Council of Ministers

PROGRAMME OF WORK

ECMT Programme of Work: Activities of the different Working Groups

This document relates to item 4 "Points for approval: Programme of Work" of the draft Agenda for the Ljubljana Council of Ministers.

It is submitted to Ministers as a reference document.
ECMT PROGRAMME OF WORK:

ACTIVITIES OF THE DIFFERENT WORKING GROUPS

Details of the activities to be included in the programme of work are set out below for each of the topics, most of which correspond to specific Working Groups. Under each topic, firstly stock is taken of the work carried out from 2000 to 2003 under the previous programme, before reviewing the issues likely to be the focus of ECMT concerns during the period 2004-2006 and discussing the most appropriate bodies and working methods for that work.

The presentation of the various ECMT activities is structured in the following way:

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1. INTEGRATION

Objectives

➢ Facilitate the integration of non EU member countries and act as a bridge between those countries and the EU.

➢ Assist these countries in the transition processus by helping them to adopt market economy reforms, introduce the required structural and institutional changes and achieve convergence with existing legal regimes.

➢ Contribute to the establishment of a paneuropean transport system in regard to both infrastructure and market operation.

1.1 Implementation of the previous Work Programme during the period 2000–2003

1.1.1 General context

Established in 1993, ECMT Working Group on the Integration of New Member States has played an important role in bringing together new member countries from Central and Eastern Europe, CIS countries as well as older member states in order to exchange information, to conduct studies and reviews on particular topics, including:

- work on strengthening market integration and reducing obstacles to international transport,

- reviews on progress of legal harmonization and adjustment of transport systems in ECMT new member countries,

- exchange of information on transport policy developments in member countries and at the Pan-European level,

- discussions on infrastructure planning and financing, etc.

During the last decade the group worked actively and has prepared a large number of reports, resolutions and recommendations and organised several Seminars and Conferences.

In this framework during 2000–2003 the Group concentrated on the following specific topics:

1.1.2 Implementation of the Helsinki Pan-European Transport Conference Declaration (1997)

The declaration which was adopted by the Third Pan-European Transport Conference, held in Helsinki from 23-25 June 1997, lays down the framework for a pan-European transport policy. ECMT conducted a survey on the implementation of the Helsinki Declaration in ECMT member countries, and, a report, submitted at the Ministerial Council in Prague in 2000 [CEMT/CM(2000)15], describes progress, specific ECMT activities, remaining problems and ways forward. It showed that while several actions had been undertaken to implement the Declaration, many problems were still outstanding.
1.1.3 Transport Infrastructure Regional Study (TIRS)

A Transport Infrastructure Regional Study (TIRS) in the Balkans region, undertaken under the supervision of ECMT and financed by the French Government, was initiated in 2000. The Terms of Reference were prepared by ECMT in co-operation with the European Commission and EIB, as well as the summary note on the Transport in the Balkan Region [CEMT/CM(2000)17], presented at the ECMT Council of Ministers in Prague. The study started early 2001 and was finalised in 2002. This study, covering seven countries, identifies major international and regional routes in the Balkans area and is a basis on which to design a coherent transport network that can provide a framework for the planning, programming and co-ordination of infrastructure investment. At the end of this evaluation process, 94 transport infrastructure investment projects were deemed to have high priority and to be suitable candidates for international financing. The final report was presented and discussed at the ECMT Council of Ministers in Bucharest in May 2002 and contains some of the political messages that emerged from the study, including accompanying measures to the infrastructure investment. The document- Main political Messages and Executive summary [CEMT/CM(2002)20]), report and maps are available on the ECMT website.

1.1.4 Update of Key ECMT Resolutions

Work to review the ECMT Resolutions was started by the Integration Group in accordance with the decision made by the Committee of Deputies at its April 2000 session and endorsed by the Ministerial Council in May 2000. The basic idea was the elimination of outdated ECMT documents (Resolutions and Recommendations) and the simplification, where possible, of existing documents by grouping some of them into a small number of consolidated documents (consolidated Resolutions). This work continued in 2001 and 2002 and was finalised in 2003. In 2003 the Group produced a report on the Main Acts of the Council of Ministers – ECMT Acquis, which was presented to the Council of Ministers in Brussels, 23-24 April 2003. The Document on “ECMT Acquis”, containing full texts of resolutions and recommendations, was published as a CD-ROM, on the date of the Conference’s 50th anniversary (17 October 1953).

1.1.5 Transport Policy Seminars and Conferences

A Forum on Transport policies in the Countries of Central and Eastern Europe was held in Paris on 26-27 February 2001 on the initiative of the Group on the Integration of New Member States in order to enable a high level exchange of views on the transport policy priorities and their implementation in Central and Eastern European Countries and reviewing continuing and emerging challenges for integration. The papers of the Forum which describe the main changes that have taken place, analyse the successes and failures of policy formulation and implementation and identify a number of policy priorities are available on ECMT web site. A Resolution on Transport Policies in CEECs prepared on the basis of the Forum was adopted and the Conclusions and Recommendations of the Forum [CEMT/CM(2001)1/Final and CEMT/CM(2001)2/Final] were agreed by the Council of Ministers in Lisbon on 29-30 May 2001.

A regional Seminar on the Transport Policies in the three South-Caucasus States (Armenia, Azerbaijan, Georgia) was held jointly with the World Bank in Tbilisi (Georgia) in April 2002 and facilitated high level discussion on all aspects of the transport policy in these countries and regionally. The Summary and Conclusions, prepared on the basis of the Seminar were presented to the Council of Ministers in Bucharest on 29-30 May 2002 and are available on ECMT site.

An International Conference on “Intelligent Transport Systems in CEE Countries” was arranged by the Czech Ministry of Transport and Communications together with ECMT, OECD, the TEM project and

1.1.6 Transport Infrastructure Planning and Financing on a Pan-European Basis

Following the discussions held within the Group during 2001-2002 on the follow up of the Helsinki Conference, and particularly on the implementation of its recommendations on the development of transport infrastructure in Europe with a special focus on Pan-European corridors, ECMT initiated a joint ECMT-EU Commission- UNECE- EIB Seminar on Transport Infrastructure Development for a Wider Europe, which was held in Paris, on 27-28 November, 2003.

The aim of the seminar, which was designed for high-level policy makers, was to provide guidelines for a common approach to planning and financing of transport infrastructure at Pan-European level. The conclusions and recommendations of the Seminar will be presented to the ECMT Council of Ministers in May 2004 in Slovenia.

1.1.7 Removal of Obstacles at Border Crossings for International Goods Transport.

In 2002 the Group continued long standing work in ECMT on the Removal of Obstacles at Border Crossings for International Goods Transport. A Resolution on Simplification of Procedures for Issuing Visas for Professional Drivers [CEMT/CM(2002)9/Final] was prepared by the Group and adopted by the Ministerial Council in Bucharest in 2002. The Group started preparation of a new Report on obstacles at border crossings, based on survey conducted by the Group on the Integration of New Member States in 2003. This report updates several previous studies on the same subject and its aim is to evaluate the progress achieved since the last report in 1999 and identify main border crossing obstacles in the new European situation. The report will be presented to the ECMT Ministers at the Council in Slovenia in 2004.

1.2 New Work Programme for 2004–2006

1.2.1 Maintain the Group and Reorientate its activities

In 2001-2002 the Group started a process of revision of its structure and activities. The "new" countries which joined ECMT between 1991 and 1993 are now practically fully integrated with ECMT and actively participate in the work of all ECMT bodies. Many of these "new" Countries have finished their transport negotiations with the European Union and will join the EU in 2004. For these Countries, the previous set-up of the Integration Group is no longer necessary and clearly new structures, activities and co-operation are needed.

However, countries such as Russia, Ukraine, other CIS countries, most of the Balkan countries, as well as some other ECMT countries, will not be members of the EU in the near future. ECMT, as underlined by the Council of Ministers during its discussion on the future of ECMT, has an important role to play in helping to build a bridge between the EU and the rest of the European continent. It is therefore important to elaborate within ECMT methods and practices for future co-operation of all countries concerned and to find the best ways to achieve this objective.

Polish and Russian delegations have already elaborated a common position on the future of the Group on the Integration of New Member States. This position refers largely to the document [CEMT/CS/INT(2002)1] on “Future of the Integration Group” which was jointly drawn up by the Chairman of the Group and the Secretariat.
In their common position Polish and Russian delegations agreed about the importance of continuing the work of the Group on Integration in order to build a bridge between different groups of ECMT Member countries: EU Members and non-EU Members, particularly CIS countries. They proposed however certain changes in these activities because of the new political context prevailing in Europe and of the adhesion of new countries to the EU.

At its meeting of 23rd October 2003, the Group on Integration examined this question again, as did the Committee of Deputies at the session held on 23rd and 24th October 2003. On that occasion, several Delegations suggested setting up more flexible working structures, notably ad hoc Task Forces, dealing with specific topics which are not addressed by other working groups. Finally, it is proposed to adopt this solution and to create a Task Force which would focus mainly on the specific problems encountered by the CIS countries and the Balkan countries.

1.2.2 Subjects to be included in the new Work Programme for 2004–2006

a) Subjects of the previous programme to be continued

The Group must in 2004 complete certain activities already started:

- The Group has to prepare a document on Transport Infrastructure Development for a wider Europe. This paper based on the results of a seminar which will be organised under the supervision of the Group on 27-28 November 2003, will be part of the complete file on transport infrastructure to be submitted to the Council of Ministers in 2004;

- It has also to produce a report on border crossings; following the recommendations of the Resolution no. 99/2 on “the Removal of Obstacles at Border Crossings for International Goods Transport”, the Group has been instructed to prepare a new report on the removal of obstacles at border crossings to follow on from the earlier reports on the same subject, the last of which dates back to 1999. This new report will be based, firstly, on the results of other studies conducted by various international bodies (European Commission, UNECE, UIC, IRU …) and, secondly, on the replies to a survey conducted by the Group by means of a questionnaire on the removal of obstacles at border crossings for international goods transport which was dispatched beginning of September 2003. It will be presented at the Council of Ministers in 2004.

b) New topics

In their common position, Polish and Russian delegations proposed to include in the new Work Programme of the Group the following issues:

- Monitoring of the Removal of obstacles at border crossings, including the problem of issuing visas for professional drivers (follow-up to the Ministerial discussion in 2004 and to the Resolutions nos. 99/2 and 2002/3);

- Evaluation of the barriers to accessing European Transport Markets;

- Monitoring of the decisions taken by different Conferences on the development of Pan-European and Eurasian transport corridors;

- Harmonisation of transport legislation of the four groups of ECMT Members: EU Countries, future EU Members, CIS Countries and other countries;

- ECMT-CIS co-operation.
These proposals were discussed during the meeting of the Group on Integration on 23rd October 2003 and it was suggested to address, as a priority, the questions of obstacles to border crossings and the issuing of visas. Consequently, it is proposed that the Task Force to be set up according to the principles set out in point 1.2.1 focuses primarily its work on this topic.

**Summary Table: Work Programme for 2004–2006**

<table>
<thead>
<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Retention of the Group/ Redefinition of activities</td>
<td>Judged desirable but as a Task Force</td>
<td>Due to EU enlargement, the Task Force will focus on CIS and Balkan countries.</td>
</tr>
<tr>
<td>2. Transport Infrastructure Development for a wider Europe</td>
<td>Decided</td>
<td>Using the results of a Seminar to be held on November 2003, a report will be prepared for the Council in 2004.</td>
</tr>
<tr>
<td>3. Border crossings</td>
<td>Decided</td>
<td>Using the results of other studies and the replies to a survey conducted by the Group, a report will be prepared for the Council of Ministers in 2004.</td>
</tr>
<tr>
<td>4. Removal of obstacles at frontiers and problem of issuing visas</td>
<td>Decided, Priority</td>
<td>Follow-up to the Ministerial discussion in 2004 and implementation of Resolutions no. 99/2 and no. 2002/3. The Task Force will primarily focus on this topic.</td>
</tr>
<tr>
<td>5. Monitoring decisions on the development of Pan-European corridors and Eurasian transport links</td>
<td>Planned</td>
<td>Follow-up to the Ministerial discussion on infrastructure in 2004. To be developed in co-operation with the EC, UNECE and IFIs as well as possibly with the Group on Traffic Trends and Investment.</td>
</tr>
<tr>
<td>6. Evaluation of the barriers to access to European transport markets</td>
<td>Planned</td>
<td>To be examined primarily by the modal working Groups.</td>
</tr>
<tr>
<td>7. Harmonisation of transport legislation in different groups of ECMT Members</td>
<td>Planned</td>
<td>To be examined primarily by the modal working Groups.</td>
</tr>
</tbody>
</table>
2. ENVIRONMENT

Objectives

- Make recommendations on improving environmental performance in the transport sector and enable and encourage transport Ministries to take practical measures for effective environmental protection.

- The emphasis is on achieving improvements on the ground: reductions of on-road emissions; cost-effective improvements in fuels and vehicles; better infrastructure planning and management practices.

- Success will be gauged on the basis of the uptake of recommendations in national and international regulations and strategies for environmental protection and mitigation.

2.1 Implementation of the previous Work Programme during the period 2000–2003

2.1.1 CO₂ Emissions reductions

Following the review by the Group on Transport and Environment of national policies for reducing CO₂ emissions, published in 1997 as CO₂ Emissions from Transport, a report on Quantifying CO₂ Abatement Policies was completed in 2000 and is available on the ECMT web site.

Monitoring of the specific CO₂ emissions of new cars under the Joint Declaration with Industry continued with reports in 2000 and 2003 published on the ECMT web site.

Under the Joint Declaration a Ministerial level conference was organised in 2000 in Turin on Smart CO₂ reductions, covering measures not based on engine and vehicle design such as promoting better driving styles, better vehicle maintenance and intelligent traffic management and systems. Follow-up work on some of the main items discussed is underway in joint work with the International Energy Agency and with industry.

2.1.2 Very low sulphur fuels

Amendments to the EU fuel quality directive designed to promote simultaneous achievement of regulated exhaust emissions limits and voluntary agreements on reducing CO₂ emissions raise a series of issues for policy on fuel quality in the CIS countries. During the previous programme of work, a strategy was developed for introducing low sulphur fuels in Russia and CIS countries [CEMT/CS/ENV(2002)1], two reviews of national regulations and Government plans for promoting sulphur free fuels were published on the ECMT web site and Resolution 2003/2 on sulphur free fuels was adopted in Council. Work began in mid 2003 to elaborate the strategy in more detail and address implementation issues.

2.1.3 Social Costs

Work on social costs transferred to the Group on Fiscal and Financial Aspects of Transport with the creation of this group at the beginning of the previous programme of work.
2.1.4 Growth and the Environment

Earlier work on strategic environmental assessment was followed by a 2000 workshop and 2001 publication on «Assessing the Benefits of Transport». These strands of analysis of environmental costs and economic benefits were brought together in a report on «Assessment and Decision Making for Integrated Transport and Environment Policy», published in 2004 and Resolution 2003/1.

