

ANNUAL REPORT

2001



ECMT

EUROPEAN CONFERENCE
OF MINISTERS OF TRANSPORT

2001 IN PERSPECTIVE



Jack Short
Secretary General

The year 2001 will be remembered for the tragic events of 11 September. The vulnerability of the transport system to terrorist attack is not a new concern but this form, where the transport means themselves were used as weapons of destruction, opens a panoply of horrific possibilities. It is very difficult to deal satisfactorily with the risks that such events leave us exposed to without sacrificing some of the benefits to society and the economy that mobility brings. ECMT, like other organisations, will need to consider what rational and cost effective responses are possible and needed from the transport sector. Our existing work on Crime in transport will probably need to be broadened to take terrorism into account.

ECMT's Ministerial session in 2001 was held in Lisbon and was generously hosted and well organised by Minister Rodrigues and his team. It was well attended by Ministers and the meeting gave an opportunity to discuss and debate important present and emerging transport policy themes. The agenda featured practical European items like the Multilateral Quota System and Pan European Transport Integration, as well as more global themes like the Consequences of Ageing for Transport Policy and the Implementation of Sustainable Policies in Urban Areas. Several of the reports contain innovative ideas and recommendations and this report has further information on these.

The year also saw another increase in ECMT membership with the Yugoslav Federation being accepted as the 41st Member. This means that ECMT now covers geographically virtually the entire continent.

Like all organisations in a rapidly changing world, ECMT needs constantly to evaluate its role and relevance for its members. A Review Group on the Future Direction is taking a broad look at the organisation including the scope of activities, the membership, the decision making process, the conduct of Ministerials and other aspects of operation. This process is to be completed in 2003 to coincide with the 50th anniversary of the ECMT.

ECMT has several working bodies and groups which prepare reports and provide a forum for discussion and debate among civil servants and experts. Details on the structures, including the working groups and staff responsibilities are set out in these pages. Sincere thanks are due to all the Chairs, delegates and experts who participate and give their time and effort to further international co-operation.

The year was also marked by the retirement of Gerard Aurbach as Secretary General following a total of 37 years of service with the organisation. We wish him well in his deserved retirement. Ministers in Lisbon elected me as his successor and I now have the honour and the

challenging task of leading the Secretariat and working with our Members to ensure that ECMT stays relevant and useful.

To improve the accessibility of our annual report, we have relaunched it in a shorter and we hope more readable form. It is also now available much earlier in the year. This new presentation is not intended to be a victory of form over substance since all the reports formerly reproduced in it are now cross-referenced and available on the internet site or in separate publications. It is designed to provide continuity, with concise summaries of activities and clear indications of who is involved, but in a more accessible way.

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An International Forum

The European Conference of Ministers of Transport (ECMT) is an intergovernmental organisation established by a Protocol signed in Brussels on 17 October 1953. It is a forum in which Ministers responsible for transport, and more specifically the inland transport sector, can co-operate on policy. Within this forum, Ministers can openly discuss current problems and agree joint approaches for improving utilisation and rational development of European Transport systems of international importance.

As of April 2002, there are 41 full Member countries, 6 Associate Member countries and 2 Observer countries.

MISSION

The role of ECMT is to:

- Help create an integrated transport system throughout the European continent that is economically and technically efficient, meets the highest possible safety and environmental standards and takes full account of the social dimension.
- Help build a bridge between the European Union and the rest of the European continent in the transport sector at a political level.
- Provide a forum for analysis and discussion on forward looking transport policy issues for all the countries involved.

STRUCTURE

The Council of the Conference comprises the Ministers of Transport and is the main body of the Conference. A Chairman is appointed annually from the Council and is assisted by two vice-chairs in a Bureau appointed for a year from 1st July. An annual Ministerial Session of the Conference is hosted by the country holding the chairmanship. The main formal decisions of Ministers are contained in Resolutions, Recommendations and other acts agreed by the Council. These decisions and Resolutions, which cover a wide variety of subjects, are available on the ECMT web site.

A Committee of Deputies, composed of senior civil servants representing Ministers, prepares proposals for consideration by the Council of Ministers. The Committee is assisted by Working Groups, each of which has a specific mandate.

The Secretary General, Jack Short, heads the Secretariat in its role of assisting the statutory bodies. The Secretariat consists of three Divisions: Transport Policy, Economic Research and Statistics, and Communications and Administration.

CEMT ECMT

The 85th Council of Ministers
29th-30th May 2001, Lisbon

**Under the Chairmanship of
Mr. Eduardo FERRO RODRIGUES,
Minister for Infrastructure of Portugal
and Chairman in Office of
the Conference, the Council of Ministers
held its 85th Session on
29th - 30th May 2001 in Lisbon.**

**The meeting was attended by
30 Ministers as well as the European
Commissioner for Transport and
the Secretaries of State for Transport
of Canada and the United States.**

L I S B O A 2 0 0 1

THE LISBON COUNCIL IN BRIEF

Pan European Integration of Transport

Council adopted a Resolution on Transport Policies in the Countries of Central and Eastern Europe. This, and its accompanying report, includes a series of recommendations designed to facilitate the introduction of more effective transport policies in the CEECs notably in relation to the integration of transport markets across the continent and harmonisation of the legal frameworks for transport in different parts of Europe.

Scenario for Transport in Europe

Council examined a baseline scenario for European transport. It endorsed the need for an internationally agreed scenario as a reference framework for the analysis of traffic trends and for assessment of transport policy measures that might influence these trends. Ministers also noted a Report on Transalpine Traffic Flow Forecasts. This report sets out recommendations dealing with the creation of an international monitoring system for transalpine traffic flows.

Road Transport

Ministers discussed road freight transport issues with a pan-European dimension and took note of a Report on Regulatory Reform of Road Freight Transport.

Council adopted a Resolution on the Social Aspects of Road Transport which specifies that the average working week of drivers (with the exception of independent drivers) must not exceed an average of 48 hours in a reference period of 4 months. The text adopted by Ministers also recommends the establishment of a system of mutual assistance between Member countries for implementation of the regulations.

Council took a number of decisions with regard to the evolution of the ECMT multilateral permit quota system. These decisions, which will enter into force from 1st January 2002, relate to the following points:

- A conversion rate (6 for 1 conventional licence) and a bonus when licences are used for high quality "EURO3 safe" lorries;
- Ending of all existing special quotas (awarded to assist areas affected by conflicts and other special circumstances);
- A basic quota (120 licences) for new member Liechtenstein.

Ministers approved a new version of the Guide for Government Officials and Carriers on the Uses of the ECMT Multilateral Quota, setting out conditions for the use of permits and log-books, and requested that a report be prepared to evaluate the present quota distribution system with recommendations for a potential restructuring of the system.

Sulphur-Free Fuels

Ministers endorsed a report on sulphur-free fuels. This document recommends, among other things, that as new vehicles requiring sulphur-free fuels enter the market, sufficient quantities of such fuels are available. It also recommends the implementation of measures to encourage the production and distribution of low-sulphur and sulphur-free fuels as well as the harmonisation of national standards relating to the sulphur content of fuels.

Sustainable Urban Transport

Ministers approved Recommendations on the Implementation of Sustainable Urban Travel Policies, based on the findings of a three-year ECMT-OECD project, which included a survey of over 160 cities, a series of five thematic workshops and a series of national urban travel policy reviews.

Accessible Transport and Ageing of the Population

Council noted a report entitled Transport and Ageing of the Population and approved the comprehensive strategy developed in it to improve access to transport and safety for elderly people. The Council formally endorsed the proposals set out in the report, which call for major reforms to transport policies in order to meet the mobility needs of elderly people.

Ministers adopted a Consolidated Resolution on Accessible Transport which asks governments to introduce a number of measures regarding private vehicles (parking facilities, legal requirements for seatbelt wearing, vehicle design and driving licences), air travel, rail, light rail and tram systems, public transport (buses, coaches, specialised services) and taxis.

Council also approved the Conclusions and Recommendations of a Report on the Economic Aspects of Taxi Accessibility which recommends a series of measures to facilitate the use of this mode of transport by disabled people.

Combating Crime in Transport

Ministers formally endorsed the conclusions and recommendations on Combating Crime in Transport that emerged from two reports submitted to the Council. The first of these reports deals with the Theft of Goods and Goods Vehicles. The second, entitled Improving Security for Road Freight Vehicles, primarily analyses the role which anti-theft and vehicle-tracking systems can play in combating the theft of goods vehicles.

Future Direction of ECMT

Ministers took note of a report outlining future directions for the work of ECMT as the first stage in a process of review of the future role of ECMT.

Appointment of a new Secretary General

The Council of Ministers elected Jack Short to be the new Secretary General of ECMT, replacing Gerhard Aurbach who retired in 2001. Jack Short who was previously Deputy Secretary General of ECMT and is Irish.

Election of the Bureau of the ECMT

Officers of the Council were elected to take up duties from 1st July 2001 for a period of 12 months. The Minister for Transport of Romania was elected Chairman of the Conference. The Minister for Communications and Infrastructure of Belgium and the Minister of Transport of Slovenia were respectively appointed First and Second Vice-Chairmen.

The next session of the Council of Ministers will take place in Bucharest, Romania, in May 2002.

