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L'Acquis CEMT
Principal Acts of
the ECMT

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INTRODUCTION

Further to the decision taken at the meeting of the Committee of Deputies in spring 2000 and ratified by the Council of Ministers in May 2000, all the ECMT Working Parties and the Secretariat embarked upon an in-depth review of the main documents that have been adopted by the Council of Ministers, and Resolutions in particular. This review was undertaken under the supervision of the Group on the Integration of New Member States which is at the origin of this exercise.

The purpose of this exercise is to verify the relevance of those texts in the current context and to remove anything that might have become superfluous, particularly as a result of the consolidated Resolutions that replaced earlier texts. The aim is thus to pare down the Acts of the Council of Ministers to the essential and to define what constitutes the *ECMT Acquis* fifty years after the Conference's inception.

Initially, more than 250 ECMT documents (Resolutions, Declarations, Recommendations, Conclusions, Statements, Guides, etc.) were concerned by the exercise. Further to preliminary examination, this number was reduced to 120. It is these documents that are submitted to the various Working Parties for consideration with a view to:

- Selecting the key texts to be included in the *Acquis*.
- Determining whether it would be useful or not to prepare consolidated Resolutions containing the main points of existing Resolutions.

This exercise is the prerequisite for any review of the actual implementation of the main decisions of the Council of Ministers.

This publication outlines the status of the *ECMT Acquis* as of 1st January 2003. The full texts for the *ECMT Acquis* are on the enclosed CD-ROM. This is the final result of the review undertaken since 2000 by the Group on the Integration of New Member States. Because of the evolution of the transport sector and of the new Acts to be adopted by the Council of Ministers, this document will have to be regularly updated.

1. Founding text

The **Protocol** signed in Brussels on 17 October 1953 is the constituent Act of the Conference. It remains the key text and its provisions continue to govern the ECMT's activities. This document has not been amended since its signature.

2. International agreements

The Convention adopted by the Council of Ministers on 20 October 1955 creating the European Company for the Financing of Railway Rolling Stock (**EUROFIMA**) is still in force. This company, whose headquarters are in Basle (Switzerland), is still very active. The Committee of Deputies examines its activity report regularly.

In contrast, the second international agreement signed under the auspices of the ECMT on 26 May 1982, on the international carriage of passengers by road by means of occasional coach and

bus services (**ASOR**), has to a large extent ceased to be relevant. At the outset signed by the European Economic Community and the 8 ECMT countries that were not members of that Community, this agreement was not opened for signature to other countries. With European Union enlargement, the setting-up of the EEA and the signature of the agreement between the European Community and Switzerland, this agreement now has only a very limited application. At ECMT level, Resolution No. 95/2 on international passenger transport by buses and coaches (see section 5.2) has superseded this agreement for the new member countries unable to join ASOR; it is also set gradually to lose its relevance with the implementation of the INTERBUS agreement drawn up by the European Union.

Besides the two aforementioned international agreements, the Conference has, through its work, also been at the origin of several international agreements signed in other international bodies, such as the **Conventions on Road Traffic and Road Signs and Signals** opened for signature in Vienna on 8 November 1968 and the European Protocols supplementing these two Conventions which were opened for signature in Geneva on 1 May 1971. These very important texts, which serve in practice as a “European Highway Code”, are part of the Conventions and Agreements signed under the aegis of the UNECE. They incorporate a whole raft of Conclusions and Provisions adopted by the ECMT Council of Ministers.

Following the signature of these Conventions and Protocols, the Council of Ministers adopted up to 1996 a number of new Recommendations and Conclusions on Road Traffic and Road Signs and Signals, which are due to be incorporated in the near future in a revised version of the Vienna and Geneva Conventions and Protocols currently being drawn up in the UNECE.

3. General transport policy

General transport policy has been the subject of several Resolutions of the Council of Ministers, in particular Resolutions No. 48 of 1983 and No. 57 of 1986, but the key text summarising the ECMT’s position on the definition of a pan-European transport policy and which remains very relevant is without question the **Joint Statement** adopted by the Ministers of Transport at the ECMT Council of Ministers in 1997 [document CEMT/CM(97)1]. This document, which constituted the ECMT’s contribution to the 3rd Pan-European Transport Conference, on the one hand defines the ECMT’s role in the context of an enlarged Europe, and on the other map outs the direction of transport policy in forthcoming years.

4. Market integration and trade facilitation

4.1 Market integration

With regard to the integration of European inland transport markets, two Resolutions constitute the *ECMT Acquis* pending the adoption of a consolidated Resolution encompassing both texts. After recalling that the liberalisation of international transport services should take place in parallel with harmonisation and the introduction of higher technical standards, these Resolutions recommend the implementation of a whole raft of measures for the transport sector and for each mode.

The first Resolution, **Resolution No. 95/1 on access to European transport markets** formulates in more detail a number of recommendations: the harmonisation of rules and regulations should take place at the same time as transitional arrangements for the opening up of transport markets; a set of Pan-European principles needs to be elaborated by defining high safety, environmental and technical standards and with harmonised social and fiscal provisions; the ECMT quota of multilateral authorisations for road freight transport should be used as a tool in the process of liberalisation, integration and rationalisation of transport operations (provisions that already figured in

Resolution No. 60 of 1986 on an adequate organisation of the international road freight transport market in the light of existing economic requirements); harmonisation of conditions of access to the profession; the elaboration of common rules and documents for coach services in passenger transport, etc. This Resolution was supplemented in 1997 by a Recommendation of the Council of Ministers on a reference framework (model agreement) for bilateral agreements in road transport [CEMT/CM(97)21].

