

ANNUAL REPORT

2002

The logo consists of the letters 'ECMT' in a bold, white, sans-serif font. The letters are stylized with thick strokes and a modern, geometric feel. The 'E' has a horizontal bar that extends to the left. The 'C' is a simple, rounded shape. The 'M' has a vertical bar on the right side. The 'T' has a horizontal bar at the top and a vertical bar on the right side. The logo is set against a background of blurred, colorful streaks in shades of purple, green, and blue, suggesting motion and energy.

ECMT

EUROPEAN CONFERENCE
OF MINISTERS OF TRANSPORT

2002 IN PERSPECTIVE



Jack Short
Secretary General

The year 2002 was a busy period of transition for ECMT. On the one hand, the changes following my appointment as Secretary General in 2001 were put in place. These included Alain Rathery taking up duty as Deputy Secretary-General, the recruitment of Andreas Kopp, the new Head of the Economic Research Unit as well as strengthening our abilities to co-operate with very new Member Countries. On the other hand, ECMT is approaching its 50th Anniversary and this important milestone provides a valuable opportunity to review carefully ECMT's role and work.

This review on the future of ECMT, currently in its second year, covers all aspects of the Organisation's structures and activities, including its geographical coverage, the scope of the work, the relations with other organisations and the decision-making processes. The fundamental question that the Review Group is grappling with is how best ECMT can serve governments and society in our rapidly changing world. Transport too is changing but remains a vital underpinning to economies and societies and is crucial to globalisation and to what is called the new economy. For ECMT to continue to be of maximum value, it must be able to respond to new challenges in the sector, and more specifically, to institutional changes in Europe. I feel confident that we will be able meet these challenges.

The Annual Ministerial Session was held in Bucharest, Romania, in May and was excellently organised and hosted by Minister Tudor Mitrea.

The Agenda featured some specifically European issues such as the development of ECMT Multilateral Quota system and Railway Reform in Europe but also questions of more global interest like Road Safety and Terrorism and Security in Transport. Ministers agreed Resolutions or took decisions on these and other topics. The details are set out in this publication.

A declaration adopted on Terrorism in Transport by all the countries present was a response from the Ministers of Transport to the events of September 11 2001. Since September 11, transport as a whole and aviation in particular have taken significant steps to improve security and lessen the threat of terrorist attack. Ministers noted in Bucharest that while modes other than aviation and maritime have been less dynamic in seeking security solutions in this post-September 11 climate, they agreed that the security challenge does encompass all modes and involves links throughout the entire transport chain. Ministers are concerned, however, that security measures are cost effective and do not disrupt unduly the movements of goods and people on which our economies depend. ECMT's follow-up work will focus on better discerning how policy can help to better strike this balance between necessary security measures and economic efficiency. The complete Ministerial declaration and proposed follow-up actions are set out inside.

Ministers gave an important impulse to Road Safety work. The toll of deaths and injuries from road crashes is of cataclysmic proportions. Ministers agreed that ECMT should adopt a new, stronger approach to the problem based on clearer objectives and more analytic work on effective policy making. Specifically, an indicative target to reduce fatalities by 50% between 2000 and 2012 in the ECMT area was agreed. This ambitious aim will help focus increased attention on the question, an absolute necessity in many Member Countries.

A Resolution on Railways updates and consolidates previous Recommendations on the topic and provides a framework for the development and modernisation of railways across the continent which is consistent with but goes further in some respects than what is being developed in the European Union. Implementation of this Resolution will contribute to meeting the aim stated by Ministers to make optimum use of Rail and Inland Waterways in international traffic.

Malta was welcomed as the Organisation's 42nd Member when the Council unanimously agreed on its application for full Membership. ECMT Membership now encompasses virtually the entire continent.

An important high level regional Seminar for the Caucasus took place in April, hosted by Minister Adeishvili in Tbilisi. The Caucasus is an important strategic area for Transport but one which has been undermined by conflict. The event was organised jointly with the World Bank and provided an opportunity to examine the specific problems facing the different modes as well as investment, border crossings and other difficulties. Close co-operation between the three Countries concerned will benefit the region and the international bodies present agreed to contribute in the future by organising similar events.

ECMT's Research Activities continued its tradition of tackling new or politically urgent subjects in an independent way. A Round Table on Transport and Exceptional Public Events like major concerts or sporting events addressed a topic that had not been considered before but which can give very important lessons to public transport operators and local authorities. A Round Table on Vandalism, Terrorism and Security in Public Transport dealt with a subject of vital current interest to operators and public authorities. More details on these and on the other Round Tables are included inside. These events form an important part of ECMT's role as a think tank, both to identify emerging issues for policy discussion and also to subject conventional wisdom to rigorous examination.

The reports and decisions submitted to the Ministers and Deputies are drafted and refined in ECMT's various Working Groups, and this report provides more information and links to their aims and outputs. The Groups are the soul of the ECMT and the Secretariat would like to thank, especially the Chairs, but also the many Delegates who participate constructively and actively in our work, thereby creating a network for co-ordination and co-operation across the continent.

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ABOUT ECMT

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 31st December 2002, there are 42 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 Units: Transport Policy, Economic Research and Statistics, and Communications and Administration.



**Under the Chairmanship of Mr. Miron Tudor MITREA,
Romanian Minister for Public Works, Transport and Housing
and chairman-in-office of the Conference,
the ECMT Council of Ministers held its 86th Session
on 29th-30th May 2002 in Bucharest.**



B U C H A R E S T 2 0 0 2

THE BUCHAREST COUNCIL IN BRIEF

Adhesion of Malta

The Council of Ministers has given a positive answer to the request of **Malta** to become a full Member of ECMT. This brings the number of full Member countries to 42.

Modal Shift

- The Council of Ministers took note of a report which proposes a package of measures to promote a **sustainable balance between inland transport modes**.
- Ministers also adopted two Resolutions: a Resolution on the **Development of European Railways** which sets out a policy framework for the regulation of railways in ECMT member countries and a consolidated Resolution on **Combined Transport** that brings together all Resolutions and Recommendations on combined transport adopted by the ECMT Council of Ministers.
- Ministers discussed a report on Possible Actions to **strengthen the role of inland waterways**.

Road Transport

Three main subjects were on the agenda of the Council:

- **Social aspects related to international road haulage:** the Council of Ministers examined a report on social dumping in the ECMT area. This report shows that questionable practices are currently developing in transport and recommends measures such as the definition of a procedure for the exchange of information on infringements to existing regulations on driving and rest times, and the harmonisation of contracts required for international subcontracting.
- **Multilateral quota:** Ministers discussed a progress report on possible restructuring of the multilateral quota.
- **Visas for professional drivers:** The Council of Ministers adopted a Resolution on simplification of procedures for using visas for professional drivers by reducing formalities, reducing time for obtaining visas and also by promoting the insurance of multiple visas valid for one year.

Road Safety

The Council took note of a report on **Recent Trends in Road Accidents and Policy Issues**, which recommends, among other measures, the setting up of specific quantitative targets for road safety such as the reduction of 50% of the number of deaths in road accidents for all ECMT Member countries over the next 10 years. The Council also adopted a series of Recommendations on **Safety on Rural Roads** and a document which brings together all the Resolutions and Recommendations previously adopted on Road Safety by the ECMT Council of Ministers.

Transport Security and Terrorism

The Council of Ministers took note of the contents of a report on counter-terrorism actions in transport following the September 11 attacks and on key policy issues. Ministers adopted a **Declaration on Combating Terrorism in Transport** by which they agree to promote a co-ordinated intermodal approach to security in the transport sector.

Transport Infrastructure in the Balkans

Ministers were advised of the outcome of a regional study on **transport infrastructure in the Balkans**. This study identifies major international and regional routes in the region, defines a coherent medium-term network and selects short-term priority projects.

Future Direction of the ECMT

An interim report on the **future role of the ECMT** was submitted to the Council of Ministers which adopted a series of recommendations formulated in this document and dealing with issues such as the scope of the ECMT's competence, its geographical coverage, the organisation of ministerial sessions and the status of Resolutions.

New Bureau

The Council of Ministers elected its Officers who took up their duties on 1st July 2002 for a period of 12 months. The Minister for Mobility and Transport of **Belgium** was elected Chairperson of the Conference. The Minister for Transport of **Slovenia** and the Minister of Transport of **the Russian Federation** were respectively elected First and Second Vice-Chairmen.

Next Session

The next session of the Council of Ministers will take place in Brussels (Belgium) in April 2003. This session will be marked by the celebration of the 50th anniversary of the ECMT.

MINISTERIAL DOCUMENTS

Documents indicated in blue are available from the web at:

<http://www.oecd.org/CEM/topics/council/index.htm>

MODAL SHIFT

Developing a Sustainable Balance between Substitutable Modes of Freight Transport	CEMT/CM(2002)1
Resolution on the Development of European Railways	CEMT/CM(2002)2
Consolidated Resolution on Combined Transport	CEMT/CM(2002)3
Possible Actions to strengthen the Role of Inland Waterways	CEMT/CM(2002)4
National Measures to develop Combined Transport	CEMT/CM(2002)5
Conclusions of the Seminar: "The Inland Waterways of Tomorrow on the European Continent"	CEMT/CM(2002)6
<i>Available at: www.oecd.org/cem/topics/waterways/Paris02.htm</i>	

ROAD TRANSPORT

The social dimension in Road Transport	CEMT/CM(2002)7
Restructuring the Multilateral Quota: Progress Report	CEMT/CM(2002)8
Resolution on Simplification of Procedures for Issuing Visas for Professional Drivers	CEMT/CM(2002)9
Recent Trends in Road Accidents and Policy Issues	CEMT/CM(2002)10
Recommendations on Safety on Rural Roads in Europe	CEMT/CM(2002)11
Social Aspects: Implementation of Resolution No. 2001/2	CEMT/CM(2002)12
Social Dumping in the ECMT Area: the Case of Road Freight Haulage	CEMT/CM(2002)13
Past, Present and Future Road Safety Work in ECMT	CEMT/CM(2002)14
Safe and Sustainable Transport – A Matter of Quality Assurance	CEMT/CM(2002)15
<i>To be published in February 2003</i>	

ECMT Key Recommendations on Road Safety CEMT/CM(2002)16

Safety on Rural Roads in Europe:
Strategies for improvement CEMT/CM(2002)17

TRANSPORT SECURITY AND TERRORISM

Summary Note and Declaration CEMT/CM(2002)18

Note on Actions and Policy Issues CEMT/CM(2002)19

TRANSPORT INFRASTRUCTURE REGIONAL STUDY (TIRS) IN THE BALKANS

Main Political Messages and Executive Summary CEMT/CM(2002)20

FUTURE DIRECTION OF ECMT

Executive Summary for Ministers CEMT/CM(2002)21

Report CEMT/CM(2002)22

ITEMS FOR INFORMATION ("A" POINTS)

Conclusions and Recommendations of
the International Conference "Intelligent Transport Systems
in Central and Eastern European Countries"
Available at: www.oecd.org/cem/topics/ceec/ceecdoc.htm CEMT/CM(2002)23

Regional Ministerial Transport Conferences:
Declaration for Black Sea Transport Conference
Available at: www.oecd.org/cem/topics/region/index.htm CEMT/CM(2002)24

Summary and Conclusion of Meeting of Ministers
of three South-Caucasus States
Available at: www.oecd.org/cem/online/Tbilisi02/index.htm CEMT/CM(2002)25

Activities of the European Union CEMT/CM(2002)26

Activities of the UN-ECE CEMT/CM(2002)27

LIST OF HEADS OF DELEGATIONS AT THE 2002 COUNCIL SESSION

MEMBER COUNTRIES

ALBANIA

Mr. Maqo LAKRORI, Minister of Transport and Telecommunications

AUSTRIA

Mr. Christian WEISSENBURGER, Director General, Federal Ministry of Transport, Innovation and Technology

AZERBAIJAN

Mr. Javansir MAMMADOR, First Vice-President, State Concern "Azerautonagliyyat"

BELARUS

Mr. Mikhail BOROVOI, Ministre des Transports et des Communications

BELGIUM

Mrs Isabelle DURANT, Ministre des Communications et de l'Infrastructure

BOSNIA AND HERZEGOVINA

Mr. Svetozar MIHAJLOVIC, Minister of Civil Affairs and Communications

BULGARIA

Mr. Plamen PETROV, Minister of Transport and Communications

CROATIA

Mr. Mario KOVAC, Minister of Maritime Affairs, Transport and Communications

CZECH REPUBLIC

Mr. Jaromir SCHLING, Minister of Transport and Communications

DENMARK

Mr. Flemming HANSEN, Minister of Transport

ESTONIA

Mr. Margus LEIVO, Secretary General, Ministry of Transport and Communications

FINLAND

Mr. Kimmo SASI, Minister of Transport and Communications

FYR MACEDONIA

Mr. Ljupco BALKOVSKI, Minister of Transport and Communications

FRANCE

Mr. Pascal MIGNEREY, Sous-Directeur de la Stratégie et des Politiques Intermodales, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer

