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INLAND TRANSPORT COMMITTEE

Working Party on Road Transport
(Ninety-eighth session, 27-29 October 2004)

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

ATTENDANCE

1. The Working Party on Road Transport held its ninety-eighth session in Geneva from 27 to 29 October 2004. Representatives of the following ECE member States participated: Armenia; Azerbaijan; Bulgaria; Finland; France; Georgia; Germany; Greece; Hungary; Kazakhstan; Kyrgyzstan; Latvia; Lithuania; Netherlands; Norway; Portugal; Romania; Russian Federation; Sweden; Switzerland; Turkey; Uzbekistan.

Also represented were the European Commission and the Trans-European North-South Motorway (TEM) Project and the following non-governmental organization: International Road Transport Union (IRU).

OPENING OF THE SESSION

2. Following the retirement of Mr. Pinson of the Russian Federation, who had been elected as Chairman at the last session of the Working Party, Mr. Alaluusua, who had been elected as Vice-Chairman, took the chair of SC.1. The Working Party requested the delegates from the Russian Federation to convey to Mr. Pinson its best wishes for a happy retirement.

3. In his introduction, the Director of the Transport Division welcomed the representatives of Armenia, Azerbaijan, Kazakhstan, Kyrgyzstan and Uzbekistan who were participating in a session of the Working Party for the first time. He informed the Working Party of the adoption by the Inland Transport Committee of Consolidated Resolution R.E.4 and said that 10 countries had entered reservations. He hoped that the country which had entered a general reservation concerning this resolution would reconsider its position in the light of the explanations provided.

4. He further stressed the need for final decisions to be taken on the following points: the AGR (annexes I and II), and the CMR (the version on the basis of which the Protocol to the CMR would be prepared). He also mentioned the discussions in the Inland Transport Committee on the question of visas. In this regard he expressed the hope that the Working Party would consider document TRANS/SC.1/2004/5 and the informal document submitted by IRU and give its opinion on how the Inland Transport Committee could tackle the question, given that SC.1 could make a constructive contribution, particularly in determining the transport-related documents to be submitted in order to obtain a visa.

5. With regard to the draft terms of reference and rules of procedure for SC.1, the Director of the Transport Division spelled out the reasons for their presentation. He referred here to what had taken place in WP.1 and said that the latter had deferred consideration of this point in order to have a more finished text before it. He suggested that initially the Working Party should focus essentially on its terms of reference and only give general consideration to the draft rules of procedure since they contained many similarities with the rules of procedure of WP.1.

6. Lastly, referring to the work done in Verona on road safety, he requested the Working Party to consider the possibility of creating a new Convention or a new annex to the AGR on the evaluation of the impact of road safety with regard to roads, similar to the one that already existed for the environment. He invited the countries to provide the secretariat with all useful information on the subject. He also asked the Working Party to reflect on the possibility of preparing a methodology for road safety inspection.

ADOPTION OF THE AGENDA (*agenda item 1*)

(*Document: TRANS/SC.1/374*)

7. The agenda was adopted without changes.

ADOPTION OF THE REPORT OF THE NINETY-SEVENTH SESSION (*agenda item 2*)

(*Document: TRANS/SC.1/373*)

8. The Working Party adopted the report of its ninety-seventh session 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**

(*Document: ECE/TRANS/156*)

9. The secretariat informed the Working Party of the conclusions of the sixty-sixth session of the Inland Transport Committee (18-20 February 2004).

(b) International organizations

(*Document: TRANS/SC.1/2004/9*)

10. The representative of IRU referred to the results of the IRU 29th World Congress held in Yokohama (Japan), the main features of which were presented in a brochure distributed to members of the Working Party during the meeting. In particular, he referred to the resolution adopted on the safety of road transport and reproduced in document TRANS/SC.1/2004/9. He also mentioned the adoption at the Congress of a Charter on road safety and announced that the next congress would be held in Dubai in the United Arab Emirates in 2006.

IMPLEMENTATION OF THE AETR (*agenda item 4*)

(*Document: TRANS/SC.1/371/Add.1/Rev.1*)

11. The Working Party was informed that proposals of amendments to Article 12 of the AETR on checking procedures for driving and rest times had officially entered into force on 27 February 2004 (C.N. 1353.2003.TREATIES-3 (depository notification)).