2.1.5 Transport and Environment in the Newer Member States

There were proposals to examine implementations of the strategy towards sustainable transport developed at the Prague Council, including work on instruments to internalise external costs, procedures for assessment of environmental impacts along major transport corridors, dissemination of information on methods and models for assessing environmental & health impacts and a survey of Russian transport and environment policies. Whilst most resources were directed instead to the work on very low sulphur fuels in CIS countries, ECMT played an active role UN/ECE-WHO THE-PEP programme activities in this area and contributed to OECD EPOC WGT work on external costs in transition economies.

2.1.6 Sustainable Development

ECMT participated full in the work of the OECD Ad Hoc group on Sustainable Development including production of a report to World Summit on Sustainable Development in Johannesburg. ECMT also participated in the OECD’s «horizontal» work on removing environmentally harmful subsidies, with workshops in November 2002 and November 2003 and a published report on environmentally harmful subsidies.

2.1.7 Strategic issues in Alpine traffic

Work here was removed from the list of priorities due to the quantity of work on Alpine transport issues in other forums.

2.1.8 Managing Transport Demand

A seminar «Managing the Fundamental Drivers of Transport Demand» was organised in response to a request from the Belgian Presidency to complete preparations for the Council debate on sustainable transport policy in 2003. A report was published in 2003.

2.1.9 Work with the OECD Environment Policy Committee Working Group on Transport

Collaboration with the OECD intensified during the period of the POW with the organisation of a number of joint meetings and joint examination of work on vehicle emissions and decoupling of environmental impacts from demand, and most notably the Resolution on Assessment and Decision Making for Integrated Transport and Environment Policy.

2.2 New Work Programme for 2004–2006

2.2.1 CO₂ Emissions reductions

A repeat review of policies for reducing CO₂ emissions in member countries is seen as a priority, with informing ministries of policies in other member countries viewed as the fundamental task. The previous work on quantifying CO₂ abatement policies in 2000 will be exploited to examine the impact of
the policies adopted. Recent reports to the UNFCCC (Framework Convention on Climate Change) should provide the basis for applying the methodology developed in 2000.

A discussion of incentives to influence consumer choice and behaviour and overcome barriers to purchase of fuel efficient vehicles is seen as an important part of, or complement to, this work.

A further report on the monitoring of specific CO$_2$ emissions from new cars under the Joint Declaration with Industry is to be produced, together with an analysis on impacts on local air pollutants of the strategy adopted to reduce CO$_2$ emissions.

Follow-up work to the Turin conference on Smart CO$_2$ Reductions underway with the International Energy Agency and with industry will continue with a report on closing the gap between test and on-road emissions, participation in workshops on driver behaviour and work on maintenance of vehicles, diagnostic instruments, speed control and incentives for alternatives fuels under preparation.

2.2.2 Very low sulphur fuels

The work began in mid 2003 to elaborate the strategy developed for introducing low sulphur fuels in Russia and CIS countries in more detail and address implementation issues will continue in close cooperation with the government of the Russian Federation. This seeks to promote a political consensus in Russia. The aim is to arrive at a voluntary agreement with oil companies, once the Ministries of Transport and Energy reach a common position, for making 10 ppm and 50 ppm fuels available along the main road corridors.

2.2.3 Assessment and Decision Making for Integrated Transport and Environment Policy

Implementation of Resolution 2003/1 on Assessment and Decision Making for Integrated Transport and Environment Policy, is to be monitored at end of POW period through review of good practice and problems encountered in a selection of countries.

Applying the Resolution’s recommendations in transition economies may be examined with work to be undertaken either by the group or under the new Joint Transport Research Centre.

2.2.4 Transport and Environment in the Newer Member States

In addition to development of the strategy for introducing very low sulphur fuels in CIS countries, the possibility of undertaking a survey of transport and environment policies in Russia was carried over to the new POW.

2.2.5 Environmental impacts of inland waterways and good mitigation practice

Proposed by the Netherlands at the 2002 Council, this will be taken up in the POW. A small working group is to be established together with consultant(s) to prepare a report as basis of a seminar bringing shipping and infrastructure industries and environmental groups together with ministry officials.

2.2.6 Managing Transport Demand

In follow up to the seminar «Managing the Fundamental Drivers of Transport Demand», a workshop on User Charges for Managing Transport Demand was held in January 2004 in conjunction with the Group on Fiscal and Financial Aspects of Transport.
2.2.7 Work with the OECD Environment Policy Committee Working Group on Transport

Close cooperation will continue through joint meetings and preparation of joint items, probably on improving pollution and CO$_2$ emission performance of heavy-duty vehicles and monitoring the Resolution on Assessment and Decision Making for Integrated Transport and Environment Policy.

Summary Table: Work Programme for 2004–2006

<table>
<thead>
<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO$_2$ Emission reductions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Repeat review of policies in Member countries</td>
<td>Priority</td>
<td>Repeat review of policies in member countries seen as a priority. Informing Ministries of policies in other Member countries viewed as fundamental task. Recent reports to the UNFCCC should provide the basis for applying the methodology developed in 2000.</td>
</tr>
<tr>
<td>2. Incentives to influence consumer choice and behaviour, overcoming barriers to purchase of fuel efficient vehicles</td>
<td>Agreed with industry</td>
<td>Seen as an important part of, or complement to, the previous item.</td>
</tr>
<tr>
<td>3. Monitoring under the Joint Declaration with Industry</td>
<td></td>
<td>Agreed, with analysis on impacts on local air pollutants of the strategy adopted to reduce CO$_2$ emissions.</td>
</tr>
<tr>
<td>4. Follow-up to Turin Conference on Smart CO$_2$ reductions.</td>
<td>Ongoing</td>
<td>Ongoing work with industry and the IEA to be completed:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Work on closing the gap between test and road emissions underway;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Work on maintenance of vehicles, diagnostic instruments, speed control and incentives for alternatives fuels under preparation</td>
</tr>
<tr>
<td>5. Very low sulphur fuels</td>
<td>Ongoing</td>
<td>Follow-up to the strategy developed for Russia and CIS underway on implementation and promoting a political consensus in Russia and the CIS countries. The aim is to arrive at a voluntary agreement with oil companies, once the Ministries of Transport and Energy reach a common position, for making 10 ppm and 50 ppm fuels available along the main corridors</td>
</tr>
<tr>
<td>Growth and the Environment</td>
<td>6. Assessment and Decision Making for Integrated Transport and Environment Policy</td>
<td></td>
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<td>---------------------------</td>
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<tr>
<td></td>
<td>Implementation of Resolution 2003/1 to be monitored at end of POW period through review of good practice and problems encountered in a selection of countries</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Applying the Resolution’s recommendations 2003/1 in transition economies. Work to be undertaken either by the Group on the Environment or under the new Research Centre on Transport.</td>
<td></td>
</tr>
<tr>
<td>Transport and the Environment in the Newer Member States</td>
<td>Survey of Russian policies Planned</td>
<td></td>
</tr>
<tr>
<td>Sustainable Development</td>
<td>Ongoing work with OECD on removing environmentally harmful subsidies. This work relates most closely to the FIFI Group</td>
<td></td>
</tr>
<tr>
<td>8. Environmental impacts of inland waterways and good mitigation practice</td>
<td>On going</td>
<td></td>
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<tr>
<td></td>
<td>Small working Group to be established together with consultant(s) to prepare report as basis of seminar bringing shipping and infrastructure industries and environmental groups together with Ministry officials</td>
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<tr>
<td>9. Managing Transport Demand</td>
<td>Agreed</td>
<td></td>
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<tr>
<td></td>
<td>Workshop on user charges for demand management, in collaboration with FIFI Group</td>
<td></td>
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<tr>
<td>10. Work with the OECD Environment Policy Committee Working Group on Transport</td>
<td>Agreed</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Continued work on emissions and « decoupling » and on further items to be determined jointly, probably on improving pollution and CO₂ emission performance of heavy-duty vehicles and monitoring the Resolution on Assessment and Decision Making for Integrated Transport and Environment Policy</td>
<td></td>
</tr>
</tbody>
</table>
3. FISCAL AND FINANCIAL ASPECTS

Objectives

- Make recommendations on fiscal and financial measures to increase the economic and social benefits of transport.
- Develop a framework for efficient transport pricing to guide reform over the longer term.
- Success will be gauged through feedback from Ministries on the impact of the work of the group in assisting the development of national policies and international regulations and in informing Ministries of relevant developments in Member and Associate countries.

3.1 Implementation of the previous Work Programme during the period 2000–2003

An ad hoc subgroup on fiscal and financial aspects of transport, reporting to both the Environment and Road Groups and under the chairmanship of the Environment Group chair was established in 1998. Its initial task was to complete work, unfinished by the Task Force on the Social Costs of Transport, on the relationship between fiscal aspects of policies towards the internalisation of the external costs of transport and existing transport taxes and charges. In 1999 it was also charged with examining road freight transit charges as mandated at the Warsaw Council.

In order to address both issues, as well as respond to many requests for information comparing the tax systems of Member countries, the group concentrated on developing a comprehensive methodology for making quantitative international comparisons of transport taxes and charging systems. In order to do this it was also necessary to review the economic principles for efficient taxation. The work completed examined road freight transport in nine countries in detail and was accompanied by Resolution 2000/3 on charges and taxes in transport and in particular international road haulage.

In the 2000-2003 programme it was planned to extend the work as follows:

- to add further countries, following interest expressed in capitals, to the existing analysis of the road haulage market;
- to update existing data and results;
- improve and complete the inter-modal and inter-service analysis undertaken on road passenger transport by bus and freight transport by rail;
- add the following services to the analysis - passenger car transport and possibly freight transport by inland waterways and short sea shipping;
- examine how marginal effective taxation rates have changed over time in road freight markets;
- examine the degree to which differences in taxation affect overall competitiveness in some specific road haulage markets.

previous emphasis on assessing the impact of taxes on the competitiveness of national haulage industries was balanced with a detailed examination of scenarios for optimal transport charges in 5 Member countries, to give an indication of the changes to be expected in charges across all modes of inland transport in moving to more efficient systems of taxation.

An important feature of the work prepared for the 2003 Council was co-operation with the European Commission through co-financed joint work. Close co-operation will be maintained in developing the future work programme.

Additional work, not covered in the work programme was taken up in co-operation with the OECD’s work on removing environmentally harmful subsidies. This work is reported to the OECD Ad Hoc Group on Sustainable Development served by the Secretary General’s office working with several Directorates (Agriculture, Environment, Industry and the International Energy Agency). Two reports and a workshop were prepared in 2002-2003. Work will continue into the new POW period.

3.2 New Work Programme for 2004–2006

During the discussions on the future work of the group at its meetings in March and June 2003 it was felt important to ask if delegates though it useful to maintain the group, or manage agreed work without a specific group. There was general support to maintain the group. It was agreed that the next phase of work should focus on the more political implementation and acceptance issues rather than repeat or extend the modeling work developed for 2003. Contacts with Finance Ministries might usefully be developed.

Monitoring the introduction of new pricing systems as they emerge was seen as a top priority. The first step was a workshop on user charges for demand management organized in London with the Environment Group as direct follow-up to the 2002 Seminar on Managing the Fundamental Drivers of Transport Demand initiated by the Belgian Presidency of the ECMT. Further reports should be prepared as experience accumulates and advice should be provided on the factors for ensuring successful introduction of pricing systems and acceptance of them. One key factor for success is in the process of contracting operators to run pricing systems which tend to be more complicated than traditional PPPs. Another factor is the choice of technology and system architecture to allow progressive migration to more sophisticated systems. Account will be taken of recently completed EC research programmes on acceptability and implementation paths.

In preparation for the 2003 Council, some members of the group stressed the importance of transparency in the methodologies used to calculate external costs and the approach to judging whether new pricing systems are reasonable or over-charge in relation to marginal costs. This was supported by debate in the Brussels Council with several countries calling for transparency as the key to acceptability of pricing reforms. This was adopted as the second priority strand for work on implementation and acceptance of the pricing reforms promoted in ECMT Resolutions and report CEMT(CM(2003)3. Transparency in the use of the revenues from road charges is another key aspect to acceptability that will become increasingly important if systems of cross subsidy between road revenues and rail investment become more widespread. The results of EC research programs including UNITE (UNIfication of accounts and marginal costs for Transport Efficiency) could be used to shed light on pricing and cost recovery issues. All these issues are important to ensuring equal terms for international competition.

The final stages of completing the work on efficient charges and taxes submitted to the Brussels Council produced some politically important results on the way infrastructure costs are calculated that were not given prominence in the documents discussed by Ministers. In short, though there is agreement that infrastructure use charges should not reflect sunk infrastructure costs there is a divergence between the theoretical economic consideration that use charges should be based only on pure marginal costs and the
more practical approach that they should cover fixed as well as variable maintenance costs. The approach adopted has a significant impact on the level of charges for both railways and roads. Preparation should be made to support a debate by Ministers on this issue the next time the fiscal reform is raised in Council.

Follow-up specified in Resolution 2000/3 requires the identification of unfair and inefficient local tolls levied on international road haulage in the CIS countries. The Secretariat will work with Russia and possibly the IRU to undertake this research.

A Danish proposal to examine experience with private public partnerships for infrastructure investment received strong support and was taken up also by members of the railway group in joint session. The main issues are examining how pricing of infrastructure developed under PPPs relates to the general principles of efficient pricing and efficient use of infrastructure and whether it is in practice possible to ensure that risk assigned to private sector operators remains with operators when problems arise. For railways this implies a better understanding of variable costs and their relation to user charges. This work will be co-ordinated with the JTRC project on PPPs.

The European Environment Agency suggested the group work on pricing reform for aviation and shipping. Though work has been undertaken in this field by the EC it has stalled. This was assigned priority by Norway and Sweden, but only by those countries.

There was some support for examining the economics of public transport in the framework of efficient pricing, though only one country ranked it in the top three of its priorities.

At the June 2003 meeting of the Group a presentation was made on the results of an independent study into the differences and convergences in landmark studies of the external costs of transport, including the ECMT’s own work. The results show that once some assumptions are harmonized there is a remarkable degree of consistency in the results but highlights a number of key issues, particularly in the treatment of accident costs and pricing relevant infrastructure costs. The results will be explored also by the Environment Group and the OECD Environment Policy Committee Working Group on Transport and there may be some additional work to take up in this respect.