The second Resolution, **Resolution No. 99/1 on the integration of European inland transport markets** recommends various measures to strengthen integration. These measures relate to road transport (an increase in the multilateral quota in the light of the progress achieved in various fields, a multilateral approach to the problems encountered in the sector), rail transport (management freedom for rail operators and infrastructure managers, international co-operation), inland waterways (improve the compatibility of the different regimes) and combined transport (develop a broader approach encompassing short-sea shipping, greater interoperability).

4.2 Trade facilitation

In order to facilitate international trade, the Council of Ministers adopted several Resolutions to remove obstacles at border crossings for international goods transport. These documents should be consolidated in the form of a consolidated Resolution. Pending such a Resolution, the *ECMT Acquis* is constituted essentially by:

- **Resolution No. 50 of 1984 on the removal of obstacles to international goods transport**, which emphasises the need to implement the UNECE International Convention of 1982 on the harmonisation of frontier controls of goods and to adopt provisions based on the EC Directive of 1 December 1983 on the facilitation of physical inspections and administrative formalities for goods transport between Member States.
- **Resolution No. 94/5 on removal of obstacles at border crossings for international road goods transport** which recommends that capacity at border crossings be increased, that administrative formalities be simplified and harmonised, and that investment be made to improve existing facilities and to develop new border crossing points.
- **Resolution No. 99/2 on removal of obstacles at border crossings for international goods transport** which recommends a raft of measures to improve border crossings. These measures relate to both rail and road transport, and are addressed to customs authorities, Ministers of Transport and authorities responsible for funding.

These three Resolutions are supplemented by Resolution No. 2002/3 on simplification of procedures of issuing visas for professional drivers, which is based on the Recommendation on visas for professional drivers [CEMT/CM(98)9/FINAL] adopted on 27 May 1998 in Copenhagen. This Resolution invites the competent authorities to limit the number of supporting documents required to obtain a visa, to reduce the time for obtaining visas, and to promote the issuance of multiple visas and to draw up common procedures in that field.

5. Road transport

5.1 Road freight transport

For road freight transport, the key text is **Consolidated Resolution No. 2000/1¹ concerning the rules to be applied for international freight transport by road**, which was adopted by the Council of Ministers in Prague in 2000. This Resolution, which replaces Consolidated Resolution No. 94/4 on road goods transport, which itself consolidated Resolutions Nos. 16, 27, 32, 35, 44 and 90/1, comprises a uniform, coherent set of provisions applicable to international freight transport by road. These provisions concern access to the occupation of international road haulage transport operator, market access and the liberalisation of certain categories of transport and the implementation of permit and authorisation regimes for other types of transport, social and fiscal provisions, and mutual assistance for the purpose of implementing the Resolution. This document should be read in conjunction with the **Declaration on the transport of livestock** adopted in 1996 [document CEMT/CM(96)8/FINAL].

In addition to the Consolidated Resolution on the rules applicable to this sector, road freight transport has been the subject of a number of Resolutions concerning the ECMT **multilateral quota** of licences for the international transport of goods by road. Pending the framing of a Consolidated Resolution, which could happen towards 2004-2005, the main texts in this area are:

- Resolution No. 26 of 1973, which instituted the multilateral quota, with subsequent amendments (Resolutions Nos. 29, 31, 34, 42 and 46).
- Resolution No. 55 of 1985 which established the system of short-term licences.
- Resolution No. 92/1 which introduced licences for “green lorries”.
- Resolution No. 95/4 which introduced the “greener and safe” lorry into the multilateral quota system.
- Agreement on the evolution of the quota [document CEMT/CM(2001)7/FINAL], which established a “EURO3 safe” lorry quota.
- The Council Resolution approving the publication of the multilateral quota Guide aimed at officials and hauliers using the quota, the most recent edition of which dates from May 2002.

5.2 Road passenger transport

The key document in the area of international passenger transport by road is **Resolution No. 95/2 on international passenger transport by buses and coaches**. As the ASOR agreement (see Section 2) was not opened for signature to countries that joined the ECMT after it came into force, this Resolution aims to extend to those countries, and to the transition countries in particular, the liberalisation of international occasional passenger transport as fixed by that agreement, and to lay down rules for international passenger transport by bus and coach. These rules concern the conditions of admission to the occupation of road transport operator, access to the international passenger

1. It may be noted that a large number of the provisions of this Consolidated Resolution appear in the draft revised Consolidated Resolution on the facilitation of international road transport (R.E.4) which the UNECE is drawing up.

transport market, minimum technical standards, social provisions and mutual assistance for the purpose of applying the Resolution.

With the adoption by the European Union of the INTERBUS Agreement, which came into force on 1 January 2003, and its ratification by a growing number of countries, Resolution No. 95/2, most of the provisions of which are incorporated in that agreement, is set to gradually lose relevance.

6. Rail transport

While the first Resolutions concerning rail transport dealt almost exclusively with the standardisation and operation of rolling stock, the economic and financial difficulties with which the railways found themselves confronted very rapidly prompted the Council of Ministers to adopt several Resolutions. Some of these Resolutions, even some that are relatively old, are still relevant. They are Resolution No. 10 of 1957 concerning the financial situation of the railways and Resolution No. 16 of 1968 concerning the development of the concept of public service in the railways, which urged that the accounts of the railways be standardised and that financial compensation be provided for public service obligations when they cannot be provided by other modes of transport at lower cost to the community.