MINISTERIAL DOCUMENTS

Documents indicated in green are available from the web at:
<http://www.oecd.org/CEM/topics/council/index.htm>

PAN-EUROPEAN INTEGRATION OF TRANSPORT

Transport Policies in the Countries of Central and Eastern Europe – A Decade of Integration	CEMT/CM(2001)1
Resolution on Transport Policies in the Countries of Central and Eastern Europe	CEMT/CM(2001)2
Scenario for Transport in Europe	CEMT/CM(2001)3
A Baseline Scenario for Transport in Europe	CEMT/CM(2001)4

ROAD TRANSPORT

Policy Issues for Discussion	CEMT/CM(2001)5
Resolution on the Social Aspects of Road Transport	CEMT/CM(2001)6
Evolution of the ECMT Multilateral Quota	CEMT/CM(2001)7
Report on Regulatory Reform in Road Freight Transport <i>Published in 2002</i>	CEMT/CM(2001)8
Guide for Government Officials and Carriers on the Use of the ECMT Multilateral Quota	CEMT/CM(2001)9
Review of the Impact of the Multilateral Quota	CEMT/CM(2001)10
Report on Sulphur-free Fuels <i>Published in 2001 in Vehicle Emission Reductions</i>	CEMT/CM(2001)11

IMPLEMENTING SUSTAINABLE URBAN TRANSPORT POLICIES

Key Messages for Governments <i>Published in 2002</i>	CEMT/CM(2001)12
Final Report <i>Published in 2002</i>	CEMT/CM(2001)13

TRANSPORT POLICY AND AGEING OF THE POPULATION

Conclusions and Recommendations	CEMT/CM(2001)14
Consolidated Resolution on Accessible Transport	CEMT/CM(2001)15
Transport and Ageing of the Population	CEMT/CM(2001)16
Joint ECMT-IRU Study on Economic Aspects of Taxi Accessibility <i>Published in 2001</i>	CEMT/CM(2001)17

OTHER ITEMS

Conclusions and Recommendations on Combating Crime in Transport	CEMT/CM(2001)18
Theft of Goods and Goods Vehicles <i>Available at http://www.oecd.org/CEM/topics/crime/crimedocs.htm</i>	CEMT/CM(2001)19
Improving Security for Road Freight Vehicles <i>Available at http://www.oecd.org/CEM/topics/crime/crimedocs.htm</i>	CEMT/CM(2001)20
Lack of Coherence in Forecasting Traffic Growth – The Case of Alpine Traffic	CEMT/CM(2001)21
Activities of the European Union in the Field of Transport	CEMT/CM(2001)22
Activities of the UN/ECE in the Field of Transport	CEMT/CM(2001)23
Regional Ministerial Transport Conferences	CEMT/CM(2001)24

LIST OF HEADS OF DELEGATIONS AT THE 2001 COUNCIL SESSION

MEMBER COUNTRIES

ALBANIA

Mr Besnik DERVISHI, General Secretary, Ministry of Transport

AUSTRIA

Dr Monika FORSTINGER, Federal Minister for Transport, Innovation and Technology

AZERBAIJAN

Dr Huseyn A HUSEYNOV, President, State Concern "Azerautonaqliyyat"

BELARUS

M. Aleksandr LUKASHOV, Ministre des Transports et des Communications

BELGIUM

Mme Isabelle DURANT, Vice Première Ministre, Ministre de la Mobilité et des Transports

BOSNIA AND HERZEGOVINA

Mr Svetozar MIHALJOVIC, Minister of Civil Affairs and Communications

Mr Branko DOKIĆ, Minister of Transport of Republic SRPSKA

BULGARIA

Mr Antoni SLAVINSKI, Minister of Transport and Communications

CROATIA

Mrs Arna CUKOR, First Secretary, Embassy of the Republic of Croatia, Lisbon (Portugal)

CZECH REPUBLIC

Mr Jaromír SCHLING, Minister of Transport and Communications

DENMARK

Mr Jacob BUKSTI, Minister of Transport

ESTONIA

Mr Toivo JÜRGENSON, Minister of Transport and Communications

FINLAND

Mr Olli-Pekka HEINONEN, Minister of Transport and Communications

FYR MACEDONIA

Mr Ljupco BALKOSKI, Minister of Transport and Communications

FRANCE

M. Jean-Claude GAYSSOT, Ministre de l'Equipement, des Transports et du Logement

GEORGIA

Mr Merab ADEISHVILI, Minister of Transport

GERMANY

Mr Kurt BODEWIG, Federal Minister of Transport, Building and Housing

GREECE

Mr Georgios PATSIAVOS, Head of International Affairs Division,
Ministry of Transport and Communications

HUNGARY

Mr Zoltan KAZATSAY, Deputy State Secretary of Transport, Ministry of Transport,
Communications and Water Management

ICELAND

Mr Sturla BODVARSSON, Minister of Communications

IRELAND

Ms Mary O'ROURKE, Minister for Public Enterprise

ITALY

M. Vincenzo DE LUCA, Conseiller Diplomatique du Ministre, Ministère des Transports
et de la Navigation

LATVIA

Mr Anatolijs GORBUNOV, Minister of Transport

LIECHTENSTEIN

Mrs Rita KIEBER-BECK, Minister of Transport and Communications

LITHUANIA

Mr Dailis BARAKAUSKAS, Minister of Transport and Communications

LUXEMBOURG

M. Guy STAUS, Attaché, Ministère des Transports

MOLDOVA

Mr Boris GHERASIM, Vice-Minister, Ministry of Transport and Communications

NETHERLANDS

Ms Tineke NETELENBOS, Minister of Transport, Public Works and Water Management

NORWAY

Mr Per SANDERUD, Secretary General, Ministry of Transport and Communications

POLAND

Mr Jerzy WIDZYK, Minister of Transport and Maritime Economy

PORTUGAL

M. Eduardo FERRO RODRIGUES, Ministre de l'Equipement Social

ROMANIA

Mr Miron MITREA, Minister of Public Works, Transports and Housing

RUSSIAN FEDERATION

Mr Sergei FRANK, Minister of Transport

SLOVAK REPUBLIC

Mr Jozef MACEJKO, Minister of Transport, Posts and Telecommunications

SLOVENIA

Mr Sc. Peter PENGAL, State Secretary for Transport Policy and International Relations,
Office of the Ministry of Transport

SPAIN

Mrs Matilde FERNANDEZ-BALBIN, Technical Adviser EU, Ministry of Development

SWEDEN

Mrs Siv GUSTAVSSON, Director, Ministry of Industry, Employment and Communications

SWITZERLAND

M. Moritz LEUENBERGER, Ministre, Département fédéral de l'Environnement, des Transports,
de l'Energie et de la Communication

TURKEY

Professor Dr. Enis ÖKSÜS, Minister of Transport

UKRAINE

Mr Leonid KOSTIUCHENKO, Minister of Transport

UNITED KINGDOM

Lord MACDONALD OF TRADESTON, Minister for Transport, Department of the Environment,
Transport and the Regions

ASSOCIATED COUNTRIES

CANADA

The Honorable Mr David COLLENETTE, Minister, PC, MP, Transport Canada
Department of Transport

JAPAN

Mr Masato OBATA, Vice-Minister for Transport and Hokkaido Development
Ministry of Land, Infrastructure and Transport

REPUBLIC OF KOREA

Mr Se Chan KIM, Assistant Minister, Ministry of Construction and Transportation

UNITED STATES

The Honorable Mr Norman MINETA, Secretary of Transportation, U.S. Department of Transportation

OBSERVER COUNTRIES

ARMENIA

Mr Hrant BEGLARYAN, First Deputy Minister, Ministry of Transport and Communications

MOROCCO

M. Abdessalam ZENINED, Ministre du Transport et de la Marine Marchande

RESOLUTIONS AGREED BY MINISTERS IN 2001

RESOLUTION No. 2001/1 ON TRANSPORT POLICIES IN THE COUNTRIES OF CENTRAL AND EASTERN EUROPE

[CM(2001)2/FINAL]

The ECMT Council of Ministers of Transport, meeting in Lisbon on 29 and 30 May, 2001:

HAVING REGARD to:

- Declarations from the Pan-European Transport Conferences (Prague, October 1991; Crete, March 1994; Helsinki, June 1997) and in particular the recommendation addressed in the Helsinki Declaration to the EU, ECMT and UN/ECE to monitor the implementation of its provisions;
- The Declaration from The Second International Euro-Asian Conference on Transport (St. Petersburg, 12-13 September 2000);
- ECMT Resolution No. 99/1 on "INTEGRATION OF EUROPEAN INLAND TRANSPORT MARKETS" [CEMT/CM(99)2/FINAL] adopted on 19 and 20 May 1999, in Warsaw;
- ECMT Recommendation on "PAN-EUROPEAN PROCESS OF LEGAL HARMONISATION AND ADJUSTMENT OF TRANSPORT SYSTEMS" [CEMT/CM(99)1/FINAL] adopted on 19 and 20 May 1999, in Warsaw;

TAKING NOTE of:

- the report and documents from the Transport Policy Forum in Paris 26-27 February 2001 [CEMT/CM(2001)1], its assessment of the transport policy priorities and the main conclusions and recommendations;

BEARING IN MIND:

- the changing context for European transport resulting from the expansion of ECMT's membership and the future enlargement of the EU;

RECOGNISING that:

- in many CEEC countries significant transport reforms, and institutional and legislative changes have been undertaken, but the transition process in many cases is slow and difficult;
- despite differences in living standards, transport problems faced are increasingly similar across the ECMT and that therefore a continent wide dialogue is more than ever needed;

REAFFIRMING:

- the role of ECMT in the development of Pan-European Transport Policy and its support for CEEC countries in harmonisation of their transport policies in a Pan-European context;

AGREES:

- to prepare and regularly update comprehensive national transport policy documents defining the objectives and summarising measures to be implemented;
- to take into consideration in the formulation of the transport policy documents the results and recommendations of the ECMT Transport Policy Forum;

INSTRUCTS the Committee of Deputies:

- to initiate the necessary work to implement this Resolution;
- to continue to monitor the development of transport policies in CEEC in a Pan-European framework;
- to examine practical ways that ECMT can contribute, in an integration context, to improving dialogue on future EU policy initiatives.