Finally, although no longer a priority for work on the principles for reform of transport charges towards greater efficiency as the results of work to date are clear, the road haulage tax data-base should be updated around every two years if resources permit. This is because it provides a valuable framework for discussions on the impact of different national taxing regimes on the competitiveness of domestic hauliers versus foreign hauliers. The issue may become increasingly topical with enlargement of the European Union.
## Summary Table: Work Programme for 2004–2006

<table>
<thead>
<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Maintain Group</td>
<td>General support</td>
<td></td>
</tr>
<tr>
<td>2. Monitoring of implementation of Resolutions 98/1 on the</td>
<td>Priority</td>
<td>Periodic reports to Ministers on the development of user charges and tax reform, covering the relation of charges to infrastructure costs and the impact of reforms on congestion and demand management, environmental and accident costs, and economic development. Possible reporting on external cost estimates. There will be coordination with the work in the Urban Sustainable Travel group and JTRC urban congestion group.</td>
</tr>
<tr>
<td>internalisation of external costs and 2000/3 on charges and taxes in transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Identifying unfair and inefficient tolls</td>
<td>Already decided</td>
<td>Follow-up to Resolution 2000/3. CIS focus.</td>
</tr>
<tr>
<td>4. Monitoring of new pricing systems – urban and inter-urban</td>
<td>Priority</td>
<td>Workshop to be organised with Environment Group. Further workshops as experience and monitoring results accumulate.</td>
</tr>
<tr>
<td>5. Transparency and acceptance</td>
<td>Priority</td>
<td>Advice on making pricing systems successful and acceptable. Reporting on the relation of charges to variable costs and transparent use of revenues. Transparency in the assumptions underlying external cost estimates is also relevant. Involves Railway Group; EC interest; JTRC round table on closely related subject.</td>
</tr>
<tr>
<td>6. PPPs</td>
<td>Priority</td>
<td>Relation of PPP pricing regimes with principles for efficiency, contracting and risk assignment. Involves Railway Group and JTRC working group. EC interest.</td>
</tr>
<tr>
<td>7. Road haulage data-base</td>
<td>Planned</td>
<td>If resources allow. Potential EC interest.</td>
</tr>
</tbody>
</table>
4. ROAD TRANSPORT

Objectives

- Make progress on technical, social and fiscal harmonisation in international road transport.
- Liberalise international road haulage through a sound management of the multilateral quota system.
- Restructure the multilateral quota in the frame of the geopolitical changes occurring in Europe.
- Integrate into the international road transport market the most recent Member countries in the most efficient way possible.

4.1 Implementation of the previous Work Programme during the period 2000–2003

The Group has dealt with the various mandates it was given by the Council of Ministers, particularly the one formulated at the Lisbon session held in 2001 which requested a report evaluating the distribution of the quota with recommendations on a possible restructuring of the system. Thus, during the period:

- a report on regulatory reform in road freight transport was presented followed by a report on social dumping in the ECMT area, applied to the case of road goods transport;
- a Resolution on the social aspects of road transport which makes provision for an average maximum working week of 48 hours for a four month reference period for professional drivers (apart from independent drivers) as well as the setting up of a mutual assistance system between Member countries to apply the legal provisions in force in this area, was adopted in 2001;
- a Resolution to simplify procedures for granting visas for professional drivers was adopted in 2002;
- in 2001 Ministers approved a new version of the Guide for government officials and carriers on the use of the ECMT multilateral quota. This version includes new provisions regarding conditions for using licences and logbooks;
- a quota for safe EURO3 lorries was introduced from 1st January 2002;
- from 1st January 2002 also, special quotas, allocated to help areas affected by conflicts or other special circumstances, were abolished;
- during this period, Liechtenstein, Malta and Armenia became respectively the 40th, 41st and 42nd beneficiary countries of the ECMT multilateral quota;
- finally, during the Brussels session, held in April 2003, Ministers agreed to introduce a restriction on the use of ECMT licences, namely that a carrier belonging to an ECMT country is authorised to transport goods by road within the ECMT, with ECMT authorisation, for a maximum period of 6 weeks which means that after this time the carrier must return to the country where he is registered. This measure will come into force on 1st January 2004 for an experimental period of
one year at least. An assessment of its effectiveness will be undertaken at the end of this experimental period.

4.2 *New Work Programme for 2004–2006*

Following decisions made by the Council of Ministers in Brussels in April 2003, the Working Group concentrated its efforts on implementing the various recommendations adopted on this occasion:

4.2.1 **Restructuring the quota**

The arrival of ten new Member countries in the European Union in 2004, together with the implementation from 1st January 2003 of a restriction on the use of ECMT licences outside the country of registration to six consecutive weeks, the dissatisfaction shown by several Member countries regarding the basic quota allocated to them, all these factors will encourage the Group to concentrate its efforts throughout 2004 on a **comprehensive restructuring of the ECMT multilateral quota**. Concrete proposals should be submitted to the 2005 Council of Ministers at the same time as the report on the effectiveness of the measure regarding the restriction on the use of ECMT licences.

4.2.2 **Social aspects**

The Resolution adopted in Brussels is only an extension of the procedures implemented at European Union level. The first **inquiry** will be launched by the Secretariat on 1st January 2004.

In June 2003 the holding of a first Seminar on the access to, and the ruling of, the profession of road haulage operator gave rise to a certain number of specific consequences. It will be necessary to prepare a **guide to good practice** regarding the three criteria used in the consolidated Resolution adopted in 2000, i.e., good repute, financial standing and professional competence and to ensure a better **exchange of information** on the controls and the sanctions incurred in the event of the regulations not being observed.

4.2.3 **Fiscal aspects**

The comparison work carried out by the ECMT on **charges for the different modes of transport** is continuing in the special ad hoc Group (financial and fiscal aspects of transport markets). Based on the work of this Group, a possible link between taxation and quota could be established by the group dealing with road transport.

It would also be useful to draw up a standard list of fiscal charges applied to international road transport.

4.2.4 **Technical aspects**

The introduction of **EURO4**, then **EURO5 lorries** during the period of the programme of work will have consequences for the development of the multilateral quota which the Group will take into account.

During the period under review it is planned to have a **complete revision of the Guide for government officials and carriers on the use of the ECMT multilateral quota**.
In addition the Group is often invited to meet abroad, particularly in the new Member countries, and the Secretariat invited to communicate to Professional Organisations the arrangements which will allow the quota system to be managed efficiently. These two cases show the very clear interaction between professional circles and administrative and government authorities.

4.2.5 Data base

With a view to better understanding this sector of activity and integrate its characteristics in the debate concerning the restructuring of the system, it might be useful to create a data-base on the national structure of the road haulage profession. This base, if resources permit, should be updated every two years, as proposed for the road haulage tax data-base, and would provide a valuable framework for discussions on the further development of the ECMT multilateral quota.

4.2.6 Guiding principles for a Pan-European regulatory framework for road transport

Following the two reports, the first on regulatory reform in road freight transport and the second on social dumping, a study was carried out in order to work out the guiding principles for a Pan-European regulatory framework for road transport. This study should be finalised in 2004 for submission, if appropriate, to the 2005 Council of Ministers.

Summary Table: Work Programme for 2004–2006

<table>
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<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Maintaining the Group</td>
<td>Decided</td>
<td>Permanent Group</td>
</tr>
<tr>
<td>2. Restructuring the multilateral quota</td>
<td>Priority as from 2004 and taking the expansion of the EU into consideration</td>
<td>Debate during the 2005 Council of Ministers</td>
</tr>
<tr>
<td>3. Technical aspects, including:</td>
<td>From 2004</td>
<td>Co-operation with the Environment Group and the Group on Road Safety for the availability of sulphur-free fuels</td>
</tr>
<tr>
<td>− introducing EURO4, then EURO5 standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Social aspects, including:</td>
<td>From 2004</td>
<td>For the whole period</td>
</tr>
<tr>
<td>− implementing the Resolution adopted in Brussels in 2003</td>
<td>Guide to Good Practice from 2004 Modifying criteria if necessary</td>
<td>Co-operation with the EU and UNECE vital</td>
</tr>
<tr>
<td>− access to the profession</td>
<td></td>
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<tr>
<td>5. Fiscal aspects: links to be established between taxation and the multilateral quota</td>
<td>Planned</td>
<td>Co-operation with the FIFI Group vital</td>
</tr>
<tr>
<td>6. Implementing the period for restricting the use of ECMT licences</td>
<td>From 1st January 2004</td>
<td>Report on the effectiveness of the measure for the 2005 Council of Ministers</td>
</tr>
<tr>
<td>7. Data-base on the national structure of the sector</td>
<td>Priority as from 2004</td>
<td></td>
</tr>
<tr>
<td>8. New Guide for government officials and carriers on the use of the ECMT multilateral quota</td>
<td>Depending on decisions on items 2 to 6</td>
<td></td>
</tr>
<tr>
<td>9. Guiding principles for a Pan-European regulatory framework for road transport</td>
<td>Discussions in 2004</td>
<td>Item for debate during the 2005 Council of Ministers</td>
</tr>
</tbody>
</table>
| 10. Interference with other ECMT Groups | 1. FIFI Group  
2. Integration Task Force  
3. Urban Transport Group  
4. Road Safety Group  
5. JRTC (Joint Research Transport Centre) | Visas, Border crossings |
5. **RAILWAYS**

### Objectives

- Make recommendations on improving the performance and contribution to national and international economic development of railways.
- Success will be gauged through the impact of the work of the group in assisting the development of national policies and in informing Ministries of relevant developments in Member and Associate countries.

### 5.1 Implementation of the previous Work Programme during the period 2000–2003

The three year programme of work for the period 2000-2003 was based largely on follow-up to the Ministerial debate on railways at the Prague Council in May 2000. It comprised 5 items and progress is indicated in each of the corresponding sections below.

#### 5.1.1 Regulatory Reform

Work under this general heading has been at the core of ECMT work. A general review of progress in 2003 was envisaged to update the ECMT report Railway Reform.

*This has yet to be addressed.*

Improving understanding of the nature of rail freight markets and the nature of competition with other modes was viewed as an integral part of the work. Specific areas of priority were identified as follows:

a) **Infrastructure pricing**, building on Round Table 107 *User charges for railway infrastructure*, and the conclusions of ECMT work on fiscal and financial aspects of transport. Competition for slots and efficient levels of cost coverage are the two most important issues together with the impacts of differences in charging regimes across Europe.

*Competition for 'slots' was addressed in the report on “Competition and Co-operation in International Rail Freight Services”, CEMT/CS(2002)11/REV1*


b) **Mergers, acquisitions and alliances** in rail operations and issues of market concentration pose new regulatory challenges in Europe. These issues require examination in the context of increasing the efficiency of market structures at the continent-wide scale. Although the issues in legal reviews of mergers vary case by case, mutual understanding of the objectives of competition authorities and rail policy makers in regulating rail freight markets could be improved.

*This was addressed in report “Competition and Co-operation in International Rail Freight Services” CEMT/CS(2001)11/REV1*
c) Reducing the costs of rail services - examining experience in restructuring, concessions and franchising in local and regional passenger services.

  This has yet to be addressed.

d) Innovative financing for major rail infrastructure links - a short survey of recent and planned investments including experience with private concessions and public-private partnerships, with a view to drawing conclusions on conditions for successful partnerships.

  This has yet to be addressed.

5.1.2 Resolutions

As and when draft EU Directives on Infrastructure, Interoperability and the Trans-European Rail Freight Network are adopted, possible extension to ECMT Member countries through Resolutions should be examined by the Railway Group.

  Rail Resolutions were also to be examined in the context of the Group on the Integration of New Member Countries’ work on improving the implementation of existing Resolutions.

  This task was completed with the adoption by Ministers of Resolution 2002/1 on the Development of European Railways.

5.1.3 Interoperability and Border Crossings

  Monitoring of progress in improving border crossing times is required under Resolution n° 99/2. Existing UNECE monitoring efforts should provide a basis for the work. The group should examine, together with the Group on Integration, how best to do this using meaningful indicators. Reporting on progress on some other aspects of the work on interoperability completed in 1999 might also be appropriate.

  Awaiting appropriate results from the UNECE monitoring exercise.

5.1.4 Sustainable Transport Policies

  The Railway Group examined the set of measures required to achieve the significant modal shift from road to rail and combined transport aspired to by Ministers in their debate on sustainable development at the Prague Council in May 2000. The work was carried out in collaboration with the Group on Combined Transport and the Group on Environment.

  This question was addressed in the report Developing a Sustainable Balance between Substitutable Modes of Freight Transport submitted to Ministers at the 2002 Bucharest Council, CEMT/CM(2002)1.

5.1.5 IRCA World Congress

  ECMT was invited to collaborate with the International Rail Congress Association in organising the World Congress of Railways to be held in Vienna in September 2001. The subject of the Congress was «Transport Policy and the Strategies of the Railways», ECMT had to organise the first session - on transport policy.

  Conference held successfully and ECMT session papers published on the ECMT web site.
5.2 New Work Programme for 2004–2006

Following a request from UNECE, discussions were undertaken about the possibilities of strengthening co-operation between the Railway Group and the UNECE SC 2. It has been decided to hold back to back meetings of the two Groups in 2004 and 2005.

Among possible topics to be examined by the Railway Group in the framework of the new ECMT Work Programme, are the following:

5.2.1 Monitoring of Implementation of Resolution 2002/1 on the Development of European Railways

This is clearly the core task. It might be addressed in a number of ways:

a) **Systematic review of relevant policies** in every member country, in the format of the 1998 publication *Rail Restructuring in Europe* or with a selection of countries in the format of the 2001 publication *Railway Reform*;

b) **In depth peer reviews** of a small number of countries that volunteer for review. ECMT is carrying out the railway sector review under the OECD Review of Regulatory Reform in the Russian Federation with the main mission to Moscow held in May 2003. A peer review meeting was held by the Railway Group in January 2004.

c) Extension of the coverage of countries reviewed through **self-reviews** and with consultancy assistance.

Discussions in the Group saw some members favoring in-depth reviews to ensure issues are addressed adequately and some arguing for complete coverage of the membership in less depth. A hybrid solution seems necessary, reviewing a small number of countries in depth and covering the full membership through self-reviews and with consultancy assistance where necessary. The review of railways in the Russian Federation provides a model for reviews in other countries willing to undertake peer reviews; Italy and Denmark expressed potential interest and Switzerland would like to be involved as a peer in reviewing railways in EU member countries. It may be possible to link these to the OECD’s economic surveys to maximize their impact; this will be explored by the Secretariat.

