it took the following decisions:

- The proposal by Azerbaijan (extension of the E 002 through Ordubad-Djulfa-Nakhchivan-Sadarak-border with Turkey) was adopted. The Working Party considered, however, that it would be more logical for the E 002 to continue north from Sadarak to the E 117 in Armenia as the latter country and the Ad Hoc Meeting on the AGR had proposed. Since no representative of Azerbaijan was present, SC.1 asked the secretariat to approach Azerbaijan in order to obtain its consent on this matter and on the attribution of a new number to the road to Turkey from Sadarak, continuing to Şanlıurfa as proposed by Turkey (see below). If Azerbaijan agreed, the overall reference of the E 002 would become Alyat-Saatli-Megri-Ordubad-Djulfa-Nakhchivan-Sadarak-Yereskhavan (junction with the E 117).

As regards the proposals by Turkey, SC.1 adopted the proposals for new routes with a view to:

- Creating a new E road from Sadarak (from the E 002 in Azerbaijan) to Şanlıurfa (Overall reference: Sadarak-Dilucu-Iğdir-Doğubeyazit-Bitlis-Diyarbakir-Şanlıurfa); the number to be attributed to it would be decided by the secretariat.
- Creating a new north-south road, subject to the agreement with Georgia, from Vale (E 691) in Georgia to Horasan (E 80) (Overall reference: Vale-Turkgözü-Posof-Kars-Horasan), the number also to be decided by the secretariat.

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

19. The Working Party, at its ninety-sixth session in October 2002, had 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 had, however, decided 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 to the Secretary-General for notification.

20. At its ninety-seventh session, the Working Party made a detailed examination of the proposals for amendments to Annex II concerning the environment and safety in tunnels as adopted by the Ad Hoc Meeting on the AGR of 6 May 2003 (TRANS/SC.1/AC.5/38).

21. It approved in principle proposals for amendments concerning provisions relating to the environment (TRANS/SC.1/AC.5/38, annex 1) on which the Netherlands and Turkey had entered some reservations.

22. With reference to the proposals concerning safety in tunnels, SC.1 decided in point V.3 (TRANS/SC.1/AC.5/38, annex 2), to delete the words “case-by-case” in the second line of the first paragraph and at the end of the second paragraph to replace “emergency service vehicles” by “emergency services”. Germany and France expressed reservations concerning the maximum gradient proposed in point III.2.1. The delegations of Germany, the Netherlands and Norway considered that it was premature to adopt these provisions when the Community Directive on safety in tunnels, currently under discussion, had not yet been adopted. In view of the concerns expressed on the risks of inconsistency with the forthcoming EU directive, SC.1 considered that it was necessary to postpone the adoption of these provisions until its ninety-eighth session. It

requested countries which had entered reservations to communicate their proposals for modification to the secretariat as soon as possible, ensuring as their common feature that they must be sufficiently general to be addressed to all countries which were Contracting Parties to the AGR.

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

Document: TRANS/SC.1/2003/4

23. The 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.1/2003/4). In particular, he noted that:

- At 1 January 2003, the total planned length of the TEM network was 23,705 km, of which 9,763 km were in operation and 1,031 km under construction;
- Turkey had the highest percentage of TEM network length (29.2%);
- Slovakia had the fastest construction pace (7.1% for its national network); and
- Italy had the highest degree of completion (99.7%).

24. Mr. Hantak informed the Working Party that the Project's Steering Committee, which had met in May 2003, had approved the framework plan of the activities to be carried out over the next three years. He thanked IRU for its financial support in drawing up the framework plan. He also invited countries which had not yet done so to pay their subscription to the Project so that certain activities would not have to stop. Lastly, he invited the other UN/ECE member States, particularly the Baltic countries and the countries of south-east Europe, to join the Project.

25. The Working Party asked for up-to-date information to be provided at the next session.

(c) Blue Corridor Project

26. The secretariat recalled that the Blue Corridor Project was intended to promote the use of compressed natural gas (CNG) as a fuel for the international transport of goods instead of diesel and to identify the corridors which would be used by vehicles powered by natural gas. The use of this fuel would make it possible to reduce pollutant emissions and the cost of the transport.

27. It informed SC.1 that the final report of the Task Force on the Blue Corridor Project had appeared in English and Russian and could be obtained from the UN/ECE secretariat. Feasibility studies had been carried out on the three pilot corridors:

- Moscow-Minsk-Warsaw-Berlin (along the E 30);
- Berlin-Czech Republic-Austria-Rome (along the E 55 and the E 45);
- Helsinki-St. Petersburg-Moscow (along the E 18 and E 105),

based on volumes of traffic, reduction of the costs incurred, reduction of emissions and number of existing fuel posts distributing compressed natural gas.