Among the other Acts of the Council of Ministers which are still relevant in a large degree, particular mention should be made of **Consolidated Resolution No. 23 of 1985 on short-term measures to improve international rail services**. This Resolution, which sets out guidelines for a policy co-ordinated at European level, contains recommendations addressed to both railways and governments. The former concern objectives to be pursued, the methods and technical measures that need to be implemented to manage international traffic properly; the latter concern mainly relations between governments and railways, and the harmonisation of conditions of competition. Resolution No. 23 was supplemented by Resolution No. 24 on railways of 1988.

Following the adoption by the European Communities of Directive 91/440 on the development of the Community's railways, which for the first introduced the possibility of a certain amount of competition in rail transport by allowing railways to obtain rights of access on foreign networks, and subsequently a raft of other Directives (95/18, 95/19, 2001/12, 2001/13 and 2001/14) which gradually extended the scope of this competition while specifying the conditions in which it should be exercised, the ECMT, with a view to promoting Europe-wide harmonisation, endeavoured to keep track of developments in EU rail policy, while recommending measures similar to those in force in the European Union. Historically, two Resolutions marked this approach:

- Resolution No. 93/6 on the development of international rail transport, which recommended that rights of access and transit rights be granted to international groupings, as well as undertakings operating international combined transport services.
- Resolution No. 95/3 on the development of international rail transport, which formulates recommendations concerning the conditions in which licences are issued to rail undertakings, the allocation of rail infrastructure capacity and the calculation of infrastructure feeds.

Today the core document in the *ECMT Acquis* in the rail area is **Resolution No. 2002/1 on the development of European railways**. This Resolution, which to a very large extent supersedes Resolutions Nos. 22 of 1982, 23 of 1985, 24 of 1988, 93/6 and 95/3, sets out a policy framework for rail reform in ECMT Member countries. Its main provisions concern interoperability, border crossings and competition in the rail sector, with, in the latter case, recommendations concerning rights of access

and regulatory authorities, the infrastructure/operation interface, infrastructure charges, co-operation between infrastructure managers and cross-subsidisation. The Resolution also addresses intermodal competition and recommends that an international framework be put in place with a view gradually to installing charging systems that promote better use of transport infrastructure and to co-ordinating investment.

7. Inland waterways

The ECMT has always played an important role in the classification of inland waterways and standard dimensions for vessels and structures. **Resolution No. 92/2 on new classification of inland waterways** is still the benchmark in this area (see section 10.1).

Regarding more specifically the operation of European inland waterways, two Resolutions constitute the core documents of the *ECMT Acquis*:

- **Resolution No. 10 of 1983 on inland waterways and inland waterway shipping**, which deals principally with the problems of overcapacity and the provision of adequate resources for the maintenance and improvement of inland waterways.
- **Resolution No. 11 of 1989 on transport by inland waterways**, which addresses the isolation of markets caused by infrastructure bottlenecks and the existence of different inland waterway regimes.

More recently, as part of the implementation of the Rotterdam Declaration adopted in 2001 by the Pan-European Conference on inland shipping, at its Bucharest session in May 2002 the ECMT Council of Ministers noted a document describing **possible actions to strengthen the role of inland waterways** [document CEMT/CM(2002)4]. Because of its policy significance, this document unquestionably merits to figure in the *ECMT Acquis* even if it does not have the formal character of a Resolution. It recommends a whole range of measures designed to facilitate the integration of inland waterway transport in a multimodal system, to further the development of fluvio-maritime transport, to overcome barriers to the development of inland waterway transport, to improve the quality of the European inland waterway network, to facilitate the opening of the market by the elimination of currently existing restrictions on market access and the creation of a level playing field, and to bring the international Danube regime more into line with international Rhine regime.

8. Combined transport

Consolidated Resolution No. 2002/2 on combined transport adopted by the Council of Ministers in May 2002 is the key document in the *ECMT Acquis* in this area. It supersedes virtually all the previous Resolutions and Recommendations of the Council of Ministers on this question, notably Resolutions No. 10 of 1957, No. 37 of 1978, No. 43 of 1980, No. 52 of 1984, No. 59 of 1986, No. 65 of 1988 and Nos. 94/6 and 97/6.

This consolidated Resolution comprise a range of measures designed to promote the development of combined transport, aimed primarily at national and international authorities: they relate to costs and prices, networks, interoperability, financial and regulatory measures, controls, operations, monitoring of the market, investment. The recommendations are also addressed at all the operators involved in the combined transport chain; they deal, for example, with co-operation with operators, terminal capacity, international pools of wagons, quality of service and real-time information.

Currently, only one aspect of combined transport is not covered by this Consolidated Resolution – the dimensions of loading units -, for which the key texts, pending an update, are:

- **Resolution No. 67 of 1989 on dimensions of loading units**, which sets out guidelines for the introduction of larger containers and swap bodies.
- **Resolution No. 91/9 on the dimensions of loading units (containers and swap bodies) in the combined transport sector**, which sets reference dimensions for the various types of loading unit.

