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INLAND TRANSPORT COMMITTEE

Sixty-ninth session

**REPORT OF THE INLAND TRANSPORT COMMITTEE
ON ITS SIXTY-NINTH SESSION
(6 - 8 February 2007)**

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I. CHAIRMANSHIP

1. The Inland Transport Committee (ITC) held its sixty-ninth session from 6-8 February 2007 under the Chairmanship of Mr. E. Mokeev (Russian Federation).

II. ATTENDANCE

2. Representatives of the following countries participated: Austria, Azerbaijan, Belarus, Belgium, Bulgaria, Czech Republic, Finland, France, Germany, Greece, Hungary, Italy, Kazakhstan, Latvia, Lithuania, Netherlands, Poland, Portugal, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, Turkey, Ukraine, United Kingdom, United States of America and Uzbekistan. The European Commission (EC) was represented. 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 (OSJD), Danube Commission (DC), European Conference of Ministers of Transport (ECMT), Intergovernmental Organization for International Carriage by Rail (OTIF) and the Organization of the Black Sea Economic Cooperation (BSEC). The following non-governmental organizations were represented: International Touring Alliance/International Automobile Federation (AIT/FIA), International Federation for Housing and Planning (IFHP) (FIHUAT), International MultiModal Transport Association (IMMTA), International Organization for Standardization (ISO), International Road Federation (IRF), International Road Transport Union (IRU). Representatives of UNECE TEM and UNECE TER were also present.

III. INTRODUCTORY STATEMENTS

3. The Deputy Minister of Transport of Bulgaria, Mrs. Vessela Gospodinova, and the Deputy Director General of the European Commission DG TREN, Mr. Zoltan Kazatsay expressed their pleasure to attend the Committee session and stressed the importance of the ITC work. Mr. Kazatsay stressed the important contribution of the ITC to European transport cooperation and integration, and the need for close cooperation between the European Commission and the UNECE on transport. Noting that the technical and regulatory work of the UNECE provides input to the work of the EC, he highlighted areas where the UNECE is well suited and has a wider coverage to develop harmonized transport rules. Mr. Kazatsay also mentioned several areas where the EU simply takes over provisions that have been adopted in the framework of the UNECE and areas where EU legislation is led and inspired by work carried out by UNECE.

IV. ADOPTION OF THE AGENDA (Agenda item 1)

4. The Committee **adopted** the provisional agenda as prepared by the Secretariat (ECE/TRANS/191) with the inclusion under item 18(d) of the Informal Document “European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)”.

V. RESULTS OF THE COMMITTEE'S BUREAU MEETINGS (Agenda item 2)

Documentation: ECE/TRANS/2007/1; ECE/TRANS/2007/1/Add.1

5. The Committee **took note** of the results of its Bureau Meetings held in 2006, and contained in document ECE/TRANS/2007/1 and Add.1 and **decided** to take into account these results in the context of discussion of relevant agenda items to which those Bureau decisions pertain.

VI. IMPLEMENTATION OF THE UNECE REFORM AND MATTERS ARISING FROM THE ECONOMIC COMMISSION FOR EUROPE, THE ECONOMIC AND SOCIAL COUNCIL AND OTHER UNITED NATIONS BODIES AND CONFERENCES (Agenda item 3)

Documentation: ECE/TRANS/2007/2 and Informal documents Nos. 1-2 of the Bureau

6. The Committee **took note** of the information contained in the above documents and additional information provided by the Director of the UNECE Transport Division on the implementation of the Work Plan on UNECE reform and the specific requests it makes upon the Committee, as well as on the proposals prepared by the secretariat for the meeting of the Executive Committee with the Chair and Vice-Chairs of the ITC.

7. The Committee **endorsed** the proposals contained in Informal document No. 1 with regard to the programme of work of the Committee, the review of the intergovernmental structure of the Committee and its conference servicing needs, on the transport priorities identified in the Work Plan of the ECE Reform as well as on the proposed intersectoral cooperation activities.

8. The Committee noting, that in May 2007 a new UN staff mobility policy will start to be implemented as a part of the UN reform, **stressed** that this should not be done to the detriment of the continuity and efficiency of the work of the secretariat.

9. In this context, the Committee **emphasised** that the professionals who service the ITC and its subsidiary bodies, particularly, the World Forum for Harmonization of Vehicle Regulations (WP.29) and its Working Parties and the UNECE and ECOSOC bodies on the Transport of Dangerous Goods require highly specialized technical knowledge and expertise, and, stressing the importance of these activities for Member States, the Committee **requested** that a flexible application of the UN staff mobility policy be followed for these professionals and that the candidates to these posts possess an appropriate level of specific professional skills and background.

10. The Committee **requested** its Chairman and Vice-Chairpersons to present these proposals to the Executive Committee at its meeting on 9 February 2007.

11. The Committee **noted** the holding on 27 April 2007 of a high-level segment on secure transport links at the 60th anniversary session of the UNECE. It **invited** its members to participate in this session and to inform the secretariat of any possible high-level speakers of their countries.

VII. ACTIVITIES OF OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE COMMITTEE (Agenda item 4)

12. The Committee **took note** of relevant activities of the European Commission (EC), including the Mid-term review of the White Paper on transport of 2001; decisions on the further development of the Trans-European Networks and budget allocated by the EU for the period 2007-2013 in support of this activity; adoption of the Commission's communication on the extension of major Trans-European Transport Axes to the neighbouring countries; progress on improving the social conditions for professional road drivers; proposals for improving road safety; facilitation of international rail transport; enhancing the supply chain security; policy measures to unlock the business potential of inland waterway transport; and environmental performance of all transport modes.

13. The Committee also **took note** of relevant activities of the European Conference of Ministers of Transport (ECMT), International Road Transport Union (IRU) and International Organization for Standardization (ISO)

VIII. INTERSECTORAL ACTIVITIES (Agenda item 5)

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

Documentation: ECE/AC.21/2006/10

14. The Committee **took note** of the report and the decisions taken by THE PEP Steering Committee at its fourth session (10-11 April 2006) and appreciated the concrete work carried out during the past year under THE PEP programme of work. The Committee noted that the 3rd High-Level Meeting on Transport, Environment and Health is scheduled to be held in 2008. The High-Level Meeting is expected to review transport developments and their effects on health and the environment in the UNECE region since 1997, assess the policy response to date, with focus on THE PEP and provide guidance on the future development and activities to be undertaken in the framework of THE PEP.

15. The Committee **invited** all UNECE member States to ensure appropriate participation of representatives of Ministries of Transport at THE PEP Steering Committee and its Bureau and to contribute actively to the preparation for the third High-Level Meeting on Transport, Environment and Health in 2008.

(b) Blue Corridor Project

16. The Committee **noted** the decision of the G8 Summit held in June 2006 in Saint Petersburg to study further the Blue Corridor Project. It also **noted** the decision of the Working Party on Gas to convene a meeting of the Task Force in order to draw up a concrete business plan for a Pilot Project. The Committee **supported** this decision and **recommended** the European Commission be invited to participate in the meeting of the Task Force.

(c) Cooperation with the Committee on Trade

Documentation: ECE/TRANS/2007/4

17. The Committee **took note** of the report on “Areas and activities of mutual interest between the Committee on Trade and the Inland Transport Committee” and additional information provided by the Director of the UNECE Trade and Timber Division in this respect.

IX. REVIEW OF THE TRANSPORT SITUATION IN UNECE MEMBER COUNTRIES AND EMERGING DEVELOPMENT TRENDS (Agenda item 6)

Documentation: ECE/TRANS/2007/5

18. The Committee **considered** the above-mentioned document. It **noted** the developments and new challenges in the transport sector in the UNECE region and **asked** the secretariat to produce a similar review again in 2008.

X. TRANSPORT AND SECURITY (Agenda item 7)

Documentation: ECE/TRANS/2007/6 and Informal document No. 3 of the Bureau

19. The Committee **noted** the activities of its subsidiary bodies in this field of activity as contained in document ECE/TRANS/2007/6 and stressed once again the importance of this subject. The Committee **considered** Informal document No. 3 (2007), prepared by the secretariat, containing a proposal and Terms of Reference (ToR) for establishing an ad hoc multidisciplinary expert group on transport security (Expert Group) with the aim to take stock of the work done so far and preparing recommendations to UNECE Governments. The Committee **decided** to establish the Expert Group and **approved** the ToR, specifying that also inland transport linkages to maritime transport should be covered by the mandate of the Expert Group. The ToR of the Expert Group are contained in annex 1 to this report and will be transmitted to the UNECE Executive Committee for approval. The Committee **decided** that participation in the Expert Group is open to all UNECE member countries and **invited** the European Commission to participate. Countries that are interested in participating in the work of the Expert Group should inform the UNECE secretariat in writing about the name and contacting details of their designated focal point for the group. The UNECE secretariat will provide the secretariat services for the Expert Group within existing resources.