28. The final report of the Task Force on the Project would be submitted to the Inland Transport Committee and should serve as a reference for seeking sources of financing with development banks and private consortiums and companies.

29. 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 6)

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

Documents: TRANS/SC.1/2002/4/Rev.2; TRANS/SC.1/2002/4/Rev.2/Add.1 and informal documents Nos. 1, 2 and 4

30. The secretariat recalled that the Inland Transport Committee at its sixty-fifth session in February 2003 had stressed that the final text of R.E.4 should be completed at the current session of SC.1 so that it could be submitted to the Committee for adoption at its sixty-sixth session in February 2004. It further recalled that the Inland Transport Committee had stated that it was in favour of including in the Resolution provisions on access to the profession of road transport operator so as to take into account the pertinent recommendation of the Ad Hoc Multidisciplinary Group of Experts on Safety in Tunnels, and had prepared a new draft incorporating these provisions (TRANS/SC.1/2002/4/Rev.2) which had been sent to member States for an opinion in June 2003.

31. After reviewing the draft text as a whole and taking into consideration the proposals put forward by IRU (informal document No. 1), the Russian Federation (informal document No. 2) and the comments made by 13 other countries (informal document No. 4), the Working Party adopted the revised R.E.4 with the following amendments. Several countries entered reservations during the session on a number of provisions which are also indicated below. Germany and the Netherlands for their part informed SC.1 that their Governments were in the process of considering the validity of R.E.4 as a whole.

Preamble A reference was added to the ECMT resolution on issue of visas, as proposed by the Russian Federation.

Footnote 1 was replaced by “Including the European Community”. At the end of the paragraph a sentence was added to the effect that the INTERBUS Agreement would de facto apply to the 10 new member States of the EU in May 2004.

1.1.1.5 The phrase “*referred to in the first paragraph*” was deleted.

1.1.1.6 The same deletion as in 1.1.1.5.

1.1.1.8 Amend to read: “*the carriage of goods or passengers ...*”.

1.1.1.9 The definition of “*profession of international road transport operator*” which previously appeared in section II was transferred to this new paragraph for inclusion in the “Definitions” since it concerns all of chapter I.

- 1.2.1.2 Since the formal proposal for amendment submitted by France was not accepted the text was adopted as it stood.
- 1.2.1.5 Portugal said that it was withdrawing its reservation. The sixth indent was amended to read: “*border and customs checks*”.
- 1.2.1.6 Reservations by Germany, Finland, Netherlands and Portugal. Waiting reservations by Norway and Turkey. The proposed addition by the Russian Federation to permit transport associations to submit visa applications was placed in square brackets. Belarus and the Russian Federation requested that these provisions should be maintained.
- 1.2.1.7 Reservation by Turkey.
- 1.2.1.7.1 Point deleted.
- 1.2.1.7.2 Point deleted. The additional proposal by the Russian Federation was not accepted.
- 1.2.1.9 Portugal recalled the decision taken by SC.1 at its ninety-sixth session to delete all references to transit traffic. The European Commission supported this position. SC.1 decided to refer only to bilateral traffic. IRU expressed regret at this decision.
- 1.2.1.11 “Should” was preferred to “shall”. The text in brackets in the second sentence was amended to read: “... (*other than the **user charges and tolls** linked to the use of transport infrastructures*) or quotas.”
- 1.2.1.12 At the end of the sentence, “*commercial transport*” was replaced by “*goods transport*”.
- 1.2.1.13 The phrase “*and subject non-standard vehicles to a special authorization*” was deleted since it duplicated point 4.2.7.
- The additional text proposed by the Russian Federation was accepted:
- “*Norms and standards for the weights and dimensions applied by States in respect of their domestic carriers should also be applicable to carriers from other States engaged in an international road transport operation.*” It gave rise to a waiting reservation by Finland. This point will be numbered 1.2.1.13.1.
- 2.1 This point was transferred to 1.1.1 as indicated above.
- 2.1.1 The Russian Federation indicated problems of translation in Russian.
- 2.1.3 The proposal by the Russian Federation was not kept.