<http://www.oecd.org/cem/resol/general/index.htm>

RESOLUTION No. 2001/2 ON THE SOCIAL ASPECTS OF ROAD TRANSPORT¹

[CM(2001)6/FINAL]

The Council of Ministers of the ECMT, meeting in Lisbon on 29 and 30 May 2001,

RECALLING the previous Resolutions CEMT/CM(95)1/Final on the Integration of New Member Countries and CEMT/CM(99)13 on the Social Aspects of Road Transport;

CONSIDERING the conclusions of the Seminar on the Social Aspects of Road Transport organised by the ECMT on 14 and 15 December 1998 in Paris;

NOTING with satisfaction that the revised Consolidated Resolution CEMT/CM(2000)10/Final, adopted by the Council of Ministers on 30 and 31 May 2000 in Prague, sets out the minimum conditions for access to the occupation of international road haulier;

NOTING with similar satisfaction the adherence of virtually all ECMT Member countries, except Georgia, Turkey and Ukraine, to the European Agreement concerning the work of Crews of Vehicles engaged in International Road Transport (AETR), whose minimal social provisions relating to driving times and rest periods are consistent with the corresponding EU regulations set out in Council Regulation (EEC) 3820/85 of 20 December 1985;

AWARE that, besides the harmonisation of the conditions of access to the profession, the liberalisation of the international road haulage market must be accompanied by effective implementation and verification of the AETR or equivalent regulations with regard to maximum driving times and minimum rest periods;

AWARE that, in connection with the development of the "acquis communautaire", it is important to ensure the harmonisation of total weekly working hours of haulage drivers in ECMT member countries;

CONSIDERING that effective implementation of the AETR or equivalent regulations calls for a system of multilateral co-operation and mutual assistance between ECMT Member countries;

CONSIDERING that effective implementation of the social regulations in question requires adequate training of haulage drivers;

RECOMMENDS that ECMT Member countries:

- ensure the implementation and effective verification of rules on driving times and rest periods, as set out in the AETR or equivalent regulations, with regard to drivers engaged in international road haulage activities;

1. Austria entered a general reservation on this Resolution.

- ensure that their national legislation specifies that, in addition to the rules mentioned above, the average working week of such drivers does not exceed a weekly average of 48 hours in a reference period of four months, this restriction will not apply, initially, to independent drivers;
- for the purposes of the above paragraph, ensure that working hours, in addition to time spent driving, include the time spent on other activities, in line with those other activities covered in EC Regulations, such as loading/unloading operations and vehicle maintenance;
- include in the existing or future national system of sanctions the provisions of item 1 of the Annex below;
- promote measures aimed at familiarising haulage drivers with the regulations relating to the organisation of working times;
- make it compulsory for road haulage firms engaged in international road freight transport to keep a record of their drivers' working hours and to provide drivers with a copy of these records on request;

SUPPORTS the establishment of a system of mutual assistance between Member countries for implementation of the AETR or equivalent regulations, together with a system for the exchange of information between ECMT Member countries, and also between these countries and the ECMT Secretariat, with regard to infringements of the said regulations – as mentioned under item 2 of the Annex below – in order to provide for:

- penalising, by country of registration, firms which commit serious and/or repeated infringements of AETR or equivalent Regulations;
- drawing up, by the ECMT Secretariat, of a record of the infringements committed by firms from each Member country on the territories of other Member countries in the course of international road haulage movements subject to ECMT multilateral quota permits;
- introducing, once the information system on the infringements committed is effective a uniform increase for all Member countries complying with the provisions of this Resolution, of the ECMT multilateral quota.

REQUESTS the Committee of Deputies to:

- forward this Resolution to all bodies concerned;
- submit a report, at the next session of the Council, on the implementation of this Resolution with regard to the conformity of national systems of sanctions to the provisions of the present Resolution, as well as the introduction of a system of mutual assistance and exchange of information as specified above;
- in due course, make a proposal for an increase of the multilateral quota taking into account progress in the area of harmonisation of working conditions.

ANNEX

1. SANCTIONS REGIME

The sanctions regime in force in each Member country must set out conditions for the temporary, total or partial withdrawal of ECMT multilateral permits from undertakings that have infringed the AETR or equivalent regulations.

The ultimate sanction, for carriers committing serious infringements of the above Agreement or Regulations, shall be the withdrawal of the authorisation to pursue the occupation of international road haulier.

2. MUTUAL ASSISTANCE AND EXCHANGE OF INFORMATION

Members shall lend each other mutual assistance for the purpose of implementing the specified social regulations, notably through the organisation of inspections which, as far as possible, have been properly co-ordinated.

The Member country in which an offence is committed shall provide the Member country in which the transport operator is established with all the information in its possession concerning the infringements and the penalties that have been imposed, which may extend to suspension of driving in the former country. It is recommended that the competent Authorities of the Member country of establishment take measures to avoid any repetition of the offence and inform the country in which the offence was committed of the measures taken.

For the purposes of allocating a future increase in the quota, as provided for in principle under the present Resolution, each Member country shall submit two reports on infringements committed on its territory by transport operators from other Member countries in the course of international road haulage movements under ECMT multilateral quota permits:

- the first report, by 31 August at the latest of each calendar year, as a preliminary report dealing with the first semester of the year under review,
- then, by 28 February of each calendar year at the latest, a final report on infringements committed on its territory during the previous calendar year.

The above-mentioned reports should be based on a standard report form, still to be defined.

<http://www.oecd.org/cem/resol/road/index.htm>

CONSOLIDATED RESOLUTION No. 2001/3 ON ACCESSIBLE TRANSPORT

[CM(2001)15/FINAL]

The ECMT Council of Ministers, meeting in Lisbon on 29th-30th May 2001,

CONSIDERING that the integration of older and disabled people in the occupational and social life of the community very closely depends on whether they are able to move about freely and easily for journeys to and from work or for any other purpose.

NOTING THAT:

- demographic changes will result in a significant increase in the number of older people in ECMT Member and Associate countries in the coming years;
- there is a growing demand for travel among older and disabled people and others whose mobility is impaired;
- significant progress has been made to render some modes of transport more accessible to everyone;
- despite this progress much remains to be done.

AGREES THAT in order to give a new impetus to improving the situation across all Countries it is useful to consolidate previous Ministerial Resolutions and other relevant work in a single document (see Annex).

RECOGNISING THAT:

- accessibility contributes significantly to the welfare and comfort of the entire population and constitutes an important element in the promotion of public transport and in the implementation of sustainable development;
- difficulties in mobility may be due to a permanent disability (sensory, physical or cognitive) or to a temporary condition or disability (pregnancy, accident) or to external circumstances (accompanying young children, carrying luggage, etc) or age; this resolution concerns all these categories but for simplicity, the term "older and disabled people is used" in the text;
- well designed accessibility of buildings, the environment, roads and transport, whether public or private, enables people with mobility difficulties to move freely and independently;
- more accessible transport increases educational, employment and recreational opportunities and can reduce social services and welfare costs to governments and communities;
- accessibility is not only a social issue but also a very important commercial issue, and the population in question, which is significantly larger than the number of disabled people, represents considerable commercial potential.

EMPHASISES the following principles:

- all policy initiatives or developments in transport and land use planning should include an evaluation of their potential impact on safety and accessibility of older and disabled people;
- all links in the transport chain need to be improved so that an accessible environment is created door-to-door and increased efforts must be made to connect the different means of transport and thereby create an integrated, safe and accessible transport system;
- in particular, all new investments in transport must take account of and plan for the needs of older and disabled people in accordance with the Charter adopted by Ministers in Warsaw in 1999;
- close co-operation between governments, public authorities, manufacturers, operators and the people concerned is essential.