XI. ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION (Agenda item 8)

Documentation: ECE/TRANS/WP.5/2006/9 and Informal Document

(a) United Nations Development Account Project on Capacity Building for developing Interregional Transport Linkages

20. The Committee **noted** the progress made on the UN Development Account Project on Capacity building in developing Interregional Transport Links, which is jointly implemented by the five UN Regional Commissions over the period 2003-2006 and **welcomed** the approval, by the UNHQ, of the request of the five regional commissions for the continuation of the project in 2007.

21. The Committee **noted** with satisfaction the results of the UNECE-UNESCAP joint project component on developing Euro-Asian transport links, including the outcome of the Fourth Expert Group Meeting, kindly hosted by the Greek Government, in Thessaloniki, 21-24 November 2006. It also **noted** the outcome of the other two project components on developing interregional transport links connecting UNECE and UNESCAP to UNESCWA and UNECE and UNESCWA to UNECA regions.

22. In view of the importance of the development of Euro-Asian Transport Links, confirmed in the Work Plan on ECE Reform, the Committee **expressed its support** for the continuation of the Euro-Asian Transport Links Project in a new Phase II to be implemented in four years and **invited** Governments, international organizations and potential donors to consider providing the needed financial assistance to the UNECE-UNESCAP, considering this as the only way to ensure its continuation.

23. The Committee **expressed** its gratitude to the Government of Greece for the hosting of the Fourth Expert Group Meeting on developing Euro-Asian links under the Project in November 2006, as well as to the governments of Kazakhstan, Turkey and Ukraine who hosted expert group meetings under the project in the past.

(b) Implementation of the Trans-European Motorway (TEM) and Trans-European Railway (TER) Master Plan

24. The Committee **noted** the results of the comparison of the TEM and TER Master Plan backbone networks with the five axes proposed by the High-Level Group, with the legal commitments from the Accession Treaties and the Decision 884/2004/EC of the EU member countries involved in the Master Plan, as well as the progress made, in 2006, in the implementation of the priority projects identified in the Master Plan.

25. The Committee **reiterated** its support to this activity and **invited** the Steering Committees of the TEM and TER Projects, in close cooperation with the Secretariat and the concerned governments, to continue pursuing the follow-up actions recommended in the Master Plan, including monitoring of its implementation and updating when necessary and appropriate.

26. The Committee **stressed** the importance that the TEM and TER project documents and various transport infrastructure studies duly reflect all their member country inputs before they are finalized and circulated, according to the TEM and TER procedures.

27. The Committee **invited** the Governments of Eastern and South-Eastern European countries that are not yet members to the TEM and TER Projects to consider full participation in the projects and signing of the respective Cooperation Agreements.

(c) Other activities, including submission of new project proposals

28. The Committee **noted** the activities aimed at assisting countries with economies in transition, undertaken in the year 2006, as reflected in document ECE/TRANS/WP.5/2006/9 and the updated informal report on Operational Activities January-December 2006, particularly related to the Special Programme for the Economies of Central Asia (SPECA), the Black Sea Economic Cooperation (BSEC), the Organization for Security and Cooperation in Europe (OSCE), advisory workshops and missions.

29. The Committee **noted** a number of capacity building project proposals elaborated by the Secretariat, for the implementation of which extra budgetary funding is needed.

(d) Fund-raising issues

30. The Committee, based on information contained in document ECE/TRANS/WP.5/2006/9 and the updated informal report on Operational Activities January-December 2006, (i) **reiterated** its request that adequate resources be made available in the Secretariat for the substantive backstopping and further development of these activities and (ii) **encouraged** member countries to make voluntary contributions to the Trust Fund for Assistance to Countries in Transition (TFACT).

XII. STATUS OF APPLICATION OF INTERNATIONAL UNECE TRANSPORT AGREEMENTS AND CONVENTIONS (Agenda item 9)

Documentation: Informal documents: (i) Status of Application of International UNECE Transport Agreements and Conventions, and (ii) Accessions 2006/2007 (February 2007)

31. The Committee **noted** that 52 accessions to UNECE transport agreements and conventions had been registered in 2006 and **invited** countries which have not yet done so, to become Contracting Parties to the legal instruments.

XIII. TRANSPORT TRENDS AND ECONOMICS (Agenda item 10)

Documentation: ECE/TRANS/WP.5/40

32. The Committee **approved** the report of the nineteenth session of the Working Party on Transport Trends and Economics (WP.5) (ECE/TRANS/WP.5/40).

(a) Infrastructure bottlenecks and missing links

33. The Committee **supported** the decision of the Working Party and **encouraged** the informal group of experts to complete revision and updating of the “Report on the methodological basis for the definition of common criteria regarding bottlenecks, missing links and quality of service of infrastructure networks”, and present the draft updated Report to the twentieth session of the Working Party in September 2007.

(b) Development of Euro-Asian transport links

34. The Committee **noted** the support expressed by the Working Party for the continuation of the joint UNECE-ESCAP project for development of Euro-Asian transport links and its approval of a joint proposal for the Phase II of the Project. Furthermore, the Committee **endorsed** the Working Party’s decision to convene an informal meeting, with the Chairman, Vice-Chairman and national experts in order to prepare proposals on how the UNECE-ESCAP in-house study could be best used in its future activities and work.

35. The Committee also **encouraged** the intention of the Working Party to further intensify and strengthen its working collaboration with UNECE TER and TEM Projects, and **supported** its decision to continue organizing workshops and seminars related to Euro-Asian transport links.

(c) Transport in the Mediterranean

Documentation: ECE/TRANS/2007/11

36. The Committee **took note** of the work carried out by the CETMO and recognized the contribution of the Centre to tackling the problems of transport in the Mediterranean region. In addition, it asked the secretariat to request the relevant information from CETMO, the EU, and other involved parties engaged in projects in the Mediterranean region, for its next session.

(d) Activities related to seaports

37. The Committee **endorsed** the decision of the Working Party to convene an informal meeting of country experts and relevant international organisations dealing with seaports, in order to formulate concrete proposals for its future involvement in this area of work.

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

Documentation: ECE/TRANS/2007/7; Corr.1 and Add.1-2

38. The Committee **took note** of the information provided in the documents and thanked the EC, OECD and ECMT for their valuable contributions. It also **requested** the secretariat to collect and circulate similar information for its next session.

XIV. ROAD TRANSPORT (Agenda item 11)

Documentation: ECE/TRANS/SC.1/379

39. The Committee **took note** of the report of the Working Party on Road Transport (SC.1) on its one-hundredth session before finally adopting it at its one hundred and first session in October 2007.

(a) Road transport infrastructure

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

40. The Committee **took note** of the entry into force on 23 November 2006 of the proposals for amendments to the AGR, adopted by SC.1 at its ninety-ninth session in 2005 (TRANS/SC.1/377, Annex 1).

41. The Committee **endorsed** the proposals for amendments to the AGR submitted by the Netherlands concerning article 9 and Annex II, as adopted by SC.1 (TRANS/SC.1/379, Annex 1). Additionally, it **took note** of the proposal to amend Annex I regarding a new E road between Estonia and Latvia.

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

Documentation: ECE/TRANS/SC.1/2006/5

42. The Committee **noted** the progress report of the TEM Project ECE/TRANS/SC.1/2006/5 and additional information provided by the secretariat and the TEM Project Manager, in

particular the results of the follow-up activities for the implementation of the TEM Master Plan.

43. The Committee **reiterated** its support to the TEM Project and **requested** that adequate resources be made available in the secretariat for the substantive backstopping and further development of this Project that will support the implementation of its ongoing activities.

(b) Facilitation of international road transport

(i) European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)

44. The Committee **noted** that the amendments to the AETR regarding the introduction of the digital tachograph (TRANS/SC.1/375/Add.1) had entered into force on 16 June 2006, which marked the beginning of the four-year transition period for the introduction of this device in Contracting Parties to the AETR not EU members.

45. The Committee **noted** with satisfaction that the seminar on the introduction of the digital tachograph organized by the Russian Federation, held in Moscow on 2-3 March 2006, had been a success.