- 2.1.4 SC.1 decided to establish a period of six years instead of the five initially scheduled for the implementation of the provisions. The Russian Federation entered a reservation concerning the minimum capital and reserves required for a transport undertaking.
- 2.1.5 The proposal by IRU to amend and add to the third paragraph was adopted. It reads: *“In setting the level of training and stipulating the areas of knowledge required to prove professional competence, the competent authorities of UNECE member countries [...] shall, to the fullest possible extent, be inspired by and take account of the relevant acquis communautaire. In order to do this, competent authorities should base such training on best existing practices while trying to reach the greatest possible harmonization.”*
- 2.1.5 and 2.2 The Russian Federation indicated problems of translation in Russian.
- 3.1.4 Reservation entered by the Russian Federation.
- 3.1.5 The provisions relating to shuttle services were deleted.
- 3.1.6 Reservation entered by the Russian Federation.
- 3.2.1.2 and 3.2.1.3 Reservation entered by the Russian Federation. The secretariat was asked to check that the text was taken from Community legislation.
- 3.2.1.4 In the fifth indent, the use of the word “family” for “name” in Russian is not correct.
- 3.2.1.5 The European Commission expressed doubts about the wording of this paragraph and said that it would send a proposal for amendment.
- 3.2.2 All the provisions covered by this paragraph dealing with shuttle services were deleted in order to be consistent with paragraph 3.1.5. As a result, the provisions concerning occasional services had to be renumbered and now begin with 3.2.2.
- 3.2.3.1 (now 3.2.2.1) The following new subparagraph was inserted: *“International occasional transport services exempted from authorization (see paragraphs 3.2.3.2 to 3.2.3.5 below) should be carried out under cover of a control document (detachable passenger waybill, the original of which shall be kept on board the bus or the coach). When the services are carried out on the account of others, a certified copy of the national licence for the carriage of passengers (or Community licence for the countries of the EU) shall be kept on board the bus or the coach and shall be presented on demand to the competent control authorities.”*
- 4.1.2 SC.1 adopted a simplified definition on the basis of a proposal submitted by the secretariat to read: *“‘International goods transport by road’ means the runs by a vehicle, either loaded or unloaded, crossing the border of at least one other member country with or without transit via another country or countries.”*
- 4.1.4 Replaces “available” by “issued”.

- 4.2.1 Reservation entered by Portugal.
- 4.2.2 The representative of the European Commission said that in view of Community regulations she could only accept the items of the list referred to under 1, 3, 7, 10 and 12. Following the explanations provided, however, she considered that the exceptions were acceptable if they did not concern Community licences. She proposed the addition of the phrase “*(except for Community licences)*” after “such authorization”.

The Russian Federation entered reservations concerning 2, 6 and 10 and proposed the addition of a new exception 13: “*Transfer without cargo of newly acquired vehicles to the place of their final destination*”. This was endorsed by SC.1.

Reservations were entered by Portugal and Turkey concerning 10.

Switzerland entered a reservation concerning 5.

- 4.2.5 A reservation was entered by the Russian Federation.
- 4.2.6 The Russian Federation said that a comparison with the Russian version showed that words were missing from the English text.
- 4.2.8 This point was deleted because it duplicated 4.2.4.

Section II of Chapter II and Annex II A reservation was entered by Portugal.

32. It was agreed that the drafting changes to the Russian version would be made by the Russian Federation before the final text was prepared.

33. A new revised version of R.E.4 would be sent to all member States by the end of 2003 so that all countries would be able to report any reservations before the sixty-sixth session of the Inland Transport Committee. These reservations would be registered in a separate R.E.4 document in keeping with the procedure implemented in 1985 (document TRANS/SC.1/323).

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

Document: TRANS/SC.1/2003/5

34. The Working Party was given the results of the replies received to the questionnaire concerning the issue of visas to professional drivers (TRANS/SC.1/2003/5) and of the discussions on the subject within the Inland Transport Committee at its sixty-fifth session in February 2003. The Working Party was also informed about the contents of a letter from the European Commission (DG Justice and Internal Affairs) on the subject of visas, received just prior to the SC.1 meeting. The most important passages of the letter are as follows: “... *The survey carried out among member States of the Union on the procedures for the issue of visas to professional drivers has confirmed the current existence of somewhat different practices, and of*

some reticence on the part of member States to harmonize these practices and facilitate the issue of visas to this category of persons. For the time being no initiative is envisaged on the part of the Union for harmonizing current practices or facilitating the issue of visas to professional drivers, although the possibility that such initiatives may be taken in the future should not be excluded, bearing in mind international developments, particularly within the EEC.”