12. The European Commission informed the Working Party about the latest developments concerning the application of the digital tachograph in the European Union and legislative proposals under discussion which would subsequently have an impact on the AETR (particularly simplification of the rules relating to driving and rest times and new provisions to reinforce monitoring of these rules).

13. The Working Party adopted without changes document TRANS/SC.1/371/Add.1/Rev.1 introducing the latest modifications concerning the amendments to the AETR relating to the digital tachograph. The secretariat also announced that an explanatory memorandum had been added at the end of this document in order to present the various amendments made. It recalled that France had expressed its willingness to transmit all these amendments to New York. The final document as adopted is attached to this report as an addendum with the symbol TRANS/SC.1/375/Add.1.

14. The Working Party took note of the list of competent authorities concerning the AETR, updated by the secretariat (TRANS/SC.1/2004/12).

15. The Russian Federation confirmed its intention of organizing an international seminar on the digital tachograph in 2005 and said that it would communicate the date, the venue and the subjects for discussion as soon as possible and would contact the secretariat to settle the organizational arrangements. The representative of the European Commission said that, in the context of a contract in the process of signature with Sweden concerning the monitoring of the application of the digital tachograph which would enter into force in the spring of 2005, the organization of two seminars was planned, one of them in the Russian Federation. He said that the Commission was prepared to cooperate in organizing a seminar of that nature.

16. When questioned about the work that would be done in the Russian Federation to introduce a digital tachograph of Russian origin, the representative of the Russian Federation said that he would send the secretariat all useful information in that regard as soon as possible.

17. The representative of Azerbaijan said that a digital tachograph was already in use in his country and wished to know what means would enable the device to be recognized in Europe. The secretariat said that the means were specified in annex 1B of Council Regulation (EEC) No. 3821/85 and that all the regulations on the subject were referred to in document TRANS/SC.1/371/Add.1/Rev.1. For all additional information on the procedures applied in the European Union he was invited to contact the representative of the European Commission directly.

ROAD TRANSPORT INFRASTRUCTURE (*agenda item 5*)

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

(Documents: TRANS/SC.1/AC.5/38; TRANS/SC.1/2003/9; TRANS/SC.1/2004/7; TRANS/SC.1/2004/2; TRANS/SC.1/2002/13/Rev.2; TRANS/SC.1/2003/3; TRANS/SC.1/2003/3/Rev.1)

(i) Status of prior amendments to the AGR

18. The Working Party took note of Amendment 9 to the AGR (ECE/TRANS/16/Amend.9) prepared by the secretariat, incorporating amendments to the AGR which entered into force on 4 December 2001, 29 August 2002 and 24 November 2003).

(ii) Consideration of new proposals for amendments to the AGR, annex 1

19. The Working Party adopted proposals regarding E roads in Romania (TRANS/SC.1/2004/7). With regard to the proposal concerning the extension of the E 81 from București to Constanța, however, the Working Party requested the secretariat to check with Romania whether, in view of the short distance of the section in question, reference to all the intermediate towns (Lehliu, Fetesti and Cernovoda) was justified since it would be impossible to mention them all on the forthcoming AGR map.

20. The Working Party also adopted the proposal for a new E road in Estonia (TRANS/SC.1/2004/2).

21. With regard to proposed amendments to annex 1 of the AGR submitted by Turkey and Azerbaijan, to which SC.1 had agreed in principle at its ninety-seventh session (TRANS/SC.1/373, paragraph 18), Georgia gave its agreement to the new E road from Horasan in Turkey (junction with E 80) to Vale in Georgia and to making this road an extension of the existing E 691 (Ashtarak - Vale) (overall reference: Ashtarak - Gumri - Ashotsk - Vale - Turkgözü - Posof - Kars - Horasan). For its part, Azerbaijan gave its agreement to the new E 99 from Şanlıurfa in Turkey (junction with E 90) to Sadarak in Azerbaijan (junction with E 002) (overall reference: Şanlıurfa - Diyarbakir - Bitlis - Doğubeyazit - Iğdir - Dilucu - Sadarak). Armenia also gave its agreement to the extension of E 002 from Mehgri (Armenia) to Sadarak in Azerbaijan (overall reference: Alyat - Saatli - Mehgri - Ordubad - Djulfa - Nakhchivan - Sadarak).