5.2.2 Items Carried over from the Previous Programme

a) **Infrastructure pricing** remains a crucial issue. The Group on Fiscal and Financial Aspects of Transport presented relevant work to Ministers in 2003. Directions for future work were discussed jointly by the two groups in June 2003. The groups will take up the call of several Ministers for transparency in infrastructure pricing. The work would examine the way charges for infrastructure are built up in different countries and their relation to variable costs, attempting also to shed light on the identification of variable costs. The use of revenues from infrastructure charges would also be examined as part of the issue of transparency, although this concerns mainly road revenues.

b) The importance or otherwise of items 5.1.1 c and d was revisited. Several countries expressed interest in examining current practice and innovative approaches to **financing infrastructure investment**, the FIFI Group has also identified this as a priority area. Work in this area will need to take into account the results of the seminar on pan-European infrastructure organized in November 2003 by the Group on the Integration. Recent UNECE work is also relevant. The main interest of the groups is in examining the relation of special pricing regimes to facilitate Public
Private Partnerships with general principles for efficient infrastructure pricing. There are close links to the previous item. Romania submitted that the item “Reducing the costs of rail services – experience in restructuring, concessions and franchising for local and regional passenger services” should be carried over to the new work programme as it is a question of capital importance.

c) There is a continuing mandate to monitor progress in improving border crossings and a commitment to report the results of monitoring by the UNECE to Ministers when results become available. The Group will address follow-up from the debate on border crossings at the Ljubljana Council. The OSZhD is also addressing this issue and the scope for cooperation should be investigated.

5.2.3 New Items

a) Examination of the Social Aspects of Rail Transport was proposed as an issue to be examined in the Group by the Belgian Deputy at the June 2002 Enlarged Bureau meeting. A detailed proposal was submitted by Belgium and is annexed to document CEMT/CS/CF/M(2002)2. A number of countries supported the proposal. An EC White Paper on the issue has been under preparation for some time, covering harmonization of social regulations, uniform professional qualifications and the consultation of rail personnel on decisions, particularly those relating to safety. The first step will be to inform the group of the work already accomplished in this area by the CER, EIM and UIC in preparation for the EU Directive.

b) In relation to point 5.2.2 c, Russia has requested examination of potential obstacles to international circulation of its rolling stock created by EU Directive 2001/16/EC. Room documents describing Russia’s concerns, shared by Estonia, were discussed by the Railway Group. For the time being it was decided that the bilateral discussions underway between Russia and the EC were the appropriate forum to address these issues.

c) Slovenia proposed examining the different approaches to train path allocation (and pricing) in different member countries. This could be part of the reviews under monitoring of the Resolution 2002/1 but Slovenia underlined that work in this area must capture the European dimension to the issue, and the difficulties that arise where countries follow different approaches. The first step should be examination of work so far by Forum Train Europe in this field and the results of the recent UNECE seminar.

d) Romania suggested a comparative study of different approaches to financing rail public service obligations in the EU and Associate member countries, covering implementation of Regulation No.1191/69/EEC.
## Summary Table: Work Programme for 2004–2006

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<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Maintain Group</td>
<td>General support</td>
<td>Reinforced co-operation with the UNECE SC 2 is scheduled.</td>
</tr>
<tr>
<td>2. Monitoring of Resolution 2002/1</td>
<td>Already decided, Priority</td>
<td>To be addressed through a combination of in-depth country reviews, short reviews of all other member countries, and additional specific analysis – see below.</td>
</tr>
<tr>
<td>3. Short reviews of all members</td>
<td>Already decided</td>
<td>To be undertaken after some in-depth reviews completed.</td>
</tr>
<tr>
<td>4. In-depth review of Russia</td>
<td>Underway</td>
<td>Peer review meeting in January 2004, completion as part of OECD review in 2005.</td>
</tr>
<tr>
<td>5. In-depth reviews of Italy, Denmark</td>
<td>Possible</td>
<td>Volunteers have to be confirmed.</td>
</tr>
<tr>
<td>6. Train path allocation – approaches in member countries</td>
<td>Possible</td>
<td>Important issue in relation to the resolution and closely related to infrastructure pricing. Part of items 1-4 plus possible additional analysis.</td>
</tr>
<tr>
<td>7. Infrastructure pricing</td>
<td>In development with FIFI group</td>
<td>The work would focus on ensuring transparency in infrastructure charges.</td>
</tr>
<tr>
<td>8. Financing of investment</td>
<td>In development with FIFI group</td>
<td>Would examine the relation of PPPs to network efficiency and infrastructure charging criteria. November 2003 seminar results relevant.</td>
</tr>
<tr>
<td>9. Restructuring, concessions and franchising for local and regional passenger services</td>
<td>Possible</td>
<td></td>
</tr>
<tr>
<td>11. Social issues</td>
<td>General support</td>
<td>To proceed as proposed EC White Paper suspended.</td>
</tr>
<tr>
<td>12. Financing rail public services</td>
<td>Item to be discussed within the Group</td>
<td></td>
</tr>
</tbody>
</table>
6. INLAND WATERWAY TRANSPORT

Objectives

- Promote by appropriate measures transport by inland waterways and, to this end, participate in follow-up to the Rotterdam Declaration.
- Develop a Pan-European Inland Waterway Transport market and harmonize conditions of access to the different networks.

6.1 Implementation of the previous Work Programme during the period 2000–2003

Because of the expansion in the number of its members and its geographical area, several countries have asked the ECMT to reopen the file on inland waterways that it had not looked at for several years. However, to do this, it had been deemed inappropriate to re-create the permanent working party on transportation by inland waterway because the most suitable way forward would be to organise seminars and conferences as well as possibly to set up temporary task forces with a very precise mandate.

The request thus formulated by certain countries was reinforced by the Declaration adopted by the Pan-European Conference on inland waterways transport organised in Rotterdam on 5th and 6th September 2001. This declaration, which recommends various measures to speed up Pan-European co-operation in order to liberalise and reinforce transport by inland waterway, in fact, as a conclusion, explicitly requested various international authorities including the ECMT to encourage and monitor the application of these measures. In addition, in its article 13, it invited the UN/ECE, the European Commission, the Rhine and the Danube Commissions and the ECMT to draw up proposals to overcome the legislative obstacles which hamper the establishment of a Pan-European inland waterway transport market.

In order to respond to these various requests, the ECMT developed the following strategies during the last work programme:

- organisation of a seminar in January 2002 entitled: “The inland waterways of tomorrow on the European continent?”; this seminar used as a reference document the conclusions of the ECMT’s Round Table 108: “What markets are there for transport by inland waterways?”
- compilation of a document on possible actions to reinforce the role of transport by inland waterway. This document, which was based on the conclusions of the previous seminar, was presented to the Council of Ministers in Bucharest in May 2002. The Council insisted on this occasion that the international Danube and Rhine regimes should be more closely aligned, and asked that the ECMT should become actively involved in the implementation of the Rotterdam Declaration.

At the end of the last programme of work, two initiatives were adopted in order to meet the Council’s request:

- the active participation of the Secretariat in the Group of Volunteers on the legislative obstacles to establishing a harmonised, competitive market for waterway transport on a Pan-European scale. This Group, which was set up to meet the request formulated in article 13 of the Rotterdam Declaration, has already drawn up a draft report listing the main legislative obstacles to creating a real Pan-European market;
granting the Danube Commission consultative status with the ECMT in October 2002.

6.2 New Work Programme for 2004–2006

During the session in Bucharest in 2002, the Council of Ministers had deemed it desirable that policy initiatives should be taken to facilitate the integration of inland water transport into a multi-modal system, promote the development of fluvio-maritime transport, overcome barriers to the development of inland waterway transport, improve the quality of the European inland waterway network, encourage the opening of the market by the elimination of currently existing restrictions on market access, create a “level playing field” and bring the international Danube and Rhine regimes more closely into line with each other.

The first priority for the ECMT is undoubtedly to participate in the follow-up to the Rotterdam Declaration. To this end the Secretariat will have to continue to be involved with the work of the Group of Volunteers which has practically finished the task it was given to follow up article 13 of the Rotterdam Declaration. This Group anticipates organising a seminar in 2005 to prepare a draft Declaration for the new Conference planned in Romania in 2006. The ECMT has been asked by the Group to organise this seminar, given that the Group of Volunteers could rapidly be transformed into the Group responsible for preparing the Bucharest Conference.

Because of the expansion in the number of member countries of the ECMT which now covers the whole of the Danube basin as well as the large navigable network of the CIS, mainly the Russian network, and because of the strong political will to optimise the use of waterways throughout the whole European continent including the development of fluvio-maritime transport, it would seem to be a good time to examine at ECMT level the conditions of access to a Pan-European inland waterway transport market.

The question is which subjects should be dealt with specifically and what are the best ways to do this. It should be noted that a great deal of work has already been, or is currently being, done by the Danube and Rhine Commissions and also at European Commission and UNECE level on topics relating to these matters. Any work done by the ECMT in this area will have to be based on this work to avoid duplication.

If the Committee of Deputies deemed it necessary for the ECMT to deal with this issue in its turn so that it is addressed from a truly political point of view, the best solution would probably be to set up in due time a task force to deal with this project.

Finally, the Environment Group plans to undertake a specific study on the environmental impacts of inland waterways (see point 2.2.5).
Summary Table: Work Programme for 2004–2006

<table>
<thead>
<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Working structures</td>
<td>Sleeping Group</td>
<td>Task force rather than setting up a permanent working group again.</td>
</tr>
<tr>
<td>2. Follow-up to the Rotterdam Conference</td>
<td>Currently being investigated</td>
<td>Seminar to be organised in 2005 to prepare for the Conference in 2006.</td>
</tr>
<tr>
<td>3. Access to a Pan-European inland waterway transport market</td>
<td>Possible</td>
<td>Harmonising access conditions to the Rhine, Danube and CIS networks. Need to take into account work of other bodies before any ECMT initiative.</td>
</tr>
<tr>
<td>4. Environment impacts of inland waterways</td>
<td>Decided</td>
<td>Activity coming under the Environment Group</td>
</tr>
</tbody>
</table>
7. INTERMODAL AND LOGISTICS

Objectives

- Develop intermodality between traditional modes of transport, particularly through the implementation of the Consolidated Resolution on the development of Combined transport, adopted in 2002.
- Extend the scope of intermodal activities to logistics, through a door to door approach.
- Integrate further Eastern and Central European and CIS countries in the debate on intermodality and more concretely into this market.

7.1 Implementation of the previous Work Programme during the period 2000–2003

In 1996, the work programme suggested a reduction in intensity of the activities of the Group on Combined Transport and also proposed that it should use restricted task forces to carry out its work. Both of these have been done. This has allowed complex subjects like terminology and short sea shipping to be treated efficiently by the group. This approach was maintained for the period 2000-2003 even if the intermodal perspective gives a new dimension to the work of the Group and requires it to extend its field of study and work even more intensively with the other concerned organisations (EU, UNECE, OECD).

During the period under review, the Group finalised the survey on Short sea shipping, which was presented to the Council of Ministers and was published in 2001. The Group updated also the inventory of National measures for the development of combined transport and prepared for the Council of Ministers held in 2002 a Consolidated Resolution on Combined Transport gathering in one single documents all previous Resolutions adopted by the Council of Ministers.

7.2 New Work Programme for 2004–2006


On this occasion, the Group discussed on the follow-up to the ministerial session held in Bucharest and on its future activities.

7.2.1 The Consolidated Resolution on Combined Transport had been adopted in Bucharest [CEMT/CM(2002)3/Final]. The next step is to ensure it was implemented and to regularly monitor its enforcement at national level by the various Member countries.

It was agreed to hold a consultation in writing on the implementation of the Consolidated Resolution at national level. This could be added to the now customary exercise of listing the measures taken at national level over the past two or three years.

7.2.2 The Delegates all agreed to focus, in future work, on new areas such as logistics which had until then been the subject of very little study. Similarly, a link should be established between the work of the ECMT and that of the Marco Polo programme, one aim of which was to encourage EU and accession countries to develop their intermodal activities. While acknowledging that the logistics
Delegations were however more reluctant to address the issue of compatibility and interlinkage of territorial planning and transport policies, but agreed that it could initially be addressed at the aforementioned workshop point 7.2.4). The path issue was certainly being discussed in railway organizations and various railway groups and the UNECE had undertaken substantial work on terminals.

7.2.3 To gain more insight into economic conditions, and taking up the two major problems that were hindering the expansion of combined transport: its price, which is much higher than for other modes, and border crossing, which always mean long delays, the Group suggested presenting each meeting with statistics on modal shares and on trends in value for money in combined transport. The Secretariat should work to meet that request with the data it had received, in particular from the relevant professional organizations.

7.2.4 The Group, and in particular the Central and Eastern European delegations, agreed to give priority to two questions:

- What are the present weaknesses and identified bottlenecks in the combined transport system in Europe?
- Given the present and forecasted traffic increases between Eastern and Western Europe, to what extent and under what conditions could combined transport play a significant role in dealing with the additional traffic flows?

It was accordingly proposed that a preliminary survey be conducted on the first point, and that a seminar or workshop be held -- preferably in a Central or Eastern European country so as to bring together as many CEEC countries as possible -- where participants would be given information on both questions as a basis for subsequent discussion.

7.2.5 The recommendations adopted in 1989, 1991 and 1992 on the dimensions of loading units had not been included in the Consolidated Resolution submitted for approval to the Council of Ministers last May, as they were of a highly technical nature.

Owing to the different arguments put forward, it was proposed to wait for the outcome of discussions on the subject at WP24 and for the proposals that the EU Commission is about to make, and to keep informed of the initiatives under way in various quarters before re-discussing, if necessary, the relevance of the recommendations made in the early 1990s.

7.3 Increased cooperation with UNECE

7.3.1 During the review of its organization and working methods undertaken by the UNECE Working Party (WP24) at its thirty-eighth session (7/9 October 2002), it was agreed that in view of the close relation between the subjects treated in the Working Party and in the ECMT Working Group on Combined Transport and given that the delegates attending the two groups are often the same, the possibility of organizing back-to-back or joint sessions in one and the same location should be considered. The Inland Transport Committee, at its sixty-fifth session in February 2003, endorsed in principle the approach taken by the Working Party in this respect and stressed the necessity of pursuing the review process in close cooperation with the ECMT.
7.3.2 It was then proposed to establish a “Joint ECMT/UNECE Working Party/Group on Intermodal Transport and Logistics” consisting respectively of an ECMT and an UNECE segment. Such a Joint Meeting would ensure coordination of the respective activities of the ECMT and UNECE inter-governmental bodies, whereby ECMT would focus on the political aspects of work and UNECE on the relevant technical and legal aspects of intermodal transport.

7.3.3 In principle, this Joint ECMT/UNECE Working Party/Group would be organized annually under the auspices of ECMT during a (in principle) two day spring session in Paris and under the auspices of the UNECE during a (in principle) three day autumn session in Geneva.

7.3.4 The ECMT secretariat would provide conference facilities for the spring session and the UNECE secretariat would provide conference services for the autumn session of the Joint Working Party/Group (interpretation, back-up secretariat assistance, etc.). This would include at least interpretation services from and into English, French and Russian. The ECMT and UNECE secretariats will provide the respective professional secretariat services as well as preparation and translation of documentation, including agendas and reports, for their respective segments in line with applicable rules and procedures established by the competent OECD (Paris) and UNOG (Geneva) conference services.