GEORGIA

Mr. Giorgi NIJARADZE, First Deputy Minister, Ministry of Transport and Communications

GERMANY

Mr. Stephan HILSBURG, Parliamentary State Secretary, Ministry of Transport, Building and Housing

GREECE

Mr. Ionnis KONSTANTINIDIS, Secretary General, Ministry of Transport and Communications

HUNGARY

Mr. Zoltan KAZATSAY, Deputy State Secretary of Transport, Ministry of Economic Affairs and Transport

ICELAND

Mr. Sturla BODVARSSON, Minister of Communications

IRELAND

Mrs. Mary O'ROURKE, Minister, Department of Public Enterprise

ITALY

Mr. Fabio CROCCOLO, Directeur des affaires internationales, Ministère de l'Infrastructure et des Transports

LATVIA

Mr. Anatolijs GORBUNOV, Minister of Transport

LIECHTENSTEIN

Ms. Rita KIEBER-BECK, Minister of Transport and Communications

LITHUANIA

Mr. Zigmantas BALYCITIS, Minister of Transport and Communications

LUXEMBOURG

Mr. Guy STAUS, Attaché de Gouvernement, Ministère des Transports

MALTA

Mr. Censu GALEA, Minister for Transport and Communications

MOLDOVA

Mr. Anatol CUPTOV, Minister of Transport and Communications

NETHERLANDS

Mrs. Tineke NETELENBOS, Minister of Transport, Public Works and Water Management

NORWAY

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

POLAND

Mr. Marek POL, Vice Prime Minister, Minister of Infrastructure

PORTUGAL

Mr. Jorge JACOB, Directeur Général des Transports Terrestres, Ministère des Travaux Publics, des Transports et du Logement

ROMANIA

Mr. Miron MITREA, Minister of Public Works, Transport and Housing

RUSSIAN FEDERATION

Mr. Anatoliy P. NASONOV, First Deputy Minister of Transport, Ministry of Transport

SLOVAKIA

Mr. Jozef MACEJKO, Minister of Transport, Posts and Telecommunications

SLOVENIA

Mr. Jakob PRESECNIK, Minister of Transport and Telecommunications

SPAIN

Mr. Benigno BLANCO RODRIGUEZ, State Secretary (Deputy Minister),
Ministry of Public Works and Transport (FOMENTO)

SWEDEN

Mr. Bengt K-A JOHANSSON, Ambassador, Ministry of Industry, Employment and Communications

SWITZERLAND

Mr. Moritz LEUENBERGER, Minister, Federal Counsellor, Head of the Department of
Environment, Transport, Energy and Communications (DETEC)

TURKEY

Mr. Munir KUTLUATA, Under Secretary, Ministry of Transport

UKRAINE

Mr. Semen KROL, Deputy State Secretary, Ministry of Transport

UNITED KINGDOM

Mr. John STEVENS, Divisional Manager for Europe and International Division,
Department for Transport, Local Government and the Regions

FEDERAL REPUBLIC OF YUGOSLAVIA

Mr. Bozidar MILOVIC, Minister of Transport and Telecommunications

ASSOCIATED COUNTRIES

CANADA

Mr. William ELLIOTT, Assistant Deputy Minister, Safety and Security, Transport Canada

JAPAN

Mr. Jiro HANYU, Vice-Minister for Transport and International Affairs, Ministry of Land,
Infrastructure and Transport

KOREA

Mr. Won Sik LEE, First Secretary, Permanent Delegation of Korea to the OECD

UNITED STATES

Mrs. Ellen ENGLEMAN, Administrator - Research and Special Programs, Administration,
U.S. Department of Transportation

OBSERVER COUNTRIES

ARMENIA

Mr. Andranik MANUKYAN, Minister of Transport and Communication

MOROCCO

Mr. Abdesselam ZENINED, Ministre du Transport et de la Marine Marchande

RESOLUTION No. 2002/1 ON THE DEVELOPMENT OF RAILWAYS

[CM(2002)2/FINAL]

The ECMT Council of Ministers meeting in Bucharest in 2002:

REAFFIRMING that the aim of railway reform is to improve effectiveness, quality and economic efficiency in the provision of rail services and foster growth in rail markets whilst ensuring high standards of safety;

HAVING REGARD TO report CEMT/CM(2000)20 on railway reform and in particular its emphasis on improving the quality of European rail services through both competition and alliances, replacing national frontiers with a more commercial logic in creating continent-wide rail markets;

RECALLING Resolution 93/6 on the development of international rail transport and Resolution 99/2 on the removal of obstacles at border crossings for international goods traffic, and the emphasis that both place on ensuring the legal independence and managerial autonomy of rail businesses to make commercial decisions in an international market environment;

RECOGNISING:

- that the need for regulation differs by rail market;
- that the main task for railway reform is to achieve balance in fostering competition through regulatory intervention whilst otherwise fostering management freedom to run businesses commercially and maintaining an effective interface between infrastructure management and train operations;
- the need for a predictable regulatory environment to minimise regulatory risk;

CONSIDERING that the core regulatory tasks for government in the rail sector are:

- ensuring fair conditions for inter-modal competition;
- ensuring high standards of safety;
- ensuring transparency and accountability in the use of public funds;
- ensuring a stable environment for the long term investments that characterise rail systems;

- preventing pricing abuses in captive rail service markets (few in Europe);
- ensuring fair conditions for intra-modal competition, where such competition is feasible;
- creating incentives both to reduce costs and improve quality of service in both train operations and infrastructure management;
- providing for public service requirements;

AGREE to co-operate in developing a policy framework:

- that fosters improvement in the quality of rail services, in terms of reliability and seamless international operation and marketing – this raises specific issues of competition and interoperability addressed below;
- that creates more efficient conditions for road-rail inter-modal competition, notably by gradually reforming the structure of taxation for road haulage;
- that contains the costs of implementation, minimises the administrative burdens imposed on train operators and infrastructure managers, and avoids unnecessary intrusion into the management of commercial rail enterprises;

A ON INTEROPERABILITY AND BORDER CROSSINGS

MINDFUL OF:

- the convention concerning international carriage by rail (COTIF) and its uniform rules for technical admission of railway material used in international traffic (ATMF) and uniform rules concerning validation of technical standards (APTU);
- EU Directive 2001/16/EC on the interoperability of the trans-European conventional rail system and Directive 96/48/EC on the interoperability of the trans-European high speed rail system;

CONSIDERING that all cost effective measures to cut delays to international rail services at national borders should be pursued as a matter of urgency and that these include:

- training of drivers, crew, and traffic control staff to facilitate international operations in relation to language skills and operational rules and procedures and particularly those related to safety;
- better co-ordinated investment planning across borders, particularly in respect to locomotives, rolling stock, signalling and control and safety systems – the international co-operation developing between railways in this area is welcome and should be sustained;

REITERATE the recommendations of Resolution 99/2 on the removal of obstacles at border crossings for international goods traffic, covered also in the draft Consolidated Resolution on Combined Transport CEMT/CM(2002)3, whereby they agreed:

- that railways should take prompt action to reduce delays in international freight services as far as is cost effective and in accordance with internationally agreed targets under the UN/ECE agreement on international combined transport (AGTC, where 30 minutes is foreseen as the maximum border stop) and UN/ECE Resolution 248 on the border stopping time of shuttle trains (which sets a maximum limit of 60 minutes in total and 30 minutes for each station either side of a border crossing point);
- that efforts should be made to transfer, as far as possible, non-railway procedures (such as customs formalities) to origin and destination stations instead of borders;
- that where customs inspections remain at borders these should be done jointly by the authorities of the two countries concerned;
- to increase the management independence of railway companies in regard to their international operations in the broadest sense so that decisions related to improving border crossings (e.g. rationalising marshalling operations, merging marshalling yards on either side of borders, purchasing multi-current locomotives or dual gauge rolling stock, building track or transshipment stations) can be made on a commercial basis in an international market environment;
- in cases where governments continue to exercise control in the management of railway operations, to eliminate unnecessary shunting and marshalling as far as possible at all points en route (not only at borders);
- to consider possible roles in co-ordinating and providing support to railways in developing adequate integrated information technology systems for transmitting data, on train operations and freight consignments, between networks;
- that Ministers of Transport exercise as much influence as possible, in co-operation with their relevant Ministerial colleagues, to take forward these recommendations as a matter of urgency, with a view to achieving the removal of all unnecessary obstacles to transport on priority corridors by the year 2005;

AGREE also:

- to develop simplified customs procedures, in collaboration with the competent authorities, for new entrants in international rail markets equivalent to those enjoyed by national railways in the past;
- to encourage international co-operation between infrastructure managers and between train operators to foster cost effective planning, purchasing and investment decisions in relation to international traffic, and also in this respect, not hinder mergers and other commercial alliances where consistent with competition law and national policies towards the creation of competition in rail markets.

B ON INTRA-MODAL COMPETITION AND RAILWAY COMPETITIVENESS

HAVING REGARD TO report CEMT/CM(2000)20 on railway reform and in particular its conclusions that there is no single model for regulatory reform that can be applied to all railways;

MINDFUL OF EU Directives 91/440/EEC and 2001/12/EC on the development of the Community's railways, 95/18/EC and 2001/13/EC on the licensing of railway undertakings and 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification;

RECALLING the OECD Council Recommendation of 2001 concerning structural separation in regulated industries;

CONSIDERING that in order for rail companies to provide services that are competitive with other modes, developing quality of service according to the price different market segments can bear, regulatory frameworks must provide incentives for efficiency and investment both in train operations and infrastructure management;

OBSERVING:

- that intra-modal competition can stimulate gains in efficiency, quality of service improvements and innovation;
- that intra-modal competition is most effective when it is conducted in transparent and non-discriminatory terms or, as in some Associate Member countries, between operators that each own infrastructure;

NOTING that certain existing or potential railway customers seek to enter European rail markets on their own account, and that these companies require – where access rights are provided under national and/or European Community law – equitable conditions for access to infrastructure capacity;

RECOGNISING:

- that measures to promote non-discriminatory access to rail infrastructure can include separation of the legal responsibility for allocating capacity from the incumbent rail operator and in any case require independent regulatory intervention to prevent discrimination regardless of the distribution of legal responsibilities for allocation;
- that in EU Member States such separation of responsibilities is required by Community law;
- that, even where structural separation has been established, it is necessary to prevent discriminatory behaviour, and fair competition has to be supervised by independent bodies;

- that discrimination can be prevented without structural separation in some markets, backed by the safeguard of intervention through independent bodies when necessary, notably where there is competition between vertically integrated companies that each own infrastructure to which other operators require access and also where markets can be served by parallel or equivalent routes owned by different companies;
- that where there is no potential for competition between vertically integrated companies, separating authority for the allocation of infrastructure capacity is important if non-discriminatory access to rail infrastructure is to be achieved and it may also be necessary to separate train path time-tabling from the incumbent operator;

RECOGNISING also:

- that "competition" for infrastructure capacity not only concerns operators competing for the same business but also different types of train service "competing" for train paths and that maintenance possessions also "compete" for capacity allocation;
- that decisions on the allocation of capacity should seek to reflect the economic value of conflicting demands for train services;
- and that where allocation is regulated, the regulatory system should be designed to help reveal the economic value of competing services and ensure neutrality in allocation decisions, including where the demands of train operators are in conflict with the interests of infrastructure management in programming maintenance and other track possessions;

ACKNOWLEDGING that certain Member countries have taken measures at national level to extend existing access rights, for example, to enable the entry of new train operators in domestic rail markets or to enable cabotage to be undertaken by operators carrying freight traffic internationally;

AGREE:

with regard to rights of access and to regulatory authorities

- to act at a national level to ensure that competition for rail markets and, where access rights exist, in rail markets is conducted in transparent and non-discriminatory terms, and to this end consider creating independent national bodies with powers to take up issues of discrimination in relation to access to infrastructure on their own initiative and a duty to adjudicate in cases of dispute;
- to ensure that, where rights of access exist – without prejudice to regulations on licensing railway undertakings and safety certification, and whilst recognising the case for limiting competitive entry against services receiving compensation under public service obligations – conditions of competitive neutrality are established for train operators that seek to enter

international rail markets, and to that end to vest powers in competition or rail regulatory authorities to prevent discriminatory behaviour in the award of access to infrastructure capacity and pricing of the use of infrastructure;