9. Urban transport

Very early on, the ECMT Council of Ministers addressed the problems posed by urban transport, recognising that a European approach could play a useful role in finding solutions. Some of the texts adopted constitute part of the *ECMT Acquis*, such as:

- Resolution No. 15 of 1965 on urban transport problems, which for the first time underlined the need to regulate car traffic in urban areas and to provide efficient public transport.
- Resolution No. 21 of 1969 concerning measures to be taken for improving urban transport, which recommends that master plans defining the respective roles of the various transport modes be drawn up, that dissuasive car parks be provided on the outskirts of towns and that co-ordinated pricing policies be put in place.
- Resolution No. 26 of 1971 concerning measures to be taken for better co-ordination of urban transport, which emphasises the need for co-ordination between transport planning and urban planning, and between public transport and private transport, and which suggests that a single authority be set up with responsibility for overall planning and operational measures in the area of transport, traffic and parking.
- Resolution No. 40 of 1979 on subsidisation of urban public transport, which brings out the limitations of such an instrument.

The text that is still the most relevant and exhaustive, and that constitutes the cornerstone of the *ECMT Acquis* in the area of urban transport, is **Implementing sustainable urban travel policies – Key messages for Governments**, adopted by the ECMT Ministers of Transport at the meeting of the Council of Ministers in Lisbon in May 2001 [document CEMT/CM(2001)12/FINAL]. The recommendations in this document concern the co-ordination of national policy approaches on urban land-use, travel, health and the environment, the creation of a consistent, integrated framework for national government financing and investment in regional and local transport and land-use actions, the need to consider all modes of travel, in particular environmentally sustainable modes, effective public participation, establishment of partnerships with different stakeholders in the transport system, communication, provision of a supportive legal and regulatory framework that clearly specifies the relative roles of the public and private sectors, a comprehensive pricing and fiscal structure to promote sustainable urban transport, rationalisation of financing and investment streams, improved data collection, monitoring and research.

10. Infrastructure and paying for its use

10.1 Infrastructure

During the first years of the ECMT's existence, the Council of Ministers adopted numerous Resolutions on transport investment and financing (Resolutions No. 1 of 1953, No. 5 of 1954, No. 7 of 1955, No. 11 of 1957 and No. 12 of 1958). At the time the priority was to rebuild in co-ordinated fashion the transport infrastructure that to a large extent had been destroyed during the Second World War; for this reason, those Resolutions, which at the time were very important, have completely lost their relevance.

Subsequently, pursuant to the recommendations of:

- Resolution No. 28 of 1974 concerning the institution of a procedure for exchanging information on infrastructural investment projects of European interest.
- Resolution No. 41 of 1980 on investment and trunk lines of communication in Europe, which put in place a procedure for collecting statistical data on infrastructure investment.
- Resolution No. 94/3 on specific ECMT action in relation to traffic trends, infrastructure and financing, which requested the ECMT to continue its work on monitoring the transport market and traffic trends and the implementation of the main infrastructure projects in order to achieve a Pan-European transport network.

The Council of Ministers regularly adopted Resolutions on investment in transport infrastructure and project co-ordination, the most important of which constitute the *ECMT Acquis*:

- **Resolution No. 93/2 on infrastructure in a pan-European context**, which for the first time launched a procedure for identifying, in a pan-European context, priority infrastructure corridors for development.
- **Resolution No. 97/1 on transport and infrastructure development**, which framed various recommendations concerning the effective implementation of the Memoranda of Understanding on the development of pan-European transport corridors, the formulation of framework principles enabling a co-ordinated approach to investment policies, the adoption of a multimodal approach to infrastructure investment, improvements to border-crossings, the introduction of interoperable telematics systems so that better use can be made of existing infrastructure, effective commitment of financial resources representing between 1% and 2 % of GDP to renovate transport infrastructure.

More specifically, the ECMT made a significant contribution to the definition of the main infrastructure networks for the different transport modes by giving a decisive policy impetus to the process of drawing up Agreements and Conventions under the aegis of the UNECE. Among such documents approved by the Council of Ministers, mention may be made:

- For road transport, of Resolutions No. 1 of 1953 and No. 7 of 1954 concerning the development of international traffic arteries, and Resolutions No. 22 and 23 of 1967 concerning the revision of the international trunk roads networks (UNECE AGR Agreement).

- For rail transport, of Resolution No. 2 of 1953 concerning the adoption of rational routes for the transport of goods by rail, and the 1991 Conclusions on Improvements to International Piggyback Transport Links.
- For inland waterways, Resolutions No. 1 of 1953, No. 3 of 1954, No. 9 of 1964 concerning the compilation of a list of development projects for inland waterways of interest to Europe as a whole, and especially Resolution No. 92/2 (see Section 7) on new classification of inland waterways, which updated a previous Resolution (No. 8 of 1961) and made it possible to introduce a single classification of European inland waterways.

10.2 Payment for the use of infrastructure

As early as 1979, in Resolution No. 39 concerning the organisation and improvement of freight transport in transit, the Council of Ministers was of the opinion that the costs of infrastructure use should be allocated on an equal basis to the various transport modes. At its Helsinki session, it had approved the report CEMT/CM(81)7 on the allocation of infrastructure costs which had been drafted further to the foregoing Resolution, thereby marking its agreement with several recommendations concerning the adoption of common rules and principles for the allocation of infrastructure costs.