46. Mindful of the complexities of implementation, as reflected in an informal document distributed at the session, the Committee **supported** the secretariat's proposal to hold a special meeting on 14 May 2007 to make Contracting Parties to the AETR not EU members aware of practical problems arising in the course of implementation such as type approval, security aspects, approval of workshops, issuance of cards, training, data protection and risk management at national level. The Committee **noted** that the secretariat intended to send a letter to Member States on this matter.

47. The Committee further **noted** that, during the implementation process, the secretariat would itself undertake various administrative responsibilities approximating to 25 man-days a year. The secretariat stated that, in principle, this workload was manageable but would require a certain degree of expertise on the part of the secretariat official concerned.

48. Regarding the current proposals for amendments intended to harmonize the AETR with the latest provisions adopted by the European Union in February 2006 on driving and rest times and on strengthening compliance with these rules, the Committee **noted** the problems that had arisen, as outlined by the representative of the European Commission, and the lack of consensus on various points, notwithstanding the special meeting of the Working Group of Experts of AETR held in May 2006 and the informal meeting held in Brussels in January 2007 with the support of the International Road Transport Union (IRU). In order to identify a compromise solution and enable SC.1 to approve all the relevant amendments, the Committee **endorsed** the proposal by SC.1 to organize a further meeting of the AETR Group of Experts on 15 and 16 May 2007 as a follow-up to the meeting on the digital tachograph referred to above, if necessary supplemented by a day-long meeting on 2 July if no agreement is reached in May.

49. The Committee **noted** that, in connection with the opening of the AETR to States not members of the Economic Commission for Europe, SC.1 had decided to re-examine the issue once the debate on driving and rest times had been concluded.

(ii) **Draft Additional Protocol to the Convention on the Contract for the International Carriage of Goods (CMR)**

50. The Committee **noted** with satisfaction that, at its one-hundredth session, SC.1 had adopted the technical provisions of the Protocol additional to the CMR with a view to facilitating the possible use of electronic consignment notes (ECE/TRANS/SC.1/379, Annex 3). However, it had been informed that, following comments by one delegation, the text had been slightly amended with the consent of the International Institute for the Unification of Private Law (UNIDROIT), the United Nations Commission on International Trade Law (UNCITRAL) and the International Road Transport Union (IRU).

51. Moreover, regarding the final provisions of the Protocol, the Committee **noted** that, in the light of observations by the Treaty Section at United Nations Headquarters in New York, it was necessary to amend or supplement certain points, for example the introduction of a clause amending the Protocol.

52. Since the secretariat cannot amend the text on its own authority without the prior agreement of members of SC.1, the Committee, to expedite matters, **endorsed** the secretariat's proposal to make written representations to the Contracting Parties to the CMR as soon as possible. If they agreed, the procedure for opening the Protocol for signature could be set in motion.

XV. ROAD TRAFFIC SAFETY (Agenda item 12)

Documentation: ECE/TRANS/WP.1/102; ECE/TRANS/WP.1/104; ECE/TRANS/WP.1/106 and Adds.1-4; ECE/TRANS/2007/9

53. The Committee **adopted** the reports of the forty-eighth (ECE/TRANS/WP.1/102) and forty-ninth (ECE/TRANS/WP.1/104) sessions of the Working Party on Road Traffic Safety (WP.1) and **took note** of the report of the fiftieth session (ECE/TRANS/WP.1/106 and Adds.1-4), pending its final adoption at the fifty-first session, scheduled for 20-22 March 2007.

(a) **Publication of the Consolidated Vienna Conventions on Road Traffic and on Road Signs and Signals and European Agreements supplementing them**

54. The Committee **noted** that, pursuant to resolution No. 257 of the Inland Transport Committee concerning the First United Nations Global Road Safety Week, the secretariat was preparing consolidated versions of the Vienna Conventions on Road Traffic and on Road Signs and Signals as a contribution by ECE to the Week. It **noted** with satisfaction that the English, French and Russian versions of the Convention on Road Traffic would be available in time for the Week and that the secretariat would make every effort to ensure that the Convention on Road Signs and Signals also be available. These consolidated versions would be translated into the other three languages of the United Nations subsequently, depending on the availability of resources.

(b) **Consolidated Resolution on Road Traffic (R.E.1)**

55. The secretariat **informed** the Committee that, over the past year, WP.1 had focused mainly on the revision of the Consolidated Resolution on Road Traffic (R.E.1), but that, owing to the

scale of the work to be done in order to make the new R.E.1 as complete a reference as possible, the initial aim of publishing the revised R.E.1 during Global Road Safety Week would not be realized, despite all the effort made.

56. The Committee **noted** with interest that WP.1 had adopted during its sessions in 2006 an introduction to R.E.1, as well as key recommendations for improving road traffic safety, dealing with such issues as driving under the influence of alcohol, safety of cyclists, motorcyclists and moped riders, use of seatbelts and child restraints, safety of pedestrians, night driving, driving permits, communication and road safety campaigns, and daytime use of lights.

57. In order to allow WP.1 to complete the revision of the Resolution during 2007, the Committee **approved** the holding of a special session from 3 to 6 July 2007, in addition to the Working Party's two regular sessions.

**(c) Preparation of the First United Nations Global Road Safety Week,
23-29 April 2007**

58. The Committee **took note** of the progress made in the preparation of the First United Nations Global Road Safety Week, organized jointly by the World Health Organization (WHO) and the United Nations regional commissions. It noted inter alia that the slogan selected for the Week, which was targeted at young road users, including young drivers, was "Road safety is no accident".

59. The Committee **noted** that the events to be held at the Palais des Nations during the Week included a World Youth Assembly on Road Safety on 23 and 24 April 2007, to be followed by a Stakeholder Forum on 25 April 2007, and that, in addition to those events, there would be an exhibition on road safety with a special focus on the theme of the Week, to which members of the Working Party had been invited to contribute. Conscious of the effort involved in organizing those activities, the Committee **thanked** the secretariat of WHO for the huge amount of work accomplished and that remaining to be done, and **welcomed** the support provided in that endeavour by the ECE Regional Organizing Committee, chaired by Norway.

60. The Committee **noted** that, in order to provide practical assistance to countries participating in the First Global Road Safety Week, WHO had prepared a guide with information on the background to the Week, statistics on young road users and the road safety problems they faced, and guidelines on how to prepare for the event. The Committee **invited** countries to download the guide from the Transport Division website, translate it into their national languages and disseminate it as widely as possible before the Week.

61. The Committee **noted** that every country in the world had been invited, by a letter sent to its permanent mission, to name one (or more) delegate(s) to the World Youth Assembly, along with a national focal point to ensure coordination for the Road Safety Week, and that a reminder had just been sent to those countries that had not yet replied. The Committee **invited** ECE countries that had not yet done so to reply expeditiously. It **noted** with satisfaction that, owing to the generosity of certain countries and organizations, it would be possible to finance the participation of a youth delegate from a low- or middle-income country. In that connection, it **thanked** the Netherlands, Norway, the European Commission, the FIA Foundation for the

Automobile and Society and the World Bank for their financial support for the organization of the Week.

62. Concerning the activities in the ECE region, the Committee **welcomed** the preparation by the secretariat of a brochure targeted at the ECE countries, in addition to the materials of a global character produced by WHO, and **invited** countries and organizations to take an active part in the Week and to inform the secretariat of the activities they intended to organize during the First Global Road Safety Week. In that regard, the Committee **noted** that a European Road Safety Day would take place on 27 April 2007 in the European Union and that, in that context, the European Commission was organizing on the same day in Brussels a conference on the subject of young drivers, to which all ECE member countries were invited.

(d) United Nations Road Safety Collaboration

63. The Committee **took note** of the outcome of the meetings of the United Nations Road Safety Collaboration held on 9 and 10 May 2006 in Bangkok and on 30 and 31 October 2006 in Geneva. It was **recalled** that the United Nations Road Safety Collaboration had been established pursuant to General Assembly resolution 58/289 on improving global road safety and that among its primary tasks was the implementation of the recommendations of the *World Report on Road Traffic Injury Prevention*.

(e) Global road safety conference in 2008

Documentation: ECE/TRANS/2007/9 and Informal document No. 5 of the Bureau

64. The Committee was **informed** that, at its fiftieth session, WP.1 had taken up a proposal for the holding of a global ministerial conference on road safety in 2008 under the auspices of the United Nations and that, while WP.1 supported the idea in principle, it questioned the relevance of such a conference in the absence of any clear objectives. The secretariat had been requested to prepare a note on the subject for the Committee; the note had been circulated under the symbol ECE/TRANS/2007/9.