- to ensure that national, and any eventual international, rail regulatory agencies have a clear duty to promote the overall efficiency and competitiveness of the rail sector and that these bodies acquire the expertise to fulfil this duty in conjunction with the narrower legal tasks of enforcing competition rules;

with regard to the interface between infrastructure and train operations

- that where infrastructure management is separated from train operations, organisational arrangements avoid unnecessary fragmentation and limit the risks and costs – both financially and in terms of safety – in managing the train operations-infrastructure interface, with clear identification of responsibilities in this respect;
- that where infrastructure management is separated from train operations, organisational and regulatory arrangements create appropriate incentives for promoting safety, improving the quality of train services and maintaining and investing in infrastructure;
- that restructuring should be phased to ensure new contractual relationships can develop adequately in step with structural change, in order that business is not lost through serious or persistent disruption to the delivery of train services, maintenance of infrastructure or the guarantee of safety standards;

with regard to infrastructure charges

- that discrimination in the charges applied to different operators in the same market seeking the same kind of train path and infrastructure service is to be prevented;
- that, conversely, price discrimination according to train characteristics (such as axle weight) is essential to cost effective infrastructure provision, and price discrimination between market segments is appropriate where infrastructure charges are required to remunerate past or future investment or otherwise cover more than marginal costs;
- that infrastructure pricing regulations designed to prevent discrimination between train operators seeking similar infrastructure services should not result in the elimination of incentives for efficiency in charging systems and in particular do not prevent the adoption of two part tariffs designed to promote efficient development of infrastructure;
- that elements in infrastructure charges related to marginal costs must provide incentives for train operators to reduce those costs (for example through improved design of rolling stock) and not simply match revenues to costs – this applies particularly to wear and tear and to costs related to the environment and accidents;

- that where train operations are separated from infrastructure management, regulatory frameworks, particularly in regard to pricing, should provide incentives for infrastructure managers to maximise efficiency, to invest cost effectively to meet the demands of all their customers, and provide infrastructure services that promote the competitiveness of train services with respect to other modes;
- to co-operate to encourage companies across Europe responsible for rail infrastructure to develop transparent and non-discriminatory charges that facilitate the marketing of international train operations through a sufficient degree of harmonisation in charging structures and by limiting international "cross-subsidy" through a degree of convergence in the level of charges;

with regard to co-operation between infrastructure managers

- to encourage companies responsible for rail infrastructure to co-operate to enable the efficient allocation of and investment in infrastructure capacity which crosses more than one network and ensure that forums for co-operation between infrastructure managers in developing common procedures include companies across all of Europe, in the interests of developing continent-wide rail markets;
- to co-operate to encourage infrastructure managers to extend the one-stop-shop concept for marketing capacity to networks throughout Europe, in order to facilitate the ability of train operators to supply prompt and complete information on prices and services to potential customers;
- to encourage companies responsible for rail infrastructure to respond rapidly to all requests for train paths;

with regard to freight-to-passenger cross subsidies

- to require unprofitable public services from railways only when adequate public compensation payments are provided and, in step with the introduction of competition in rail freight services, to end cross-subsidies from freight to passenger operations where they persist in some of the newer Member countries;

C ON INTER-MODAL COMPETITION

HAVING REGARD TO report CEMT/CM(2002)1 on developing a sustainable balance between substitutable modes of freight transport;

MINDFUL of the draft Consolidated Resolution on Combined Transport CEMT/CM(2002)3 and the Resolution of 18 January 2001 of the European Parliament on intermodality and intermodal freight transport;

RECALLING Resolution 2000/3 on Charges and Taxes in Transport and especially:

- its observation that transport charges and taxes will be most efficient when based on marginal social costs, including external costs to the extent these can be identified;
- that incentives for efficient development of infrastructure (reflecting capital costs) need to be provided by charging systems, as well as incentives for efficient use of existing networks;
- that fiscal policy is a national prerogative and that although important, efficiency is not the only criteria on which decisions relating to transport charges are made;

CONSIDERING:

- that current divergences from socio-economically efficient charges for the use of transport infrastructure and efficient decision making rules for investments in transport infrastructure have led to underdevelopment of rail systems and excess road traffic in some areas;
- that a shift in freight transport from the roads to rail is indispensable in the interests of promoting sustainable development in specific locations and in particular within the area of the Alpine Convention and in other mountain valleys;
- that significant modal shift will only be achieved by complete packages of measures to:
 - improve the efficiency and quality of rail services and remove obstacles to international rail operations;
 - provide long term finance for railway infrastructure investments;
 - charge goods vehicles for the use of roads on a differentiated territorial basis and at an efficient level;
 - enforce road haulage regulations effectively, particularly in relation to weight limits, safety, driving and working hours with effective verification procedures and sanctions, as recommended in Resolution 2001/2 on Social Aspects of Road Transport;

CONSIDERING also:

- that good multicriteria and cost benefit analyses must be used as the basis for making decisions on infrastructure investment, incorporating appropriate assumptions for the price of using infrastructure that relate to the scarcity value (or congestion costs) of existing infrastructure capacity, in order to avoid major over-investment or under-investment in rail and road capacity;
- that there can be no simple assumption that one mode performs better than others in terms of social and environmental impacts – this depends on specific circumstances – and assessments to demonstrate the way social and environmental benefits are to be delivered by investments or policy changes are an essential basis for any measures designed to promote modal shift;

AGREE to co-operate towards development of an international policy framework that promotes:

- gradual implementation of more efficient transport infrastructure use charges;
- co-ordination of major investments in rail and road infrastructure designed to serve international traffic, for example in the case of tunnels crossing mountain barriers, in order to make efficient use of resources at an international level;

AGREE also, whilst respecting the primary goal to develop a fiscal and financial framework that treats all modes of transport equally efficiently:

- to consider providing transfers to rail infrastructure and combined transport services and, where national law allows, to rail freight operations, where this can achieve benefits (for example in terms of reducing environmental costs and road congestion) by correcting failures in the pricing of road and rail infrastructure that prevent market forces from maximising overall welfare – such transfers should be delivered in a manner that does not discriminate between competing rail companies;
- to co-operate to enable, in specific cases, transfers from revenues raised from road use charges to support major long term rail investments that can make a significant contribution to achieving modal shift, where other sources of finance are not available and where positive socio-economic returns can be demonstrated;

REQUESTS the Committee of Deputies to:

- disseminate this Resolution;
- and monitor the implementation of its recommendations.

Resolution available at: www.oecd.org/cem/resol/rail/index.htm

CONSOLIDATED RESOLUTION No. 2002/2 ON COMBINED TRANSPORT

[CM(2002)3/FINAL]

The Council of Ministers, meeting in Bucharest, on 29 and 30 May 2002,

HAVING REGARD to Resolutions No. 59, No. 65 and No. 67 and reports CEMT/CM(91)25, CEMT/CM(94)13/FINAL, CEMT/CM(95)12, CEMT/CM(96)16, CEMT/CM(98)15/FINAL and CEMT/CM(2000)3/FINAL and their recommendations on actions for promoting combined transport;

CONSIDERING it useful to gather together the essentials of the decisions taken on the subject into a clear and concise reference text, though without replacing the most recent detailed reports [CEMT/CM(95)12, CEMT/CM(98)15/FINAL, CEMT/CM(2000)3/FINAL];

NOTING that other Resolutions adopted by ECMT Ministers, including Resolution 2000/3 on Charges and Taxes in Transport [CEMT/CM(2000)13/FINAL] and the draft Resolution on the development of European Railways [CEMT/CM(2002)2] have a direct effect on the development of combined transport;

CONVINCED that combined transport must play a significant role as an alternative to road haulage in future transport systems in order to meet the environmental and economic requirements for sustainable transport systems;

NOTING the problems that still occur in the field of combined transport, in particular:

- the present failure in setting up and charging for true costs, which distorts competition in favour of road transport at the expense of combined transport, which can be a more environment-friendly transport mode since it includes rail, inland waterways and/or short sea shipping;
- the need to develop not only combined transport by rail and road, but also by inland waterways and short sea shipping, as well as the relevant interfaces (terminals and ports) between those modes;
- problems with terminal facilities and equipment, inter-operability between and within transport modes (including the dimensions of intermodal transport units), overall journey times and punctuality, administrative formalities and rules (including border crossing operations) all of which affect quality of service;
- the general lack of competitiveness of combined transport, both in terms of quality and of costs/prices;

RECALLS that the terms "intermodal", "multimodal" and "combined" are defined in the framework of a terminology related to combined transport adopted by the Council of Ministers of the ECMT in 1992, in perfect agreement with the European Union and the UN/ECE, and which was updated by the three Organisations in 2001;

UNDERLINES:

- That the development of combined transport is not only an important objective of transport policy in many of the Member Countries in its own right, but can contribute to sustainable transport policy;
- That the increase in goods traffic, in particular on roads, in recent years and the growth rates which are forecast may lead to bottlenecks on the principal international and national roads in many countries, and that such bottlenecks already exist on certain links;
- That the competitiveness of combined transport must be improved, both in terms of quality and cost/price;

RECOMMENDS:

That National and International Bodies:

- reinforce, both at national and international levels, co-ordination of the interaction between environmental, land use and transport policies;
- improve the framework for sound development and promotion of combined transport;

With regard to costs and prices

- set up fair competition conditions between the various modes of transport (in particular through internalisation of external costs) as well as to ensure transparency of the conditions of competition between each mode;
- encourage the development of cheaper and more efficient interfaces between modes;

With regard to networks

- implement and ensure compliance with the standards adopted at international level (e.g. the AGTC Agreement* and its Protocol on Combined Transport on Inland Waterways) on the itineraries agreed;
- ensure that regional plans integrate terminal facilities for combined transport into the planning of commercial freight traffic activities and logistics centres, including cases where neighbouring countries are involved, and in that respect make possible investment subsidies for terminals, whilst respecting rules on State aids and competition;

*AGTC = European Agreement on Important International Combined Transport Lines and Related Installations - 1991 UN/ECE.

- concentrate financial efforts in order to eliminate bottlenecks;
- allocate public resources directly or indirectly to infrastructure to improve access to terminals and improve terminal facilities for the handling, storage and processing of Intermodal Transport Units (ITUs), whilst respecting rules on State aids and competition;

With regard to interoperability

- improve the compatibility of the different networks;
- ensure, as far as possible, that obstacles to international combined transport due to shortcomings in infrastructure, transshipment facilities or rolling stock are eliminated by appropriate measures, where net benefits to society can be expected;
- ensure stability in maximum road vehicle dimension limits within the legal framework drawn up by the European Union (Directive 96/53/EC), in order to establish a commonly-agreed basis for standards for combined transport units;
- accelerate improvements in better compatibility between railway information systems and signalling systems to obtain smoother traffic flows, as covered in the draft Resolution on the development of European Railways (CEMT/CM(2002)2);
- support the development of stackable ITUs, suitable for short sea shipping and inland waterway transport;
- promote the use of effective and interoperable electronic information systems to enable exchange of data between transport operators in different Member countries and automatic issuing and processing of transport and accompanying documents, and to provide efficient information to cargo owners, dispatchers and other participants during the transport process;

With regard to financial measures, whilst respecting rules on State aids and competition

- facilitate, through financial and/or fiscal support, initial purchases of transport equipment such as rolling stock or ITUs;
- grant, under present circumstances (as long as transport taxes and charges are not designed to internalise external costs) and with respect to competition rules, financial assistance for certain operational costs or for the initial phase of new combined transport services;
- provide support for measures designed to improve the efficiency and quality of combined transport services;
- grant, wherever possible, part or total exemption from taxes, tolls and fees relating to the use of road infrastructure by vehicles engaged in combined transport operations, especially for initial and terminal hauls;
- attract private capital, which in any case is needed to develop combined transport;

With regard to regulatory measures and controls

- consider the possibility of granting exemptions from certain restrictions and traffic bans usually applied to international road haulage;
- liberalise, at least on the basis of reciprocity, initial and terminal road hauls in international combined transport;
- maintain higher weight limits for the road vehicles used for the transport of ITUs during initial and terminal hauls;
- support all efforts made with a view to reducing, standardising and simplifying the documents used in combined transport;
- make provisions for carrying out customs and border control operations (including veterinary and phyto-sanitary controls) at loading and unloading points, as far as possible, in order to accelerate combined transport operations, achieve shorter delivery times and make combined transport schedules more reliable;
- enforce more rigorously existing road haulage regulations, particularly the regulations on driving and rest times, speed limits and vehicle weights and dimensions and to this end strengthen their control and impose appropriate penalties, so as to ensure greater safety in road traffic and fair competition both within and between modes;