22. With reference to the proposals submitted by Kazakhstan, SC.1 took note of the change of name of the town of Leninogorsk to Ridder, on E 40. Exceptionally, it agreed to the extension of E 38 from Kyzylorda to Shymkent, insofar as this section was already covered by E 123. It considered, however, that the proposal to extend E 40 from Ridder to Ust Kan in the Russian Federation was premature and that it would be advisable to wait until the work of upgrading this section of the road was more advanced before introducing this extension.

23. All the amendments to annex 1 of the AGR adopted by SC.1 at its ninety-seventh and ninety-eighth sessions, which will be sent to the Secretary-General for notification, can be found in annex 1 to this report.

24. The Working Party took note of document TRANS/SC.1/2002/13/Rev.2 which showed overlapping sections of the E road network and the Asian Highway Network.

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

25. The Working Party at its ninety-seventh session had considered that, in view of the concerns expressed on the risks of inconsistency in the proposals submitted with the next European Union Directive, it was necessary to defer the adoption of the provisions concerning safety in tunnels in order to ensure their compatibility with the Directive in question. Following the adoption of the EU Directive (EC/2004/54 of 29 April 2004 (OJ L 167/39)), the secretariat, in conjunction with the Vice-Chairman of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels, had prepared a revised draft of document TRANS/SC.1/2003/3, taking into account the observations made at the ninety-seventh session, the comments of the Group of Experts on Safety in Tunnels at its seventh meeting (see report TRANS/AC.7/15) and the provisions of the Community Directive.

26. The Working Party considered document TRANS/SC.1/2003/3/Rev.1 and informal document No. 1 containing all the provisions concerning safety in tunnels and made the following modifications:

- Chapter III.2.1: Basic parameters, in the table, add “(km/h)” after “Design speed”.
- Chapter III.3: Replace “shall” by “should” in the first and fourth paragraphs (English version). In the French version, fourth paragraph, replace “doivent” by “devraient”. Adapt the Russian version accordingly.

- Amend the first two paragraphs of Chapter V.3 as follows:

“The need to provide emergency exits and the distance between them should be decided case by case on the basis of a risk analysis of the tunnel in question. **However**, in new tunnels, emergency exits should be provided where the traffic volume is higher than **an annual daily average of 2,000 vehicles per lane.**”
- Chapter V.3, fifth paragraph (English version only), amend to read: “... allowing the passage of emergency services ...”.
- Chapter V.3, sixth paragraph and Chapter V.4.2, replace “têtes” by “extrémités” in French, and “portal” by “entry and exit” in English. Adapt the Russian as needed.
- Chapter V.4, first paragraph, add “fire” before “extinguisher” in the English version. In the French version, replace “les sorties” by “les issues”. After “l’indication de la fréquence radio” add “**ou l’utilisation de la radio**”.
- Chapter V.4.2, first paragraph, add “fire” before “extinguishers” in the English version.
- Chapter V.4.3, replace “bi-directional” by “bidirectional” in the English version.
- Chapter V.4.4, fourth indent, amend to read: “Traffic lights, barriers and other equipment to stop vehicles when necessary before the tunnel entrances and, if required, **road signs and other appropriate devices** within the tunnel;”.
- Chapter V.4.4, replace the last indent by the following paragraph:

“V.5 Fire resistance of structure

The main structure of tunnels where a local collapse may have catastrophic consequences (for example, an underwater tunnel or a tunnel liable to cause the collapse of large adjoining structures) should ensure a sufficient level of fire resistance.”

27. In addition, in the first paragraph “General remarks” of Chapter VI, entitled “Environment and Landscaping”, the Working Party decided to delete the word “severance” in the brackets: “... (noise, pollution, vibrations) ...”.

28. The Working Party requested the secretariat to prepare a revised version of document TRANS/SC.1/2003/3/Rev.1, incorporating all the amendments adopted at its ninety-seventh and ninety-eighth session. This revised and consolidated document is included as an addendum to this report with the symbol TRANS/SC.1/375/Add.2. The secretariat was also requested to transmit these amendments, once they had been approved by the Inland Transport Committee at its sixty-seventh session in February 2005, to the Secretary-General, along with the adopted amendments to annex 1 (see paragraph 23), so that the notification procedures could be officially initiated.