Subsequently, as the debate was progressively widened to include the internalisation of the external costs of transport due to growing environmental concerns (see section 11), and to the financing of infrastructure due to the shortage of public funds, the Council of Ministers came back several times to the question of charging for infrastructure use and adopted various texts which today constitute the *ECMT Acquis* on the matter, principally:

- **Resolution No. 49 of 1983 on the allocation of infrastructure costs** which constitutes a sort of synthesis of previous Acts of the Council on the subject and sets out certain principles that should be respected in allocating such costs: identification of costs on the basis of accurate data, non-discrimination, avoidance of double taxation, differentiated allocation of costs according to the category of vehicle, taking external costs into account. **Resolution No. 2000/3 on charges and taxes in transport particularly in international road haulage**, which recently amplified the 1983 Resolution, recommended that the structure of taxation in transport be modified to increase the share of more territorially-based taxes and charges.
- **Resolution No. 98/1 on the policy approach to internalising the external costs of transport**, which, after defining the principles with which an effective policy of internalisation should comply, recommended that governments provide incentives for internalisation in the development of transport policy, that they develop economic instruments for the internalisation of transport externalities, that they align the structure of taxation more closely with costs, with greater use of variable charges.
- The **Recommendations on public-private partnerships (PPPs) in transport infrastructure financing** adopted in 1999 in Warsaw [document CEMT/CM(99)20/FINAL] which aim to provide an appropriate framework for the development of PPPs.

11. Transport and the environment

Even though no consolidated Resolution has been adopted by the Council of Ministers, there are two key Resolutions in this area:

- **Resolution No. 47 of 1983 on transport and the environment**, which lays down the principles that should be respected by transport policies with regard to environmental protection: prevention of transport-caused disamenities, principle of consultation, polluter-pays principle.
- **Resolution No. 66 of 1989 on transport and the environment**, which put forward a raft of recommendations concerning vehicles emissions, environmental performance, fuels, traffic management (urban areas, inter-urban traffic) and infrastructure (evaluation procedures, design).

These Resolutions formed the foundation for a **Decision on sustainable development** [document CEMT/CM(2000)1/FINAL], which was approved by the Council of Ministers in Prague in May 2000. This document is the ECMT's most comprehensive and recent contribution to the definition of a common strategy. It reviews the substantive issues posed by sustainability with regard to medium and long-term transport policy and the progress made in implementing policies to promote more environmentally-friendly transport with a view to following up Resolution No. 66 of 1989, lays down objectives, defines the decision-making methods to be used and specifies the condition in which measures should be implemented.

To complete this description of the documents constituting the *ECMT Acquis* with regard to the environment, in addition to the aforementioned documents of a fairly general and highly political scope, several more specific Resolutions should be mentioned, namely:

- Two Resolutions concerning noise: Resolution No. 14 of 1963 concerning measures to reduce town traffic noise, and Resolution No. 25 of 1972 concerning vehicle noise levels.
- Resolution No. 61 of 1987 on Dangerous Goods Databases, which lays down the rules to be followed to increase the compatibility of existing or planned databases.
- Two Resolutions concerning fuels, one on the more rapid introduction of lead-free petrol into Europe (Resolution No. 64 of 1988), the other on phasing out lead in petrol (Resolution No. 99/6).
- Resolution No. 91/5 on the power and speed of vehicles, which aims to regulate maximum power-to-weight ratios.
- Resolution No. 93/3 on reducing transport's contribution to global warming. In regard of the *ECMT Acquis*, this Resolution needs to be read in conjunction with the Joint Declaration of the ECMT Council of Ministers and the vehicle manufacturing industry on reducing carbon dioxide emissions from passenger vehicles in ECMT Member countries, signed in Vienna on 8 June 1995.

12. Access and inclusion

The Council of Ministers has adopted a large number of Resolutions, Recommendations and Conclusions of a general nature concerning the transport of people with mobility handicaps: Resolution No. 38 of 1978 on transport for handicapped persons, Resolution No. 45 of 1981 on transport for handicapped persons obliged to use wheelchairs, Resolutions No. 54 of 1985, No. 63 of 1987, No. 68 of 1989 and No. 97/3 on transport for people with mobility handicaps. It has also approved several more specific Resolutions concerning:

- Access to buses, trains and coaches for people with mobility handicaps (Resolution No. 90/4).
- Information and communication (Resolution No. 91/8).
- Access to taxis for people with reduced mobility (Resolution No. 94/2).
- Reciprocal recognition of parking badges for persons with mobility handicaps (Resolution No. 97/4).

The provisions of these Resolutions were incorporated in **Consolidated Resolution No. 2001/3 on accessible transport**, adopted by the Council of Ministers in Lisbon. This Resolution makes a number of recommendations concerning objectives for improving safety and accessibility for older and disabled people, training, information and communication, research, transport planning, personal vehicles, air travel, rail and tram systems, public transport and taxis.

This Resolution, together with the following two documents, constitutes the *ECMT Acquis* in this area:

- **The Charter on access to transport services and infrastructure** for persons with reduced mobility adopted by the Council of Ministers in 1999 [document CEMT/CM(99)24/FINAL].
- **The Guide to good practice on improving transport for people with mobility handicaps** published in 1999.

13. Road safety

If there is one area in which the ECMT Council of Ministers has adopted a large number of Resolutions and Recommendations which today unquestionably form part of the *ECMT Acquis*, it is road safety. The subjects covered are manifold— speed limits, driver training, pedestrian safety, seat belts, drink-driving, two-wheelers, night driving, first aid, lorries, etc. A publication entitled “**Principal actions of ECMT in the field of road safety**” published in 1994 on the occasion of the 40th anniversary of the ECMT incorporates numerous earlier documents which are unquestionably core texts.