65. On the basis of that document and informal document No. 5, the Committee, after an exchange of views on the matter, **supported** the idea of holding such a conference but **emphasized** that, since the organization of a ministerial conference would require meticulous preparation by a group of experts, the conference could not take place before 2009.

XVI. HARMONIZATION OF VEHICLE REGULATIONS (Agenda item 13)

Documentation: TRANS/WP.29/1005; TRANS/WP.29/1052; TRANS/WP.29/1056

66. The Committee **noted** the summary of activities of the World Forum for Harmonization of Vehicle Regulations (WP.29) and of its six subsidiary Working Parties and **endorsed** the reports of WP.29 on its one-hundred-and-thirty-eighth (TRANS/WP.29/1050), one-hundred-and-thirty-ninth (TRANS/WP.29/1052) and one-hundred-and-fortieth (TRANS/WP.29/1056) sessions.

(a) The 1958 Agreement and annexed UNECE Regulations

67. The Committee **noted** that, following the accession of Malaysia and Thailand, the Agreement reached 46 Contracting Parties. It also **noted** that two new Regulations (annexed to the Agreement as Regulations Nos. 123 and 124) and one-hundred-and-twelve (112) amendments updating seventy-seven (77) existing UNECE Regulations were considered by WP.29 during 2006 and adopted by vote by the Administrative Committee (AC.1) of the Agreement. The Committee **noted** that the number of Regulations annexed to the 1958 Agreement was one-hundred-and-twenty-five (125). The United Kingdom and Belgium delegations raised concerns about the mandatory presence of daytime running lamps on vehicles other than motorcycles. The Committee **noted** that this issue was still under consideration of the World Forum and **agreed** that its technical consideration should be continued at that Forum.

(b) The 1998 (Global) Agreement and global technical regulations (gtrs)

68. The Committee **noted** that, following the accession of Malaysia, India, Lithuania and Moldova, the Agreement reached 29 Contracting Parties. It **noted** that, at the November 2006 session, the Executive Committee of the Agreement (AC.3) adopted the third, fourth and fifth global technical regulations (gtrs) concerning motorcycle brake systems, worldwide heavy-duty certification procedure of pollutant emissions and heavy-duty on-board diagnostics. It also **noted** that a new priority for the development of a new gtr on electronic stability control (ESC) systems was incorporated in the programme of work. Finally, the Committee **noted** that work for the development of gtrs was well under way in fourteen priority areas as well as on another six items that could become priorities for the development of gtrs.

(c) The 1997 Agreement on Periodical Technical Inspections

69. The Committee **noted** that following the accession of Ukraine, the Agreement has 10 Contracting Parties and 17 signatories. It also **noted** that, following the June 2006 session of WP.29, an amendment to the Agreement was transmitted to the UN Secretary-General for formal adoption and that it would hopefully enter into force on 4 July 2007. The amendment, requested by the EC, could facilitate its accession to the Agreement as well as the accession of its Member States. The Committee also **noted** that an amendment to Rule No. 1 was adopted by vote by the Administrative Committee (AC.4) of the Agreement. The Committee **invited** the European Community, as well as the 17 countries signatories of the Agreement, to accede or to ratify it.

(d) Secretariat resources for the WP.29

70. The Committee **noted** that the new P-3 post allocated to perform the technical and administrative functions related to the development of global technical regulations in the framework of the 1998 Agreement, was filled out. The Committee **reiterated** its **request** that the post be upgraded to the P-4 level, due to the quite complex tasks inherent to it. The Chairman of the World Forum expressed his high appreciation of the work performed by the WP.29 secretariat which, in his opinion, possessed a high level of knowledge and experience in both technical and legal aspects related to vehicles. He underlined that the professional staff members of the WP.29 secretariat always had to be selected from external candidates, because no suitable internal candidates were identified.

XVII. RAIL TRANSPORT (Agenda item 14)

Documentation: ECE/TRANS/SC.2/206

71. The Committee **approved** the report of the sixtieth session of the Working Party on Rail Transport (SC.2) (ECE/TRANS/SC.2/206).

(a) Rail transport infrastructure

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

Documentation: ECE/TRANS/SC.2/206

72. The Committee **noted** the amendments proposed by Latvia to Annex 1 of the Agreement (TRANS/SC.2/206, annex 1), and **reiterated** the invitation to those Governments that had not yet acceded to the AGC, to examine the possibility of doing so. 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 (TRANS/SC.2/206, para. 24).

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

Documentation: ECE/TRANS/SC.2/2006/12/Rev.1

73. The Committee **noted** the progress report of the TER Project ECE/TRANS/SC.2/2006/12/Rev.1 and additional information provided by the secretariat and the TER Project Manager, in particular the results of the follow-up activities for the implementation of the TER Master Plan.

74. The Committee **reiterated** its support to the TER Project and **requested** that adequate resources be made available in the Secretariat for the substantive backstopping and further development of this Project that will support the implementation of its ongoing activities.

75. The Committee **expressed** its gratitude to the Government of Hungary for hosting the TER Project Central Office in Budapest since the creation of this Project in 1992 until the end of 2006, and to the Slovak Government for its offer to host the TER Office in Bratislava from 1st January 2007.

(b) Facilitation of border crossing in international rail transport

76. The Committee **supported** the preparatory work carried out so far and **invited** involved countries, OSJD and other international organizations to finalize proposals of the two new legal documents (Annex 9 to the International Convention on the Harmonization of Frontier Controls of Goods and the new Convention to facilitate the crossing of frontiers in international railway passenger traffic). The Committee also **supported** the convening of an international Conference in the second half of 2007, subject to the previous adoption of the mentioned legal documents, with the widest possible participation of all national authorities involved in border crossing procedures. The Committee **reiterated** that the usefulness of the Conference would be significantly increased if it was thoroughly organized and if the two new legal instruments could be adopted by the relevant Committee's subsidiary bodies beforehand.

77. In this context, the Committee **took note** of an agreement to develop a high performance railway network connecting the capitals of the South-Eastern Europe countries, which was signed up at a meeting held in May 2006 in Greece, and **welcomed** the efforts of the Ministers of Transport of Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Greece, the former Yugoslav Republic of Macedonia, Moldova, Montenegro, Romania, Serbia and Turkey, to create more favourable conditions for the railway transport in the region.

(c) Demonstration runs of container trains on Euro-Asian transport corridors

78. The Committee **supported** the Working Party's decision to organize a workshop aimed at exchanging experiences and lessons learned in successfully organized demonstration runs of container block trains on Euro-Asian transport corridors.

XVIII. INLAND WATER TRANSPORT (Agenda item 15)

Documentation: ECE/TRANS/SC.3/171; ECE/TRANS/SC.3/174

79. The Committee **approved** the reports of the Working Party on Inland Water Transport (SC.3) on its special and fiftieth sessions.

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

Documentation: ECE/TRANS/120 and Corr.1; TRANS/SC.3/168/Add.1; ECE/TRANS/SC.3/174/Add.1; ECE/TRANS/SC.3/144/Rev.1

80. The Committee **took note** of the entry into force on 26 November 2006 of amendments to annexes I, II and III, as adopted by the Working Party at its forty-ninth session, and of the expected entry into force on 29 May 2007 of the amendments to the main legal part of the Agreement. The Committee **welcomed** the intention of the secretariat to publish a consolidated trilingual text of the amended Agreement. It **noted** that further amendments to AGN adopted by the Working Party at its fiftieth session had been presented to the United Nations Legal Office for communication to all the Contracting Parties for acceptance.

81. The Committee **took note** of the publication by the Secretariat of the updated versions of the Map of European Inland Waterways and the Inventory of Main Standards and Parameters of the E-Waterway Network ("Blue Book").

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

Documentation: ECE/TRANS/2007/L.1; ECE/TRANS/SC.3/172; TRANS/SC.3/2006/11 and Add.1

82. The Committee **took note** of the Ministerial Declaration adopted by the Pan-European Conference on Inland Waterway Transport (Bucharest, September 2006) and **adopted** the resolution on follow-up to the conference prepared by the SC.3, as its Resolution No. 258, with the following change to point 3 of the resolution:

“3. *Asks* the Working Party on Inland Water Transport to bring further clarifications to the Action Plan and to regularly inform the Inland Transport Committee of the progress made in the implementation of this resolution.”