With regard to operations

- take steps to ensure that all modes concerned – rail, inland waterways, short sea shipping – are put on an equal footing in the market for combined transport, by favouring in the first place a better co-operation between networks and by developing at the same time further market opening, with competition between the different operators;
- take steps to improve combined transport quality by securing access to railway networks, as covered in the draft Resolution on the development of European Railways CEMT/CM(2002)2;
- continue the policy of liberalising access to European fluvio-maritime transport networks under non-discriminatory terms and to harmonise and simplify the legal regulations and administrative procedures for this type of transport;

With regard to the monitoring of the market

- take measures to ensure that coherent and reliable statistical data is available;
- carry out on a regular basis, and as precisely as possible, an inventory of bottlenecks that could hinder the development of combined transport;
- encourage the development of short sea shipping information offices, as already set up in some European countries, regions and ports;

- more generally, promote the creation of united information centres for combined transport, ensuring equal access to information in all Member countries;

With regard to innovation

- avoid losing sight of the special requirements and possibilities of combined transport in the course of work to reduce obstacles to international transport and make use of progress in information technology;
- encourage operational research concerning all components of the transport chain, whether it be in connection with ITUs, interfaces or information systems;
- keep in mind the necessity for rolling stock dimensions to remain compatible both with infrastructure and ITUs, whatever innovation is pursued;

That all operators involved in the combined transport chain:

- co-operate more closely, whilst respecting competition rules, in order to provide a reliable, efficient and flexible service, through, for instance, the use of the most efficient technologies and work together to identify and open up new markets;
- use combined transport more intensively for the transport of certain types of dangerous goods, and without prejudice to the intrinsic qualities of the railways and waterways in this area;
- make efforts to achieve a level of prices for combined transport operations that is as competitive as possible with road haulage services and ensure that methods of cost calculation are as transparent as possible;
- consider the possibility of increasing terminal capacities by offering longer opening hours and more efficient services, particularly with regard to transshipment operations;
- establish, whenever possible and compatible with economic efficiency and technical requirements, international pools of wagons;
- take into account that the best way to offer a competitive and attractive combined transport service is to operate block trains between terminals;
- make use of effective and interoperable electronic information systems to provide clients information from real-time monitoring of combined transport movements;

REQUESTS, as far these Recommendations are concerned, that the Committee of Deputies continues to monitor the development of this transport sector and reports, at regular intervals, on the implementation of these Recommendations.

CONSOLIDATED RESOLUTION No. 2002/3 ON SIMPLIFICATION OF PROCEDURES OF ISSUING VISAS FOR PROFESSIONAL DRIVERS¹

[CM(2002)9/FINAL]

The ECMT Council of Ministers of Transport, meeting in Bucharest on 29 and 30 May, 2002:

HAVING REGARD to:

- ECMT Resolution No. 94/5 on "Removal of obstacles at border crossings for international road goods transport" [CEMT/CM(94)11/FINAL] adopted on 27 May 1994, in Annecy;
- ECMT Resolution No. 95/1 on "Access to European Transport Markets" [CEMT/CM(95)1/FINAL] adopted on 8 June 1995, in Vienna;
- ECMT Recommendation on "Visas for Professional Drivers" [CEMT/CM(98)9/FINAL] adopted on 27 May 1998, in Copenhagen;
- ECMT Resolution No. 99/1 on "The integration of European Inland Transport Markets" [CEMT/CM(99)2/FINAL] adopted on 20 May 1999, in Warsaw;
- ECMT Resolution N° 99/2 on "The Removal of obstacles at border crossings for international goods transport" [CEMT/CM(99)3/FINAL] adopted on 20 May 1999, in Warsaw;

TAKING NOTE of the increasing volume of trade between ECMT Member countries;

ATTENTIVE to the necessity to ensure compatibility with the work underway in the European Union on this subject;

AIMING for a single united European market for transport services on the basis of the liberalisation of access to national markets and establishment of equal conditions for competition;

AWARE:

- that in most cases the provisions of this Resolution fall under the authority of official bodies other than Transport Ministries of ECMT Member countries;
- of problems arising from the divergence in the procedures for issuing visas for professional drivers carrying out international road haulage in ECMT Member countries;

1. Austria, Belgium, Finland, Germany and Portugal entered a reservation on this topic.

CONFIDENT that simplification of the procedures for issuing visas for professional drivers carrying out international haulage is an important condition for the facilitation of border crossings, and that international coordination and cooperation in this field would improve the efficiency of road transport and support the development of international trade;

REAFFIRMS the obligations adopted in ECMT Resolutions No. 94/5, No. 95/1 and No. 99/2;

RECOMMENDS that ECMT Member countries regularly exchange information on practices in the field of facilitating the issuing of visas for professional drivers for the purpose of ensuring effective and coordinated procedures in this field, and strive for simplified procedures on the basis of more harmonisation of documentation concerning the obtaining of visas;

INVITES:

- the official Bodies concerned in ECMT Member countries to simplify the procedures for obtaining visas for professional drivers involved in international road transport by means of simplification of formalities, limitation of the number of supporting documents required, reducing time for obtaining visas, and also to promote the issuance of multiple visas valid for one year;
- Governments of ECMT Member countries to work with other Members of ECMT to identify best practice in the issue of visas;

INSTRUCTS the Committee of Deputies to take the necessary steps for implementing the provisions of this Resolution and report on the results at the next ECMT Council meeting.

Resolution available at: www.oecd.org/cem/resol/road/index.htm

RECOMMENDATIONS ON ROAD SAFETY ON RURAL ROADS IN EUROPE

[CM(2002)11/FINAL]

Although still far from satisfactory, more progress has been made on road safety on motorways and urban roads over the past 20 years than on country roads.

Rural roads are defined as roads outside urban areas that are not motorways or unpaved roads.

A report published by the OECD in 1999² recommends that every country addresses the problem and develop a safety strategy specifically for the rural road network.

While this issue has not yet been addressed within the ECMT framework, it is undeniably a very important one for Member countries as a whole, especially as the rural road network is by far the most extensive network in any country, whatever its specific circumstances, in terms of both kilometres covered and traffic.

Background

The rural road safety problem is a very serious one that has received less attention in comparison with other networks, such as motorways and urban roads.

However, it is quite clear from all of the indicators (raw data on accidents and casualties, risk exposure and trends over time) that it is time to address this issue. The fact is that 60% of road deaths are on rural roads.

There is a lack of safety policies and targets specifically for rural roads in most countries. Rural road safety deserves a higher priority.

In some countries the proportion of deaths on rural roads is relatively low, thus indicating an urgent problem on urban roads. It is in towns where most progress in reducing casualties can be made but this should not be undertaken at the expense of rural road safety. Strategies for both urban and rural roads are needed.

Given the types of accident identified as occurring on rural roads (80% involve single vehicles coming off the road, head-on collisions, or collisions at an intersection) the key factors influencing policy choice – from the usual range of infrastructure, vehicle and road user policies – will in this case be infrastructure and road-user behaviour, since inappropriate and excessive speeds, alcohol and non wearing of seatbelts are major contributing factors in accidents and accident severity.

2. *Safety strategies for rural roads, OECD/RTR 1999.*

Developing a strategic approach to road safety

Developing and implementing a policy strategy specifically targeting rural roads is an integral part of a comprehensive road safety policy and is completely in keeping with the approach currently being taken by the ECMT.

The key components of this kind of strategic comprehensive approach are as follows.

- A strong political **commitment** based on an increased **acceptance** of road safety as a problem.
- The development of a safety culture in society which clearly recognises that road safety is the responsibility of each of us individually.
- **Co-ordination** between all of the actors involved, at whatever level.
- The setting of road death and injury reduction **targets**.
- The development and implementation of a **road safety plan**. To this end, it should be noted that ECMT report [CEMT/CM(2002)17] has identified inexpensive measures that have proven to be very effective and that every country should adapt them for inclusion in their own programmes.

RECOMMENDATIONS

The Council of Ministers meeting in Bucharest on 29 and 30 May 2002,

NOTING

- The 1999 report drafted under the Road Transport and Intermodal Linkages Research Programme of the OECD and its conclusions; and
- The report on "Strategies to improve safety on rural roads" [CEMT/CM(2002)17];
- That there are large differences between the best countries and the rest. Policies therefore need to be developed to help reduce the differences between countries and encourage the best to do better;

RECOMMENDS that the Governments of ECMT Member countries, as far as safety on rural roads is concerned and in the context of development and implementation of a road safety plan,

- Develop suitable **institutional structures** to enable all the actors concerned, from both public and private sectors, to work with each other. These include highway authorities, local authorities, police authorities, education and health services as well as private sector firms, insurance companies and associations;
- Ensure that all participants are motivated, well trained and have the knowledge and resources they need to fulfil their duties;

- Improve the **gathering and processing of accident data** so that, on a comparable basis, the causes and impact of accidents can be accurately identified and adequate measures taken and subsequently evaluated, particularly from the standpoint of cost-effectiveness;
- In view of the very uneven road safety results from one Member country to another, further familiarise themselves with the different elements of successful policies ("best practice", benchmarking), evaluate them and adapt them to their domestic circumstances, and to that end;
- Ensure the **transfer of knowledge**, at both the institutional and practical levels and between countries and individuals alike;

RECOMMENDS, as specific actions:

As regards user behaviour

- Taking the necessary measures to ensure, first of all, that users adjust their speed to the characteristics of the road network on which they are travelling. This is especially important in bad weather and in the presence of vulnerable road users. This will require raising user awareness, which can be done through education at any age, by targeted information and awareness campaigns, and by using regular spot-checks as a deterrent.
- Ensuring that safety belts are actually worn in both the front and rear seats of passenger cars and in other vehicles where they are fitted, on all roads, whether urban or rural. Because of the higher speeds on rural roads, seat belts and child restraints are particularly important. Child restraints should therefore deserve the same attention. More checks are needed and penalties for non-compliance applied.
- Stepping up prevention and checks for drink driving.
- In the same vein, actively considering, evaluating or imposing penalties for driving under the influence of medication, drugs or in a state of fatigue.

As regards infrastructure

- Improving road safety by improving road layout to assist drivers at bends and junctions. Along lengths of road measures should include those to reduce head-on collisions. This can be achieved by consistency of design including those road markings and signs, improved road surfaces and removing or protecting roadside obstructions.
- As part of an integrated policy, establishing a road hierarchy, taking categories of traffic (through-traffic, distribution, access) and categories of road users (pedestrians, cyclists) into account.
- Ensuring continuity of maintenance of the road network, paying particular attention to the inspections and audit of safety standards, and elimination of black spots. Many cost-effective measures can be integrated into routine maintenance programmes.

As regards vehicles and telematics

- In view of accidents occurring on rural roads due to excess speed;
 - Studying the feasibility of extending the EU maximum 90 km/h speed limiters to lorries and maximum 100 km/h speed limiters to buses and coaches to all ECMT countries;
 - Encouraging the introduction of voluntary speed limiting devices for passenger cars³;
 - Studying the feasibility of providing relevant, timely and accurate information to drivers on approach to bends and junctions through, for instance, the use of vehicle activated speed sensitive signs;
 - Considering the introduction of fully automated vehicle speed control that adapts to the speed limit or specific road conditions (Intelligent Speed Adaptation). Before this can be implemented more work needs to be done on driver acceptability, and to agree common standards and legislation. To this end, the work undertaken within the EU should be taken into account;
- In view of the need for the fastest possible response by the emergency services, putting in place warning systems and ensuring the continuity of information flow and processing to the emergency services; in this respect, the adoption of a uniform emergency number (112) by all ECMT Member countries would be a substantial improvement;
- Monitoring the development of automated traffic information and management systems so that they can be extended if necessary to those roads with the highest accident rates on this type of network;
- Actively encouraging and promoting rapid assimilation of currently available improvements in vehicle safety (including rear seat belts, air bags, ABS, child restraints) into their vehicle fleets;

INSTRUCTS the Committee of Deputies to disseminate these recommendations to the people and bodies concerned, and to monitor their implementation and report back to it in due time on their implementation.

3. Germany assumes that the voluntary character of this measure applies to the fitting as well as the use of such devices, which function as conventional speed control or cruise control devices. Germany is not convinced of the benefits and the causal relation between the reduction of accidents and the use of speed control devices as maintained in the recommendations.

DECLARATION ON TRANSPORT SECURITY AND TERRORISM

[CM(2002)18/FINAL]

Context

The terrorist attacks of September 2001 in New York and Washington modified probably forever the way security is approached in the transport sector. The use of transport vehicles as actual weapons of destruction targeting both passengers in the vehicles and individuals located in the target buildings exposed a whole new degree of vulnerability within the transport system. As a result of the previously inconceivable magnitude of physical destruction and loss of life, transport authorities and service providers on all levels and in all sectors are having to adjust traditional security assessment procedures and tools to manage and effectively respond to this new level of risk⁴.