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

(Document: TRANS/SC.1/2004/4)

29. The TEM Project Manager, Mr. Marian Hantak, recalled the objectives of the Project and informed the Working Party about the latest developments (TRANS/SC.1/2004/4). He referred to the importance of the implementation of the Master Plan. This was an ambitious plan which had benefited from major financial support from IRU, and aimed at the elaboration of a strategy for the implementation of the TEM Project in terms of the updated and prioritized road transport infrastructure needs of member countries. It would cover future developments up to 2020. The IRU delegate stressed the importance of promoting the Master Plan, particularly vis-à-vis banks and international financial organizations.

30. With regard to the financing of the TEM Project, Mr. Hantak said that, in order to offset inflation and the depreciation of the dollar, the Steering Committee had requested for 2004 the payment of an exceptional additional contribution of US\$ 2,500 per member country. Since it was impossible to modify the TEM Cooperation Trust Fund, it was proposed that an annual appeal should be made for this type of exceptional contribution in addition to members' regular contribution.

31. The representative of Turkey thanked Mr. Hantak for his excellent work and Poland for hosting the TEM Project on its territory and for contributing to its development through logistical support and the personnel it had made available for the Project. In view of the small number of persons working for the Project, member countries were encouraged to furnish additional personnel.

32. The Working Party requested that it should be given updated information at the next session.

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.4 and Corr.1, TRANS/SC.1/2004/1 and Corr.1)

33. The Working Party took note of document TRANS/SC.1/2002/4/Rev.4 containing the final text of Consolidated Resolution R.E.4 adopted by the Inland Transport Committee and incorporating the changes decided by the Committee on the basis of document TRANS/SC.1/2002/4/Rev.3, namely: removal of the brackets in the last indent of 1.2.16 and the addition to paragraph 4.2.1 of an explanatory footnote to read: *"The system of Community and similar licences applicable to carriers of the European Union, the European Economic Area and Switzerland for transport operations between these countries is not concerned by this point."*

34. The Working Party also took note of the list of reservations entered by the countries and appearing in document TRANS/SC.1/2004/1. The Netherlands announced that in the light of information received, its position in respect of its general reservation concerning R.E.4 could change; the secretariat would be informed by the end of the year. The Russian Federation withdrew its reservation concerning paragraph 4.2.1.

(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.1/2004/5)

35. After the Chairman had recalled the context of the problem of the issue of visas to professional drivers and the discussions in the Inland Transport Committee, the Working Party took note of document TRANS/SC.1/2004/5, containing letters from nine CIS countries (Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Russian Federation, Ukraine) detailing the problems encountered in obtaining visas by their professional drivers in international transport. It was pointed out that this information had been requested by the Inland Transport Committee and that the above document would be submitted to the Bureau of the Inland Transport Committee for consideration at its December meeting and at the Committee's meeting in February 2005.

36. The Working Party also considered a note submitted by IRU on the facilitation of visa issuance to professional drivers. It contained a proposal to establish an ad hoc multidisciplinary group of concerned countries and organizations with the mandate of analysing the question and preparing proposals, particularly with a view to harmonizing the list of documents to be provided in order to obtain a visa. The Working Party also had before it a draft agreement on facilitation of visa issuance prepared by the Black Sea Economic Cooperation (BSEC) member States which proposed, inter alia, to draw up national lists of professional drivers.

37. On the basis of these documents, SC.1 held a lengthy exchange of views on the subject. The delegates from Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, the Russian Federation and Uzbekistan informed the Working Party of the problems their drivers encountered and requested that a multidisciplinary group of experts should be set up to study the question and propose pragmatic solutions, particularly with regard to the harmonization of the documents required to obtain a visa.

38. The delegate from Germany said that the member States of the European Union had given the European Commission the mandate of conducting discussions on visa issuance with the Russian Federation and that for that reason his Government was not in a position to discuss the matter with regard to the Russian Federation, either bilaterally or multilaterally. He announced that as from 2005 transport operations under cover of ECMT permits would benefit from a simplified procedure in bilateral conditions.

39. The International Road Transport Union for its part stressed the importance of such a group being multidisciplinary if it was to make real progress on the issue and formulate recommendations which could be implemented. It was pointed out that these were not only problems for drivers travelling to the European Union but also EU drivers travelling to non-EU countries and that the problem also arose among countries outside the Union.

40. The Working Party considered that the exchange of views that had taken place on the basis of the above-mentioned documents provided useful clarification for the Inland Transport Committee which would have to decide on the follow-up to be given to the proposals.