83. The Committee **endorsed** the following resolutions, adopted by the Working Party in 2006 and **requested** the secretariat to publish a new revised version of CEVNI comprising all the amendments made to the previous 2002 edition of the Code:

- Resolution No. 61 on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels
- Resolution No. 62 on amendment of the European Code for Inland Waterways (CEVNI)
- Resolution No. 63 on International Standard for Vessel Tracking and Tracing on Inland Waterways

84. The Committee **endorsed** the decision of the Working Party to revise, jointly with the Danube Commission and the Central Commission for Navigation on the Rhine, the Strasbourg Convention on the Limitation of Liability in Inland Navigation and requested the Secretariat to cooperate with the river commissions on that matter.

XIX. INTERMODAL TRANSPORT AND LOGISTICS (Agenda item 16)

Documentation: ECE/TRANS/WP.24/111; ECE/TRANS/WP.24/113

85. The Committee **approved** the reports of the Working Party on Intermodal Transport and Logistics (WP.24) on its forty-fifth and forty-sixth sessions.

86. The Committee **endorsed** the proposal of the chairman of the Working Party to consider ways and means to further improve coordination and cooperation among Working Parties dealing with, in particular, the development of Euro-Asian transport links. On the basis of proposals to be made by concerned Working Parties, the Committee **requested** its Bureau to review this matter and to formulate proposals for consideration by the Committee at its next session. In the meantime, the Chairman of the Working Party on Transport Trends and Economics proposed to invite the Chairs of the other concerned Working Parties to the forthcoming session of WP.5 for information and discussions on this matter. The Committee **supported** this proposal.

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

Documentation: ECE/TRANS/WP.24/113

87. The Committee **noted with appreciation** that the secretariat, in accordance with the work plan on ECE reform, has developed a web-based tool allowing on-line monitoring of the implementation of AGTC and AGC infrastructure and performance standards. This electronic system replaced the previous “Yellow Book” publications and is accessible via the relevant UNECE website (<http://unece.unog.ch/wp24/agtc.aspx>). The Committee **felt** that this newly developed system was an important first step in effectively monitoring the implementation of the AGTC and AGC Agreements at national levels.

88. The Committee **welcomed** that, following completion of the necessary ratification procedures by Hungary, the AGTC Protocol on Inland Waterways is expected to come into force in early 2007.

**(b) Efficient intermodal transport in a pan-European context:
Follow-up to the action plan adopted by the ECMT Council of Ministers
(Moscow, 24 and 25 May 2005)**

Documentation: ECE/TRANS/WP.24/2006/1

89. The Committee **welcomed** the decision of Ukraine to establish an observatory for two important North-South and East-West intermodal transport lines in accordance with the ECMT framework action plan for the promotion of intermodal transport between Europe and Asia. Under the guidance of the Working Party, the observatory would serve as an information centre, provide a forum for the exchange of views among operators and Governments and allow, if necessary, for the introduction of corrective measures on the basis of best practices making use of the model action plans and partnership agreements that had been prepared earlier by the Working Party.

(c) Revised Programme of Work for 2006 to 2010

Documentation: ECE/TRANS/WP.24/113

90. Given the decision to transform ECMT into an international transport forum and to dissolve its group on intermodal transport and logistics, the Committee **adopted** the proposals of the Working Party to add to its programme of work for 2006 to 2010 four additional work items that until now had been undertaken by the joint ECMT/UNECE Working Party as referred to in document ECE/TRANS/WP.24/113. The Committee also **agreed** to increase the allotment of annual meeting days for the activities of the Working Party by one day. The Committee **requested** the UNECE Executive Committee to consider approving these proposals.

XX. BORDER CROSSING FACILITATION (Agenda item 17)

Documentation: ECE/TRANS/WP.30/224; ECE/TRANS/WP.30/226; ECE/TRANS/WP.30/228

91. The Committee **approved** the reports of the Working Party on Customs Questions affecting Transport (WP.30) on its one-hundred-and-twelfth, one-hundred-and-thirteenth and one-hundred-and-fourteenth sessions (ECE/TRANS/WP.30/224; ECE/TRANS/WP.30/226; ECE/TRANS/WP.30/228).

**(a) Customs Convention on the International Transport of Goods under Cover of
“Transports Internationaux Routiers” TIR Carnets (TIR Convention, 1975)**

Documentation: ECE/TRANS/WP.30/AC.2/81; ECE/TRANS/WP.30/AC.2/83;
ECE/TRANS/WP.30/AC.2/85; ECE/TRANS/WP.30/AC.2/2006/9/Rev.1

92. The Committee **noted** the information provided by the Chairman of the 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. The Committee **welcomed** the progress made in relation to

providing accountability and transparency concerning the mechanism for the financing of the TIRExB and the TIR secretariat as well as the progress reported in relation to the computerization of the TIR procedure. The Committee **decided** to prolong the mandate of the Group of Experts on the TIR revision process to the year 2007.

93. The Committee **supported** the organization of a special seminar on the approval of TIR vehicles, which is, tentatively, scheduled to be organized in conjunction with the session of the WP.30 in September 2007 and requested the secretariat to obtain the necessary resources for ensuring the participation of all relevant authorities in the seminar.

94. The Committee **noted** the reports of the Administrative Committee for the TIR Convention, 1975 at its fortieth, forty-first and forty-second sessions (ECE/TRANS/WP.30/AC.2/81; ECE/TRANS/WP.30/AC.2/83; ECE/TRANS/WP.30/AC.2/85).

(b) Draft Convention on International Customs Transit Procedures for the Carriage of Goods by Rail

95. The Committee **noted** that the new draft Convention on International Customs Transit Procedures for the Carriage of Goods by Rail should be ready for transmission to the concerned countries using the SMGS consignment note and that the signing of the Convention was foreseen during the autumn 2007.

XXI. TRANSPORT OF DANGEROUS GOODS (Agenda item 18)

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

96. The Committee **noted** that, as the result of the adoption by the Committee of Experts of new and revised recommendations (ST/SG/AC.10/34 and Add.1-3) at its third session on 14 December 2006, the secretariat will publish in 2007: the fifteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations (ST/SG/AC.10/1/Rev.15); 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.2); and the second revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (ST/SG/AC.10/30/Rev.2).

(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: ECE/TRANS/WP.15/AC.1/102 and Add.1; ECE/TRANS/WP.15/AC.1/104 and Add.1

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

Documentation: ECE/TRANS/WP.15/186 and Corr.1; Add.1-2 and Add.1/Corr.1; ECE/TRANS/WP.15/188 and Add.1; ECE/TRANS/WP.15/190 and Add.1; ECE/TRANS/185, Vols. I-II

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

Documentation: ECE/TRANS/190; Vols. I-II; ECE/TRANS/ WP.15/AC.2/23 and Informal document from Germany and the Netherlands

97. The Committee **noted** with satisfaction that:

- (a) ADR now counted 42 Contracting Parties;
- (b) The secretariat had published in 2006: (i) the 2007 version of ADR (ECE/TRANS/185) on the basis of the amendments which entered into force on 1 January 2007 (ECE/TRANS/WP.15/186 and Corr.1 and Add.1-2 and Vol.I/Corr.1); (ii) the 2007 version of ADN on the basis of the amendments adopted in 2005 and 2006 (ECE/TRANS/WP.15/AC.2/21/Add.1-2);
- (c) 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 2008.

98. The Committee **approved** the reports of the Working Party on the Transport of Dangerous Goods on its eightieth and eighty-first sessions, of the Joint Meeting of Experts on the Regulations annexed to ADN on its eleventh session, and of the Joint Meeting of the Working Party on the Transport of Dangerous Goods and the RID Safety Committee on its Spring and Autumn 2006 sessions, and **expressed** deep satisfaction for the work accomplished.

99. The Committee **approved** the Terms of reference and Rules of procedures of the Working Party on the Transport of Dangerous Goods as contained in document ECE/TRANS/WP.15/190/Add.1, including Rule 1 (b) of the Rules of procedure whereby non-member countries of ECE, as defined in paragraph 11 of the Terms of reference of ECE, may participate as full members at sessions devoted to matters relating to a legal instrument to which they are Contracting Parties.

100. 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, Germany, Greece, Kazakhstan, Moldova, Montenegro, Morocco, Serbia, The former Yugoslav Republic of Macedonia and Ukraine, and **urged** these countries to take the necessary steps to become Contracting Parties to this Protocol.

101. For ADN, the Committee **noted** with satisfaction that Austria, Bulgaria, Hungary, the Netherlands and the Russian Federation were already Contracting States and that France and Germany were expected to ratify ADN in 2007, which meant that the Agreement might enter into force this year. It **encouraged** the other signatory countries (Croatia, Czech Republic, Italy, Luxembourg, Moldova and Slovakia) and all other interested countries to take the necessary action to ratify ADN as soon as possible.