Well before these terrorist strikes on the United States, transport infrastructure and equipment has been the target of terrorist action for a number of reasons, among them, it is:

- relatively accessible;
- can attract significant public attention and media coverage;
- is often linked with national symbols such as national airlines;
- can affect large numbers of people in a single strike.

Transport sector experience since the events of late 2001 has revealed a number of areas of uncertainty with regard to ensuring security against terrorism attacks in transport. Transport authorities and operators have since September 11 found themselves seeking answers to a number of security-related questions, among them:

- Are existing security measures and procedures sufficient in the current post-September 11 context? Where are the remaining vulnerabilities in the system and how best can they be addressed? Is it just a question of better implementation/greater enforcement of existing procedures or are new measures needed?
- Are the current evaluation tools, including risk and vulnerability assessment methodologies, sufficient to provide the necessary information to decision-makers given the magnitude and potential impact of the terrorist threat, particularly with perceptions of heightened insecurity in certain areas since the attacks? What are the costs of using these tools, and who should cover these costs? What are acceptable levels of risk?
- Similarly, how much security is "enough"? That is to say, where is it necessary to draw the line in tightening security so as to avoid unnecessarily increasing transport costs without adding benefits, and thereby constraining transport activity which is essential to national economic health?

4. Please see reference document CM(2002)19 for complete bibliographical references for this report.

In seeking to come to grips with these and other questions, transport entities have been meeting on local, regional and national levels of government and within some sectors on a multilateral basis to take stock of security considerations relative to counter-terrorism, share best practice, and evaluate necessary technical, legal and legislative adjustments to ensure maximum protection based on evaluated risk against terrorist activity in transport.

Experience in the transport sector since the 11 September attacks also reveals that most activities to enhance security since that time have been concentrated within individual transport modes⁵. Counter-terrorism in the aviation and maritime sectors – though actively debated at present in multilateral organisations – remains focused on those individual modes. Rail security appears to be largely focused on national-level initiatives, with little inter-governmental exchange to date. Terrorism in road transport has received relatively little attention. There appears to be no multilateral discussion underway on potential risks concerning inland waterway terrorism. And whilst there does appear to be significant experience in establishing an intermodal, public transit system-wide approach to counter-terrorist policies and measures, the debate remains logically focused on a local and national level.

Co-ordination on security among modes and sectors

If this mode-focused approach to counter-terrorism measures is indeed the case in most countries, then it would seem that there may be further need to ensure that the linkages among air and rail, rail and road, inland waterway and maritime transport are seen in the context of an intermodal transport security framework. Several factors stand out as particularly important. Whilst some counter-terrorism measures are clearly mode-specific – e.g. barring cockpit access in planes, mandatory installation of automatic identification systems for ships, etc. – others have implications for several modes, e.g. transparency in tracking of container goods in transit via road, rail or waterways to airports and maritime ports. The involvement of several modes in the latter example demonstrates, it would seem, the need for a co-ordinated security approach: lack of vigilance at any point in the transport chain could render the entire chain vulnerable to terrorist action.

Moreover, security measures imply costs, and fragmented, mode-specific security measures may lead to inefficiencies in resource allocation across the sector. A co-ordinated and level playing field as concerns costs is important notably for industry: piecemeal security requirements in individual sectors that do not take account of initiatives in related modes can result in inconsistent demands being made on transport service providers, operators, etc. Co-operation with the private sector may be especially important in this regard.

Co-ordination on transport security and terrorism – be it among modes, private and public sector entities, or countries – necessitates some degree of policy transparency. Whilst caution is running high at present with regard to the sensitivity of information related to terrorism in the transport sector – and understandably so – it may nevertheless be important that national counter-terrorism experience for modes other than aviation and maritime – which already benefit from multilateral co-ordination – be shared to the extent deemed possible by national authorities with other countries in a multilateral setting. In this way, best practice is shared (e.g. information exchange on new security technologies), vulnerabilities within the system are better understood (and thereby can be more effectively addressed) and co-ordination among countries is enhanced. If determined by its members to be of potential use, ECMT could serve as a forum in which this enhanced, intermodal discussion on terrorism and security in the transport sector could be pursued.

Role of Transport ministries and ministers

Transport Ministers usually find themselves in the spotlight after violent attacks on transport infrastructure and equipment, obligated to rapidly reassure a worried public that emergency security measures are being taken to ensure safe transport. And co-ordination of transport-sector security initiatives falls on their shoulders in times of terrorist or other violent activity. The necessity for Ministries to identify and address vulnerabilities within and across transport modes has become particularly apparent since the events of September 2001.

Based on the information obtained to date, there appears to be a number of areas in which Transport Ministries can effectively oversee the policy and technical debate surrounding counter-terrorism in transport.

Transport Ministries and Ministers can:

- Ensure a co-ordinated inter-modal framework for security in the transport sector, in co-ordination with other Ministries handling national security and terrorist issues (e.g. the Ministries of Defence and Interior);
- Provide support for risk and vulnerability assessments as well as training for personnel on emergency procedures within and between modes as well as on regional and local levels;
- Share to the extent possible experience and best practice on transport security and counter-terrorism measures with other governments; whilst a multilateral framework exists for aviation and maritime, it is lacking for surface modes;
- Build on already existing initiatives to improve security and reduce crime in transport (e.g. tracking of goods transport) where possible to improve transport efficiency and counter-terrorism measures; and
- Similarly, seek measures that create complementarity among security, safety and counter-terrorism initiatives.

MINISTERIAL DECLARATION ON COMBATING TERRORISM IN TRANSPORT

We the Ministers of Transport of the Member and Associate Member Countries of the European Conference of Ministers of Transport, having met in Council on 29-30 May in Bucharest, Romania:

CONDEMNING the horrific terrorist attacks of 11 September 2001 on the World Trade Center in New York and on the Pentagon in Washington, D.C.;

CONSCIOUS that the nature of these attacks – the magnitude of physical destruction and loss of life, as well as the use of transport vehicles as means to perpetrate these acts of violence – has changed the context in which transport security policy is developed and implemented across modes;

EXPRESSING our determination to work at national and international levels to ensure that transport is able to exercise its vital role in society and the economy, unhindered by the threat of terrorist action;

NOTING the work in several fora to address terrorism and transport, including:

- the Transport Ministers' Statement on Counter-Terrorism in maritime and aviation transport of 15 January 2002 in Tokyo;
- the Declaration endorsing the establishment of a comprehensive Aviation Security Plan of Action at the ICAO Ministerial Conference on Aviation Security issued at the Ministerial Conference on Aviation Security in Montreal, 19-20 February 2002;
- work within international bodies such as ECAC, IMO, the G8, UN/ECE, the EC and OECD to review and strengthen counter-terrorism initiatives within the transport sector; and efforts of international industry entities such as the UIC and IRU to enhance understanding of industry's concerns relative to transport terrorism and effective measures to improve security

AWARE that:

- most activities to enhance security since 11 September 2001 have been planned and implemented within individual modes, necessitating a more global approach to security covering all links in the transport chain;
- whilst in place for aviation and maritime, a multilateral framework for discussion on terrorism in transport is necessary for surface modes;

CONSIDERING the need to find an appropriate balance between:

- improving security and ensuring the smooth flow of goods and people nationally and internationally;
- the need for transparency in an exchange of ideas and best practice with other countries and the importance of confidentiality in order to ensure the efficacy of measures;

AGREE to:

- Continue to work on implementing Resolutions 1986/58 on Aviation Security as well as 1997/2 and 1999/3 on crime in transport;
- Promote a co-ordinated intermodal approach to security in the transport sector in our countries in co-ordination with other relevant bodies in our governments;
- Share to the extent possible our experience and best practice on transport security and counter-terrorism with other governments in order to further understanding and co-operation in this area;
- Provide support as needed for risk and vulnerability assessments as well as training for personnel on emergency procedures within and between modes and on regional and local levels;
- Seek measures that create complementarity among security, safety and counter-terrorism initiatives;

REQUEST ECMT to:

- Develop its work on security and terrorism;
- Monitor developments in improving transport security and share experience on good practice across the transport sector among Member and Associate Members;
- Work with OECD, ECAC, and IMO to bring issues and experiences from the aviation and shipping sectors to Ministers' attention and to ensure, as far as practicable, a consistent approach across different modes;
- Seek ways to combine efficiency and security improvements in the transport system with measures combating terrorism, for example by examining effective ways of tracking goods along the transport chain to prevent inconsistent and incompatible security requirements among modes;

REQUEST UN/ECE to conduct a review of their legal instruments to verify that they adequately take into consideration implications for transport security since the attacks of 11 September 2001.

OTHER MAJOR EVENTS IN 2002

The Inland Waterways of Tomorrow on the European Continent

Seminar, 30 January 2002

ECMT held on 30 January 2002, a Seminar on the future of Inland Waterways, as a follow-up to the Declaration adopted in Rotterdam in September 2001, at a Pan-European Ministerial Conference, organised by the Dutch Ministry of Transport.

The conclusions of this Seminar, which brought together Delegates from national Ministries and International Organisations as well as some experts, served as a basis for a specific debate of Ministers on this topic during the ECMT Council of Ministers session held in Bucharest May 2002.

Ministers took note of a document describing policy alternatives for strengthening the role of inland waterway transport. The Council considered it desirable that policies be adopted to facilitate the integration of waterway transport, remove barriers to the development of inland waterway/maritime transport, improve the quality of the inland waterway transport network in Europe, liberalise the market by the elimination of currently existing restrictions on market access and the creation of a level playing field and the closer alignment of the Danube and Rhine international regimes. Finally, Ministers asked ECMT to be actively involved in the follow-up to the Declaration of Rotterdam adopted by the Pan European Conference on inland waterways.

For more information: www.oecd.org/cem/topics/waterways/Paris02.htm



Safe and Sustainable Transport: A Matter of Quality Assurance

Seminar, 14-15 March 2002 - Prague



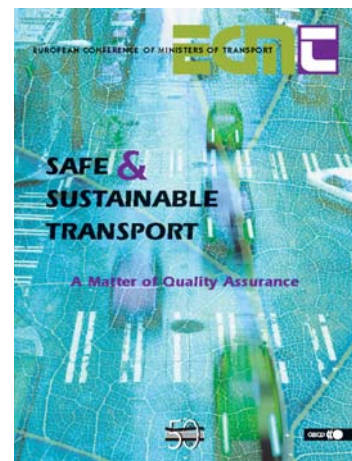
Road safety is generally a mixture of three components, namely, the road, the vehicle and the driver, or, as also referred to by the ECMT, the infrastructure, the vehicle and human behaviour. Promotion of road safety is more and more possible only through a larger scope of interest – environment, sustainability, and quality of life. In the future, an efficient road transport system should provide a safe and sustainable accessibility.

The idea of organising a seminar came from a presentation by a Swedish representative of the "Vision Zero" programme, adopted by the Swedish Parliament in autumn 1997. The basic idea of "Vision Zero" is that no person should be killed or seriously and permanently impaired in a road traffic accident.

At the invitation of the Czech authorities, the seminar was held in March 2002 in Prague. Many governmental and non governmental organisations responsible for road safety policies and work participated in the event.

The conclusions of this Seminar served as a basis for the debate of Ministers on Road safety during the ECMT Council of Ministers session held in Bucharest May 2002. They are available on the ECMT web site at the following address:

www.oecd.org/cem/online/conclus/index.htm



Transport Policies in the three South-Caucasus States

Joint ECMT/World Bank Seminar 18-19 April 2002 - Tbilisi, Georgia



A seminar on "The Transport Policies in the three South-Caucasus States" organised by ECMT and the World Bank was held in Tbilisi, Georgia on 18 and 19 April 2002. The main objectives of the Seminar were to:

- Exchange views on transport policy priorities and their implementation in the three south-Caucasus countries.
- Find issues of common interest and possibilities for co-operation in transport sector.
- Share the experience in transport policy formulation from more advanced countries and international organisations.
- Devise principles for linkages between national goals, regional interests, and requirements of Pan-European transport policy.

The issues were discussed in 4 main blocs: Policy framework, Modal issues, Infrastructure and Transport and Trade facilitation. The Seminar was attended by high-level delegations from all three south-Caucasus countries: Azerbaijan, Armenia and Georgia, as well as international financial institutions, international organisations and private interests and allowed a wide ranging discussion on all aspects of transport policy in the individual countries and also regionally.