MAKES THE FOLLOWING RECOMMENDATIONS:

Governments should:

Generally

■ **Objectives**

- define clear, concrete and measurable objectives to improve safety and accessibility of older and disabled people, with a programme of specific actions;

■ **Training**

- work with transport authorities and companies, tour operators, travel agents and others to ensure that staff who are in contact with the public are aware of and sensitive to the problems encountered by older and disabled people when using transport;
- ensure that the designers and decision-makers in all relevant transport fields are trained in the principles and requirements of accessibility;

■ **Information and Communication**

- use their influence to improve systems of information provision for older and disabled people and ensure that all those concerned by the issue are consulted;
- endeavour to ensure that transport authorities and companies, tour operators and travel agents include, as an integral part of their services, information for older and disabled people on the facilities available to them, including the different links in the mobility chain;
- continue to make efforts to improve the clarity of signing and signalling systems and to harmonise at international level, particularly where safety is an issue;
- work towards introducing dynamic, audible and visual announcements capable of providing information in real time;

■ Research

- endeavour to strengthen their research and development activities in relation to the accessibility and safety issues for an ageing population;

■ Transport planning

- work to improve co-ordination between the competent authorities at national, regional and local level in order to assure a coherent approach to the accessibility and safety of transport infrastructure and pedestrian facilities;
- together with governments and international organisations a set of guidelines on good practice should be developed including on the function and design of the road system, as well as lighting, intersections and pedestrian facilities;

■ Personal vehicles

■ **Parking facilities**

- enable people with severely reduced mobility who have difficulty in moving about and using public transport to park their vehicles where parking is otherwise restricted;
- where necessary, provide reserved parking spaces for such people by means of appropriate road signs. These spaces should be designed in accordance with recognised design criteria;
- provide those eligible for such facilities with a parking badge in accordance with (for EU member states) or similar to (for non-EU member states) that of the model defined by the EU; as a minimum the badge should contain the international symbol for disabled people and the name of the badge holder;
- give the same parking facilities to holders of this document coming from another Member or Associated member country as they do to their own nationals;
- take the necessary steps to ensure that police and other parking enforcement authorities are fully informed about the nature of this arrangement;

■ **Legal Requirements for Seat Belt Wearing**

- mutually recognise exemptions from wearing seat belts for disabled nationals from other countries;

■ **Design of vehicles**

- facilitate and encourage the design of vehicles for all which take into account the needs of an ageing population;
- work together with other governments, ECMT and industry to draw up a set of design guidelines for vehicles;

■ **Driving licences**

- study and draw up guidelines on the conditions for issuing and retaining driving licences for older and disabled drivers;

■ Air Travel

- improve access to air travel by
 - implementing the ECAC guidelines on aviation and airport access; and
 - focusing more attention on improving transport links to airports;

■ Rail, Light Rail and Tram Systems

- make renewed efforts to stimulate improved accessibility to railways as well as light rail and tramway systems by:
 - implementing the COST 335 guidelines for heavy rail in both domestic and cross-border services;
 - ensuring that all new tram and light rail systems build in full accessibility from the outset;

■ Public Transport

■ Buses

continue to facilitate and stimulate the positive trend towards the introduction of fully accessible buses by:

- implementing the recommendations of the COST 322 report on low-floor buses;
- assisting the competent authorities to provide the conditions whereby buses can get close to stops and the resources to implement and enforce this;
- continuing to work with people with disabilities and industry to implement appropriate solutions to the requirements both of wheelchair users and other older and disabled;

■ Coaches

- urge manufacturers and operators to develop, provide and use vehicles capable of meeting the needs of older and disabled people;
- ensure that coach classification systems include a set of criteria for levels of accessibility provided;

■ More Flexible Public Transport Services

- promote the development of new types of intermediate services between public transport and specialised services such as demand responsive public transport services which can be used by the general public but are especially planned to meet the needs of older and disabled people;

■ Specialised Transport Services

- assist in providing specialised door-to-door transport services for those most severely disabled people who experience particular difficulties and who cannot use public transport;

■ Taxis

- implement the recommendations agreed by the Joint IRU-ECMT Task Force for taxi services, and in particular:
 - encourage regional and local authorities to secure the provision of accessible services in their areas;
 - at national, regional and local levels as appropriate investigate the need for direct and indirect subsidies to enable people with mobility handicaps to make use of taxis where there is no accessible alternative;
 - at national, regional and local levels consider the possibility of incentives (financial and/or legislative) to encourage the purchase and operation of accessible vehicles;
 - in co-operation with other Governments and international bodies and in consultation with industry and with older and disabled people, draw up design parameters for accessible taxis (based on ISO standards for wheelchair dimensions).

REQUESTS:

■ Member countries to:

- disseminate this Resolution widely in their countries;
- implement this Resolution and the related documents to which it refers;
- report regularly on progress towards implementation and on general improvements in accessibility;

■ Associate countries to:

- subscribe, as far as possible, to the principles and recommendations contained in this Resolution;
- discuss implementation and other policy issues with ECMT Member countries;

■ The Committee of Deputies to:

- continue to work closely with governments, industry, older and disabled people to review progress on implementing these recommendations;
- update regularly the Guide to Good Practice and other reports;
- take new initiatives, wherever needed, to improve safe and accessible mobility for older and disabled people.

ANNEX

Previous ECMT Resolutions superseded by present consolidated text *

- 97/4 Reciprocal Recognition of Parking Badges for Persons with Mobility Handicaps.
- 97/3 Comprehensive Resolution on Transport for People with Mobility Handicaps.
- 94/2 Access to Taxis for People with Reduced Mobility.
- 91/8 Information and Communication.
- 90/4 Access to Buses, Trains and Coaches for People with Mobility Handicaps.
- 89/68 Access for Pedestrians.
- 87/63 Transport for Disabled People.
- 85/54 Transport for Disabled People.
- 81/45 Transport for Handicapped Persons Obligated to Use Wheelchairs.
- 78/38 Transport for Handicapped Persons.

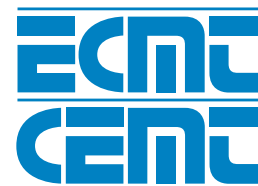
Other documentation

- Charter on Access to Transport Services and Infrastructure, adopted by ECMT Council in 1999.
- "Improving Transport for People with Mobility Handicaps – A Guide to Good Practice", ECMT, Paris, 1999.
- Cost 322: Low Floor Buses. The Low Floor Bus System, EC DG VII, Brussels, 1995.
- Cost 335: Passenger's accessibility of Heavy Rail Systems, EC DG VII, Brussels, 1997.
- (Forthcoming) ECAC Charter on Passenger Rights.
- "Facilitation" ECAC/CEAC Doc 30, Part 1, Seventh Edition, 1998 (ECAC Policy statement in the field of aviation facilitation).
- Joint ECMT-IRU Study on Economic Aspects of Taxi Accessibility.

*Resolutions available at <http://www.oecd.org/cem/resol/disabled/index.htm>

OTHER MAJOR EVENTS IN 2001

IRCA-UIC-ECMT World Railway Congress



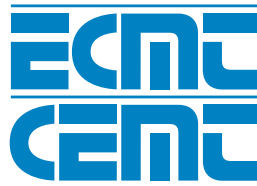
The world railway congress held in Vienna from 25 to 28 September 2001 brought together more than 760 participants – including several transport ministers – from 68 countries across five continents, in an event organised jointly by IRCA (International Railway Congress Association), UIC (International Union of Railways) and the ECMT and hosted by the Austrian railways ÖBB.

ECMT organised the first session “Transport Policy and the Strategies of the Railways”. This opened with a Ministerial round table with Monika Forstinger, Minister of Transport, Innovation and Technology for Austria, Toivo Jürgenson, Minister of Transport for Estonia, Abdulah Omar, Minister of Transport of South Africa and Secretary of State Bota of Romania, representing the ECMT presidency.

The panel agreed on the need for reform of the railways to meet the changing demands of the markets for rail services. And despite the differences of the rail systems examined, surprisingly similar issues figure on the political agenda. The challenge for all of the railways is essentially the same: substantial increases in productivity, cutting costs, increasing commercial focus, removing the state from entrepreneurial decision making, improving marketing of services and winning new customers.

For Governments, the objective is development of sustainable and financially sound transport systems within which rail becomes more competitive. Panellists agreed on the overall direction for reform, towards increased liberalisation, with both the development of competition in the rail sector itself and increasing commercialisation of rail companies. In addition, co-operation between rail companies was seen as the only way to achieve major growth in the longer distance international markets.

Intelligent Transport Systems in CEE Countries



The Conference was arranged by the Czech Ministry of Transport and Communications together with ECMT, OECD, Project TEM and ERTICO and took place in Brno on 17-18 September 2001.

The results of the Conference showed that:

- A large number of applications of new technology are being developed in many countries.
- Some applications are being started and considered in CEEC's.
- Many projects show new possibilities for improving safety and efficiency of transport.
- Wider implementation presents several obstacles, including administrative and institutional, but especially financial ones.

The Conclusions and recommendations, a Summary of the Conference and other relevant documents are available on the ECMT web-site (proceedings) and on the web-site of the Czech Transport Research Centre www.cdv.cz

One of the conclusions was that it would be useful in the context of ECMT to establish an "ITS CEECs Forum" for Ministries of Transport of the Central and Eastern European Countries. This Forum would benefit greatly from close co-operation with the European Commission, ERTICO, OECD as well as experts from the countries concerned.

Seminar on Regulatory Reform in Road Freight Transport

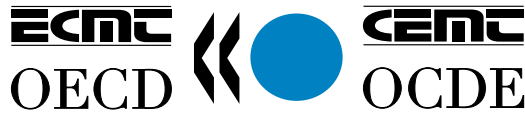
On 7 February 2001 in Paris, the ECMT organised an International Seminar on Regulatory Reform in Road Freight Transport. The objective of the seminar was to clarify the conditions by which a greater efficiency of road freight transport may be obtained while, at the same time, ensuring the essential criteria of security, respect for the environment and harmonious social development.