(c) Establishment 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.1/2004/3)

41. At its last session, SC.1 had requested the secretariat to send a questionnaire to member countries to ask them to state their preferences as to whether the approach proposed by UNIDROIT or that proposed by Germany in the introduction of the electronic consignment note in a protocol to the CMR should be kept.

42. The secretariat presented the replies received to the questionnaire, contained in document TRANS/SC.1/2004/3, which revealed a clear majority in favour of the UNIDROIT proposal (14 countries, with the addition of the 2 countries (Finland and the Russian Federation) that had supported the proposal during the meeting, as against 2 for the German proposal).

43. The representative of Germany requested that consideration of this issue should be deferred in order to observe how practice in the sphere of electronic consignment notes developed before defining the bases for a system using the data compiled.

44. Several countries had on the contrary stressed that it was urgent not to delay further the finalization of the text of the additional protocol. The representative of IRU supported the position of these countries considering that the UNIDROIT approach based on functional equivalence was more pragmatic. He said that a symposium had been held in Lisbon on 1 October 2004 on transport law in the electronic age, during which each transport mode had presented the situation of the use of the electronic consignment note. He proposed, as a supplement to the protocol, with a view to facilitating the task of the parties to the contract, that the profession should draw up a standard code of conduct for the exchange of contractual data by teletransmission in the context of international road transport.

45. Following the discussion, SC.1 decided to request UNIDROIT to prepare a revised and expanded version of its initial draft and requested the secretariat to send the new text to the Contracting Parties sufficiently in advance to enable them to comment before the next meeting of SC.1. The aim was to complete the text of the new additional protocol by the ninety-ninth session of SC.1 in October 2005.

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

(Documents: TRANS/SC.1/2004/6, TRANS/SC.1/2004/11, TRANS/SC.1/2004/8)

(i) International Motor Insurance System (Green Card)

46. In the absence of a representative of the Council of Bureaux, the Working Party took note of the report of the President of the Council of Bureaux a summary of which can be found in annex 2 to this report.

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

47. The secretariat reported on the status of accessions to UNECE legal instruments in the field of road transport (TRANS/SC.1/2004/11). The representative of Norway pointed out that his country, a Contracting Party to the AGR, did not appear in the list for this Agreement. 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 UNECE Transport Division at the following address: <http://www.unece.org/trans/conventn/legalinst.html>.

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

48. The representative of the International Road Transport Union (IRU) introduced document TRANS/SC.1/2004/8, containing his organization's position on user charges applicable to heavy vehicles. France and Switzerland pointed out that some of the recommendations contained in this document, particularly in paragraph 6 concerning the external costs of road transport, did not correspond to the positions of their countries. The Working Party thanked IRU for its contribution and invited it to continue to bring such documents to its attention.

TERMS OF REFERENCE AND RULES OF PROCEDURE (*agenda item 7*)

(Document: TRANS/SC.1/2004/10)

49. It was recalled that the Sub-Committee on Road Transport (SC.1) had been established by Resolution No. 13 of the Inland Transport Committee on 5 February 1948 and had subsequently become the Principal Working Party on Road Transport, and then, in 1997, the present Working Party on Road Transport, while keeping the acronym SC.1. Following the numerous changes since its inception, the secretariat considered it timely to revise completely the Working Party's terms of reference to bring it into line with the current situation and to attach draft rules of procedure (document TRANS/SC.1/2004/10).

50. The Working Party had a first exchange of views on the two texts. With reference to the terms of reference, a request was made to refer to safety of infrastructures in 1 (b). With regard to the rules of procedure, several delegations raised the question of the impact of rule 25 which introduced the principle of decision-making by consensus and, if this were not possible, by voting. In order to have a clearer idea of practices in force in other working parties, SC.1 requested the secretariat to prepare a note on the subject. It also invited the countries to send the secretariat their comments on the drafts submitted and their proposals for changes by the end of 2004. The secretariat would prepare a revised draft for the next session.

ELECTION OF OFFICERS (*agenda item 8*)

51. In view of the retirement of Mr. Pinson of the Russian Federation, the Working Party elected Mr. J. Alaluusua (Finland) as Chairman and Mr. X. Guérin (France) as Vice-Chairman.

OTHER BUSINESS (*agenda item 9*)

52. The representatives of Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan and Uzbekistan who were participating in SC.1 for the first time, informed the Working Party about the transport situation in their countries and laid particular stress on ongoing developments concerning road infrastructures, the upgrading of which was a priority.