102. The Committee, noting that upon entry into force of ADN, an administrative committee would have to be established and work on the annexed Regulations would increase, **agreed** with a proposal by Germany and the Netherlands that a total of 10 meeting days per year would have to be devoted to ADN matters as from 2008 if ADN enters into force in 2007.

XXII. TRANSPORT OF PERISHABLE FOODSTUFFS (Agenda item 19)

Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP)

Documentation: ECE/TRANS/WP.11/214 and Add.1-2

103. The Chairman of the Working Party on the Transport of Perishable Foodstuffs (WP.11) informed the Committee of the results accomplished by WP.11, including the adoption of new amendments, and of the progress made with respect to the securing of ATP documents, the drafting of a questionnaire on exchange of information between Contracting Parties, the procedures for the approval of multi-compartment multi-temperature vehicles, and the introduction of energy labelling in ATP.

104. The Committee **approved** the report of the Working Party on the Transport of Perishable Foodstuffs (WP.11) on its sixty-second session (ECE/TRANS/WP.11/214) and the addenda thereto (ECE/TRANS/WP.11/214/Add.1 and 2).

105. It **took note** of the ongoing discussion within the Working Party concerning the draft annex to ATP on the carriage of fresh fruit and vegetables.

XXIII. TRANSPORT STATISTICS (Agenda item 20)

Documentation: ECE/TRANS/WP.6/151

(a) WP.6 Annual session

106. The Committee **considered** and **approved** the report of the Working Party on Transport Statistics on its fifty-seventh session (7-9 June 2006) (ECE/TRANS/WP.6/151) <http://www.unece.org/trans/main/wp6/transstatwp6report.html>.

(b) Finalization of 2005 E-Road and 2005 E-Rail Traffic Censuses

107. The Committee took **note** of the activities related to the finalization of the 2005 Combined Census of Motor Traffic Inventory of Standards and Parameters on Main International Traffic Arteries in Europe, as well as of the E-Rail Traffic Census 2005.

(c) Methodological issues - Finalization of the manual on the statistical coverage of road traffic performance (vehicle/km/year)

108. The Committee **took note** of the activities of the Taskforce that relate to the finalisation of the manual on the statistical coverage of road traffic performance (vehicle/km/year).

(d) Workshops

109. The Committee **took note** of the outcome of the Workshop on the statistical coverage of long-distance transport by buses that was held in Maastricht on 29 November 2006 and of the creation of the Taskforce to study the subject.

XXIV. IMPLEMENTATION OF THE PROGRAMME OF WORK OF THE COMMITTEE: BIENNIAL EVALUATION FOR THE 2004-2005 BIENNIUM (Agenda item 21)

Documentation: ECE/TRANS/2007/3

110. The Committee **took note** of the document on the 2004-2005 biennial evaluation of the implementation of the Programme of Work of the Committee (ECE/TRANS/2007/3). It also **noted** the information on biennial evaluations provided by the Senior Adviser to the Executive Secretary. These biennial evaluations, requested by the Commission, would be carried out for the first time in the 2008-2009 biennium. In 2008, the Committee will have to agree on an expected accomplishment per cluster of activity together with related indicators of achievement and measurement methodologies. To this end, in 2007, the Committee's Working Parties, in cooperation with the secretariat, will each have to draw up a draft expected accomplishment related to their work areas as well as indicators and appropriate methodologies and submit them to the Bureau. The Bureau will review them and make a recommendation to the 2008 session of the Committee thereon. In 2010, the Committee will be invited to review the draft accomplishment accounts prepared for each expected accomplishment by the secretariat. It will be expected to discuss the lessons learned and take programmatic measures, if appropriate. The Committee's Chair will be invited to report on the evaluations key findings to the Executive Committee.

XXV. TRANSPORT DIVISION WEBSITE (Agenda item 22)

111. The Committee **noted** with appreciation the continuous improvement and updating of the Transport Division website and encouraged the secretariat to continue to do so in future

XXVI. SCHEDULE OF MEETINGS IN 2007 (Agenda item 23)

Documentation: ECE/TRANS/2007/8; Informal Document

112. The Committee **considered** its schedule of meetings in 2007 based on proposals made by the Committee's subsidiary bodies (ECE/TRANS/2007/8), and **adopted** it with a few changes, which will be included in the final version of the list of meetings to be circulated in ECE/TRANS/197.

XXVII. OTHER BUSINESS (Agenda item 24)

(a) Election of the chairperson of the Committee for its sessions in 2009 and 2010

113. Although the election of the chairperson is foreseen to be held at the Committee's session in 2008, the Committee **had** a preliminary discussion on this matter and in this context, **requested** Member countries to consider possible candidates.

(b) Date of next session

114. The Committee **noted** that its seventieth session is scheduled to be held from **5-7 February 2008**.

(c) Miscellaneous

115. The Committee **requested** all its subsidiary bodies to ensure in the future that their reports contain, to the extent possible, all necessary information and explanations, keeping in mind the UN rules regarding the length of documents.

116. On the basis of the proposal of Austria on the possible continuation by the ITC of the work on transport of disabled people so far carried out in the framework of ECMT, the Committee **requested** its Bureau to consider the subject and, following consultations with the appropriate subsidiary bodies, to prepare proposals to be presented at its next session.

117. The Committee **reiterated** its decision taken at its 67th session in 2005 on the issue of visas to professional drivers and, supporting the efforts undertaken in other fora in this regard, including the ILO, **requested** the secretariat to follow the matter and inform the Committee at its next session.

118. The Committee **requested** the secretariat to notify member Governments well in advance of foreseeable post vacancies in the Transport Division.

119. The Committee **drew attention** to its subsidiary bodies that participation of private companies in events organized by them should contribute to the progress of the activities undertaken by the subsidiary bodies and should not be considered by these companies as an opportunity of publicity.

120. Noting that not all documents of the ITC were available in the three official languages for the session, the Committee **reiterated** its request to the secretariat to make all efforts that this issue is resolved.

121. Noting that the schedule of its annual session does not allow sufficient time for translation of documents on activities undertaken by some of its subsidiary bodies towards the end of the year, the Committee **requested** the secretariat to examine this matter and to prepare proposals to be presented at the next session.

122. Noting the forthcoming retirement of Mr. Capel Ferrer, who has been the Director of the UNECE Transport Division for more than 15 years, and acknowledging his dedication, professionalism and leadership in supporting the work of the Committee and of the UNECE and

in promoting it in other fora, the Committee **expressed** its deep gratitude to Mr. Capel Ferrer and **wished** him all the best in his new life.

123. The Committee also **expressed** gratitude to former secretary to the Working Party on Inland Water Transport (SC.3), Mr. V. Novikov, who retired in October 2006, for the 15 years of high professionalism and commitment he had shown in servicing the group. Furthermore, the Committee **expressed** gratitude to Ms. M-N. Poirier, secretary to the Working Party on Road Transport (SC.1) and the Working Party on Road Traffic Safety (WP.1), who will be retiring at the end of 2007, for her contribution and support in the work of these bodies during the last six years. Finally, noting that Mr. P. Hansen, secretary to the Working Party on Customs Questions affecting Transport (WP.30) and TIR Secretariat, would take up another post outside the UNECE, **expressed** appreciation to him for his contribution.

XXVIII. ADOPTION OF THE REPORT OF THE SIXTY-NINTH SESSION

(Agenda item 25)

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

Annex I

**TERMS OF REFERENCE OF THE MULTIDISCIPLINARY
GROUP OF EXPERTS ON INLAND TRANSPORT SECURITY
(DRAFT)**

- To define the delineation between transport safety and transport security;
- To make an inventory and collect documentation of all relevant regulatory initiatives at national and international level in the field of transport security with a view to sharing and drawing on best practices;
- To make an inventory and collect documentation of all standards and industry initiatives, guidelines and best practices;
- To prepare in a coordinated manner recommendations and/or proposals to the UNECE Governments for consideration by the ITC for improving inland transport security, including hinterland transport in connection with maritime transport, in inter alia the following areas of activity: infrastructure (networks, terminals etc.); personnel; transport means; goods; information exchange and borders;
- The above recommendations and/or amendments to existing legal instruments should, inter alia, be aimed at minimizing the risk of terror attacks in the field of inland transport and at the same time take into consideration the need for maintaining fluidity and facilitation of international transport at an economically acceptable level for States and citizens;
- It is proposed that the Multidisciplinary Group of Experts on Inland Transport Security should be composed of experts in transport security matters appointed by the States members of the UNECE as well as representatives of relevant international governmental and non-governmental organizations;
- The Group of Experts is expected to start its work in February 2007, pending approval by the UNECE Executive Committee and terminate before January 2008 with the submission of a full report of its accomplishments, including the above recommendations which will first be considered by the Bureau of the Inland Transport Committee, then the Committee for subsequent consideration, where relevant, by the relevant subsidiary bodies of the ITC;
- The Group of Experts is assisted in its work by the UNECE secretariat.