The conclusions of this Seminar provided the basis for a discussion on road freight transport during the ECMT Council of Ministers in Lisbon, on 29-30 May 2001.

The proceedings, together with a summary document, "Policy Issues Discussed by the Council of Ministers" which provided an introduction to the ministerial debate have been published under the title Regulatory Reform in Road Freight Transport [ISBN no. 92-821-1369-8].

Joint OECD/ECMT Seminar on Impact of E-commerce on Transport

CONFÉRENCE EUROPÉENNE DES MINISTRES DES TRANSPORTS
ORGANISATION DE COOPÉRATION ET DE DÉVELOPPEMENT ÉCONOMIQUES



EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT
ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT

A Seminar on "The Effects of E-commerce on Transport" was organised jointly by the ECMT and the OECD/RTR on 5 and 6 June 2001.

Two questions dominated discussions at the Seminar. First, would e-commerce generate more traffic? Second, what were the implications of e-commerce for government bodies in charge of the transport sector? The implications of Business-to-Consumer and Business-to-Business uses were discussed in that order. While one of the conclusions was that rigorous analyses of the implications of e-commerce for transport were still lacking, the idea did clearly emerge that e-commerce does not strictly speaking add any new constraints to transport, but highlights all the latter's weaknesses. Other messages that came through related to technical standards, the necessity of an open regulatory approach encouraging experimentation, a role of facilitator for transport policy, and the need to establish a stable regulatory framework and to remain mindful of the human and social dimension of technology.

The Acts of the Seminar are available on the ECMT web site:
www.oecd.org/cem/online/ecom01/index.htm and on that of the OECD: www.oecd.org

Forum on Transport Policies in the Countries of Central and Eastern Europe

An ECMT Transport Policy Forum was held in Paris on 26-27 February 2001 on the initiative of the ECMT Group on the Integration of New Member States. The main objectives of this Forum were to:

- Exchange views concerning transport policy priorities and their implementation in Central and Eastern European Countries, reviewing successes and failures over the last decade as well as new challenges.
- Find issues of common interest and possibilities of co-operation within the ECMT.
- Transfer experience in transport policy formulation from more advanced countries to others.

- Devise principles for linkages between national goals and requirements of Pan-European transport policy.
- Formulate issues and conclusions for consideration by the Ministerial Council in Lisbon in May 2001.

The issues were discussed in 3 main Blocks – Policy Framework, Modal issues, Infrastructure issues. The Forum was attended by more than 70 high-level representatives (including several deputy ministers) of 30 countries. Representatives of the European Commission, some international organisations and International Financing Institutions were also present.

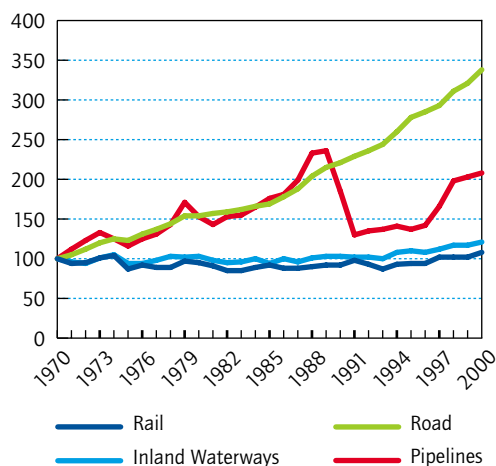
The papers of the Forum are available on the ECMT site (<http://www.oecd.org/cem/>). They described the main changes that have taken place, analysed the successes and failures of policy formulation and implementation and identified a number of policy priorities for discussion with Members.

A Resolution on Transport Policies in the CEECs prepared on the basis of the Forum was adopted and the Conclusions and Recommendations of the Forum [CEMT/CM(2001)1/FINAL and 2] were agreed by the Council of Ministers in Lisbon on 29-30 May 2001.

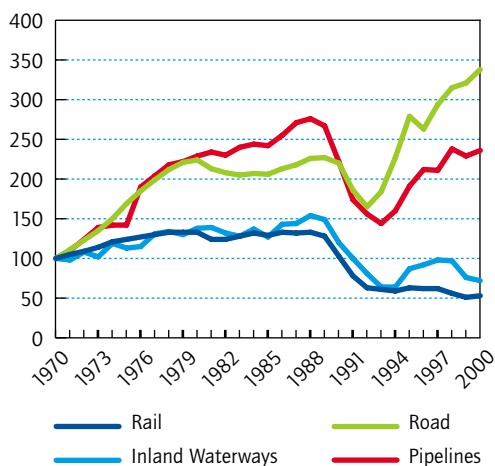
LATEST TRENDS IN TRANSPORT

These graphs, produced from the ECMT database, summarise the latest international data available to illustrate developments in selected areas of freight and passenger transport and road safety performance. Together with other key data and a short analysis of recent developments, they will appear in the forthcoming publication Trends in the Transport Sector.

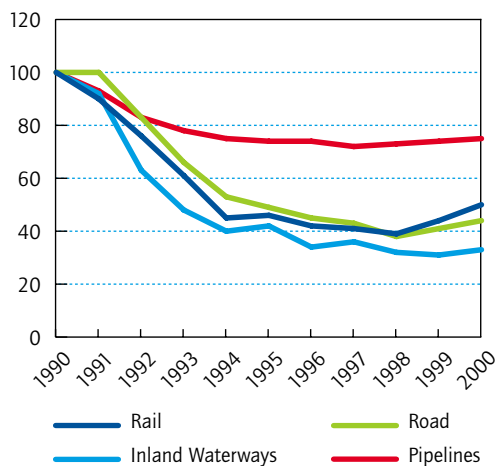
**Goods Transport
in Western Europe
1970 = 100**



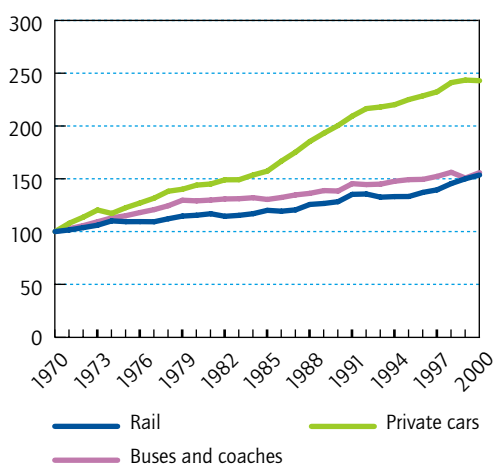
**Goods Transport in
Eastern Europe and Baltic States
1970 = 100**



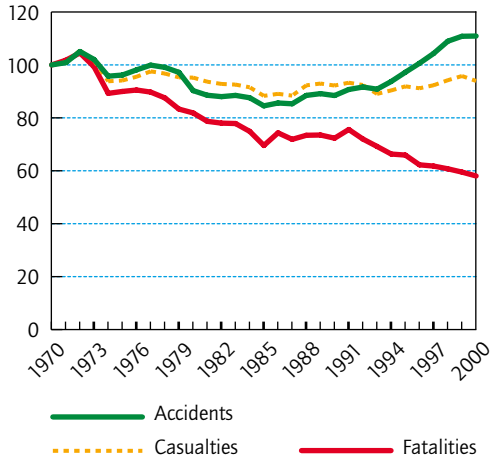
**Goods Transport
in CIS States
1990 = 100**



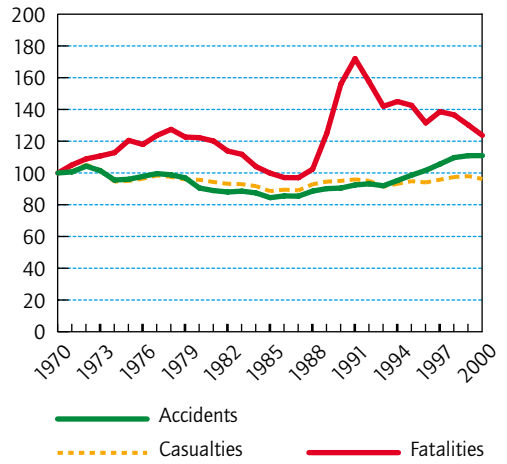
**Passenger Transport
in Western Europe
1970 = 100**



Road Accidents in Western Europe 1970 = 100



Road Accidents in Eastern Europe and Baltic States 1970 = 100



ACTIVITIES OF THE WORKING GROUPS IN 2001

Access and Inclusion

At their Council in Lisbon in May 2001, Ministers of Transport adopted a Consolidated Resolution on Accessible Transport and agreed to the Conclusions and Recommendations arising from a comprehensive body of work on Transport and Ageing of the Population undertaken by the Group on Access and Inclusion (formerly Transport for People with Mobility Handicaps). A report prepared jointly with the IRU on Access to Taxis was also approved by Ministers.

In 2002 the Group on Access and Inclusion will begin the preparation of guidance to Ministers on the evaluation of the potential impact of transport and land use planning policies on safety and accessibility for older people (Safety and Accessibility audits), and developing guidelines on implementation at a national level for policies promoting accessibility and safety.