53. Following a reminder by the secretariat of the request by Mr. Capel Ferrer, Director of the Transport Division (see paragraph 6), the delegations from France and Greece announced their willingness to cooperate. The delegation from France offered to submit proposals on the subjects of a methodology for road safety inspection and an assessment of the impact of road safety where roads were concerned.

54. Under this item SC.1 expressed its concern at the possible staff reductions linked to the reform of the Economic Commission for Europe and requested the Inland Transport Committee to keep UNECE resources for road transport at their present level.

55. The Working Party was informed that its ninety-ninth session would be held from 17 to 19 October 2005.

ADOPTION OF DECISIONS (*agenda item 10*)

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

Annex 1

DRAFT AMENDMENTS TO ANNEX 1 TO THE AGR

A. Main roads

(1) West-East orientation

(a) Reference roads

*E 40, change of name of the town of **Leninogorsk** to **Ridder** (Kazakhstan).*

New overall reference:

E 40 Calais - Oostende - Gent - Bruxelles - Liège - Aachen - Köln - Olpe - Giessen - Bad Hersfeld - Herleshausen - Eisenach - Erfurt - Gera - Chemnitz - Dresden - Görlitz - Legnica - Wrocław - Opole - Gliwice - Kraków - Przemyśl - Lvov - Rovno - Zhitomir - Kiev - Kharkov - Rostov-ná-Donu - Lougansk - Volgograd - Astrakhan - Atyrau - Beineu - Kungrad - Nukus - Dasshaus - Buchara - Nawoy - Samarkand - Dihzak - Tashkent - Shymkent - Zhambyl - Bishkek - Almaty - Sary-Ozek - Taldy-Kurgan - Ucharal - Taskesken - Ayaguz - Georgiyevka - Ust-Kamenogorsk - **Ridder**.

*On the **E 60**, add the reference town of **Agigea** after Constanța (Romania).*

New overall reference:

E 60 Brest - Nantes - Tours - Orléans - Courtenay - Beaune - Besançon - Belfort - Mulhouse - Basel - Zürich - Winterthur - St. Gallen - St. Margrethen - Lauterach - Feldkirch - Imst - Innsbruck - Wörgl - Rosenheim - Salzburg - Linz - Wien - Nickelsdorf - Mosonmagyaróvár - Győr - Budapest - Püspökladány - Oradea - Cluj Napoca - Turda - Tîrgu-Mureș - Brașov - Ploiești - București - Urziceni - Slobozia - Hârșova - Constanța - **Agigea** ... Poti - Samtredia - Khashuri - Tbilisi - Gandja - Evlak - Baku ... Turkmenbashi - Gyzylarbat - Ashgabat - Tedjen - Mary - Chardzhu - Alat - Buchara - Karshi - Guzai - Sherobod - Termis - Dushanbe - Jirgatal - Sary Tash - Irkeshtam.

(b) Intermediate roads

*E 38, extension of the route from **Kyzylorda** to **Shymkent** (Kazakhstan).*

New overall reference:

E 38 Glukhov - Kursk - Voronezh - Saratov - Uralsk - Aktobe - Karabutak - Aralsk - Novokazalinsk - Kyzylorda - **Shymkent**.

*On the **E 68**, addition of reference towns **Ilia**, **Sebeș**, **Veștem** and **Făgăraș** (Romania).*

New overall reference:

E 68 Szeged - Arad - **Ilia** - Deva - **Sebeş** - Sibiu - **Veştem** - **Făgăraş** - Braşov.

(2) **North-South orientation**

(a) **Reference roads**

E 85: *Addition of reference towns **Tişiţa** and **Săbăoani** (Romania).*

New overall reference:

E 85 Klaipėda - Kaunas - Vilnius - Lida - Slonim - Kobrin - Luck - Černovec - Siret - Suceava - **Săbăoani** - Roman - Bačau - Mărăşeşti - **Tişiţa** - Buzău - Urziceni - Bucureşti - Giurgiu - Ruse - Bjala - Veliko Tarnovo - Stara Zagora - Haskovo - Svilengrad - Ormenio - Kastanies - Didymoteicho - Alexandroupoli.

(b) **Intermediate roads**

E 81: *Extension of the road from **Bucureşti** to **Constanţa** (Romania).*

New overall reference

E 81 Mukacevo - Halmeu - Satu Mare - Zalău - Cluj Napoca - Turda - Sebeş - Sibiu - Piteşti - Bucureşti - **Lehliu** - **Feteşti** - **Cernavodă** - **Constanţa**.