Annex II

[Original: ENGLISH, FRENCH and RUSSIAN]

SUPPORTING FURTHER DEVELOPMENT OF INLAND WATER TRANSPORTResolution No. 258adopted by the Inland Transport Committee on 8 February 2007*The Inland Transport Committee,*

Recalling the Declaration adopted by the Pan-European Conference on Inland Water Transport (Bucharest, 13 and 14 September 2006, document ECE/TRANS/SC.3/2006/11),

Bearing in mind the overall objective to develop efficient, balanced and flexible transport systems, which meet the economic, social, environmental, and safety requirements of UNECE member Governments,

Conscious of the important role of inland water transport, which in comparison with other modes has economic and ecological advantages as well as spare infrastructure and vessel capacity and is therefore capable of lowering social cost and negative impact on the environment by inland transport as a whole,

Noting with satisfaction that since the 2001 Rotterdam Conference, the role of UNECE as a central intergovernmental body dealing with the pan-European standard setting in inland navigation has increased considerably due to the development of Europe-wide technical, safety, environmental protection and manning requirements, reflecting to a large extent the proactive implementation of the Action Plan specified in the Committee's Resolution No. 250 (document ECE/TRANS/139, annex 2),

Noting also the importance of UNECE Environmental Conventions, such as the Convention on Environmental Impact Assessment in a Transboundary Context and the Convention on the Protection and Use of Transboundary Watercourses and International Lakes, for the orderly and environmentally respectful development of inland waterway transport and its infrastructure,

Welcoming the Communication from the European Commission (EC) on the promotion of inland waterway transport: Integrated European Action Programme for Inland Waterway Transport (NAIADES, document ECE/TRANS/SC.3/2006/5),

Expecting that the UNECE can support the EC in the implementation of the NAIADDES Programme, in particular in countries that are not members of the European Union,

Convinced that the UNECE, in close cooperation with other relevant international organizations, can and should support to the maximum extent possible the realization of the tasks set by ministers in the Bucharest declaration,

1. *Endorses* the Action Plan to implement decisions of the Pan-European Conference on Inland Water Transport (Bucharest, 13 and 14 September 2006), which is annexed to this resolution;

2. *Requests* the Working Party on Inland Water Transport, in close cooperation with the European Commission, the European Conference of Ministers of Transport (ECMT), the Central Commission for the Navigation of the Rhine (CCNR) and the Danube Commission (DC), to proceed with the implementation of the Action Plan mentioned above, and to amend its Programme of Work for the period 2007-2011 accordingly;

3. *Asks* the Working Party on Inland Water Transport to bring further clarifications to the Action Plan and to regularly inform the Inland Transport Committee of the progress made in the implementation of this resolution.

Annex to Resolution No. 258

**PLAN OF ACTION FOR THE IMPLEMENTATION OF THE DECISIONS
TAKEN BY THE PAN-EUROPEAN CONFERENCE ON INLAND WATER TRANSPORT
(Bucharest, 13-14 September 2006)**

Items of the Bucharest Declaration	Action to be undertaken
Harmonization and integration of the regulatory framework	
<p>1. <i>Ministers welcome the progress made in the harmonization of technical requirements for inland waterway vessels, where equivalency has been established between the rules of different organizations. They call the organizations concerned to ensure that equivalence is preserved in the future maintenance as these requirements evolve aiming at mutual recognition of ship certificates.</i></p>	<p>To continue the work within UNECE on further improvement of technical requirements for inland navigation, bringing as close as possible the standards in force within EC, UNECE, CCNR and DC;</p> <p>To encourage member governments to apply, as widely as possible, the provisions of the "Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels" (annex to resolution No. 61) and other technical standards agreed at an all-European level, with a view to achieving the mutual recognition of ships' certificates issued on their basis and avoiding double inspections;</p> <p>The Working Party SC.3, assisted by a Group of Volunteers, should launch the elaboration of specific technical requirements for sea-river vessels.</p>
<p>2. <i>Ministers consider the free movement of crew members Europe wide as a strategic priority in view of the opening and integration of markets. It is essential for the functioning of the sector. Therefore they invite governments to facilitate such free movement and urge also the following specific actions:</i></p> <ul style="list-style-type: none"> <i>• The River Commissions, the European Commission and the United Nations Economic Commission for Europe are called to continue their efforts for the mutual recognition of boatmaster licenses.</i> <i>• The River Commissions concerned are invited to rationalize requirements for the specific knowledge and experience needed for the navigation on certain river stretches.</i> <i>• The European Commission and the River Commissions are invited to continue their efforts, in close co-operation with their social partners, to harmonize job descriptions.</i> <i>• Education and training institutes in the field of inland shipping are invited to actively co-operate and to create, together with the River Commissions, a European network aiming at the facilitation of exchanges on national educational programmes and vocational training.</i> 	<p>To complement the Programme of work of the Working Party SC.3 for 2007-2011 as "Continuing activity", priority 1, with a new element concerning the free movement of crew members across Europe. To study a possibility for the development of an all-European uniform Riverfarers' Identity Document. To call upon States members to encourage the facilitation of such a free movement of crew members;</p> <p>To continue the work on the application and updating of the Recommendations on Minimum Manning Requirements for the Issuance of Boatmasters' Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (annex to resolution No. 31);</p> <p>Together with CCNR and DC to rationalize and unify as much as possible the requirements on checking the knowledge by boatmasters of specific stretches of inland waterways and their navigating skills on those stretches. To consider, with the participation of shipping companies, the harmonization of crew members' job profiles;</p> <p>To study possible inclusion into the Programme of work of the Working Party the establishment, jointly with river commissions, of a European network aiming at the facilitation of exchanges on national educational programmes and vocational training in inland navigation.</p>
<p>3. <i>Ministers welcome the ongoing harmonization of civil law in order to facilitate the full utilization of inland waterway transport in Europe. They urge all river states in Europe to adhere to the Convention on the Contract for the Carriage of Goods by Inland Waterway and invite the Central Commission for Navigation on the Rhine in association with the Danube Commission and the United Nations Economic Commission for Europe, to revise the Convention on the limitation of liability in inland navigation with a view to enlarging its geographical application.</i></p>	<p>To include in the agenda of the Working Party SC.3 the question of practical implementation by member Governments of the provisions of the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) and its impact on national legislation;</p> <p>Jointly with river commissions, to initiate the revision of the Strasbourg Convention on the Limitation of Liability in Inland Navigation (CLNI) with a view to converting it into a Pan-European legal instrument, by including this item into the Programme of work of SC.3.</p>