Among the many texts approved by the Council of Ministers a relatively long time ago, several should be mentioned for still being particularly relevant:

- Resolutions No. 33 of 1975, No. 39 of 1979 and No. 50 of 1987 on the road safety of children and young people, which recommended in particular that young children be carried at the rear of vehicles and in special seats.
- Resolution No. 46 of 1985 on measures to reduce the accident risk of young drivers, which made various recommendations concerning the minimum driving age, the introduction of a probationary licence, the creation of a driving licence for mopeds, improvement of driving school training, road safety education in schools, stepped-up traffic policing, the technical characteristics of mopeds.
- Resolution No. 91/3 on the improvement of road safety for the elderly, which contains recommendations regarding information, education and control of capabilities, infrastructure, the construction and design of vehicles, and research.

Recently, at its 2002 session, the Council of Ministers adopted two documents which replaced numerous earlier texts, and which naturally form part of the *ECMT Acquis*. They are:

- **ECMT Key Recommendations on Road Safety** [document CEMT/CM(2002)16/FINAL] which brings together in a single document the various acts (16 Resolutions, Recommendations and Conclusions) of the Council of Ministers in the road safety field.
- **Recommendations on safety on rural roads in Europe** [document CEMT/CM(2002)11/FINAL] with a view to developing a strategic approach to road safety by drawing up and implementing a policy strategy specifically targeting rural roads and comprising both the development of suitable institutional structures, gathering and processing of data on accidents and user behaviour, infrastructure design and maintenance, vehicles and telematics, warning systems, traffic management and information.

14. Crime in transport, terrorism and security in transport

14.1 Crime in transport

The *ECMT Acquis* regarding crime in transport consists of two Resolutions:

- **Resolution No. 97/2 on crime and fraud in international transport** which makes various recommendations to combat crime in international transport, particularly fraud in transit systems as well as theft of vehicles and goods and attacks on drivers. One of the recommendations -- that secure and safe parking areas and freight traffic centres be set up for trucks and loads, and that information be disseminated at these locations – gave rise to a joint ECMT/IRU brochure on truck parking areas, a third edition of which is in the process of preparation.
- **Resolution No. 99/3 on crime in transport** supplements the previous Resolution by recommending new measures to combat theft of vehicles, crime in the transit system and illegal immigration.

These Resolutions were supplemented by the **Conclusions and Recommendations on combating crime in transport** [CEMT/CM(2001)18/FINAL], which were adopted by the Council of Ministers in Lisbon in May 2001. First, the recommendations underlined the need to combat the theft of goods and goods vehicles, with particular emphasis on the gathering, analysis and comparability of data on crime. They then stressed the need to improve the security of freight vehicles, and were addressed to transport authorities, operators, vehicle manufacturers and insurance companies.

14.2 Terrorism and security

Besides Resolution No. 58 of 1986 on aviation security, which is of fairly general scope, the ECMT's essential contribution in the area of terrorism and security is the **Declaration on combating terrorism in transport** adopted by the Council of Ministers in Bucharest in May 2002. In this Declaration, the Ministers agreed to promote a co-ordinated inter-modal framework for security in transport, to share experience and best practice in combating terrorism, to provide support for risk and vulnerability assessments, and to develop training in emergency procedures.

15. New technologies

In Annecy in May 1994, the Council of Ministers adopted **Consolidated Resolution No. 94/7 on the use of new information technology in the field of transport**. This Resolution is the key text

of the *ECMT Acquis* in this area. It incorporates the previous recommendations in Resolutions No. 90/3 on transport, computers and telecommunications, No. 91/6 on recent experiments or achievements in the area of transport, computers and telecommunications, No. 91/8 on information and communication, No. 93/1 on administrative and legal problems in connection with route guidance/driver information systems.

The main recommendations in the Consolidated Resolution concern:

- Specification and approval of driver information/route guidance services.
- Administrative structures relating to such services.
- Interoperability.
- Establishment of guidelines for the initial telematics applications for driver information/route guidance.
- Presentation of traffic messages.
- Protection of privacy.
- Ergonomics and safety of in-vehicle information systems; this recommendation is to be read in conjunction with the Statement of Principles of good practice concerning the ergonomics and safety of in-vehicle information systems also adopted in Annecy in 1994 [document CEMT/CM(94)20/FINAL].
- Demonstration projects.
- Implementation of the Radio Data System-Traffic Message Channel; this recommendation, which aims to overcome the remaining institutional and operational barriers to the implementation of RDS-TMC, supplements two earlier Resolutions for which the ECMT Council of Ministers played a decision role in the adoption of common technical standards for the RDS-TMC system: Resolution No. 49 in 1987 on Road Vehicle Communications, which gave the ECMT's formal support to the development and standardisation of the RDS-TMC system, and Resolution No. 91/4 on standards for traffic messages using the Radio Data System traffic message channel, which approved the ALERT protocol as transmission procedure.

Besides Consolidated Resolution No. 94/7, the *ECMT Acquis* also includes more specific Resolutions, namely:

- **Resolution No. 62 of 1987 on international standards in information exchange**, which recommends that trade or transport related information exchange use the TDED directory and comply with the EDIFACT message construction rules.
- **Resolution No. 91/7 on remote automatic debiting systems for the collection of road tolls**, which recommends that such systems be standardised.

CONCLUSION

Based on the previous elements, the ECMT Acquis on 1st January 2003 is recapitulated in the Acts of the ECMT found in annex to this document.