*New E road between **Şanlıurfa** (Turkey) and **Sadarak** (Azerbaijan) linking with E 90 and E 002.*

Overall reference:

E 99 **Şanlıurfa** - **Diyarbakir** - **Bitlis** - **Doğubeyazit** - **Iğdir** - **Dilucu** - **Sadarak**.

B. Branch, link and connecting roads

*New E road between **Tallinn** and **Luhamaa** (Estonia) linking with E 20, E 67 and E 77.*

Overall reference:

E 263 **Tallinn** - **Tartu** - **Luhamaa**.

E 441: *Extension from **Plauen** to **Hof** (Germany).*

New overall reference:

E 441 Chemnitz - Plauen - **Hof**.

*New E road between **Ploieşti** and **Buzău** (Romania) linking with E 60 and E 05.*

Overall reference:

E 577 Ploiești - Buzău.

*E 675: Suppression of the section **Constanța - Agigea** (Romania).*

New overall reference:

E 675 Agigea - Negru Vodă/Kardam.

*E 581: Replacement of **Mărășești** by **Tișița** (Romania).*

New overall reference:

E 581 Tișița - Tecuci - Albița - Leucheni - Kishinev - Odessa.

*E 583: Replacement of **Roman** by **Săbăoani** (Romania).*

New overall reference:

E 583 Săbăoani - Iași - Sculeni - Beltzy - Mohelerpodolsc - Vinnitza - Zhitomir.

*E 673: Replacement of **Deva** by **Ilia** (Romania).*

New overall reference:

E 673 Lugoj - Ilia.

*E 691: Extension of the route from **Vale** (Georgia) to **Horasan** (Turkey), linking with E 80.*

New overall reference:

E 691 Ashtarak - Gumri - Ashotsk - Vale - **Turkgözü - **Posof** - **Kars** - **Horasan**.**

*E 002: Extension of the route from **Mehgri** (Armenia) to **Sadarak** (Azerbaijan).*

New overall reference:

E 002 Alyat - Saatli - Mehgri - **Ordubad - **Djulfa** - **Nakhchivan** - **Sadarak**.**

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Annex 2

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

The General Assembly of the Council of Bureaux was held in Luxembourg on 27 and 28 May 2004 and addressed the following issues.

(1) Since all European Union member bureaux of the Council of Bureaux are required to sign the Multilateral Agreement committing signatory bureaux to reimbursing accidents on the basis of “deemed insurance” according to the national registration plate of the vehicle rather than on the basis of the existence of a Green Card, the five new European Union member bureaux - Estonia, Latvia, Lithuania, Malta and Poland - had to sign the Agreement before their countries became EU members on 1 May 2004.

(2) With the eastward movement of the EU external frontiers, the new EU members now have the responsibility of providing frontier insurance valid for the whole European Economic Area (EEA) territory to incoming vehicles from Eastern Europe without valid insurance. This has caused a number of transitional problems which appear to have been successfully resolved.

(3) New “Transitional Members” of the Council of Bureaux are subject to monitoring of their performance as bureaux and financial guarantees to ensure that they fulfil their financial obligations. A new, simplified monitoring system was introduced on 1 January 2004 and appears to be working well.

(4) The First Russian Third Party Liability Law, introduced in July 2003, has been fully implemented. Certain issues remain, however, such as the provision of financial guarantees by the future Russian bureau, while the target date for membership has already been delayed from July 2004 until July 2005.

(5) In view of the increase in road traffic outside the Green Card region, the Council held a first meeting in February 2004 with the General Arab Insurance Federation (the Orange Card System), based in Cairo and involving 14 Arab countries in the Middle East and North Africa, to assess possible future cooperation. The Economic Commission for Europe has also held discussions with countries lying to the east of the Caspian Sea to assess interest in a regional motor insurance card system for Central Asia. The Council of Bureaux supports the initiative and is prepared to offer assistance and advice to Governments and insurers in the region.

(6) The 2004 General Assembly decided that the bureau of Ukraine should become a Full Member from 1 January 2005 under certain conditions.

(7) Following preparatory discussion and analysis over the last year, the 2004 General Assembly decided that the Secretariat should be moved from London to Brussels in 2006.