7.3.5 The Terms of Reference as well as all applicable rules of procedure and established practices of the two organizations will apply with regard to their segments of the meeting. This also holds true for the participation of Governments, IGOs, NGOs and other observers at the respective segments.

7.3.6 In addition to the creation of the Joint ECMT/UNECE Working Party/Group on Intermodal Transport, it is envisaged to organize, possibly in autumn 2004, a joint ECMT/UNECE Seminar on the consequences on the organization of intermodal transport in Europe resulting from the development of intermodal transport services on interregional rail links between Europe and Asia to be held in a CIS country (possibly Ukraine). This should include the participation of relevant international organizations in Europe and Asia (e.g. ESCAP, UNCTAD, EC, OSZhD, etc.).

7.4 Co-operation with the Joint OECD-ECMT Transport Research Centre

- In document CEMT/JTRC(2004)5, on activities carried out by the Programme of Research on Road and its Intermodal Links in 2001-2003, two activities are related to Intermodal Transport and Logistics:

  MM4: Urban Freight Logistics (Chair: The Netherlands)

  The Delivering the Goods report was published in July 2003. The Chairman and the Secretariat were invited to present the report at the Third International Conference on City Logistics on 25-27 June 2003 in Portugal, where a special session was devoted to discussion of the OECD report. On 2 October, a workshop featuring this report was held by the University of Melbourne at which three members of the Working Group presented the report. In addition, two European networks studying urban freight logistics and funded by the European Commission — Freight Delivery Rationalisation in Cities (FREDERIC) and Best Urban Freight Solutions (BESTUFS) -- invited the Secretariat to present the report at their conferences in June and November 2003.

  MM3: Benchmarking International Freight Transport Corridors (Chair: the Netherlands)

  In December 2002, the Secretariat initiated a study of International Freight Transport Corridors, with the work initially undertaken via a new electronic discussion group, which could exchange
information and knowledge on problems and possible solutions concerning freight corridors. The discussion group was formed in December 2002, with 18 participants from 11 Member countries and has exchanged available studies and information on freight corridor analysis.

- In document CEMT/JTRC(2004)3 on the Programme of Work of the Joint Centre for 2004-2006, it is written: «The Strategic Directions and major research areas identified for the Joint Transport Research Committee’s Programme of Work are set out in document. The orientation of the Programme of Work encompasses research on key issues and concerns related to:
  - Infrastructure.
  - Transport Operations.
  - Transport safety and security.
  - Environmental costs and sustainability.
  - Globalisation, trade and spatial effects of transport.»

On these five topics, the 5th one might have an incidence on ITL activities as far as, later in the document, the following activities have been identified:

«E. Globalisation, trade and spatial effects of transport
  E.I. Transport Costs and Their Impact on International Trade
  E.II. Transport and Decentralisation
  E.III. Trade Liberalisation and Transport
  E.IV. Transport Costs and Regional Concentration
  E.V. Transport, Urban Form and Economic Growth»

The effects of these activities on the Group TIL are not yet identified. It is nevertheless the duty of the Group, during the period 2004-2006, to invite the Joint Centre to pursue its work for a greater synergy Research-Policy in the field of Intermodal Transport and Logistics.
## Summary Table: Work Programme for 2004-2006

<table>
<thead>
<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Continuation of the Group</td>
<td>The Group becomes the Joint Working Group ECMT/UNECE on Intermodal Transport and Logistics</td>
<td>Starting in 2004</td>
</tr>
<tr>
<td>3. Logistics</td>
<td>Decided</td>
<td>On the whole triennial programme</td>
</tr>
<tr>
<td>4. Weaknesses of Combined transport</td>
<td>Ongoing</td>
<td>1. Inquiry/preliminary survey</td>
</tr>
<tr>
<td>East/West Development</td>
<td>Decided</td>
<td>2. Seminar in Ukraine (September 2004)</td>
</tr>
<tr>
<td>5. Creation of a data basis on modal shares and on trends in value for money in combined transport</td>
<td>Already decided in 2003</td>
<td>Depends on data availability among professional organisations concerned</td>
</tr>
<tr>
<td></td>
<td>Information prior to any meeting</td>
<td></td>
</tr>
<tr>
<td>6. Compatibility and interlinkage of territorial planning and transport policies</td>
<td>No priority</td>
<td></td>
</tr>
<tr>
<td>7. Dimensions of loading Units</td>
<td>Due to the work undertaken in other Bodies, competence left to UNECE</td>
<td>Closer co-ordination with UNECE and the European Union</td>
</tr>
<tr>
<td>8. Interference with other ECMT Groups</td>
<td>1. Modal Groups</td>
<td>Securing containers</td>
</tr>
<tr>
<td></td>
<td>2. FIFI Group</td>
<td>Freight transport in Cities</td>
</tr>
<tr>
<td></td>
<td>3. Group on Combating Crime</td>
<td>Cf. point 7.4 above</td>
</tr>
<tr>
<td></td>
<td>4. Group on Urban Transport</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5. JTRC (Research Centre)</td>
<td></td>
</tr>
</tbody>
</table>
8. URBAN TRANSPORT

Objectives

- Carry forward the findings of the work on implementation of sustainable urban travel policies, in particular, the Key Messages for Governments agreed at the Lisbon Council in 2001. Using the Lisbon Ministerial mandate as a guideline, the group aims to better understand how the recommendations on implementation can be put into action in ECMT Member and Associate Member countries. The work will attempt to make the Key Messages more relevant and applicable in ECMT countries, thereby building capacity for implementation of sustainable urban travel policies at national and local levels.

8.1 Implementation of the previous Work Programme during the period 2000–2003

From 1998-2001, the ECMT in co-operation with OECD carried out a project on Implementing Sustainable Urban Travel Policies. The results of this work, which was structured around a series of thematic workshops, a survey of cities and a series of national policy reviews on urban travel, were presented to Ministers at their Council in Lisbon in May 2001. The findings of the work, detailed in the final report of the project and the Key Messages for Ministers document, were approved by Ministers and series of follow-up actions were proposed.

8.2 New Work Programme for 2004–2006

8.2.1 Mandate from Ministers

Three priorities for follow-up were agreed by Ministers in Lisbon:

- Examining the implications of the Recommendations in the report presented in Lisbon in specific groups of countries (e.g. Central and Eastern Europe).

- Exploring ways to improve consistency in urban data collection and monitoring;

- Developing a Guide to Good Implementation proposing guidelines for National Governments on how to establish a supportive policy and institutional framework and establish positive incentives for sustainable travel in urban areas.

During their deliberations, Ministers placed particular emphasis on the need to improve data quality and coherence and on development of a guide to Good Practice.

These recommendations served as the basis for a discussion of the Sustainable Urban Travel Steering Group at their meeting on 20 November 2001. During the meeting, a general four-part framework for follow-up action based on the recommendations of Ministers and described below was agreed.

8.2.2 Working structure and methods of the steering group

Future work will be carried out by the ECMT secretariat in co-ordination with OECD, the EC and other international bodies. The work will be supervised as in the past by the Sustainable Urban Travel Steering Group.
Steering Group. The tenure of the group will be for the duration of the project as has been the case with the two previous bodies of work on urban travel (1990 to 1994 and 1998 to 2001).

The general time frame for the project is July 2002-May 2005.

8.2.3 Organisation of work

Three main elements are proposed to structure this work:

- A series of workshops to test, disseminate and promote the findings and recommendations of the work;
- A series of studies on specific urban travel policy topics that will further understanding of the policy and institutional barriers to implementation. This would include further exploration of ways to improve consistency in urban data collection and monitoring;
- And using the previous elements as inputs, the development of a Guide to Good Practice for national governments on implementing sustainable urban travel policies.

8.2.4 Key elements of the project

The work is structured around the following elements:

a) Workshops to “test”, disseminate and promote the findings and recommendations of the work on regional/local levels.

A series of workshops is envisaged in specific groups of countries to carry forward the recommendations of the 1998-2001 project, examining how they apply/do not apply to specific regional/national/local circumstances. The purpose of these workshops will be:

- to promote and disseminate the conclusions and recommendations of the work on implementation, in particular the Key Messages for Governments;
- to evaluate how the implementation findings find relevance and applicability in different “macro-regions”, government systems and structures and when confronted with different urban travel situations and needs.

The workshops are to be based on the particular aspects of the Key Messages for Governments and how they apply in a given country or region. In this way, the overall focus should remain implementation of sustainable urban travel policies. Host countries are to suggest areas for priority attention – be they policy, regulatory, fiscal, and/or institutional in nature. The proceedings and recommendations of the workshops should articulate where the relevant Key Messages find resonance in the particular geographic, policy and institutional context under examination.
A number of geographic regions are targeted for these workshops:

- **North America: United States/Canada:**

  The United States Department of Transportation hosted the first workshop 5-7 November 2003 in Washington, D.C.

- **Central and Eastern Europe/Russia and CIS:**

  There have been several specific requests to focus on implementation difficulties in these regions of Europe, both during the 1998-2001 project and in its follow-up. The Ministry of Transport of Russia is hosting a workshop 30 September-1 October 2004 to examine how the historical, economic, institutional, and policy-making specificities of these regions, impact the implementation of sustainable urban travel policies. With a particular focus on Russia, the workshop will highlight experience in both accession countries and those anticipating joining the EU later down the road or not at all.

- **Asia (Korea, Japan, China):**

  It was suggested by the Steering Group that the absence of active participation in the 1998-2001 project from an Asian partner – in particular Japan – was regrettable and that a next phase of work might provide the opportunity to look more closely at Asia.¹

  The Ministry for Land, Infrastructure and Transport in Japan has offered to host a workshop focusing on implementation of integrated urban travel policies in Japan and drawing on under experience in Asia as well. The workshop is scheduled to be held in Tokyo in Spring 2005.

  Additionally, a Chinese delegation visited the OECD in 1999 expressing strong interest in good practice examples in urban travel in ECMT and OECD constituencies. It may be interesting to look at implementation challenges in China as well.

b) **Improving data quality and coherence**

There was also broad agreement both within the Steering Group and among Ministers that focus on improving the quality and coherence of urban travel data is essential to identifying the right policy responses to urban travel.

The 1999-2000 Survey of Cities has provided this Group with the chance to collect a wide range of data on urban travel and a significant amount of information on policy-making and implementation. The problems with data availability, quality and coherency revealed in this exercise are similar to those made apparent in numerous other surveys over the years. The large number of cities involved in the ECMT-OECD survey, as well as the breadth of information covered, offer the opportunity to take a particularly comprehensive, detailed look at the weaknesses in urban travel data collection and monitoring on all levels of government and among different agencies and sectors.

A number of studies have been carried out examining data problems at an urban level. The results of these activities will be considered in any further analysis undertaken by ECMT.

¹. It should be noted that both Japan and Korea responded to the survey of cities with 25 cities responding from Japan and five responses from Korea.
With this in mind, an expert seminar on Problems in the Collection and Monitoring of Urban Travel Data was held on 27 June 2002 in Paris as a first step in defining possible action of the ECMT in collaboration with other international bodies in this area. The Conclusions and Recommendations of this seminar were approved by the Steering Group at their May 2003 meeting.

A Task Force of the Steering Group is to be established to carry forward this work.

c) Studies on specific topics

The Steering Group has noted that several important topics related to sustainable urban travel have not been sufficiently treated in the ECMT work to date and have been suggested as areas where further work should be undertaken. In addition, the 2001 recommendations on Implementation to Ministers provide a good source of topics for further exploration. Implementation barriers were identified and discussed in the previous work. However, the ramifications of policy and institutional inconsistencies identified as barriers in the findings of the 1998-2001 work could be further explored.

A series of special studies aimed at exploring new topics and better understanding the implementation barriers identified in the previous work is planned, their findings to then be feed into the planned Guide to Good Implementation. They include among others:

– **non-motorised travel means (walking and cycling)**: A report on National Cycling Policies for Sustainable Urban Travel is being presented to Deputies in Spring 2004 and possibly then to Ministers in Ljubljana;

– **public transport financing and organisation**: It has been some time since the ECMT has explicitly examined this topic. Developments in the European Union as well as in several countries in this area provide a good basis for exploration of the national role in organising and financing urban public transport. Consultations are under way (Spring 2004) with UITP on possible co-operation on this topic. An expert study will be commissioned as input to the Guide to Good Implementation;

– **urban freight**: The Steering Group has highlighted the need to examine urban freight in this phase of work. Work has already been undertaken in the former OECD Road Transport Research Group on this topic, as well as in other organisations, so any further work will build on the results of these activities.

d) In-depth Peer Review

Following in the Series of in-depth peer reviews carried out in the previous round of work on urban travel (Netherlands, Hungary), it is proposed to undertake a review of urban travel in Norway. Preliminary discussions on this have been held with the Norwegian Ministry of Transport. The review could possibly take place in mid-2005.

e) Guide to Good Implementation for National Governments

There has been strong support within the Steering Group and among Ministers in Lisbon for the development of a Guide to Good Implementation for national governments on setting the right framework/incentives for sustainable travel in urban areas. The Guide will be based on the recommendations approved in Lisbon, and will draw on the findings and examples of the dissemination workshops, the work on improving the collection and monitoring of urban travel data and the studies and seminars on special topics. Work on best practice currently underway in other organisations would be
brought into the Guide as well – notably that of the EC Clean Urban Transport Unit’s Civitas project among others.

This guide along with other outputs could be presented to Ministers in 2006.

**Summary Table: Work Programme for 2004-2006**

<table>
<thead>
<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Working structure</td>
<td>Decided</td>
<td>Project carried out in co-ordination with OECD, EC and other international bodies, supervised by the Steering Group. The tenure of the Group will be for the duration of the project.</td>
</tr>
<tr>
<td>2. A series of workshops to test, disseminate and promote the findings and recommendations of the implementation work.</td>
<td>Completed Planned Planned</td>
<td>5-7 November 2003 30 September 30 September 1 October 2004 Spring 2005</td>
</tr>
<tr>
<td>• Workshop in North America • Workshop in Russia • Workshop in Japan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Specific studies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1 Non-motorised travel means</td>
<td>Under way</td>
<td>A report on National Cycling Policies for Sustainable Urban Travel to promote cycling should be presented to Council of Ministers in May 2004.</td>
</tr>
<tr>
<td>4.2 Public transport financing and organisation</td>
<td>Under way</td>
<td>Discussions are under way with UITP for possible co-operation in this area</td>
</tr>
<tr>
<td>4.3 Urban freight</td>
<td>Planned</td>
<td></td>
</tr>
<tr>
<td>5. In-depth peer review of urban travel in Norway</td>
<td>Planned</td>
<td>Preliminary discussions have been held with the Ministry. Tentative date set for mid-2005.</td>
</tr>
<tr>
<td>6. Guide to Good Implementation for National Governments</td>
<td>Decided</td>
<td>This guide could be presented to the Council of Ministers in 2006 along with the other outputs of the work.</td>
</tr>
</tbody>
</table>
9. ROAD SAFETY

Objectives

- Ensure the implementation of the objective -50% killed in ECMT Member countries by 2012.
- Monitor the implementation of key ECMT Recommendations in the field of Road safety, as listed in 2002.
- Identify relevant topics for action that are beneficial to road safety in the Member countries, especially Central and Eastern European and CIS countries.
- Develop “Peer reviews”, in particular in countries, which are located further East.