The papers and presentations are available on the ECMT site for consultation and information:

www.oecd.org/cem/online/Tbilisi02/index.htm

The summary and the conclusions, prepared on the basis of the Seminar were presented to the Council of Ministers in Bucharest on 29-30 May 2002 and are available on the ECMT site:

www.oecd.org/cem/topics/region/index.htm

Improving and Implementing Accessibility for People with Reduced Mobility at Local and Regional Levels

Conference, 28 October 2002 - Den Bosch, The Netherlands

Improving the accessibility of the transport system for all of its users is both a challenge and an increasing priority for transport authorities on all levels of government throughout the ECMT. Making travel in cities and regions more accessible to people with mobility difficulties and the ageing population is often difficult to achieve, however, even when policies exist to make the transport system more accessible.

In order to examine the obstacles and bottlenecks often encountered in improving the accessibility of local and regional transport systems, the Netherlands Ministry of Transport, Public Works, and Water Management along with the ECMT gathered together experts from disability and ageing organisations, transport specialists and authorities from different levels of government as well as politicians and decision-makers in Den Bosch, the Netherlands to share experience and expertise.

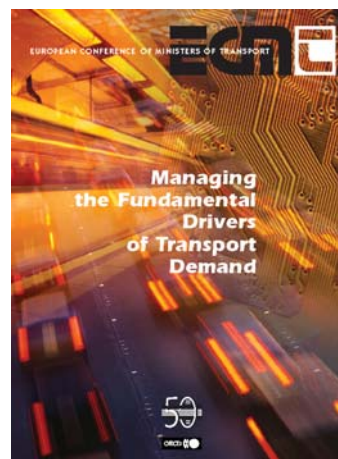
Among the principal findings of the seminar was the need for better co-ordination and co-operation among transport operators and authorities at all levels of government in order to improve the accessibility of not only the transport vehicles themselves, but also the surrounding environment so that the transport system as a whole is fully accessible to all users.

Managing the Fundamental Drivers of Transport Demand

International Seminar hosted by the Presidency of the ECMT 16 December 2002 - Brussels, Belgium

The Seminar worked to an agenda opened by the Federal Minister for Mobility of Belgium, asking sharp questions about the need for practical policy advice. Ten technical presentations were given by transport specialists, covering freight and passenger transport, spatial planning, logistics, pricing at sectoral, national and European levels, appraisal methodologies and transition economies. There were prepared and spontaneous contributions to the discussion from many of the participants. Tentative policy conclusions were presented, then discussed and amended for submission to the 2003 Council of Ministers.

Current transport problems in Europe are serious, and in some respects are getting worse. Swift and decisive action is necessary, at local, regional national and European levels. In many cases what needs to be done has been well established for many years but there are prolonged delays trying to reach a full consensus. This is understandable but can be dangerous, as delays sometimes cause a loss of momentum and reduce, rather than increase, public and stakeholder support. There are now many examples where decisive practical action has helped to build support. Two good Swiss examples were presented at the Seminar: integrated land use and suburban rail planning to maximise accessibility in and around Zurich; and introduction of the HVF distance and performance based charge for trucks. The general mood among the experts was not 'more research needs to be done' (though of course this will always be essential) but that 'it is time to take action'.



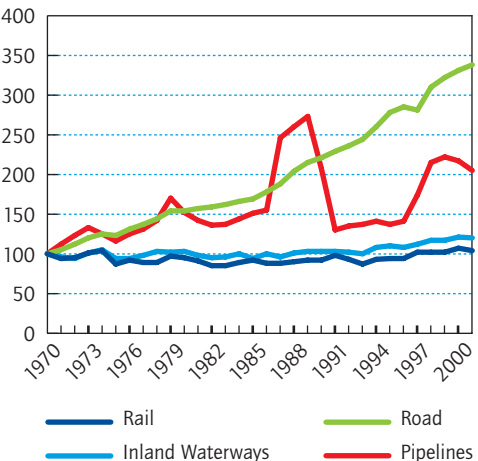
Demand management is sometimes resisted as restrictive or unfair. But professionals and specialists in the transport sector see it as a necessary condition for making economies more effective, reducing environmental damage, and improving the quality of life. There are practical and proven methods of doing it, using pricing, quality, planning, market and political levers. It is important that these levers should all be used in combination and they must be consistent with each other for full effect. Failure to grasp the opportunities for managing demand will undermine the value for money and effectiveness of infrastructure improvement, and lead to increasing congestion and environmental damage.

www.oecd.org/cem/topics/env/Brussels02.htm

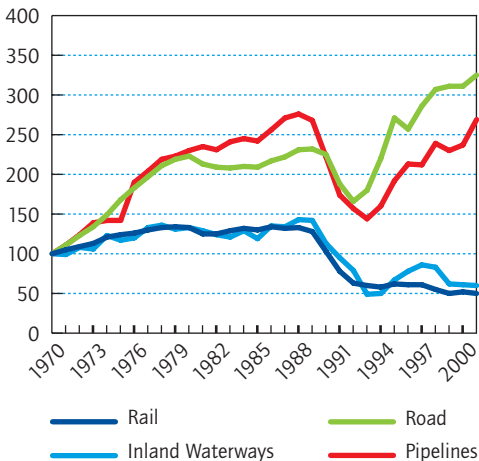
LATEST TRENDS IN TRANSPORT

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.

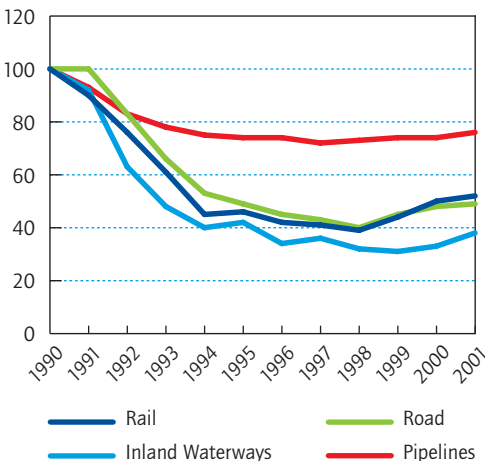
Goods Transport in Western Europe
1970 = 100



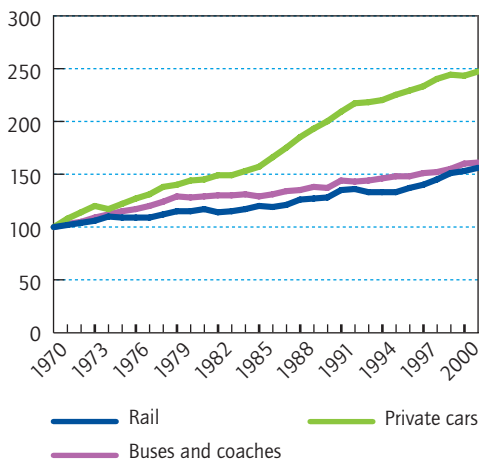
Goods Transport in Eastern Europe and Baltic States
1970 = 100



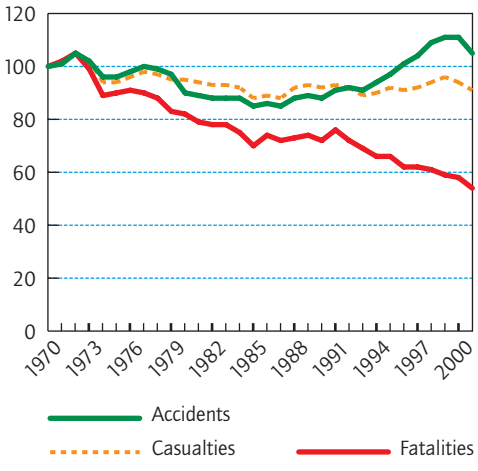
Goods Transport in CIS States
1990 = 100



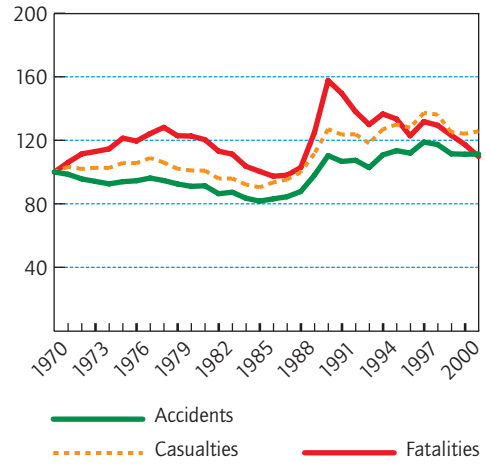
Passenger Transport in Western Europe
1970 = 100



Road Accidents in Western Europe 1970 = 100



Road Accidents in Eastern Europe and Baltic States 1970 = 100



ACTIVITIES OF THE WORKING GROUPS IN 2002

Access and Inclusion

In 2002, the Joint Task Force of the ECMT and the International Public Transport Union (UITP) on Improving Access to Public Transport carried out its work to identify and draw up guidance on improved partnerships between public transport operators and local authorities to deliver accessible transport systems. Three site visits to Grenoble (France), Prague (Czech Republic) and Göteborg (Sweden) were organised to allow the task force to closely observe how transport authorities and operators in these cities have worked together to improve the accessibility of the transport system. A report of the findings of this work will go to Ministers of Transport at their Council in Brussels in April 2003.

In preparation for the 2003 European Year for People with Disabilities, the ECMT and the European Disability Forum decided to attribute an award to a transport operator or transport authority that has demonstrated outstanding initiative to improve the accessibility of the transport system for people with disabilities. By end 2002, over 50 candidate dossiers had been received. The prize will be awarded at ECMT's 50th Anniversary celebration in April 2003 in Brussels.

In the context of the ECMT Working Group on Access and Inclusion, the Netherlands Ministry for Transport, Public Works and Water Management hosted a conference in October 2002 on improving and implementing accessibility for people with reduced mobility at local and regional levels in Den Bosch, The Netherlands. For more information on this conference, please see the section entitled "Other Major Events in 2002".

The Working Group on Access and Inclusion also began, among others, the preparation of guidance to Ministers on evaluation of the potential impact of transport and land use planning policies on the safety and accessibility of older people (Safety and accessibility audits), and the development of guidelines on implementation at a national level of policies promoting accessibility and safety.

Combating Crime and Terrorism in Transport

Work within this area in 2002 focused on formulating and developing an appropriate policy response to the terrorist attacks of 11 September 2001. A group of experts on crime and terrorism in transport was brought together in Spring 2002 to examine the implications of the New York and Washington D.C. terrorist attacks across transport modes. A report on Actions and Policy Issues relating to Transport Security and Terrorism was prepared and submitted to Ministers at their Council in Bucharest in May 2002. On this occasion, Ministers approved a

Ministerial Declaration on Combating Terrorism in Transport, in which they agreed to promote a co-ordinated intermodal approach to security in the transport sector. This declaration was also supported by the ECMT Associate countries including the United States, Japan, Canada and Korea.

Following up the declaration, the ECMT Committee of Deputies meeting in September 2002 agreed that ECMT should develop its work on this topic, focusing initially on the verification of cargo and container tracking across modes. Work on this topic began in collaboration with the OECD Maritime Transport Committee and other international bodies.

Combined Transport

The Working Group on Combined Transport has been working on a Consolidated Resolution on Combined transport recapitulating all the Resolutions and Recommendations that the ECMT has already adopted in this area. This Consolidated Resolution was presented and adopted by Ministers at their Council in Bucharest. The recommendations contained in this Resolution are addressed primarily to national and international authorities; they concern costs and prices, networks, interoperability, financial and regulatory measures, inspections, operating processes, market monitoring, investment. The recommendations on actions are also addressed to all operators in the combined transport chain and relate, for instance, to co-operation between operators, terminal capacities, wagon pools, service quality and real-time information.

During its September 2002 session, the Working Group agreed to give priority to two questions:

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

It was accordingly proposed that a preliminary survey be conducted on the first point, and that a one-day seminar or workshop be held in 2003 – preferably in a Central or Eastern European country so as to bring together as many countries from Eastern Europe as possible – where participants would be given information on both questions as a basis for subsequent discussion.

Economic Research

The 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 2002, it gave rise to four Round Tables:

- Round Table 122: Transport and Exceptional Public Events (7 and 8 March 2002).
- Round Table 123: Vandalism and Security Urban Public Passenger Transport (11 and 12 April 2002).
- Round Table 124: Transport and spatial policies: The Role of Regulatory and Fiscal incentives (7 and 8 November 2002).
- Round Table 125: European Integration of Rail Freight Transport (28 and 29 November 2002).

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.

Fiscal and Financial Aspects of Transport

The Group on Fiscal and Financial Aspects of Transport contributed to the preparation of the Ministerial debate on modal shift (see the Railways section for details). It also continued its work on comparing national systems of transport taxes and charges and their relation to taxes on labour and capital investment. The haulage industry analysis is being refined and expanded to cover more member countries. The potential gap between current structures and levels of taxation and an efficient ideal that includes the internalisation of the external costs of transport is being examined in a joint project with the European Commission modelling more efficient charging systems in five countries. Results will be reported to Ministers in 2003.