In 2001, ECMT and the International Public Transport Union established a Joint Task Force on Improving Access to Public Transport to identify and draw up guidance on improved partnerships between public transport operators and local authorities to deliver accessible transport systems and interchanges. This work will continue through 2002.

Combating Crime in Transport

The multidisciplinary Steering Group on Combating Crime in Transport, which was established at the end of 1999, completed three reports in 2001:

■ ***Theft of Goods and Goods Vehicles***

Data were collected from 23 member countries for the nineties, and they show that theft of goods and vehicles is a significant problem costing many millions of Euro.

■ ***Improving Security in Road Freight Transport***

The report shows that the range and sophistication of anti-theft devices and after theft systems available on the market is increasing rapidly. More goods vehicles are being equipped with such devices but goods vehicle crime is still increasing.

■ ***Conclusions and Recommendations on Combating Crime in Transport***

The above Reports were presented to the ECMT Council of Ministers in Lisbon in May 2001. Ministers adopted Conclusions and Recommendations and agreed to strengthen efforts to reduce crime in transport by: accelerating the implementation of the two earlier resolutions adopted by ECMT (No. 97/2 and 99/3); implementing the recommendations set out in the new reports [CEMT/CM(2001)18/FINAL, 19 and 20]; improving co-ordination and co-operation with the other actors and authorities concerned; nominating a point of contact to co-ordinate Ministries activities on Combating Crime in Transport.

Ministers also agreed to continue work on this topic, in particular by following up the specific recommendations in the above reports; examining the issues and implications of the electronic tracking of goods and starting to examine passenger security.

The terrorist attacks in New York and Washington in September 2001 have added a new dimension to this subject. The Group has started discussion on the topic, concerning vulnerability of inland transport, economic and international aspects. A document on Transport Security and Terrorism is to be prepared by the Group in 2002. The terms of reference, priorities and working methods of the Task Force will also be examined.

Combined Transport

The Intersecretariat Working Group of the ECMT, UN/ECE and EU published in 2001 an English-French-German-Russian lexicon of terms in a revised and updated version of Terminology on Combined Transport.

The Working Group on Combined Transport is working on a Consolidated Resolution of former Resolutions adopted to date by ECMT Ministers and an update of national measures implemented to promote the development of Combined transport, which it intends to produce for the Ministers in 2002.

The work of the Group is closely linked to the work of the Group on railways in so far as, being a substitute to road transport, combined transport's development is to a large extent dependent on the perspectives for the other mode.

Integration of New Member States

A Forum on "Transport Policies in the Countries of Central and Eastern Europe – A Decade of Integration: Results and New Challenges" was organised in Paris in February 2001 to enable a high level exchange of views on the integration of transport systems and policies, reviewing continuing and emerging challenges for integration. For more information see the section "Other Major Events in 2001" above.

Updating of Key ECMT Resolutions continued in 2001 to ensure the newer member countries are adequately incorporated and at the same time consolidate the acquis. The process should be completed for Brussels Council in 2003.

A Transport Infrastructure Regional Study (TIRS) in the Balkans Region was undertaken in 2001 under the supervision of ECMT. This study, financed by the French Government, will be completed in March 2002. (for more information on this subject see <http://www.tirsproject.org/>)

An International Conference "Intelligent Transport Systems in CEE Countries" was arranged by the Czech Ministry of Transport and Communications together with ECMT, OECD, Project TEM and ERTICO and took place in Brno on 17-18 September 2001. For more information see the section "Other Major Events in 2001" above.

Following the adoption of the Resolution on Transport Policies in the CEEC by the Council of Ministers in 2001 and the need to continue to follow up the Helsinki Conference, discussions began on formulating strategies for upgrading and developing the basic transport infrastructure in the ECMT countries, with a special accent on the needs of accession countries and for improved links between the enlarged Union and neighbouring countries. One possibility is that a seminar on the subject will be organised in 2002, in co-operation with the EC and UN/ECE.

Economic Research Committee

ECMT carries out research relating to transport economics in order to back up and supplement its work on policy-making. Its economic research is overseen by the Economic Research Committee, and it is in this framework that a research programme establishing a number of priority topics is drawn up on a regular basis; in 2001, it gave rise to three Round Tables:

- Round Table 119: Transport and Economic Development (Paris, 29 and 30 March 2001).
- Round Table 120: What Role for the Railways in Eastern Europe? (Cambridge, 12 and 13 September 2001).
- Round Table 121: Management of Staff's Commuting Choices at Company Level (Paris, 29 and 30 November 2001).

Round Tables are meetings of experts at which a limited number of participants (personally invited) discuss in detail specific issues of transport economics. The Proceedings of each Round Table are published as a collection of the reports prepared by expert rapporteurs, together with a summary of the discussions.

Environment

At the Lisbon Council in May 2001 Ministers approved a report setting out a strategy for reducing conventional and CO₂ emissions from road vehicles by removing sulphur from petrol and diesel [CEMT/CM(2001)11final]. This work is being pursued in close co-operation with the European Parliament and the European Commission. A Resolution is now under preparation to promote the availability of sulphur-free fuels throughout the continent. Particular attention is being paid to promoting effective strategies in Russia and other eastern markets.

Work is also underway to prepare a future Ministerial debate on improving decision making on transport projects and policies. This goes to the heart of integrated transport and environment policy making and project planning. The aim is to bring together several earlier reports on strategic environmental assessment and assessment of the benefits of transport. A resolution on good assessment practice is in preparation and the focus for the final stage of the work will be on improving the presentation of the results of economic and environmental assessments to Ministers and other key decision makers, and on reflecting the results of assessments in the decisions taken in a more transparent way.

Fiscal and Financial Aspects of Transport

ECMT has developed a methodology and data for making meaningful international comparisons of national systems of transport taxes and charges and their relation to taxes on labour and capital investment. Nine countries were examined in the initial phase of the work, focusing on road haulage. The analysis enables the impact of taxation on the international competitiveness of haulage industries to be assessed and lays the foundation for gauging the gap between current structures and levels of taxation and an efficient ideal that includes the internalisation of the external costs of transport. Ministers agreed to the principles for efficient taxation set out in the report *Efficient Transport Taxes and Charges* at the Prague Council in 2000.

The work is currently being extended to cover fifteen or more countries, refined and updated to follow changes in the level of taxation in 2000 and 2001. The existing web page for this work will be renewed with an interactive set of spreadsheets that will both provide the input data collected and allow users to repeat the calculations made. The work comparing theoretically efficient charges with current taxes across the modes will be strengthened and updated with the results of recent studies produced for transport ministries in a number of member countries in co-operation with the European Commission.

Railways

In Prague in 2000, during a debate on sustainable transport policies, Ministers highlighted the importance of shifting freight from road to rail and current work focuses on the investments and policy measures required to turn these aspirations into concrete results. It examines the full package of measures required from enforcement of road regulations through pricing of infrastructure use to heavy investments in rail infrastructure and improving the quality of rail services. The results will be discussed by Ministers at the Bucharest Council in 2002 together with a draft Resolution based on the conclusions of ECMT work on regulatory reform.

Improving the quality and efficiency of rail services is key to ensuring the development of sustainable transport systems. The draft resolution will address the three main pillars for reform in Europe: interoperability, competition in the rail sector and the framework conditions for competition between the modes. Given the diversity of ECMT's membership the emphasis is on upholding the economic principles that should guide regulatory reform whilst enabling some freedom in the way these goals are met. Effective management of the transition to new regulatory environments is also an important consideration. The resolution draws on the review of rail reform in the ECMT and OECD regions published in 2001 under the title *Railway Reform* together with recent work for the 2001 Vienna World Railway Congress and the ECMT Round Table *What Role for the Railways in Eastern Europe ?* and ongoing work on competition and co-operation between European railways.

Road Safety

The Group on Road Safety pursued its work on Safety on Rural Roads, developing policy recommendations on the basis of the report on this subject published by OECD/RTR.

The group is also working on the Quality of Transport Safety Policies. Under this broad theme, work will bring together research on cost-effective road safety policies, but will also incorporate new ideas (like the Swedish Vision Zero) in order to take a strategic view of how safety can be improved. It requires bringing together many of the ideas developed in the past and meshing them into a policy framework which countries can draw from. This concerns public transport as well as private transport and contributes to the examination of how to reconcile a safe and efficient transport policy for all users. It is ambitious and needs to build on the work undertaken in various bodies (EU-Phare, WB-GRSP [World Bank-Global Road Safety Project], UN/ECE-WP1, OECD/RTR) so that different ways in which this problem is approached, and priorities set, can all be considered.

ECMT has decided to extend the practice of Peer reviews, such as those undertaken for urban transport, to road safety. The first country to be reviewed will be Lithuania.

Road Transport

The Road Group is charged with fostering progress towards more open markets by developing the quota of ECMT licences for international haulage and at the same time promote the highest safety and environmental standards. As liberalisation of the transport market requires elimination of all competitive distortions any future increase in the ECMT quota will also, in one way or another, be directly linked to closer harmonisation of the conditions of competition between hauliers from different Member countries.

In this context, priority is at present given to social conditions in international road transport. Social harmonisation does not only require common definitions applied in each Member country but also the introduction and implementation of quality licensing standards at national level, allowing harmonisation of the conditions of access to the profession. A Resolution on these issues was adopted by Ministers in Lisbon (document CEMT/CM(2001)6/FINAL).