Items of the Bucharest Declaration	Action to be undertaken
<p>4. <i>Taking into account the increased integration of inland waterway transport in Europe and with a view to maintaining the high safety and security level of inland navigation, the co-ordination and exchange of information between national authorities should be further strengthened, with the purpose of facilitating inspection of vessels and to avoid duplication in controls. Ministers invite the River Commissions to take initiatives in this field in close cooperation with national authorities.</i></p>	<p>UNECE, acting in close cooperation with the European Commission and river commissions, should encourage the elaboration by member countries of national policy in this regard. The question of "transport and security" should be retained on the agenda of the Working Party. In this connection, the elaboration and adoption of Annex IV of the AGN Agreement, concerning the security on inland waterways, should be accelerated.</p>
<p>5. <i>Ministers consider that the existing legislation should be rationalized and simplified, subject to maintaining the best levels of safety and providing for the possibilities offered by new technologies. Furthermore the administrative framework should be improved through streamlining formalities and procedures. For these purposes they call upon the European Commission, the River Commissions and all other organizations involved to undertake the necessary actions.</i></p>	<p>In the framework of the Working Party on Inland Water Transport, initiate the consideration of measures aiming at the simplification of national legislation of member countries while taking into account the opportunities offered by new technologies without prejudice to the level of safety;</p> <p>In this regard, all stakeholders, including member countries, EC, UNECE, ECMT and river commissions, are invited to take into account the findings and implement the recommendations of the Group of Volunteers on legislative obstacles, as reflected in TRANS/SC.3/2005/1.</p>
<i>Coordinated development of inland waterway transport</i>	
<p>6. <i>Ministers recognize the need for the promotion of inland waterway transport as a commercially attractive and environmentally compatible mode of transport through coordinated action. They invite all the involved actors to contribute to the realization of the NAIADES programme, which covers for the first time all the areas of actions, and which should serve as a basis for action also at Pan-European level.</i></p>	<p>UNECE, acting in close cooperation with the European Commission, river commissions and other interested parties, should strive to overcome the fragmentation of the inland water transport market in Europe and to establish the principle of free navigation on inland waterways at the pan-European level. UNECE should actively promote the advantages of transport by inland waterway and indicate the problems it is facing through the regular (once every ten years) publication of the White Paper on Trends in and Development of Inland Navigation and its Infrastructure;^{1/}</p> <p>To carry on cooperation with other stakeholders on questions relating to the improvement of current institutional structure in inland navigation, preserving however the experience gained and positive results of work by the existing institutions, including UNECE, and taking into account the potential they possess.</p>
<p>7. <i>In this context Ministers invite the governments of the states that are not members of the European Union to also take the necessary initiatives in the interest of the realization of NAIADES in their countries. Ministers also invite the European Community to make full use of mechanisms to support these countries in financial and technical terms.</i></p>	<p>To initiate the elaboration of a comprehensive strategy for inland navigation, extending beyond the EC and covering also such countries as Belarus, Croatia, Kazakhstan, Republic of Moldova, Russian Federation, Serbia and Ukraine;</p> <p>The UNECE secretariat should monitor the implementation of the follow-up to the Bucharest Declaration and, at the same time, should follow the actions by the European Commission aimed at the implementation of the NAIADES Programme to ensure cooperation between UNECE and EC. The European Commission should, in particular, be informed of the decisions of UNECE member Governments concerning the maintenance and further development of inland waterway infrastructure (AGN network, "Inventory of Main Standards and Parameters of the E waterway Network" (Blue book), "Inventory of Most Important Bottlenecks and Missing Links in the E waterway Network", "Economic Study of the Danube – Oder – Elbe Connection" and the situation regarding the elaboration of the Economic Study on the Dnieper – Vistula – Oder Waterway Connection);</p>

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The last edition of the "White Paper" was published in 1996 (see TRANS/SC.3/138).

Items of the Bucharest Declaration	Action to be undertaken
	A Workshop should be organized in cooperation with EC and international financial institutions on practical realization of recommendations of the High-Level Group on the Extension of Major trans-European Transport Axes (TEN-T) to the Neighbouring Countries in order to identify the top priority projects capable of being supported by relevant EC funds and financial institutions such as EBRD, etc.
<i>8. Ministers invite the shipping industry in close cooperation with freight forwarders, operators of other transport modes and ports to develop new markets and to expand reliable door-to-door transportation, inter alia by reducing delays in the transshipment of containers in seaports.</i>	To request the UNECE secretariat to periodically invite the representatives of shipping interests and ports from different European regions to participate in the work of different subsidiary bodies of the Inland Transport Committee with a view to identifying and taking into account the needs of the industry to implement this decision of the ministerial conference.
<i>10. Ministers invite the industry to continue modernization of the fleet in order to further improve logistics efficiency and environmental performance. Investments in the fleet should aim to facilitate continued use of smaller waterways and improve the reliability of transport in the context of extended periods of shallow water levels.</i>	The Working Party SC.3 should consider the possibility of preparation by member Governments, together with river commissions, of specific studies on fleet modernization and enhancing of its efficiency. To carry out studies with a view to identifying the most efficient types of vessels to be used on the so-called "Great European Transport Circle ^{2/} ," including the stretches of coastal sea routes. To prepare for the possible development of additional provisions to AGN Agreement aimed at the integration of inland navigation, sea-river shipping and short sea crossings.
<i>11. Ministers call upon the European Commission, the United Nations Economic Commission for Europe and the River Commissions to reinforce environmental standards, in order to further improve the environmental performance of inland waterway transport compared to other modes.</i>	To encourage member Governments to practically apply in their national legislation the provisions of UNECE Recommendations relating to the prevention of water and air pollution by inland shipping, in particular, chapters 8A and 8B of the "Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels;" In cooperation with EC and river commissions, to regularly review the environmental standards taking into account the technological progress and the ever-increasing requirements for the protection of the environment.
<i>14. Ministers invite the competent authorities to facilitate the establishment, in cooperation with the industry, of promotion and development centers and to nominate national focal points for promoting and supporting inland waterway transport and sea-river shipping.</i>	To invite member Governments to establish national centers for the promotion and development of inland waterway transport and designate national coordinators, which should contribute to the development of effective mechanisms for cooperation between authorities and inland transport sector and facilitate the development of policy aimed at the achievement of concrete results.
Infrastructure development and the environment	
<i>16. Ministers, having in mind the AGN and the TEN-T network, note the intention of the European Commission to initiate a European development plan for improvement and maintenance of waterway infrastructure and transshipment facilities. They also support the recommendations issued in 2005 by the High Level Group on the Extension of Major trans-European Transport Axes to the Neighbouring Countries.</i>	To go on with the improvement and maintenance of a modern and efficient network of inland waterways as a key element of the pan-European transport system and a basis for its further development. To consider the elimination of bottlenecks in the E waterway network as a pivotal point for the establishment of a sustainable and efficient inland waterway network. To this purpose, to regularly revisit and review the "Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network;" To assess the feasibility of the Dnieper – Vistula – Oder waterway link. To encourage the commencement of work of the Group of Rapporteurs addressing this issue in 2007.

^{2/} Rotterdam – North Sea – Baltic Sea – Volga-Baltic Waterway – Volga – Don – Azov Sea – Black Sea – Danube – Rhine – Rotterdam.

Items of the Bucharest Declaration	Action to be undertaken
<p>17. Ministers recognize the need to improve the multi-modal network by ensuring at the national level better balance for the investments between transport modes through, <i>inter alia</i>, guidance for financing maintenance and prioritizing improvement of waterway infrastructure. Reliability of inland navigation should be aimed at through harmonized fairway depths for interlinked waterway networks, respecting the need to integrate environmental protection in the development of inland waterways.</p>	<p>No particular action is expected by UNECE. At the same time, UNECE, the European Commission and river commissions should encourage their member Governments to improve on the national level the technical parameters of inland waterways through the modernization of their infrastructure and maintaining sufficient fairway depths as a possible alternative to the construction of new infrastructure of other land modes of transport;</p> <p>To continue to study the questions of financing of inland waterway development. Some basic aspects of possible cost sharing among beneficiaries as well as the main economic indicators for such infrastructure development could become a subject of a White Paper on financing the infrastructure of inland waterway transport.</p>
<p>19. Ministers consider that in case of the establishment of a framework for infrastructure charging and the internalization of external costs, such framework should be applied to all modes on an equal basis allowing a level playing field between transport modes. However, the consequences for traffic flows on inland waterways should be carefully considered.</p>	<p>This item is of practical relevance to government policy for the development of the transport sector as a whole. Nevertheless, it would be worthwhile to have an exchange of views on this issue within the Working Party SC.3. A Workshop should also be organized jointly by UNECE, ECMT and river commissions with participation of representatives of the industry, ports and inland waterway administrations (managers) with the aim of discussing and elaborating approaches to the solution of this issue.</p>
<p>20. Ministers recognize the importance of implementing River Information Services (RIS), based on the established framework of standards and general principles, in order to contribute to the safety and environmental performance of inland navigation, optimize the use of the infrastructure and facilities and facilitate market observation. They call all the actors involved to support the rapid implementation of these services, where possible through concerted actions.</p>	<p>To continue the work on implementation of the "Guidelines and Recommendations for River Information Services" (RIS) on European inland waterways on the basis of the standards adopted;</p> <p>To encourage Governments to actively establish the RIS services on their inland waterways of international importance in accordance with agreed general principles, unified standards, norms and regulations;</p> <p>UNECE should complete during the period 2007-2008 the development of all the RIS related standards and establish a mechanism for their regular updating in cooperation with EC, river commissions and relevant international expert groups.</p>
<p>21. Ministers invite the river commissions for navigation and environment of the Danube and the Rhine to establish procedures for a structured dialogue on environmental issues concerning inland waterway infrastructure projects and to support these processes, taking into account the conclusions of the "Study on the Development of Infrastructure and Protection of the Environment" elaborated under the auspices of the European Conference of Ministers of Transport. All riparian states are invited to actively commit to supporting this work.</p>	<p>To recommend to the UNECE Committee on Environmental Policy and its Division on Environment, Housing and Land Management to take part in the activities mentioned in this item and establish a good cooperation with the ECMT and river commissions.</p>

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