Integration of New Member States

A Transport Infrastructure Regional Study (TIRS) in the Balkans region, undertaken under the supervision of ECMT and financed by the French Government was accomplished in 2002. This study, covering seven countries, identifies major international and regional routes in the Balkans area and is a basis on which to design a coherent transport network in the medium term that can provide a framework for the planning, programming and co-ordination of infrastructure investment. At the end of this evaluation process, 94 transport infrastructure investment projects were deemed to have high priority and to be suitable candidates for international financing. The

final report was presented at the ECMT Council of Ministers in Bucharest in May 2002 and contained some of the political messages that emerged from the study, including accompanying measures to the infrastructure investment. This document is available on the ECMT web site.

The updating of key ECMT resolutions continued in 2002. A document describing the ECMT *acquis*, i.e. the major decisions of the Conference, will be published for the 50th anniversary of the ECMT.

A regional seminar on the Transport Policies in the three South-Caucasus States (Armenia, Azerbaijan, Georgia) was held jointly with the World Bank in Tbilisi (Georgia) in April 2002 in order to enable high level discussion on all aspects of the transport policy in these countries and regionally. For more information see the section "Other Major Events in 2002" above.

Following the discussions held within the Group during 2001-2002, a Steering Group was set up to follow up on issues at the Helsinki conference and develop strategies for the development of the pan-European transport infrastructure. For more information on the activities of the Steering Group see the paragraph below.

Transport Infrastructure Planning and Financing on a Pan-European Basis

The Pan-European Transport Conference in Helsinki gave ECMT a mandate to follow the implementation of the declaration including the development of transport infrastructure in Europe with a special focus on Pan-European corridors.

In order to respond to this mandate and to take account of changes in the framework for infrastructure planning, ECMT has decided to take an initiative in this area to which the EC and the UN/ECE have been invited to contribute.

This initiative focuses as a first step on a new in-depth reflection on existing infrastructure planning tools, mainly the corridor concept, with a view to ascertaining their continued relevance and to defining new concepts for pan-European infrastructure planning. This would in time facilitate the development of a transport network that is as coherent as possible on a continental scale. It should above all assist Ministers in their political decisions on further direction of future transport infrastructure development in enlarged EU and neighbouring areas.

A Steering Group with selected country delegates and invited experts was set up to supervise this work. The Group held its first meeting on 18 November 2002. It was agreed that the Steering Group would decide on the main issues, prepare policy papers for Deputies of Ministers and organise a Seminar where the key issues would be debated. The ultimate intention is to draft a policy paper to present to Ministers for the Session of the Council in 2004 in Slovenia.

Railways

At the Bucharest Council in 2002, Ministers discussed shifting freight from road to rail and other modes of transport on the basis of a report *Developing a Sustainable Balance between Substitutable Modes of Freight Transport* prepared by the Railway Group in close collaboration with the Groups on Environment and Fiscal and Financial Aspects of Transport. Ministers agreed that achieving a shift to non-road modes in a manner that is efficient, compatible with the development of open market economies and which contributes effectively to the social, economic and environmental goals of sustainable development will not be easy. It will require major investments in railways, significant improvements in the quality and productivity of rail and inland shipping services and liberalisation in freight transport markets. It will also require effective implementation of more efficient and equitable regulatory frameworks particularly in respect of charges for the use of transport infrastructure and the social working conditions that prevail in transport. They agreed that only a full package of measures from enforcement of road regulations through pricing of infrastructure use to heavy investments in rail infrastructure and improving the quality of rail services is likely to succeed.

Ministers acknowledged that the infrastructure investments needed will be funded largely from public resources. The social, environmental and financial returns on these investments are critically dependent on coherence between the regulatory frameworks developed for each mode of transport. A relatively predictable path for changes in the pricing, safety and social working conditions prevalent in each mode is essential. Without this coherence there are significant risks of investing large amounts of public money to no tangible effect.

A massive and generalised shift from road to other modes was not anticipated. Road transport is frequently the most efficient, and in some situations the only, mode for the freight transport tasks demanded by trade in Europe for the foreseeable future. This implies that improvements in the environmental performance of road vehicles and in the quality of road infrastructure are important to sustainable development. But it does not undermine the significance of the environmental gains that can be achieved by creating efficient regulatory frameworks to enable non-road modes to compete successfully in the freight markets they are best suited to serve.

Improving the quality and efficiency of rail services is key to ensuring the development of sustainable transport systems. Ministers adopted a Resolution on the development of European Railways prepared by the Railway Group to address the three main pillars for reform: 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. Reviews of the implementation of the principles set out in the Resolution in member countries will be the priority for the Railway Group over the next few years.

Road Safety

Improving road safety is an important objective in securing a sustainable transport system. More than 100 000 people are killed on the roads in ECMT Member countries, every year, while in Associate member countries road accidents account for over 30 000 deaths each year. However, road accident rates vary substantially from one Member country to another and over 50 000 lives could be saved on European roads each year if all countries were able to match the performance of the countries with the best records.

With a view to re-appraising its role with regard to road safety, the ECMT decided to carry out an in-depth examination of its activities in this area. The conclusions of the report commissioned on this issue under the direction of the Road Safety group were submitted to the Council of Ministers in Bucharest, which took this opportunity to discuss the current situation with regard to road accidents and new initiatives to be taken in this area. Following their discussions, Ministers committed themselves to more effective implementation of key ECMT recommendations on road safety. They also stated their determination to develop a global vision with specific quantitative targets at both national and international level. In this respect, an indicative target of a reduction of 50% of the number of deaths in road accidents as been set for all Member countries of ECMT for the next 10 years, sending out an unmistakable policy signal on road safety. Finally, they agreed to intensify the exchange of best practices and to promote the adoption of road safety strategies based on a package of practical measures with the political commitment of all the ministries concerned and institutional co-ordination at government levels and with private actors.

Within the context of this broader approach to road safety, the Council of Ministers adopted a series of recommendations on safety on rural roads in Europe. Accidents on country roads are a particularly serious issue since they account for approximately 60% of all deaths caused by road accidents. In the past, however, this issue has not always received the same degree of attention as accidents on other types of road, such as motorways or urban highways. The recommendations, which were drafted by the Road Safety group and approved by the Council of Ministers, cover the development of appropriate institutional structures, the collection and processing of accident data as well as user behaviour, infrastructure design as well as maintenance, vehicles, use of telematics, warning systems, traffic management and information.

In conclusion to their discussions on this item, given the seriousness of the issue, the Council of Ministers invited the ECMT to step up its activities in the road safety field in line with the recommended guidelines in the in-depth review of the Conference's road safety work attached to the Ministers information package. It considers that the ECMT has a major role to play in enabling all countries to benefit from the experience of those, which had thus far obtained the best results in road safety.

Road Transport

Two major issues were discussed during the year within the Road Transport working group and at the Council of Ministers:

■ *Social issues relating to international road haulage*

The Council of Ministers took note of a report on social dumping in the ECMT area. The report describes the growth in questionable practices in the road transport sector. With a view to curbing such practices, the Council of Ministers signalled its agreement with the recommendations made in the report prepared by the Road Transport working group to:

- continue the initiatives already under way on the field of harmonised enforcement and monitoring of regulations on driving and rest times, establishment of an international definition and harmonisation of working time and, the possibility of linking an increase in the ECMT multilateral quota to compliance with social conditions; and
- launch new initiatives in fields of: training for professional drivers, guaranteeing that the conditions prevailing in the host country will be enforced for migrant labour, the potential extension of the "driver attestation scheme" adopted within the EU, standardisation of contracts for international sub-contracting.

More specifically, the Council of Ministers requested that proposals on developing procedures for the exchange of information on infringement of the AETR⁶ or equivalent regulations on driving and rest times be submitted to it at its next session.

■ *Multilateral quota*

Further to the request by the Council at its 2001 session that work be undertaken with a view to the possibility of restructuring the multilateral quota, a progress report on this work was submitted to the Ministers meeting in Bucharest.

The ensuing discussions prepared by the Road Transport working group provided some guidelines for on future activities in this area. First, Ministers stressed that the multilateral quota should continue to be a key instrument for improving access to the market pending the definition of a pan-European regulatory framework for international road freight transport. They went on to issue a number of general policy guidelines on the future of the multilateral quota system and in particular on the need to extend the system, now that around 10 Central European countries are in the process of accession to the European Union and on the redistribution of licences among countries. They asked that the possibility of setting up a "common pool" of licences be examined.

6. *The European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR).*

The Council of Ministers also gave the working groups of the ECMT a mandate to establish precise guidelines on the distribution of the quota at national level and on how to use the quota in a way to prevent any unfair competition. It also reviewed some changes that might be made to the existing system possibly in the rules for setting the basic quota and the use of new criteria (social criteria, access to the profession, professional qualifications, actual use of the quota) for distributing the quota; detailed proposals on this issue are to be submitted to the Council at its next session.

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 2002, the Secretariat prepared the following statistical documents:

- The third edition of the Glossary for Transport Statistics which will include an update of the rail and the road chapters as well as two new chapters on road accidents and air transport.
- The Common Questionnaire for Inland Transport Statistics to collect data for the year 2000.
- The annual leaflet Trends in the Transport Sector 1970-2001.
- The Statistical Report on Road Accidents in 2000.

The Secretariat also carried out regular updates 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 2002, four quarterly surveys were undertaken and the information is available on the ECMT web site: www.oecd.org/cem/stat/conjonct/index.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 in the period 1987-2000. First results will be available in the middle of the year 2003.

Sustainable Urban Travel

With the completion of the three-year project on Implementing Sustainable Urban Travel Policies in 2001 – which included a series of workshops focusing on barriers to implementation of sustainable urban travel policies, a survey of over 160 cities and a series of national policy reviews – the Sustainable Urban Travel Steering Group undertook in 2002 a next phase of activity in this area.

In approving the findings of the work at their Lisbon Council in 2001, Ministers asked ECMT to follow up the project in a number of ways: notably, by examining problems related to the coherence and quality of urban travel, land use and environmental data, and by developing a guide to good practice for governments based on the recommendations of the work on implementation.

As an initial response to this mandate, a seminar was organised in June 2002 in order to exchange experience among a small group of experts involved in data collection and monitoring at an urban level. The seminar provided guidance on how ECMT, in co-ordination with other international and national bodies, can possibly contribute to the development of better approaches and methods for collecting and monitoring urban travel data, which could then lead to higher quality and coherence of information on progress in urban areas toward sustainable travel.

Also noted by Ministers in Lisbon was the need to examine more closely non-motorised means of travel. Responding to this request, a study looking at how cycling policies are made and implemented at national level will be presented to Ministers at their Brussels council in April 2003.

With a view to developing the Guide to Good Practice, the year 2003 will see, among others, the preparation of workshops in North America, Asia and Central and Eastern Europe, where the findings of the implementation work will be examined and “tested” in light of the particular institutional and policy characteristics of these global regions.

Transport and Environment

The Group on Transport and the Environment assisted the Railway Group in the preparation of a Ministerial debate on modal shift (see the Railways section for details). In follow up to the strategy for reducing conventional and CO₂ emissions from road vehicles by removing sulphur from petrol and diesel adopted by Ministers in 2001 the group began work on a draft resolution focussing the strategy that should be developed for member countries outside the European Union. This is designed to promote the availability of sulphur-free fuels throughout the continent. It will be submitted to Ministers in 2003.

Work continued on preparations for a Ministerial debate in 2003 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 and review experience in a number of member countries. A resolution on good assessment practice is in preparation and the focus for the final stage of the work is on improving the presentation of the results of economic and environmental assessments to Ministers and other key decision makers.



Implementing Sustainable Urban Travel Policies

Final Report

There is widespread agreement that in order to bring about sustainable travel in urban areas, flexible, integrated policy packages are needed that send the right signals to urban land use and transport markets.

The project on Implementing Sustainable Urban Travel Policies conducted by the ECMT has shown that actually implementing integrated policy packages for sustainable urban travel is easier said than done for a great number of cities in ECMT and OECD countries. While in most countries, urban land use and travel policies are defined and implemented at the local or regional levels, there is growing recognition that national governments can improve chances for implementation of integrated policy packages by providing for a flexible, sectorally integrated policy framework that sends the right messages to regions and cities via policy incentives and project financing.

This report examines the ways in which national governments can act as catalysts for sustainable travel practices on a local level.

(75 2002 01 1 P) ISBN 92-821-1368-X, February 2002, 80 pages.