9.1 Implementation of the previous Work Programme during the period 2000–2003

The Group on Road Safety has finished the tasks allotted in the programme of work adopted by the Ministers in 2000:

9.1.1 The ageing population. This topic was examined together with the OECD’s RTR programme and with the ECMT Accessibility Group. It gave rise to a report and recommendations on road safety and ageing populations in 2000.

9.1.2 Safety on rural roads. This topic was examined using as a basis a report compiled by the OECD/RTR in 1998. This topic was one of the items debated by the 2002 Council of Ministers on road safety. Recommendations were adopted by Ministers on this subject at the Bucharest session.

9.1.3 The quality of transport safety policy. Most of the discussions in Bucharest concerned this point and several reports have been submitted to the Council of Ministers which has adopted them:

- The preliminary conclusions of a Seminar held in Prague in March 2002 on “Safe and Sustainable Transport - a matter of quality assurance” were submitted for information. Amongst other things they stressed safety as a pre-condition for mobility and the necessity to draw up and implement a global road safety policy for all Member countries of the Conference.

- Following their discussions, the Ministers undertook to work to ensure that the ECMT’s key recommendations on road safety were applied better. They also confirmed their desire to develop a global vision setting costed objectives at both national and international level; thus, an objective was proposed for all ECMT Member countries, namely to reduce the number of people killed on the roads by 50% in 10 years, which undoubtedly constitutes a strong political indicator in favour of road safety. They also agreed to carry out a more intensive exchange of best practices and to promote the adoption of road safety strategies based on a raft of specific measures with political commitment from all the ministries involved and co-ordination of all the institutions within the different levels of government as well as with private organisations.

9.1.4 A consolidated Resolution taking up the key ECMT Recommendations on road safety [CEMT/CM(2002)16/Final] was also adopted by the Council of Ministers in Bucharest in May 2002. It brings together Recommendations adopted in the past on various topics relating to road safety and which are still relevant.
9.2  **New Work Programme for 2004–2006**

With a view to implying more thoroughly CIS countries, a Sub-Group dedicated to these countries was set up in 2003. It meets once a year for a half-day, preceding the normal Group. CIS countries are indeed participating in it and it has value added for the knowledge of each Member country. For the future, it might be possible to set up the same structure for the Balkans, this being the second area of ECMT where deeper knowledge and improvements are needed.

During the last two sessions of the Group in 2003, future activities were an important item for debate. Basing its discussions on the spirit of the document compiled by Professor Rumar and submitted to the Council of Ministers at Bucharest in May 2002 [CEMT/CM(2002)14], the Group agreed to apply its future work to the following topics:

9.2.1  **Objective - 50% in 2012**

A national-level survey was carried out in 2003 to identify the policies followed in the different ECMT Member countries. Work on this survey will continue.

In addition, a small group, made up of Delegates from Austria, the Netherlands, Sweden, Switzerland, Hungary and Russia, as well as the Secretariat, met in June to work out a strategy for monitoring the implementation of the objective to be achieved. A preliminary document was discussed at the Group’s last meeting. The 2004 Council of Ministers should be informed of this framework strategy to be applied at national level.

It is clear that this topic will remain relevant until at least 2012.

9.2.2  **Implementing the key ECMT recommendations on road safety**

A survey was sent out to Member countries at the end of 2002 to enable the publication of all these recommendations during 2004 as well as summary tables on their implementation for each Member country of the Conference.

9.2.3  **Subjects to be updated**

These were subjects left aside after the 2002 survey on the key ECMT Recommendations on road safety and which should be updated. These involve mainly:

a)  **Driver training**

This is Resolution No. 34 [CEMT/CM(78)17]. This document must be reviewed from scratch and must take account of the EU Directive on driving licences, the work undertaken to carry out driver training in two phases (initial and continuous), licences in stages, planned driving apprenticeships and various points licence systems.

Following discussions on this topic the Group decided to deal with the **general issues of young people and road safety**, particularly young drivers who make up the category of users who are most likely to have a traffic accident. This topic can be used to encompass other safety aspects such as school transport for which the AIST has regularly asked, particularly at meetings with international organisations, for ECMT Resolution No. 51 (1984) to be updated given that the number of children and students using coaches continues to increase.
The new Joint OECD/ECMT Research Centre programme on transport adopted the safety of young drivers as one of the main research topics in its future programme. The Group will rely on the results of this work for its own study.

b) **Speed limits**

These are Resolutions Nos. 29, 30 and 43 [CEMT/CM(74)13/Final; CEMT/CM(74)22 and CEMT/CM(82)18].

c) **Seat belts and restraining devices**

These are Resolutions Nos. 33, 38 and 54 [CEMT/CM(75)3/Final; CEMT/CM(78)18 and CEMT/CM(88)29]. Work done on this topic by the EU will have to be taken into consideration. A Directive on this was being prepared in 2001.

d) **Emergency assistance**

Resolution No. 45 of 1983 concerning measures to improve emergency assistance in road traffic [CM(83)20] should be updated in particular taking into account developments made in the last report and recommendations submitted to Ministers in 2002 concerning safety on rural roads in Europe [CEMT/CM(2002)11/Final].

9.2.4 **Topics arising from the consolidated Resolution on new information technology in the field of transport [CEMT/CM(94)19/Final]**

These are Recommendations:

No. 4 - Establishment of guidelines for the initial telematics applications for driver information/route guidance,
No. 5 - Presentation of traffic messages,
No. 7 - Ergonomics and safety of in-vehicle information systems, and
No. 9 - Implementation of the radio data system - traffic message channel (RDS - TMC) 121.

Here again it will be necessary to integrate work done by other organisations, the EU and UNECE (WP1 and WP29) in particular. One of the topics chosen by the RTR (“speed management”) should allow this issue to be addressed specifically. (See also Chapter 12 of this document).

9.2.5 **New topics**

a) **Repeated infringements**

With the introduction of penalty points systems in many Member countries, it appears that a common problem arose in those countries: how to treat in a fair and efficient way drivers who committed repeated infringements to the law? An enquiry could be made on national practices and best solutions might be promoted at international level.

b) **Drugs and medication**

This topic has already been examined by the European Union (2002) and currently appears in the EU and UNECE programmes. During the discussion of drink driving [1993-CEMT/CM(93)5/Final], a number of Delegations, among them Norway, had asked that this topic be addressed. In 1995, Norway reiterated this request.
9.2.6 Peer review

The first review of the road safety policy in Lithuania involved Austria, the Netherlands and Sweden as peers. The report and its recommendations should be ready in 2004.

Some delegations would like to see this type of initiative extended although it only fits loosely into the work of the Group since it involves the countries making the request and a small number of delegations called in as “experts”.

The coming years should logically be devoted to the other Baltic countries which have asked for this type of review. Russia has also indicated its desire to be “reviewed”, if possible during its year as President (2004 - 2005). This survey would then be carried out in co-operation with the World Bank. It would require resources both at the “expert” delegations level and at Secretariat level which are not currently available.

Furthermore, if appropriate, the preferences of other countries (CEEC, CIS) would have to be known or a study could be launched to evaluate the efficiency of policies carried out in one of an older countries (Western Europe).

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<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>1. Retain the Group</td>
<td>Decided</td>
<td></td>
</tr>
<tr>
<td>2. Sub-Group for CIS countries</td>
<td>Decided (half a day/year)</td>
<td>Could be developed later with a supplementary Sub-Group for the Balkans.</td>
</tr>
<tr>
<td>3. Objective – 50% in 2012</td>
<td>Permanent monitoring until 2012</td>
<td>Defining a framework strategy to be applied at national level. To be submitted to the 2004 Council of Ministers for information.</td>
</tr>
<tr>
<td>4. Implementing the key ECMT recommendations on road safety</td>
<td>In progress</td>
<td>Publication anticipated in 2004.</td>
</tr>
</tbody>
</table>
5. **Updating old Recommendations:**
   - speed limits
   - safety belts and restraining devices
   - driver training
   - emergency assistance
   - school transport

Starting in 2004

Taking into account the definitive regulations adopted within the EU and the UNECE (Conventions and consolidated Resolutions).

AIST request.

6. **Safety of young drivers**

Priority

After the results of the work of the Joint OECD/ECMT Transport Research Centre

7. **New information technology in the field of transport and road safety**

Group’s second priority topic

Awaiting the results of the work of the Joint OECD/ECMT Transport Research Centre on speed management; co-ordination with the work undertaken in UNECE (WP1 and WP29).

8. **New themes:**
   - repeated infringements
   - drugs and medication

Starting in autumn 2004

EU and UNECE work on 2nd topic.

9. **Peer review**

Depends on the requesting countries and the countries volunteering to be experts


10. **Interference with other ECMT Groups**

1. Group on Access and Inclusion
2. Group on Urban Transport
3. JTRC (Joint Research Centre)

Cf. points 6 et 7 above.
10. ACCESS AND INCLUSION

Objectives

- Achieve greater understanding and recognition of the transport and mobility needs of disabled and older people as an integral part of transport policy and planning across all modes.

- Identify key social, structural, operational and financial issues affecting the mobility of disabled and older people as well as individuals facing temporary mobility difficulties (use of public and special transport, private vehicle use, pedestrian activity) and exchange experience and promote best practice in these areas.

10.1 Implementation of the previous Work Programme during the period 2000–2003

10.1.1 Scope of work

The Group on Access and Inclusion had specified the need to bring accessibility issues into the mainstream of transport policy considerations, no longer treating them in the margins of policy development as additional or secondary considerations.

- As a step in this direction, the Group on Transport for People with Mobility Handicaps was renamed in 2001 the Group on Access and Inclusion to reflect the desired broadening of the constituency of individuals addressed in the group to include not only persons with disabilities, but also the elderly population, and more generally, all persons with reduced mobility for one reason or another.

10.1.2 From Policy Statements to Policy Action

The Group had committed to devoting greater attention to bridging the gap between statements of intent from Ministers and practical action at a working level to change policies.

- Implementation results vary considerably, but continue to be weak in many countries. Whereas there appears to be a growing awareness of the importance of accessible transport, the reality on the ground reveals difficulties in implementing policy objectives.

- One of the key problems appears to be a lack of good co-ordination among transport services and facilities. In trying to better understand the range of implementation barriers, a report on Guidelines on Implementation at the National Level of Measures to improve Accessibility and Safety of the Transport System has been commissioned and will be available for possible presentation to Ministers in Spring 2004.

10.1.3 Co-ordination between Operators and Authorities

Along these same lines, the Group had expressed the need to strengthen links between operators and government authorities so that the commitment and understanding of the practical difficulties of implementation are shared.

- With this in mind, a joint task force was established with the International Public Transport Union (UITP) in 2001 to examine how to improve accessibility to public transport via (among others)
stronger links and better co-ordination between public transport operators and local authorities. The findings from the joint task force entitled “Improving Access to Public Transport” were submitted to and approved by Ministers at their Council in 2003.

10.1.4 Integration along the Transport Chain

The Group had expressed its intention to give new focus and accent to the question of integration of services along the transport chain, whilst much progress has been made in improving accessibility to individual parts of the transport network.

− This aspect has been addressed in several ways in the work programme. First, it was a key theme in the development of the work of the joint Task Force with UITP. Second, it was one of the principal criteria of selection for the 2003 ECMT award organized with the European Disability Forum on Improving Access to Transport Services and Infrastructure. In addition, the integration of special transport services for disabled persons into the transport network as a whole was a focus of the Conference on Transport Accessibility: Making Integration Work, organised with the French Ministry of Transport on 2 December 2003 as a final event for the 2003 European Year for People with Disabilities.

10.1.5 Progress in CEE Countries

The Group signaled the particular difficulties experienced in improving access to transport in CEE Countries. Indeed, progress remains uneven in this region, and the Group continues to encourage more involvement of CEE Members of ECMT in its work.

<table>
<thead>
<tr>
<th>Specific tasks</th>
<th>Status as of September 2003</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify bottlenecks or blockages in the transport chain and work to eliminate them</td>
<td>In progress</td>
</tr>
<tr>
<td>Complete taxi report with IRU. Draw up recommendations</td>
<td>Completed</td>
</tr>
<tr>
<td>Complete ongoing reports on ageing and incorporate this aspect into the work of the Group</td>
<td>Completed</td>
</tr>
<tr>
<td>Review progress in implementation of access to public transport in a Task Force with UITP</td>
<td>Publication of Ministerial Conclusions to be available mid 2004. Guidelines of Training to be completed in 2004.</td>
</tr>
<tr>
<td>Review new information on the size and nature of the “market” for transport for people with mobility handicaps and assess the policy implications.</td>
<td>Partially undertaken; more work may be needed in this area.</td>
</tr>
<tr>
<td>Examine the particular problems facing people with learning or cognitive difficulties.</td>
<td>In progress</td>
</tr>
<tr>
<td>Regularly update past reports on legislation, consultative arrangements, fare concessions and parking concessions</td>
<td>Latest update in progress</td>
</tr>
<tr>
<td>Task</td>
<td>Status</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Organise a seminar (in the Netherlands) on implementation of good practice at regional and local level</td>
<td>Completed</td>
</tr>
<tr>
<td>Review progress in improving pedestrian environment</td>
<td>Addressed in part in Joint Task Force work and in the attribution of the ECMT-EDF Award. Perhaps should remain on agenda for further work</td>
</tr>
<tr>
<td>Review methods for evaluating and monitoring progress in improving accessibility</td>
<td>Important but difficult task. Partially addressed but should be kept on agenda in light of initiatives in the UK to develop an evaluation methodology.</td>
</tr>
<tr>
<td>Review progress with Associated Member Countries to assess strengths and weaknesses of the different approaches.</td>
<td>Possibility of a joint US-Canadian conference to be explored in next round of work.</td>
</tr>
<tr>
<td>Maintain and develop Internet site so that information can be available to all, including to countries outside ECMT</td>
<td>Development of an Electronic Discussion Group and a fully accessible web site is under way.</td>
</tr>
</tbody>
</table>

10.2 **New Work Programme for 2004–2006**

The Group on Access and Inclusion has identified the following broad priorities for work for the period 2004–2006:

- A central theme of work: accessibility must be mainstreamed into transport policy and no longer considered in the margins or as an option;

- Accessibility should be more explicitly considered throughout the ECMT’s transport policy and research work. This includes better co-ordination with other ECMT working groups;

- Ways the Access and Inclusion work can be focused to help de-marginalize accessibility include:
  - Focus on bottlenecks/obstacles: the gaps between policy and practice;
  - Consider the pedestrian environment;
  - Investigate the size and nature of the market: what is the commercial dimension of “accessibility to all?”;
  - Explore how to best organize an integrated “multi-agency” approach to better accessibility?