35. The Working Party was also informed by the secretary of WP.30 about the progress of discussions on the new draft text of Annex 8 to the Convention on the Harmonization of Frontier Controls of Goods. He also said that an ad hoc group had met in September 2003 to work on unresolved issues such as the visa question and that a simplified text on the pertinent provisions would be submitted to the Administrative Committee of WP.30 for adoption in February 2004.

36. After considering the results of the survey and the work of WP.30, and in view of the divergences of the opinion on the follow-up to be given to this matter within SC.1, the Working Party considered that it was for the time being premature to undertake parallel work in the form of the establishment of an ad hoc group on the problem of visas. It would, however, accept the decision taken by the Inland Transport Committee in this regard.

(c) Development of a Protocol to the CMR

Documents: TRANS/SC.1/2003/1; TRANS/SC.1/2003/1/Add.1 and Add.2;
TRANS/SC.1/2002/2 and Add.1 to Add.3; TRANS/SC.1/2001/7

37. The Working Party at its ninety-sixth session 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), prepared by Professor J. Putzeys of UNIDROIT. It had also considered the replies received to a questionnaire sent out by the secretariat (TRANS/SC.1/2002/2 and Add.1, 2 and 3) asking countries to define their positions on the new draft Protocol. All the replies received had been largely in favour of the establishment of a Protocol.

38. The representative of Germany, however, had 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, and submitted a new draft text, which can be found in document TRANS/SC.1/2003/1. This draft gave rise to substantive reservations by IRU and UNIDROIT (TRANS/SC.1/2003/1/Add.1 and Add.2). Several countries (Finland, Russian Federation, Netherlands) said that they were in favour of the UNIDROIT text. The representative of Germany for his part proposed that a small working group should be established in order to try to find a compromise solution.

39. In view of the divergence of positions expressed, SC.1 requested the secretariat to consult all countries by means of a questionnaire so as to ascertain their position on the basic text on which the working group to be established would have to work and the aspects to be taken into account in the draft Protocol. It therefore asked the Committee to approve the holding of an ad hoc meeting in 2004, if necessary, in order to finalize the text in question for possible adoption at the ninety-eighth session of SC.1.

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

Documents: TRANS/SC.1/2003/8; informal document No. 5

(i) International Motor Insurance (Green Card) System

40. The Secretary-General of the Council of Bureaux informed the Working Party of the latest facts and developments in the international motor insurance system (Green Card System), as set out in the President's report (TRANS/SC.1/2003/8), a summary of which can be found in annex 2 to this report. In particular, he said that the Green Card System covered all of Europe with the exception of the Russian Federation and the countries of the Caucasus. He also said that the countries of Central Asia had expressed the desire to participate in a system of this type and he hoped that ECE's good offices could be invoked in this regard to consider the possibility of establishing a similar system in those countries. The Working Party also took note of the updated list of Inter-Bureaux Agreements describing the latest position in respect of participation in the Green Card System (informal document No. 5).

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

41. The Working Party was informed of the accession of Mongolia (18 September 2003) to the CMR and the accession of Cyprus to the AETR (5 September 2003) and to the CMR and its Protocol (2 July 2003). The meeting was reminded that detailed up-to-date information on the position of the legal instruments was available on the web site of the UN/ECE Transport Division: <http://www.unece.org/trans/conventn/legalinst.html>.

TRANSPORT, ENVIRONMENT AND HEALTH (agenda item 7)

Document: ECE/AC.21/2003/6

42. The secretariat informed the Working Party that the Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) had held its first meeting on 10 and 11 April 2003 (ECE/AC.21/2003/6) and that in its work plan for 2003-2005 it had approved the following four project proposals: (i) clearing house on transport, environment and health, (ii) urban plans for transport sustainable for health and environment, (iii) transport-related health impacts and their costs, (iv) establishment of a set of indicators to monitor the integration of environmental and health aspects into transport policies and the impact of these policies on health and the environment.

43. It is recalled that all documents relating to the follow-up of this work may be consulted on the UN/ECE web site at the following address:

<http://www.unece.org/the-pep/new/en/welcome.htm>.

44. The Working Party requested the secretariat to keep it informed of forthcoming developments in the context of the follow-up to this work and to indicate any work which might have an impact on that of SC.1.