As of 1 January 2002, all licences issued under the multilateral quota of the ECMT are linked to environmental and safety performance according to whether trucks are classified as either "green", "greener and safe" or "Euro3 safe" vehicles. The rules to be followed in this context were decided by Ministers in Lisbon and have been published in the "Resolution of the Council on the Guide for Government Officials and Carriers on the Use of the ECMT Multilateral Quota" (document CEMT/CM(2001)9/FINAL, 26 Nov. 2001). This resolution covers noise, emissions and safety standards for vehicles, specified with regard to the different categories of vehicles concerned. These standards, reflected in the relevant ECMT certificates, ensure that the licences issued under the ECMT multilateral quota are used only by environment friendly and safe vehicles.

Statistics

Since 1991, co-operation between the United Nations Commission for Europe (UN/ECE), the Statistical Office of the European Communities (EUROSTAT) and the ECMT has been strengthened considerably by the establishment of an Intersecretariat Working Group in which the ECMT Secretariat participates actively under the supervision of the Group of Statisticians. During 2001, the Secretariat prepared the following statistical documents:

- The third edition of the Glossary for Transport Statistics with two new chapters on road accidents and air transport.
- The Common Questionnaire for Inland Transport Statistics to collect data for the year 2000.
- A volume of the Statistical Trends in Transport for the period 1990-1997.
- The annual leaflet Trends in the Transport Sector 1970-2000.
- The Statistical Report on Road Accidents in 2000.

The Secretariat also carried out regular up-dates of the database on Short-Term Trends in the Inland Transport Sector. Surveys were carried out in order to complete this database, aiming at collecting every quarter, information for each individual country on goods and passenger transported by rail, goods transported by road and inland waterways, data on road traffic, first registration of brand new road vehicles, motor fuel deliveries, number of road fatalities, and also general economy information (imports, exports, industrial production). During the year 2001, four quarterly surveys were undertaken and the information is available on the ECMT web site <http://www.oecd.org/CEM/stat/conjunct/3rdQ.htm>.

A survey on Investment in Transport Infrastructures was also launched. The aim is to compile data and prepare a report for Council to describe trends in infrastructure development, covering maintenance and investment for the period 1987-2000. First results will be available in the middle of the year 2002.

Sustainable Urban Travel

In 2001, ECMT in association with OECD completed a three-year project in Implementing Sustainable Urban Travel Policies. This work examined why implementation of integrated sustainable policies has proven to be so difficult, and how countries and cities can overcome these barriers. The project included a series of workshops on particular topics, an urban travel survey of 168 cities, and a series of national policy reviews. The final report bringing together the findings on implementation from each of the different parts of the project, along with a document summarising "Key Messages for Governments", were approved by Ministers of Transport at their Council in Lisbon in May 2001.

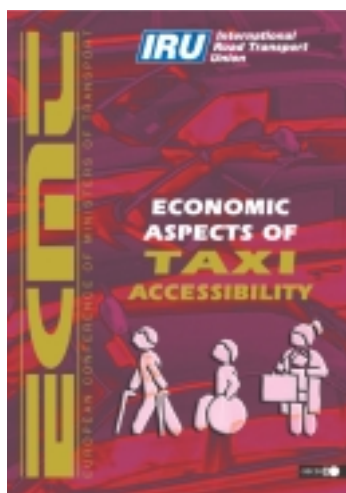
Ministers in Lisbon mandated follow-up work to this project, which will include examining the implications of the project recommendations in specific groups of countries; exploring ways to improve consistency in urban data collection and monitoring; and developing a Guide to Good Practice for National Governments on implementation.

Trends in International Traffic

ECMT's Group on Trends in International Traffic analyses the main factors contributing to the development of international surface transport, comparing them with infrastructure capacity and identifying areas of potential incompatibility. The Group's work has also involved drawing up a baseline scenario for international transport in the ECMT countries.

The starting point of this work was the fact that a lot of countries are embarking on an exercise aimed at defining national traffic forecast scenarios which will serve as a basis for transport policy measures. In order to draw up these national scenarios, officials have to incorporate foreseeable trends in other countries, but so far the assumptions adopted in each country are very disparate, giving rise to serious inconsistencies.

This was why it was vital to establish a scenario at international level, which every country can use as a reference, thereby guaranteeing a minimum degree of consistency in the different forecasts. This meant building into an overall framework the forecasts and scenarios available from different organisations and deriving a scenario common to every country. The scenario developed was approved by the Council of Ministers at the Lisbon session.



Economic Aspects of Taxi Accessibility

Taxi transport is a vital part of the modern transport system providing door-to-door services around the clock. In line with trends in other forms of transport, taxis too need to improve their accessibility for older and disabled people. This report is a result of dialogue between governments and the taxi profession and includes data from 14 countries on national taxi services, looking at the structure of the taxi trade, the use of taxis by disabled and older people and cost implications of accessible taxis.

This report sets out a range of actions to be taken by governments and the taxi profession so that this mode of transport can, in a profitable way, provide accessible affordable transport for all.

(75 2001 15 1 P) ISBN 92-821-1366 3, November 2001, 72 pages.

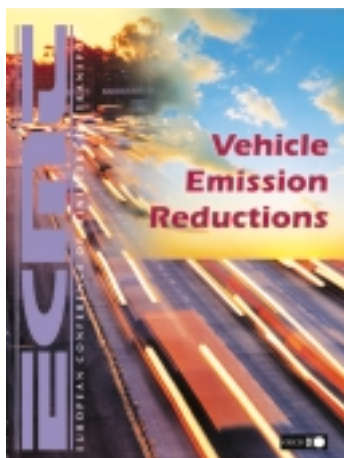
Short Sea Shipping in Europe

For some years now, short sea shipping (SSS) has benefited from a number of government initiatives aimed at promoting its development. The aim has been to promote a more balanced modal split in transport in Europe while also reducing the impact of transport on the environment, ensuring greater European cohesion and promoting a sustainable transport system.

Up to now, SSS has aroused interest at policy level mainly as an alternative to road transport, the predominant mode in Europe. Yet, is SSS only an alternative to road transport? Can it be seen as a separate component of an integrated transport network in its own right? This book shows what role SSS can play in the context of modal complementarity and what challenges European policy makers will be presented with.



(75 2001 05 1 P) ISBN 92-821-1269-1, February 2001, 76 pages.



Vehicle Emission Reductions

This report reviews vehicle emissions standards in Europe, Japan and the United States, providing the reader with valuable comparisons. It also examines incentives for sulphur free fuels – which can contribute to reducing both conventional air emissions and carbon dioxide. It describes emissions control technologies and the impact of emissions on health and the environment and assesses the adequacy of emissions limits for new passenger cars and heavy duty diesel engines.

(75 2001 10 1 P) ISBN 92-821-1363-9, August 2001, 128 pages.

Implementing Sustainable Urban Travel Policies National Peer Review: The Netherlands

Transport specialists around the world have for many years looked to the urban transport experience of the Netherlands as exemplary. The Dutch have demonstrated strong and sustained commitment to integrating transport and land-use planning and policies to maximise use of public transport and cycling. Bolstered by a long-standing and highly respected planning culture, they have undertaken this in an institutional environment that favours consultation and consensus seeking among different sectors and stakeholders.

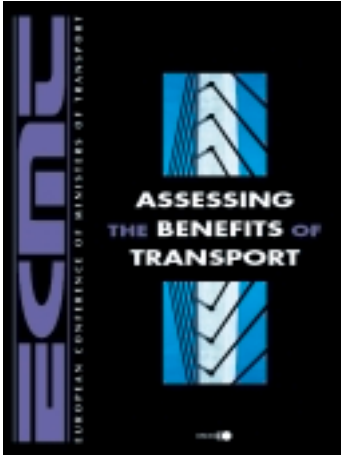
Like many countries around the world, the Netherlands has experienced increasing pressure from transport on the environment, with rising congestion in and around the urban areas, noise disturbance and air pollution and issues related to international transit traffic. While strategic plans for transport, land use and the environment have set out a framework for dealing with these pressures, meeting the often ambitious goals and targets articulated in these plans has proven elusive in many cases.

Undertaken during the preparation of the recently approved National Traffic and Transport Plan of the Netherlands (2000), this report is an evaluation of Dutch urban travel policy that is based on the findings of an ECMT team of peer experts during their study visit to the Netherlands in June 1999.



(75 2001 02 1 P) ISBN 92-821-1328-0, February 2001, 84 pages.

Assessing the Benefits of Transport



This book discusses the full economic benefits – and costs – of transport infrastructure and explores ways to make good estimates of the full impact of planned investments on regional and national economies. It argues for proper account to be taken of all relevant economic weaknesses – those the project is designed to address such as local monopoly pricing, those associated with use of the infrastructure such as environmental externalities, and possible unintended consequences such as impacts on local labour markets. Care must also be taken to verify that net benefits are likely to accrue to those that the project was intended to benefit.

Building on recent groundbreaking work in the United Kingdom this publication suggests ways to improve traditional cost-benefit assessments, overcoming reservations that have inhibited the use of CBA in many countries.

The main report is completed with examinations of transport project assessment approaches in France, Germany, the United Kingdom and across Europe together with a discussion of an approach to determining optimal levels of investment in transport infrastructure for maximising socio-economic welfare.