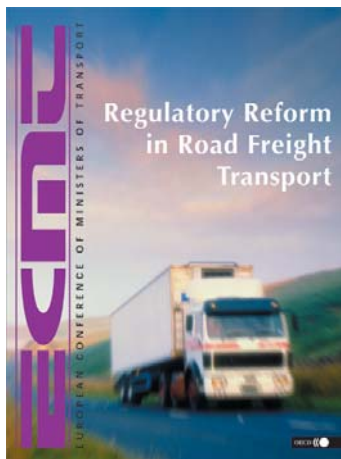
Trends in the Transport Sector 1970-2000

How have the passenger and freight transport sectors evolved since 1970? How is road safety faring? This publication presents the most up-to-date statistics on transport markets in Europe, together with charts highlighting the major trends.

Published earlier than comparable studies, this report provides the reader with first-hand figures on key transport trends. It analyses the transport situation in the western and eastern European countries, as well as in the Baltic States and the CIS.



(75 2002 09 1 P) ISBN 92-821-1375-2, August 2002, 68 pages.



Regulatory Reform in Road Freight Transport

The subject of regulatory reform in road freight transport arose from work undertaken by the ECMT and the OECD on regulatory reform in transport in general. This work aims to clarify the conditions by which a greater efficiency of transport modes may be obtained while, at the same time, ensuring the essential criteria of security, respect for the environment and harmonious social development.

A number of ways towards an evolution in road freight transport regulation within the ECMT Member countries are outlined in the present document taking into account the enlargement of the European Union, the integration of environmental considerations and the level of taxation within the transport sector. It provides a spotlight on the main avenues towards a transformation in road freight transport regulation in Europe.

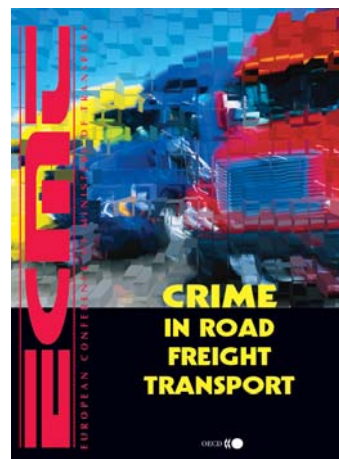
(75 2002 03 1 P) ISBN 92-821-1369-8, March 2002, 100 pages.

Crime in Road Freight Transport

Crime in road transport is a serious and growing problem. The extent of crime involving goods and goods vehicles is difficult to estimate, but data in some countries show that up to 1% of the commercial fleet is stolen each year, at an annual cost of many millions of euros.

In a study of 23 European countries, this report describes the modes of theft of commercial vehicles and goods most prevalent in the 1990s, outlines the various methods used to record highway theft and draws attention to the statistical difficulties involved in measuring the phenomenon. It lists existing and potential security improvements for road freight vehicles, such as equipment to prevent vehicles from being stolen (anti-theft devices), and equipment to track and recover stolen vehicles (after-theft systems).

This report results from two ECMT studies on "Theft of goods and goods vehicles" and "Improving security for road freight vehicles". It includes various ECMT Ministerial statements and policy decisions on the subject.



(75 2002 06 1 P) ISBN 92-821-1372-8, July 2002, 142 pages.

Key Issues for Transport beyond 2000

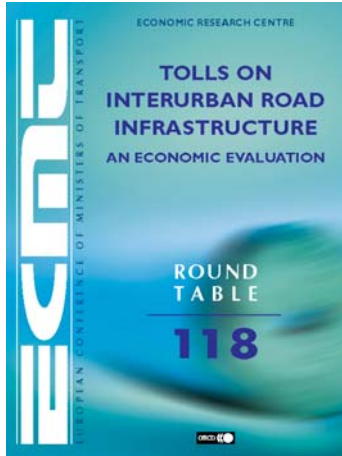


A clear dichotomy exists between an European economy centred on international trade and the environmental damage to which this focus gives rise. There is a need for a novel approach based on a shift away from the goal of ever-faster travel and ever-greater time savings, and the adoption of a different concept of accessibility. Will the 2000s see the emergence of a new way of thinking?

These and other topical issues were the subject of the ECMT's 15th International Symposium. Are we likely to see a decoupling of economic growth from transport growth? In designing future transport systems, will the pendulum swing away from the criterion of efficiency towards greater concern for equity and the environment?

This book reproduces the 17 introductory reports presented at the Symposium, together with a summary of the discussions on the three main topics: scenarios and forecasts; transforming structures and trends in technology; peripherality and pan-European integration. It highlights the key ideas to emerge from the final Round Table on "Efficiency, Equity and the Environment in Transport: Experience and Prospects", reviews the issues facing the transport sector in the coming years and sets out policy recommendations for meeting the challenges of the 2000s.

(75 2002 02 1 P) ISBN 92-821-1360-4, May 2002, 656 pages.



Round Table 118

Tolls on Interurban Road Infrastructure: An Economic Evaluation

Strictly speaking, tolls are not a modern invention. Tolling is, in fact, an ancient tradition, with its origins rooted in history.

Tolling has served numerous and wide-ranging purposes across the ages. While initially providing right of way, tolls were later used to finance the building and maintenance of infrastructure, before becoming a means of internalising external costs and managing demand. Nowadays, two main arguments

are put forward for the introduction of tolls: to meet funding requirements and to respond to society's desire for efficient use of infrastructure. However, as this Round Table shows, tolls are not a universal panacea and the introduction of road tolls is a politically delicate issue.

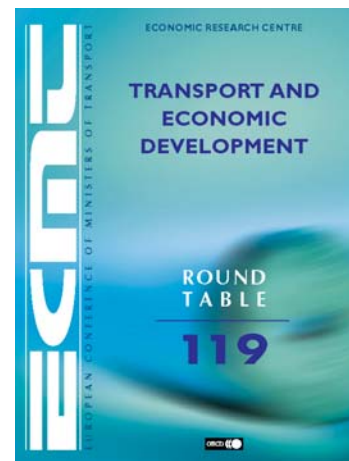
The Round Table provides a broad view of both the theoretical aspects of tolling and the practical problems posed by its introduction. It takes a scientific look at what is a burning issue, at a time when a number of countries are envisaging the widespread adoption of electronic tolls.

(75 2002 081 P) ISBN 92-821-1374-4, July 2002, 164 pages.

Round Table 119

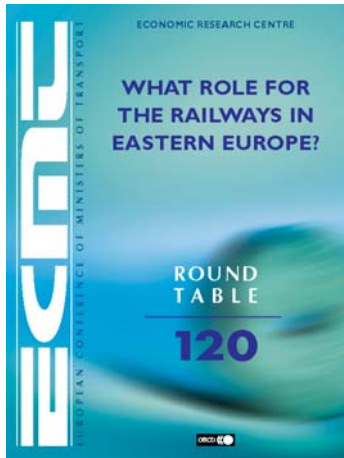
Transport and Economic Development

The linkage between transport and economic development is a highly contentious issue which has generated considerable debate and an abundant literature. There is a firmly-held belief among politicians that investment in transport infrastructure promotes economic development and, by extension, employment. However, this belief is not borne out by scientific analysis, which would seem to indicate that the impact of this type of investment on employment and economic development remains limited, at least in developed countries, and at the purely regional level can even prove negative.



The Round Table set out to clarify this issue by analysing the arguments for and against the presumed linkage between "transport infrastructure" and "economic development". This provided a basis on which it could draw conclusions regarding the evaluation methods of investment commonly used. The debate ended with a review of the basic policy issue of whether or not a link existed between transport and economic growth.

(75 2002 101 P) ISBN 92-821-1298-5, September 2002, 200 pages.



Round Table 120

What Role for the Railways in Eastern Europe?

Facing the collapse of their business and stiff competition from road transport, Eastern European railways are in a critical financial situation. Railway restructuring is a must, but where circumstances in each country are so different there can be no "one size fits all" solution. Nevertheless, some guidelines for restructuring are emerging. The strategies to be implemented will involve both governments and the railway companies themselves.

Separating infrastructure from operations, for instance, could be a good model provided infrastructure usage is priced efficiently. Concessions should be granted for local and regional passenger services. Freight transport issues have to be addressed at a European level – and open access should be the fundamental rule along with encouraging new market entrants.

Privatising the railways is probably not a prerequisite; their independence, however, is essential. Their management should be exactly the same as that of any other commercial company on the market and they should have appropriate management tools. Railways should focus their investment on new technologies and automation, difficult problems with reducing overstaffing can be resolved only with government co-operation.

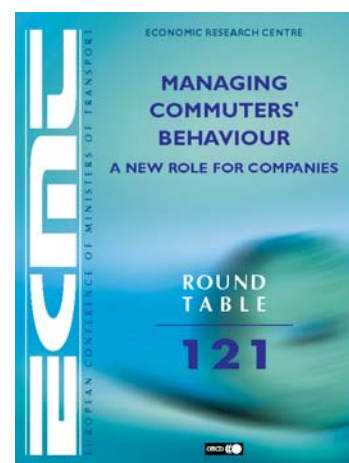
Based on a review of the strengths and weaknesses of the railways in the Central and Eastern European Countries and in the Commonwealth of Independent States, the Round Table came to a series of inescapable conclusions for anyone wishing to address these issues.

(75 2002 04 1 P) ISBN 92-821-1371-X, February 2002, 148 pages.

Round Table 121

Managing Commuters' Behaviour: A New Role for Companies

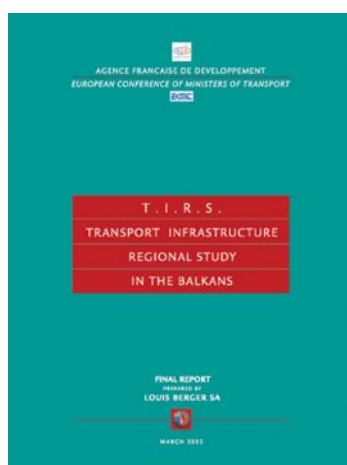
Encouraging wage earners to use public transport has a vital role to play in meeting environmental objectives, particularly the challenge of reducing greenhouse gas emissions. Changing people's behaviour calls for action in the workplace and one option open to employers is to recruit mobility managers whose task is to help reduce employees' dependence on private car use. Governments can support such initiatives by running information campaigns, by publishing practical guides to incentive schemes and by harmonising regulatory and fiscal frameworks.



Round Table 121 was devoted to this innovative topic and opened with a discussion of the provision of free parking facilities to company employees in the United States, a practice that has many knock-on effects and ramifications. One solution is for companies to replace free parking with cash-out schemes under which financial benefits are given to employees who choose not to make use of their free parking space. The Round Table then proceeded to consider several examples of employee mobility schemes in Europe, and ended by drawing conclusions of interest to local, regional and national authorities.

This Round Table makes a key contribution to continuing efforts to chart a course of action directed towards achieving the goal of sustainable transport.

(75 2002 11 1 P) ISBN 92-821-1299-3, November 2002, 288 pages.



Transport Infrastructure Regional Study in the Balkans (T.I.R.S.)

This publication constitutes the Final Report of the regional study on transport infrastructure in the Balkans that was carried out under ECMT supervision and presented to the Council of Ministers in May 2002. Undertaken in the context of the Stability Pact and financed by the French Government through the "Agence Française de Développement", the study area encompasses 7 countries: Albania, Bosnia-Herzegovina, Bulgaria, Croatia, the Former Yugoslav Republic of Macedonia, Romania and the Federal Republic of Yugoslavia. Its main objectives are to:

- Identify major international and regional routes in the Balkans region.
- Define a coherent medium-term network to be used as a framework for planning, programming and co-ordinating transport infrastructure investments.
- Define short-term priority projects suitable for international financing. At the end of the study and based on a multi-criteria analysis, 94 transport infrastructure investment projects were selected.

In addition to these results, the TIRS study also highlights a number of priority policy measures that should be taken in support of investment in transport infrastructure. These measures mainly concern railways, roads, inland waterways as well as the provision of institutional structures.

The publication is available in English only (with an executive summary and conclusions in French) and has several technical appendices and maps. It is available in electronic form on the ECMT web site:

www.oecd.org/cem/topics/tirs/index.htm

JUST PUBLISHED

- ***Statistical Report on Road Accidents 1999-2000***
(75 2003 01 3 P) ISBN 92-821-0299-8, February 2003, 122 pages.
- ***Safe and Sustainable Transport - A Matter of Quality Assurance***
Proceedings of the International Seminar, Prague, March 2002
(75 2003 03 1 P) ISBN 92-821-1303-5, February 2003, 224 pages.
- ***Trends in the Transport Sector 1970-2001***
(75 2003 02 1 P) ISBN 92-821-1301-9, February 2003, 68 pages.

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