DRAFT PROGRAMME OF WORK 2004-2008 (agenda item 8)

Document: TRANS/SC.1/2002/7

45. The Working Party adopted its draft programme of work 2004-2008 as set out in annex 3 to this report. It will be transmitted to the Inland Transport Committee for final adoption at its sixty-sixth session in February 2004. It was recalled that, in accordance with a decision taken by the Inland Transport Committee, the programme of work was henceforth considered every two years only.

ELECTION OF OFFICERS (agenda item 9)

46. The Working Party elected Mr. A. Pinson (Russian Federation) as Chairman and Mr. J. Alaluusua (Finland) as Vice-Chairman. It thanked Mr. Alaluusua warmly for having acted as Chairman of SC.1 for six years.

OTHER BUSINESS (agenda item 10)

47. The Working Party was informed of the Committee's request to the secretariat for an analysis of the implementation of UN/ECE transport agreements and conventions. It considered that this had already been done for the AGR in the context of the traffic census and the inventory of standards and parameters drawn up at regular intervals. The secretariat said that the latest standards and parameters for the year 2000 had just been completed and that the results were available. For AETR, its implementation could be monitored in the future by the entry into force of the new article 12, finally adopted on 27 November 2003. The Working Party considered nevertheless that it might be timely to initiate a survey with countries that had not acceded to the conventions and agreements in order to ascertain the reasons or obstacles standing in the way of their accession or delaying it.

48. The Working Party was informed that its ninety-eighth session was scheduled for the following dates: 27-29 October 2004.

ADOPTION OF DECISIONS (agenda item 11)

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

Annex 1

Amendments to the AETR

Article 13 of the Agreement

“Amend paragraphs 1 and 2 as follows:

1. All the new provisions of the present Agreement, including its Annex and Appendices 1B and 2, relating to the introduction of a **digital control device**, shall become mandatory for countries which are Contracting Parties to this Agreement at latest four years after the date of entry into force of the relevant amendments resulting from the procedure specified in article 21. In consequence, all vehicles covered by this Agreement, put into service for the first time after the expiry of this period, shall be equipped with a control device conforming to these new requirements. **During this four-year period, Contracting Parties, which have not yet implemented these amendments in their countries, shall accept and control on their territory vehicles registered in another Contracting Party to this Agreement, which are already equipped with such a digital control device.**

2. (a) The Contracting Parties shall take the necessary steps to be able to issue the driver cards referred to in the Annex to the present Agreement, as amended, at latest three months before the expiry of the four-year deadline referred to in paragraph 1. This minimum period of three months shall also be complied with in the event of the implementation by a Contracting Party of the provisions relating to the digital control **device in conformity with Appendix 1B to this Annex** before the expiry of the four-year deadline. Such **Contracting Parties** shall keep the secretariat of the Working Party on Road Transport of the Economic Commission for Europe informed of progress in the introduction of the **digital control device in conformity with Appendix 1B to this Annex** within its territory.

(b) **Pending the issue by Contracting Parties of the cards referred to in (a), the provisions of article 14 of the Annex to this Agreement shall apply to drivers who may be required to drive vehicles fitted with a digital control device in accordance with Appendix 1B to this Annex.”**

Add a new article 14 to the Annex to the AETR to read:

“Article 14

1. **Pursuant to article 13, paragraph 2 (b) of the Agreement, drivers who are driving a vehicle registered in a Contracting Party and to whom the competent authorities have not yet been able to issue the driver cards and who, during the transitional period referred to in paragraph 1 of this article, drive in international traffic with a vehicle fitted with a**

digital control device in accordance with Appendix 1B to the Annex, must be able to produce, whenever an inspecting officer so requests, the printouts and/or the record sheets for the current week and, in any event, the printout and/or record sheet for the last day on which he drove during the previous week.

2. Paragraph 1 does not apply to drivers of vehicles registered in a country where it is obligatory to use a driver card. However, drivers shall produce printouts whenever an inspecting officer so requests.

3. The printouts referred to in paragraph 1 shall be marked with the details that enable the drivers to be identified (name and number of the driving licence), including their signature.”