(75 2001 09 1 P) ISBN 92-821-1362-0, April 2001, 216 pages.

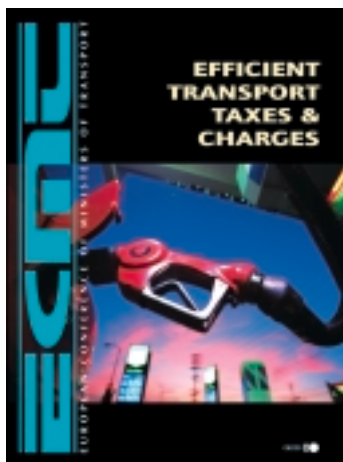
Railway Reform

This report examines the form regulation should take in rail freight markets to promote efficiency in railways and the wider economy. It analyses issues of monopoly, scale economies, competition, mergers, ownership and the structure of the rail industry. Experience in North America, Australia, Japan, the European Union and countries from eastern and western Europe is reviewed.

The need for regulation differs by market and, together with political constraints, this means that regulatory models can not be transferred wholesale from one continent to another. However, each region provides important lessons for reforms currently under consideration in all ECMT and OECD countries.



(75 2001 01 1 P) ISBN 92-821-1272-1, January 2001, 144 pages.



Efficient Transport Taxes & Charges

How do taxes and charges for transport in, for example, France compare with those in Germany? Do hauliers in one country pay more than in the other, and what impact does this have on the profitability of haulage in each country? Is the impact of an increase in tax on diesel the same in each country or are differences in the taxation of labour more significant? Do these differences distort the international haulage market?

This book provides a framework for international comparisons and discusses the economic principles for efficient systems of taxation. The work provides a basis for addressing the questions "what is the right level for transport taxes" and "what kinds of charges should be used".

(75 2000 18 1 P) ISBN 92-821-1270-5, January 2001, 90 pages.

Terminology on Combined Transport

This document lists the principal terms used in combined transport or related to it. All the definitions referring specifically to the geographical framework of Europe may be applied to other regions of the world. They are intended for the work of the three intergovernmental organisations who have created this compilation: the European Union (EU), the European Conference of Ministers of Transport (ECMT) and the Economic Commission for Europe of the United Nations (UN/ECE).

The purpose of this glossary is to determine the meaning of the terms in current use, and to make them more easily understandable to the increasing number of people who use them, politicians, technical personnel or operators of the various modes of transport concerned. These definitions are not applicable in their strictest sense to the legal and statistical fields, where relevant reference documents already exist.

Thus, the translation of the most widely used terms in combined transport into the four working languages currently used in the three above-mentioned organisations is intended to harmonise gradually this terminology. In due course this should lead to the adoption of regulatory and statistical glossaries, at both national and intergovernmental levels.





Statistical Report on Road Accidents 1997-1998

How do we tackle road accidents and account for what can be contrasting situations between countries? What trends emerge from recent statistics and what are the underlying factors? What are the main road safety measures recently adopted? The Statistical Report on Road Accidents is a reference work designed for all those interested in these questions. This new edition records trends in road accidents statistics for the period 1997-1998 in ECMT Member countries, 5 associate Member countries (Australia, Canada, Japan, New Zealand and the United States) and one observer country (Morocco). It provides data on the trends from 1985 to 1998 in these countries, individually and as a whole, in numbers of motor vehicles, accidents causing casualties, and in numbers of killed and casualties (killed and injured). It also highlights a number of factors to be taken into account in any analysis of road accidents and provides a dynamic assessment of the reality of our roads.

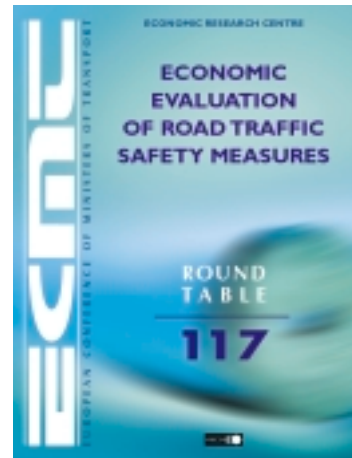
(75 2001 04 3 P) ISBN 92-821-0358-7, February 2001, 92 pages.

Round Table 117 Economic Evaluation of Road Traffic Safety Measures

In economic appraisals of road safety measures, determining which method to use for valuation is critical. Of the two main methods open to us, one accurately measures a non-relevant concept (the human capital method), while the other measures the correct parameter, but not very accurately (the willingness-to-pay method). The Round Table examined the many complementary aspects of the two and found that what is needed, above all, are practical guides for each method.

The Round Table noted that governments should take charge of safety with the same forcefulness whatever the mode of transport. It also found that spending on road safety was generally adequate, but that the money was often not 'wisely' spent. One of the more unconventional proposals put forward by this Round Table was that difficulties in producing major changes in driver behaviour signalled that more attention should be paid to educational measures and infrastructure investment.

This publication reviews road safety policies and their economic evaluation. It highlights the need for measures that are effective over the long term and economically efficient.



(75 2001 14 1 P) ISBN 92-821-1365-5, December 2001, 176 pages.



Round Table 116 Transport of Waste Products

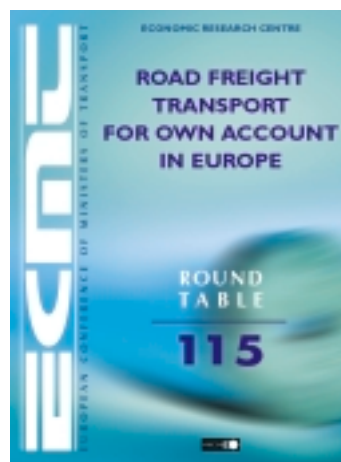
With the treatment of waste set to increase – since the volume of waste is closely related to economic growth – waste transport will be a major challenge in the future. Should transport regulations be made more stringent and their implementation reviewed? Should the proximity principle – incorporated in the regulations in the interests of environmental protection – be questioned, since it prevents the consolidation of flows in sufficient volume to make the most environmentally-friendly modes of transport viable?

The Round Table picks up on these issues and uses the cases of different countries to examine, in turn, developments in the waste transport sector and the statistical problems encountered in trying to understand them, the regulations applicable to the modes of transport used and their environmental performance, focusing closely on the difficulties created by the current modal split in this sector.

(75 2001 13 1 P) ISBN 92-821-1364-7, November 2001, 188 pages.

Round Table 115 Road Freight Transport for Own Account in Europe

Road freight transport for own account represents a major share of inland transport in Europe and, depending on the country concerned, accounts for two to five times the tonnage carried by rail. Despite its importance, however, own account transport tends to be overlooked since it is not regarded as a logistics activity, whereas it is, in fact, a vital transport function that is changing radically as firms increasingly outsource their distribution activities to commercial hauliers.



The scale of road freight transport for own account, the impact of regulatory changes and the future of the sector are the themes addressed in the introductory reports and the experts' discussions outlined in this publication.

(75 2001 08 1 P) ISBN 92-821-1361-2, May 2001, 136 pages.



Round Table 114 Regular Interurban Coach Services in Europe

Although deregulation is well under way in the transport sector, regular coach services are still largely regulated. Governments see them as potentially competing with rail transport services. However, in countries that have had some experience with deregulation the outcome has clearly been positive (except for local short-distance services).

The Round Table began with a review of regular interurban coach services based on case studies in countries which had adopted an original approach. This report shows the industry in a totally new light. One of its main findings is that there is a specific market for customers that have no other means of transport. Opening up this market would benefit the most economically disadvantaged sectors of the population. But that is not the only lesson to be learned from this Round Table.

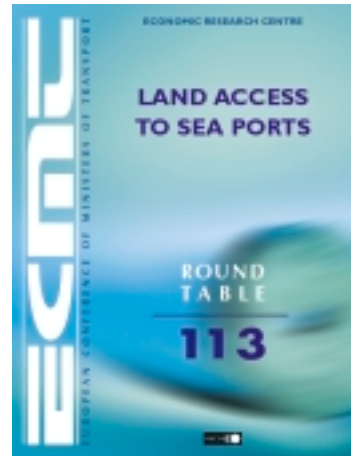
(75 2001 03 1 P) ISBN 92-821-1262-4, March 2001, 152 pages.

Round Table 113 Land Access to Sea Ports

In recent years, the substantial expansion in containerisation, the advent of megacarriers, the race for ever larger container-ships and higher-volume flows, have revolutionised intercontinental transport. These changes have entailed considerable reductions in maritime transport costs, which has made distant countries extremely accessible. The most costly component of the international traffic transport chain is now the inland leg, which explains why forwarders are so keen to gain control over inland transport operations.

On land, road is the dominant mode, but with infrastructure congestion, rail and inland waterways also have a part to play. Under what conditions could these last two modes capture a larger share of inland transport? Rail cannot be really competitive without a dedicated freight network, and inland waterways will only get to play a significant role if transshipment costs are cut. Couldn't greater competition within these two modes generate productivity gains and better quality services?

The Round Table provided the opportunity to address the whole issue of competitiveness in inland transport modes and identified guidelines on land access to ports for policy-makers.



(75 2001 06 1 P) ISBN 92-821-1359-0, January 2001, 200 pages.

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