- Continued co-ordination with other international organisations is indispensable: e.g., UITP, IRU, UIC, ISO, CEN, EMTA, etc.
## Summary Table: Work Programme for 2004–2006

<table>
<thead>
<tr>
<th>Issue</th>
<th>Status</th>
<th>Outputs</th>
<th>Outcomes</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Update Guide to Good Practice</td>
<td>In progress</td>
<td>Updated Guide disseminated to Governments and transport providers</td>
<td>Increased awareness of issues affecting mobility of disabled people and knowledge of how to address them</td>
<td>A consultant has been retained to undertake this work during 2004.</td>
</tr>
<tr>
<td>Monitor Implementation of ECMT Charter</td>
<td>Not yet started</td>
<td>Report for Deputies/Ministers on status of implementation in member states</td>
<td>Better understanding of whether the Charter has been taken up in national legislation or practice and whether it has made a practical difference to funding policies</td>
<td>Would involve a desk study examining how the specific recommendations of the 1999 Charter have been taken up in ECMT countries.</td>
</tr>
<tr>
<td>Conduct accessibility peer reviews or audits</td>
<td>Not yet started</td>
<td>Reports assessing current policies on accessibility in one or more member state and advice on future directions</td>
<td>Detailed critique to provide understanding for the country/countries under review and best practice guidance for all member states</td>
<td>Could either be full peer review or narrower audit focusing on one or two specific policy areas.</td>
</tr>
<tr>
<td>Resume monitoring of research on accessibility (research database)</td>
<td>Not yet started</td>
<td>Web based database of current research and updates at Group meetings</td>
<td>Greater access to research data for all countries and avoidance of duplication/overlap in research programmes</td>
<td>Possibly in the form of regular reporting by countries on newly commissioned research and published research.</td>
</tr>
<tr>
<td>Examine the particular problems facing people with learning or cognitive difficulties</td>
<td>In progress</td>
<td>Report identifying key issues and best practice in dealing with them</td>
<td>Better understanding of mobility issues for people with learning and cognitive difficulties</td>
<td>Desk review underway to identify actions undertaken and needed in this area.</td>
</tr>
<tr>
<td>Status and development of specialised/door to door services</td>
<td>Not yet started</td>
<td>Report on current policies and likely future trends</td>
<td>Better understanding of optimum mix of mainstream accessible transport and door to door services, of particular benefit to countries of central and Eastern Europe who may be looking at accessibility for this first time,</td>
<td>ECMT has not undertaken work in this area since the mid 1980s, given the significant changes in policies on accessible transport since that time it is timely to take another look.</td>
</tr>
<tr>
<td>Accessible tourism</td>
<td>Not yet started</td>
<td>Report on current status of facilities for disabled people in tourism</td>
<td>Better understanding of current status, development needs and best practice</td>
<td>This could include examination of the status of accessible rental cars, maritime and inland navigation, consistency in signage etc.</td>
</tr>
<tr>
<td>Task</td>
<td>Status</td>
<td>Details</td>
<td>Notes</td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>---------------</td>
<td>-------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Review progress in improving the pedestrian environment</td>
<td>Continued</td>
<td>Possible further report on best practice, gaps in current provision etc</td>
<td>Better understanding of the importance of a barrier free pedestrian environment in the accessible transport chain. Addressed in part in Joint Task Force work and in the attribution of the ECMT/EDF Award. Should remain on agenda for further work.</td>
<td></td>
</tr>
<tr>
<td>Review methods for evaluating and monitoring progress in improving accessibility</td>
<td>Continued</td>
<td>Discussion of issues and possible dissemination of work in progress at national levels</td>
<td>Greater recognition of the need to measure the practical effect of policies. Important but difficult task. Partially addressed but should be kept on the agenda in light of initiatives in the UK to develop an evaluation methodology.</td>
<td></td>
</tr>
<tr>
<td>Review progress with Associated Member States to assess strengths and weaknesses of different approaches</td>
<td>Continued</td>
<td>Possible joint US/Canadian – European conference</td>
<td>Better understanding of different approaches to delivering accessibility. Discussions with Canadians in progress.</td>
<td></td>
</tr>
<tr>
<td>Follow up to IRU report on Economic Aspects of Taxi Accessibility</td>
<td>Not yet started</td>
<td>Assessment of policies to introduce accessible taxis</td>
<td>Better understanding of state of progress in this difficult area and whether further initiatives are needed at international level</td>
<td></td>
</tr>
</tbody>
</table>
11. COMBATING CRIME IN TRANSPORT

Objectives

- To better ascertain the variety of institutional, economic, political and operational factors in crime and terrorism in transport sector. With a focus on the entire transport chain and its points of vulnerability, the Group aims to facilitate the exchange of experience among countries and modes, and seek ways that Transport Ministries can promote measures that combine transport efficiency considerations and heightened security.

11.1 Implementation of the previous Work Programme during the period 2000-2003

The Steering Group on Combating Crime in Transport carried out activities in the following areas:

11.1.1 Combating Crime in Transport

Based on a recommendation from Ministers in Warsaw in May 1999, the ECMT has been undertaking work in a variety of different areas relative to combating crime in transport under the auspices of a multi-disciplinary Steering Group, which was established shortly after the Warsaw Council to guide work carried out by the ECMT.

Initial work of the Steering Group culminated in the preparation of a series of recommendations and conclusions on combating crime in transport [CM(2001)18/Final, 19, and 20], approved by Ministers at their Council in Lisbon in May 2001. An ECMT publication Crime in Road Freight Transport, which brings together the findings of this work, was published in June 2002.

11.1.2 Security and Terrorism

The events of September 11, 2001 prompted the preparation by the Group of a Summary Note for Ministers on Terrorism and Security in the Transport Sector, as well as a Ministerial Declaration on this topic, which was approved by Ministers in Bucharest both Member and Associate Member Countries in May 2002. ECMT Ministers of at their Council in Bucharest recommended that ECMT further develop its work on security and terrorism.

11.2 New Work Programme for 2004–2006

11.2.1 Working structure and methods of the Steering Group

At its meeting of March 2002, the Steering Group recommended that the working structure and methods of the Group be kept flexible, with meetings of the whole Group only as necessary. The Group requested that special task forces or “ad-hoc sub-groups” be formed for individual projects. In this context, it was envisaged that an expert task force be formed to oversee the work on terrorism and security.

In general, many countries have nominated contact points in line with the Ministerial recommendations of 2001. There are a number of countries, however, which have not yet identified experts to participate in the Steering Group and contribute to the work on crime. Deputies are kindly asked to nominate a representative if they have not yet done so.
11.2.2 Further work on combating crime in transport

It should be noted that to date, work within the Steering Group has focused on crime in freight transport; the Group has suggested that more attention be given to passenger security in transport. More specifically, at their meeting of 21 March 2002, the Steering Group identified the following areas as topics of priority for further exploration and study:

- **Security and terrorism in transport** was agreed as the main political priority for the group. (See section 11.2.3 below)

- **Monitoring is needed of the implementation of resolutions 97/2 on Crime in International Transport** [CEMT/CM(97)6/Final] and 99/3 on Crime in Transport [CEMT/CM(99)4/Final] as well as the 2002 Ministerial Declaration on Terrorism and Security in Transport.

- **Security in passenger transport.** An ECMT Round Table entitled “Vandalism, Terrorism and Security in Urban Public Passenger Transport” was held 11-12 April, 2002 in Paris. Among the areas identified as requiring further work was the need to improve the sharing of information at the international level on addressing these problems. This might entail the compilation/possible publication of relevant experience regarding procedures for problem assessment and analysis, including descriptions of both successful and unsuccessful measures. The Round Table also recommended that comparisons of national programmes be made at the international level, and that a common vocabulary be established to allow better comparison of data.

- **Attacks on drivers of lorries, buses and trains.** This area was emphasised as needing attention by the Group, especially given that several countries reported growing problems in this area.

- **Crime/fraud in road transport.** This would include further study on problems with parking, vehicle theft, identification and tracking of stolen goods). In particular, an updated version of the IRU-ECMT Guide on Truck Parking Areas in Europe.

- **Crime/fraud in transit systems.** Progress has been made at UNECE Geneva in this area. ECMT will monitor further work on this topic, and where appropriate, will report to a political level.

- **Illegal immigration.** Several members of the Steering Group cited the continued importance of this problem, however it was generally agreed that although Transport ministries should do as much as possible to combat the transport-related aspects of this problem, they had limited competence to take broad actions in this area.

- **Improvement in data on crime in transport.** Again, a number of Steering Group members noted the difficulties in this collecting and monitoring data on crime in transport. Whilst the need for improvement in this area is clear, any work undertaken would be highly demanding and resource-intensive for the Steering Group.

- **Insurance coverage in transport.** It was noted in the Steering Group that following the terrorist attacks of September 2001, questions have arisen regarding insurance coverage of transport activities. This appears to be a problem of particular significance that may be treated in a report for Ministers.
11.2.3 Further work on terrorism and security in transport

As mentioned earlier, Ministers in Bucharest requested ECMT to develop its work on security and terrorism [CEMT/CM(2002)18/Final], in particular by:

- **Monitoring developments in improving transport security** and sharing experience on good practice across the transport sector among Members and Associate Members;

- Working with OECD, ECAC and IMO to bring issues and experiences from the **aviation and shipping sectors** to Ministers’ attention and ensuring a consistent approach across modes;

- Seeking ways to **combine efficiency and security improvements** in the transport system with measures combating terrorism, this to strike a necessary balance between enhanced security measures and efficiency of the system.

With these mandates in mind, the ECMT Secretariat has been co-ordinating closely with the OECD Maritime Transport Committee Secretariat to ensure mutual consideration of priorities for work in this area.

At their meeting of 16 July 2001, the OECD-MTC decided that its immediate work would focus on the following areas:

i) **Ship identification and registration**

ii) **Risk analysis and economic implications of measures to enhance maritime security**;

Work on these two topics has immediately begun.

A third topic, verification of cargo and container tracking, was given third priority by the MTC: plans are take forward this work but later on in possible collaboration with ECMT.

Considering the outcomes of the OECD-MTC meeting, several options present themselves as possibilities for initial ECMT work in the area of transport security and terrorism.

i) **Container Transport Security Across modes** ECMT and OECD-MTC have begun this work together. A jointly organised expert seminar took place on this topic 6-7 October 2003. A draft report will be prepared for Deputies at their Spring 2004 meeting following review by the Task Force on Security and Terrorism in Transport in March 2004. Deputies will consider whether it should then be presented to Ministers at Council in Ljubljana.

ii) An update of the 2002 **Summary Note for Ministers** will accompany the report on container transport security across modes.

iii) «Thought piece» on issues in **balancing enhanced security measures and ensuring efficiency** in transport operations, including identification of costs and risks. As concerns this topic, it might be possible for this to build on the OECD’s risk analysis/economic project.

iv) Paper outlining problems securing **insurance coverage** for the transport activities since the attacks of September 11, 2001.
### Summary Table: Work Programme for 2004-2006

<table>
<thead>
<tr>
<th>Topics</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Methods of the Steering Group</td>
<td>Decided</td>
<td>Work carried out by the Steering Group with a limited number of meetings of the whole group. Formation of Task Forces. Task Force on Security and Terrorism created.</td>
</tr>
<tr>
<td>Security and Terrorism</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>2. Follow-up on improving security and disseminating good practice</td>
<td>Decided</td>
<td>Follow-up to the 2002 Declaration presented to the Council of Ministers held in Bucharest. To be defined.</td>
</tr>
<tr>
<td>5. Balancing enhanced security measures and efficiency in transport</td>
<td>Planned</td>
<td>This document could be built on the findings of the OECD project on economic impacts and risks.</td>
</tr>
<tr>
<td>6. Insurance coverage</td>
<td>Planned</td>
<td></td>
</tr>
</tbody>
</table>
## Crime and Fraud

<table>
<thead>
<tr>
<th>Topic</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>7. Implementation of Resolutions on crime and fraud.</td>
<td>Decided</td>
<td>Follow up of implementation of the Resolutions n° 97/2 and n° 99/3.</td>
</tr>
<tr>
<td>8. Security in passenger transport</td>
<td>Possible</td>
<td>Follow up to Round Table 123. To be defined.</td>
</tr>
<tr>
<td>9. Attacks on drivers</td>
<td>Possible</td>
<td>Further study on problems with parking, vehicle theft, identification and tracking of stolen goods (to be specified). Updated version of the IRU-ECMT Guide on Truck Parking Areas.</td>
</tr>
<tr>
<td>10. Crime and fraud in road transport</td>
<td>Possible</td>
<td>Follow up of UNECE Work in this area.</td>
</tr>
<tr>
<td>11. Fraud in transit systems</td>
<td>?</td>
<td>Difficulty to approach this problem as Transport Ministers have limited competence.</td>
</tr>
<tr>
<td>12. Illegal immigration</td>
<td>?</td>
<td>This subject would be highly demanding and resource-intensive.</td>
</tr>
<tr>
<td>13. Improvement in data on crime in transport</td>
<td>?</td>
<td></td>
</tr>
</tbody>
</table>
12. NEW TECHNOLOGIES

Objectives

- Follow the latest developments in new technologies, particularly in the field of road safety, security and collecting charges in order to determine if such developments require decisions from Ministers of Transport for setting up a concerted approach at the European level.

12.1 Implementation of the previous Work Programme during the period 2000–2003

When the previous programme was being drawn up, it was decided that work covered on the subject by the ECMT would be undertaken without resorting to a permanent working party but by using workshops, seminars, even task forces. In implementing this programme the main concern has been to avoid duplicating work done either within the European Union or under the aegis of specialist international organisations (ERTICO, ISO, CEN for example) and to restrict the intervention of the ECMT to subjects for which its vast geographical coverage would allow it to develop a really specific approach.

Two main initiatives, implemented in co-operation with other international bodies, have essentially been at the heart of ECMT’s activities in the area of new technologies during the period 2000–2003:

- a seminar held jointly with the OECD on “the effects of E-commerce on transport” in Paris on 5th and 6th June 2001 which demonstrated the areas in which government intervention was necessary and set out the details of these initiatives;

- a Conference organised jointly with the Czech Ministry of Transport and Communications, the OECD, the TEM project and ERTICO on “Intelligent transport systems in Central and Eastern European countries” which was held in Brno on 17th and 18th September 2001.

12.2 New Work Programme for 2004–2006

The Secretariat will continue to ensure that it is kept informed of the latest developments in new technologies, particularly in the area of e-security, in order to see if certain policy issues would require the ECMT to get involved.