ANNEX

ACTS OF THE COUNCIL OF MINISTERS “ECMT ACQUIS”

1. Founding text

PROTOCOL concerning the **European Conference of Ministers of Transport (ECMT)** signed in Brussels on 17th October 1953.

Final Act. Protocol. Rules of Procedure, ECMT Publication, 1999.

2. International Agreements

CONSTITUENT ACTS of **EUROFIMA** -- European Company for the Financing of Railway Rolling Stock – signed in Berne on 20th October 1955.

Paris, ECMT Publication, 1955.

AGREEMENT on the **International Carriage of Passengers by Road** by means of occasional Coach and Bus Services (**ASOR**) – signed in Dublin on 26th May 1982.

Official Journal of the European Communities. Legislation. L 230, Vol. 25,
5th August 1982, Luxembourg.

3. General Transport Policy

JOINT STATEMENT of ECMT Ministers of Transport.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1997, (44th Annual Report).

4. Market integration

RESOLUTION No. 95/1 on **Access to the European Transport Markets**.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1995, (42nd Annual Report).

RESOLUTION No. 99/1 on the **Integration of European Inland Transport Markets**.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1999, (46th Annual Report).

Other Documents:

Recommendation on the **framework for bilateral agreements** in road transport.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1997, (44th Annual Report).

5. Trade facilitation

RESOLUTION N° 50 on the **Removal of Obstacles** to International Goods Transport.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1984, (31st Annual Report).

RESOLUTION No. 94/5 on **Removal of Obstacles** at Border Crossings for International Road Goods Transport.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1994, (41st Annual Report).

RESOLUTION No. 99/2 on the **Removal of Obstacles** at Border Crossings for International Goods Transport.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1999, (46th Annual Report).

Other Documents:

Resolution No. 2002/3 on Simplification of Procedures for Issuing **Visas** for Professional Drivers.
Annual Report 2002.

6. Road Freight Transport

CONSOLIDATED RESOLUTION No. 2000/1 on the rules to be applied for **International Freight Transport by Road**.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports Approved in 2000, (47th Annual Report).

Other Documents:

Declaration on the Transport of **Livestock**.

Activities of the Conference. Documents approved by the Council of Ministers of Transport in 1996, (43rd Annual Report).

7. Multilateral Quota

RESOLUTION No. 26 concerning the Actual Coming into Force of a **Multilateral Quota** for International Transport of Goods by Road.

20th Annual Report and Resolutions of the Council of Ministers, 1973.

RESOLUTION No. 55 concerning the Establishment of a System of **Short-term Licences** valid for 30 Days under the **Multilateral Quota** for the International Transport of Goods by Road.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1985, (32nd Annual Report).

RESOLUTION No. 92/1 on the ECMT **Multilateral Quota** of Licences for the International Transport of Goods by Road for Hire or Reward.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1992, (39th Annual Report).

RESOLUTION No. 95/4 on the **Introduction of the Greener and Safe Lorry** in the Context of the Multilateral Quota System.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1995, (42nd Annual Report).

AGREEMENT on the Evolution of the Quota.

Document CEMT/CM(2001)7/Final, 2001.

GUIDE for Government Officials and Carriers on the Use of the ECMT **Multilateral Quota**.

ECMT-IRU Publication, May 2002.

8. Road Passenger Transport

RESOLUTION No. 95/2 on **International Passenger Transport** by Buses and Coaches.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1995, (42nd Annual Report).

9. Rail Transport

CONSOLIDATED RESOLUTION No. 23 on Short-Term Measures to Improve International **Rail Service**.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1985, (32nd Annual Report).

RESOLUTION No. 2002/1 on the **Development of European Railways**.

Annual report 2002.

Other Documents:

Resolution No. 10 concerning the **Financial Situation** of the Railways.
Resolutions, V, 1957.

Resolution No. 16 concerning the Development of the Concept of **Public Service** in the Railways.
15th Annual Report and Resolutions of the Council of Ministers, 1968.

10. Inland Waterways

RESOLUTION No. 10 on Inland Waterways and **Inland Waterway Shipping**.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1983, (30th Annual Report).

RESOLUTION No. 11 on Transport by **Inland Waterways**.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1989, (36th Annual Report).

RESOLUTION No. 92/2 on New Classification of **Inland Waterways**.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1992, (39th Annual Report).

REPORT on possible Actions to strengthen the **Role of Inland Waterways**.

Document CEMT/CM(2002)4, 2002.

11. **Combined Transport**

RESOLUTION No. 67 on Dimensions of **Loading Units**.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1989, (36th Annual Report 1989).

RESOLUTION No. 91/9 on the Dimensions of **Loading Units** (Containers and Swap Bodies).

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1991, (38th Annual Report).

CONSOLIDATED RESOLUTION No. 2002/2 on **Combined Transport**.

Annual Report 2002.

12. **Urban Transport**

KEY MESSAGES for Governments - Implementing **Sustainable Urban Transport** Policies.

Document CEMT/CM(2001)12/FINAL, 2001 ; ECMT Publication, 2002.

Other Documents:

Resolution No. 15 on **Urban Transport** Problems.

Resolutions, XV, 1965.

Resolution No. 21 concerning Measures to be Taken for Improving **Urban Transport**.

16th Annual Report and Resolutions of the Council of Ministers, 1969.

Resolution No. 26 concerning Measures to be Taken for Better Co-ordination of **Urban Transport**.