Annex 2

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

1. The accession of 10 new countries to the European Union (EU) in 2004 will have a significant impact on the Green Card System. From 1 May 2003 all Green Cards valid for European Union countries issued by non-EU member bureaux will provide cover for all 25 EU countries which are treated as a single indivisible territory for provision of compulsory third party motor liability (TPML) insurance.
2. A draft of the Fifth Motor Insurance Directive proposes an increase in the minimum amounts insured which could cause serious problems for the 10 European Union accession countries as they are significantly higher than the existing minimum amounts insured in those countries. The Council of Bureaux recommends that the bureaux in those countries should ask their respective Governments to intervene with the EU to obtain a transitional period for their countries in respect of the introduction of the new minimum amounts insured.
3. Council of Bureaux members have been significantly affected by the increased reinsurance premiums and reduced coverage offered by the small number of leading reinsurers who provide cover for member bureaux. The consequence of the new developments has been to reduce the cover required by member bureaux which offer an "unlimited" guarantee. In the near future a number of bureaux could be confronted with problems with regard to reinsurance cover. Major structural changes to the Green Card System could be required if the situation persists.
4. The bureau of Belarus became the forty-fourth active member of the Green Card System on 1 March 2003. Lithuania was accepted as a Transitional member of the Council of Bureaux on 1 July 2003 and must become a Signatory of the Multilateral Agreement by 1 May 2004 when it accedes to the European Union. The Russian motor vehicle insurers formally applied for membership of the Council of Bureaux in October 2002. In the Russian Federation the law on third party motor liability was adopted in May 2002 and came into force on 1 July 2003. The Russian Federation will not be able to become an active member of the Council of Bureaux before 1 January 2005 at earliest.
5. The Council of Bureaux is planning to cooperate with the Orange Card motor vehicle insurance system which operates in 19 Arab countries. It is also investigating the possibility of setting up an international motor vehicle insurance system for Central Asia.
6. The Green Card System is continuously evolving and the medium-term outlook is currently being considered. Five key questions have been identified: Will the continuous integration of member countries of the EU result in consequences for the activities of bureaux? What will be the new functions of the Green Card System? Does the Green Card System correspond to political expectations? Does the activity of the national bureaux comply with the expectations of the member companies? Does the current organization of the secretariat meet the requirements of the future?

Annex 3**DRAFT PROGRAMME OF WORK FOR 2004-2008**

The text to be deleted is struck through; additions are in bold.

PROGRAMME ACTIVITY 02.2: ROAD TRANSPORT02.2.1 Road transport infrastructure**CONTINUING ACTIVITIES****I. Implementation and amendment of the European Agreement on Main International Traffic Arteries (AGR)**

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

Work to be undertaken:

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

Output expected by ~~2002-2003~~ **2004-2005**: Adoption of amendments to Annex I to the AGR including new E-roads ~~in Central Asia and Caucasus.~~ **Issuance of a new map of the network.**

Priority: 1

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

Output expected by ~~2002-2003~~ **2004-2005**: **Adoption of** amendments to Annex II of the AGR which relate to safety, including safety in tunnels and environmental criteria **and launching the procedure for their implementation.**

Priority: 1

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

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

Work to be undertaken:

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

Output expected by ~~2002-2003~~ 2004-2005: **Monitoring Guidance** on the development of the TEM Project.

Priority: 2

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

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

Work to be undertaken:

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

Output expected by ~~2002-2003~~ 2004-2005: **Launching the implementation procedure for the Adoption of a set of amendments to the AETR to provide for introduction into the AETR of the new digital tachograph. Alignment of the AETR with new provisions adopted by the European Union concerning the regulation of driving and rest periods for professional drivers. Possible organization of another Information Day on the digital tachograph.**

Priority: 1

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

Output expected by ~~2002-2003~~ 2004-2005: Encourage and facilitate membership of the Green Card System.

Priority: 2

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

Output expected by ~~2002-2003~~ 2004-2005: Development of proposals regarding the harmonization of fiscal and other measures in international road transport.

Priority: 2

ACTIVITIES OF LIMITED DURATION

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

Output expected by ~~2002~~ 2004: ~~Consensus achieved on~~ **Dissemination of the adopted** new version of R.E.4 **with a modernized presentation.**

Priority: 1

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

Output expected by ~~2002-2003~~ 2004-2005: Cooperation with the Working Party on Customs Questions affecting Transport (WP.30) on aspects of the new proposed annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods as an international vehicle weight certificate and road worthiness certificate.

Priority: 1

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

Output expected by ~~2002-2003~~ 2004-2005: ~~Decision on approach to~~ **Possible relaunching of work on the** revision of CVR ~~or identification of obstacles to reform.~~

Priority: 3

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

Output expected by ~~2002-2003~~ 2004-2005: ~~Decision on the~~ Adoption of a **new** protocol to the CMR introducing EDI.

Priority: 1

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

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

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

Output expected by 2004-2005: Launching of a survey to evaluate the implementation of different agreements and conventions concerning road transport by Contracting Parties.

Priority: 2