Two subjects already seem likely to require the involvement of the ECMT:

- the application of new technologies in the area of road safety: one of the first tasks could be to follow up the consolidated Resolution on the use of new information technology in the field of transport [CEMT/CM(94)19/Final] and particularly recommendations no. 4 (driver information and route guidance), no. 5 (traffic messages), no. 7 (ergonomics of in-vehicle information systems) and no. 9 (RDS-TMC). Here again it will be necessary to integrate work done by other organisations, the EU in particular. One of the topics adopted for the programme of work of the new Transport Research Centre (“Speed Management”) should enable this question to be tackled specifically.

As far as responsibility for the work is concerned, this topic appears to come essentially under the Road Safety Group;
– automatic systems for collecting charges for use; ensuring that the systems can be operated on a Pan-European scale and harmonising calculation methods could justify the involvement of the ECMT. However, it will be necessary to wait to see the progress made within the EU and particularly the action taken on the proposal to modify the directive relating to taxing heavy goods vehicles for using certain infrastructures. There is no doubt that implementing new collection systems both in urban areas (London for example) and on trunk roads (Germany, Switzerland) could be likely to justify a ministerial debate on this issue that it would be necessary to support by preparing ad hoc documents.

As for suitable bodies to tackle this question, the Group on fiscal and financial aspects of transport would no doubt be the most appropriate.

**Summary Table: Work Programme for 2004–2006**

<table>
<thead>
<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Working methods and structures</td>
<td>Sleeping Group</td>
<td>Rather than setting up a permanent Group on new technologies again, an approach calling on existing working parties seems more appropriate. Eventually Task Forces or Workshops could be set up for specific tasks.</td>
</tr>
<tr>
<td>2. Monitoring developments in new technologies</td>
<td>Decided</td>
<td>Monitoring to be done by the Secretariat, particularly in the area of e-security.</td>
</tr>
<tr>
<td>3. New technologies and road safety</td>
<td>Currently being investigated</td>
<td>Follow-up to the consolidated Resolution on new technology. Topic relevant for the Road Safety Group.</td>
</tr>
</tbody>
</table>
13. STATISTICS AND MARKET MONITORING

**Objectives**

- Collect and disseminate data on short-term transport trends.
- Collect and disseminate data related to road accidents.
- Collect and disseminate data related to investments in the transport sector.
- Develop statistical cooperation with ECMT Associate Member countries.

**13.1 Implementation of the previous Work Programme during the period 2000–2003**

Over the period 2000–2003, the following surveys were carried out under the supervision of the Group of Statisticians.

13.1.1 The annual transport statistics survey, using the ECMT/Eurostat/UN-ECE Common Questionnaire. Owing to continuing problems in harmonising the data files shared by the ECMT and Eurostat, it proved impossible to process all of the questionnaires collected. This prevented the publication of any results for the period.

13.1.2 The annual survey on trends in the transport sector was conducted following on from earlier surveys and an annual publication was produced.

13.1.3 The short term trends survey was conducted following on from earlier surveys and all results were published quarterly on the ECMT’s Internet site.

13.1.4 The program for the road accident survey has been modernised and we now have an appropriate application tool which has enabled to make up the cumulative delay in collecting data and in publishing the statistical report on road accidents.

13.1.5 The survey on trends in traffic and infrastructure investment. A new survey covering the period 1990–2000 was launched as planned. The European Commission and the European Investment Bank, which also wished to collect statistical information in this area, co-operated extensively on this survey. Any risk of duplication of effort was thus avoided. However, difficulties encountered in collecting new data prevented the planned publication. Resources have been put in place to identify the problems encountered and ensure continuity in the compilation of time series. This said, an analysis of the trends, based on a provisional analysis of the data collected, will be published in 2004.

With regard to working structures, the statistical activities of the ECMT are conducted under the supervision of a permanent body, the Group of Statisticians. In addition to its own studies, the Group of Statisticians expands on and adds to some studies undertaken by the working bodies of other international organisations such as the Eurostat Coordinating Committee on Transport Statistics (CCST), or the UN-ECE Working Party on Transport Statistics (WP6). As the ECMT is invited to the meetings of these bodies at which many subjects of common interest are already discussed, it is not thought necessary for the Group of Statisticians to meet every year. The ECMT decides on the frequency of the meetings of the Group as and when its specific needs require or when an issue has to be rapidly resolved.
13.2 **New Work Programme for 2004–2006**

While any new programme of work in the statistics field has to ensure broad continuity, at the last meeting of the Group of Statisticians the importance of future development in the following areas was stressed: enabling every country to access the data for every other Member country, making the Common Questionnaire available on the Internet, shortening the time to publication of the information and issuing electronic publications. The Group stressed the importance of the Common Questionnaire as a tool for gathering statistical data that enabled the collection of harmonised information while saving Member countries from duplication of effort. With regard to the statistical activities of the ECMT itself, the Group stressed the importance of the short-term economic trends survey and pointed out that the key to its success lay in the rapid transmission of data and dissemination of the information. The benefits of transforming the five-year survey on Investment in Transport Infrastructure into an annual data collection exercise was also stressed.

In addition, it was asked to develop a stronger cooperation with associated countries, in order to allow an exchange of best practices in the field of statistics and increase the knowledge of their collected data.

In response to the above requests by the Group of Statisticians, the following programme of work is scheduled for the period 2004–2006.

### 13.2.1 Statistics activities

Statistics activities will be adjusted and adapted to meet the needs of the various working groups of the ECMT and to supplement the work undertaken by other international organisations. While this will entail few changes to the actual structure and content of the statistics activities conducted in the previous programme of work, a particular effort will be made to improve the dissemination of the information collected.


a) **Survey on trends in the transport sector.** The survey will have to be completed every year by September so that the results can be published by the end of the year in question. With this end in view, better monitoring and quality control of replies will be put in place. The pertinence and the small quantity of data collected through this survey should facilitate rapid processing of the data and publication before other comparable studies.

b) **Short-term trends survey.** A database corrected for seasonal variations will be developed alongside the current database so that a summary of short-term trends can be published every three to six months. Better dissemination is planned so that users will be able to download not just view the data as is the case at present.

c) **ECMT/Eurostat/UN/ECE Common Questionnaire.** So as to facilitate the harmonisation of data collection, transmission, processing and checking operations, a new application is being developed so that the questionnaire can be made available on the Internet. The Internet questionnaire should replace the current system in 2004. The operations to install the new application and the checking and compatibility procedures have already been tested, however they are still in need of some adjustment. The provision of this new application should enable a resumption of publication and facilitate dissemination of these data. These latter activities had been suspended owing to problems with the harmonisation of ECMT and Eurostat data. The resolution of these problems required major investment.

d) **Questionnaire on road accidents.** A study and a proposal presented by the ECMT with a view to including this survey as part of the Common Questionnaire were approved at the meeting of the Working Party on Transport Statistics (WP6) in Geneva. The final version is still being reviewed but is to be included as part of the Common Questionnaire by the end of 2003. This may also be the right time to
begin thinking about the possibilities of developing synergies with the IRTAD/OECD data base and the avoidance of duplication of effort.

e) **Survey on investment in transport infrastructure.** In response to a formal request from the Council of Ministers, the ECMT regularly conducts a survey on trends in investment in transport infrastructure in its Member countries. This five-yearly study has already been the basis for the publication of three reports. The Council of Ministers has decided to step up the frequency of these surveys so that the data collected can be updated annually. After the problems encountered with the previous survey, another data survey for 2001 and 2002 will be carried out in line with the Council’s request for an annual survey. Depending on the results obtained, the survey will either be continued every year and a publication will be produced, or it will be redesigned or suspended. This activity could be undertaken in co-operation with the Group on Trends in International Traffic (TTI) which is at present inactive but could be reactivated (see section 14.2).

13.2.2 **Dissemination of information**

As Member countries increasingly need more and more data that can be rapidly analysed and converted to a range of formats, it is essential that we be able to provide them with a means of electronically disseminating the available results. What is more, the costs involved in this type of dissemination are much lower than the costs of producing paper publications. This said, some of the delegates have said that they still wish to receive conventional ‘paper’ copies. This method of dissemination will therefore be continued, but on a much smaller scale and most probably will have to be at the express request of the user.

Having now a few years of experience in the field of electronic dissemination, the OECD is in the process of setting up a new system, ‘OECD.STAT’. The new system may not replace the current ones (Beyond 20/20, STD Browser) but it will become the core system for all electronic dissemination. It should be operational early in 2004 and will require special training for ECMT users and technical monitoring of future developments. It is essential that this solution be integrated if we are to bring the ECMT’s dissemination tools up to date.

The use of the Internet to reach a broader customer base, while developing secure payment methods, is becoming a priority. Some of the ECMT’s statistical activities lend themselves very well to the Internet and could bring in a very substantial increase in sales. The survey on trends in the transport sector, the short-term trends survey and indeed the road accident survey, because of the way they are structured, are good examples of this and will be developed along these lines in order to enable rapid and secure access to the latest data available and to time series. For the Common Questionnaire or the survey on transport infrastructure investment, we will have to wait and see what the future holds for these surveys before considering making them available on electronic media. The possibility of disseminating some data on CD-ROM will also be looked into.

13.2.3 **Data exchange and comparison**

In order to be able to exchange data series with other international organisations and to integrate them easily into the ECMT’s statistical databases, the electronic file transfer formats would have to be standardised. With the development of the Web version of the Common Questionnaire, such exchanges are already beginning to take place and the relevant files are now being put in place. It could also be worthwhile to broaden the application of this principle and extend it to other databases.

There would also be much to gain if comparison of the data collected could be extended to national sources. Applied to historical series in particular, comparison would facilitate the correction of some errors and help to refine the results. Data comparison would provide assurance of the quality of the results, however, given the large number of ECMT Member countries and the number of variables available in the
ECMT’s databases, a study of this type is always a lengthy and very resource-intensive operation. Consequently, it is vital to identify the resources available in advance, in order to define the scope of such comparisons and to be able to implement them gradually over time.

**Summary Table: Work Programme for 2004–2006**

<table>
<thead>
<tr>
<th>Issues</th>
<th>Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Continuance of Group and new mandate</td>
<td>Decision taken</td>
<td>Depending on the discussions held by other international organisations, the Group will probably meet every 18 months.</td>
</tr>
<tr>
<td>2. Data collection on Road Accidents</td>
<td>Decision taken</td>
<td>Integration of data on road accidents in the CQ. This work will be conducted in collaboration with the Road Safety Group</td>
</tr>
<tr>
<td>3. Short-term trends data collection</td>
<td>Decision taken</td>
<td>On the basis of the results collected quarterly a method will be defined to seasonnally adjust data so that a short-term analysis can be published.</td>
</tr>
<tr>
<td>4. Survey on investment in transport infrastructure</td>
<td>Decision taken</td>
<td>Sending of a survey on a yearly basis taking into account the experience from the previous survey. This work could be done in cooperation with the TTI Group if it is reactivated.</td>
</tr>
<tr>
<td>5. Improvement of the Common Questionnaire (CQ)</td>
<td>Decision taken</td>
<td>Development of a WEB application of the CQ in cooperation with Eurostat and UNECE. This development should be in place before the end on 2004.</td>
</tr>
<tr>
<td>6. Increase cooperation with Associated countries</td>
<td>Decision taken</td>
<td>Identify data collected and methodologies used in those countries.</td>
</tr>
<tr>
<td>7. Provision of data comparison systems</td>
<td>Planned</td>
<td>The resources available will have to be identified and the extent of comparisons and priority variables will have to be defined. As well as this, data comparison modules should be standardised.</td>
</tr>
</tbody>
</table>
14. TRAFFIC TRENDS AND INVESTMENT

Objectives

- Examine trends in traffic and their implications for infrastructure development.
- Follow trends in infrastructure investment in the transport sector.
- Establish forecasts.

14.1 Implementation of the previous Work Programme during the period 2000–2003

When establishing the last work programme it was decided to merge into a single unit the Group on Trends in International Traffic and the Group on Investment in the Transport Sector. A double mandate was given to the Group on Trends in Traffic and Investment (TTI) in line with its new title.

To follow traffic trends the TTI Group produced a scenario for transport in Europe approved by the Council of Ministers of Lisbon. The scenario serves as a reference framework for analysing developments in traffic and evaluating policy measures that might influence the trend. The Group also prepared a report on forecasts for trans-Alpine traffic for the Lisbon Council, which includes a number of recommendations on the establishment of an international system for observing trans-Alpine traffic.

On investments, the Group’s mandate required development of a summary report to describe the main trends observed in expenditure for investment and maintenance, using the results of the five-year questionnaire for the period 1990–2000. For this the TTI Group worked closely with the Group of Statisticians which was responsible for the technical aspects of the study. Data collection for the study encountered serious methodological problems, and it became clear that given the short time available the Secretariat should produce a short summary note on its own authority for the Council of Ministers in Ljubljana.


The TTI Group has not met since 2001. It could be reactivated rapidly if the Committee of Deputies judges it appropriate, in particular to assist with the following tasks:

- Follow-up discussions in the Ljubljana Council on the revision of the Pan European Transport Corridors and provide input from the ECMT to the process set up to do this – this work would be undertaken in close co-operation with the European Commission, which will probably be called on to lead the activities involved.

- Analyse the results of future surveys of investments – the survey is destined to become an annual exercise once the methodological issues identified have been resolved. The TTI Group could prepare summaries on the trends observed for regular presentation to Ministers. The Group could also be called on to resolve future methodological problems, notably on the relevance of the data collected. For this the Group would co-operate closely with the Group of Statisticians.
Examine the consequences of enlargement of the European Union for **growth in traffic** – this follows from the mission of the Group to monitor traffic trends. The work could be undertaken if the Committee of Deputies judges it appropriate to develop a better understanding of the consequences of enlargement on international traffic, and particularly East-West traffic and possibly also traffic on routes to Asia, the Middle East and the countries of the Mediterranean Basin.

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<th>Issues</th>
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<tr>
<td>1. Working method</td>
<td>Group inactive</td>
<td>Deputies to decide whether to reactivate the TTI Group on the basis of the decisions taken at the Council of Ljubljana.</td>
</tr>
<tr>
<td>2. Revision of corridors</td>
<td>Possible</td>
<td>Following the Ljubljana Council a mandate could be given to the TTI group for work to be undertaken in close co-operation with the European Commission.</td>
</tr>
<tr>
<td>3. Investment</td>
<td>Possible</td>
<td>The TTI Group could aid the Group of Statisticians to analyse the results of their survey and prepare conclusions for Ministers.</td>
</tr>
<tr>
<td>4. Traffic trends</td>
<td>Possible</td>
<td>The TTI Group could examine the impact of enlargement of the EU on international traffic.</td>
</tr>
</tbody>
</table>