18th Annual Report and Resolutions of the Council of Ministers, 1971.

Resolution No. 40 on **Subsidisation of Urban Public Transport**.

Resolutions of the Council of Ministers of Transport and Reports approved in 1979, Vol. II, (26th Annual Report).

13. **Infrastructure**

RESOLUTION No. 93/2 on **Infrastructure** in a Pan-European Context.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1993, (40th Annual Report).

RESOLUTION No.97/1 on **Transport and Infrastructure Development**.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1997, (44th Annual Report).

14. **Payment for the use of infrastructure**

RESOLUTION No. 49 on the Allocation of **Infrastructure Costs**.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1983, (30th Annual Report).

RESOLUTION No. 98/1 on the Policy Approach to **Internalising the External Costs** of Transport.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1998, (45th Annual Report).

RECOMMENDATIONS on **Public-Private Partnerships (PPPs)** in Transport Infrastructure Financing.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1999, (46th Annual Report).

RESOLUTION No. 2000/3 on **Charges and Taxes** in Transport, particularly in International Road Haulage.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 2000, (47th Annual Report).

15. Transport and the Environment

RESOLUTION No. 47 on Transport and the **Environment**.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1983, (30th Annual Report).

RESOLUTION No. 66 on Transport and the **Environment**.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1989, (36th Annual Report).

DECISION on **Sustainable Development**.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 2000, (47th Annual Report).

Other Documents:

Resolution No. 14 concerning Measures to Reduce **Town Traffic Noise**.
Resolutions, XIII, 1963.

Resolution No. 25 concerning Vehicle **Noise** Levels.
19th Annual Report and Resolutions of the Council of Ministers, 1972.

Resolution No. 61 on **Dangerous Goods** Databases.
Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1987, (34th Annual Report).

Resolution No. 64 on the More Rapid Introduction of **Lead-free Petrol** into Europe.
Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1988, (35th Annual Report).

Resolution No. 91/5 on the **Power and Speed** of Vehicles.
Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1991, (38th Annual Report).

Resolution No. 93/3 on reducing Transport's Contribution to **Global Warming**.
Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1993, (40th Annual Report).

Joint Declaration of the ECMT and the Vehicle Manufacturing Industry on Reducing **Carbon Dioxide Emissions** from Passenger Vehicles in ECMT Countries, signed in Vienna on 8 June 1995.
Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1996, 42nd Annual Report).

Resolution No. 99/6 on Phasing out **Lead** in Petrol.
Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1999, (46th Annual Report).

16. Access and Inclusion

CHARTER on Access to Transport Services and Infrastructure.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1999, (46th Annual Report).

A GUIDE to **good practice** – Improving transport for people with mobility handicaps.
ECMT Publication, 1999.

CONSOLIDATED RESOLUTION No. 2001/3 on Accessible Transport.
Annual Report 2001.

17. Road Safety

Principal **ACTIONS** of ECMT in the field of **Road Safety**.
ECMT Publication, 1994.

ECMT KEY RECOMMENDATIONS on Road Safety.
Annual Report 2002.

RECOMMENDATIONS on Safety on Rural Roads in Europe.
Document CEMT/CM(2002)11/FINAL, 2002.

Other Documents:

Resolution No. 33 concerning the Problem of Young **Children** carried in Front Seats of Motor Vehicles.
22nd Annual Report and Resolutions of the Council of Ministers, 1975.

Resolution No. 39 on the Road Safety of **Children and Young People**.
Resolutions of the Council of Ministers of Transport and Reports approved in 1979, Vol. II, (26th Annual Report).

Resolution No. 46 on Measures to Reduce the Accident Risks of **Young Drivers**.
Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1985, (32nd Annual Report).

Resolution No. 50 on Road Safety of **Children**.
Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1987, (34th Annual Report).

Resolution No. 91/3 on the Improvement of Road Safety for the **Elderly**.
Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1991, (38th Annual Report).

18. **Crime in Transport, Terrorism and Security in Transport**

RESOLUTION No. 97/2 on **Crime and Fraud** in International Transport.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1997, (44th Annual Report).

RESOLUTION No. 99/3 on **Crime** in Transport.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1999, (46th Annual Report).

CONCLUSIONS AND RECOMMENDATIONS on Combating **Crime in Transport**.

Document CEMT/CM(2001)18/FINAL, 2001.

DECLARATION on combating **Terrorism** in the field of Transport.

Annual Report 2002.

Other Documents:

Resolution No. 58 on **Aviation Security**.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1986, (33rd Annual Report).

19. **New Technologies**

RESOLUTION No. 62 on International Standards in Information Exchange.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1987, (34th Annual Report).

RESOLUTION No. 91/7 on Remote Automatic Debiting Systems for the **Collection of Road Tolls**.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1991, (38th Annual Report).

CONSOLIDATED RESOLUTION No. 94/7 on the Use of **New Information Technology** in the Field of Transport.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1994, (41st Annual Report).

STATEMENT OF PRINCIPLES OF GOOD PRACTICE concerning the Ergonomics and Safety on **in-Vehicle Information Systems**.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1994, (41st Annual Report).

Other Documents:

Resolution No. 49 on **Road Vehicle Communications**.

Activity of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1987, (34th Annual Report).

Resolution No. 91/4 on Standards for **Traffic Messages Broadcast** using the Radio Data System Traffic Message Channel.

Activities of the Conference. Resolutions of the Council of Ministers of Transport and Reports approved in 1991, (38th Annual Report).