



ANNUAL REPORT

2003

ECMT

EUROPEAN CONFERENCE
OF MINISTERS OF TRANSPORT

2003 IN PERSPECTIVE



Jack Short
Secretary General

The year 2003 was a very unique one for ECMT as the organisation celebrated the fiftieth anniversary of its creation. There were several special events during the year and, as is appropriate for anyone reaching middle age, there was also a wide-ranging review of the work of the organisation, its present health and future role.

These reviews of transport policy and of ECMT's role were the centre pieces of the annual Ministerial session, which, like the first Session in 1953, was held in Brussels. The Belgian government is the repository of the ECMT Protocol and held the Presidency during this celebratory year, with the Minister, Isabelle Durant, taking a strong proactive role in the activities.

Drawing on work from seven of transport's leading thinkers and from the Secretariat, Ministers reviewed the successes and failures of transport policy over 50 years. In a general sense, transport has seen phenomenal progress and change. Access opportunities and mobility have grown dramatically, supported by large investments and heavy spending from both the public and private sectors. Transport has facilitated globalisation of trade and contributed to conquering distance. It is, in general, faster, safer, cleaner and cheaper than it has ever been. But, of course, it is not all good news and Ministers acknowledged that enormous problems remain to manage growth and to make the system safer, cleaner and more efficient.

They indicated some directions for policy making in future which are set out in more detail in the publication "Fifty Years of Transport Policy". These include the need to look at transport in a more integrated way, the necessity to manage growth in a more proactive way, to continue to open markets on the basis of quality and to rely more on charging for infrastructure use.

The implications of these broad policy directions for ECMT can be summarised in saying that ECMT should start to take a broader view of the transport system and should work to understand better the role and importance of transport in society and the economy. Ministers also insisted that ECMT should focus more on implementation of policy. The publication of the "ECMT Acquis" will facilitate this as it brings together in a clear way all the main decisions adopted by Ministers. Ministers acknowledged the contribution made by ECMT as a flexible forum for discussion that they wish to retain and strengthen. Specifically Ministers also agreed to reinforce links with the European Commission and with UNECE through a formal exchange of letters and to strengthen links with Associates by agreeing to set up a Joint Transport Research Centre with the OECD.

Among the special events during 2003, mention should be made of the 16th Symposium on Transport Economics and Policy, generously hosted by the Hungarian government, which provided a valuable opportunity to review the achievements in Transport Research, the links with policy and the needs for the future. One area identified clearly by participants for further research and exchange of experience concerns the governance of the sector, where a multiplicity of modal and intermodal regulatory frameworks are being discussed and introduced.

The longstanding efforts made by ECMT on Accessibility was also given an impetus with an international competition and the presentation of an ECMT/EDF (European Disability Forum) prize which was presented jointly to the cities of Nürnberg and Grenoble for their long-term commitment to improving access for people with mobility handicaps.

This Report provides additional information on the activities in the many different modal and horizontal activities where ECMT tries to make a contribution to improving international policy reflection and formulation.

Finally, ECMT depends on a dedicated network of contacts in the member countries and on behalf of the Secretariat, I would like to thank all the individuals who contributed to Working Groups or Seminars or other events for the time, effort and goodwill they put into their work with ECMT.

TABLE OF CONTENTS

Mission and Structure of the ECMT	5
The 87th Council of Ministers, 23rd-24th April 2003, Brussels	7
Fifty Years of ECMT: Some Reflections and Highlights	9
The Brussels Council in Brief	15
Press Release after the Meeting	18
Ministerial Documents	28
List of Heads of Delegations	30
Main documents approved by Ministers in 2003	33
Resolution No. 2003/1 on Assessment and Decision-making for Integrated Transport and Environment Policy	33
Resolution No. 2003/2 on Sulphur-free Fuels	39
Resolution No. 2003/3 for an Improved Management of the ECMT Multilateral Quota	41
Resolution No. 2003/4 on the Establishment of a System for Monitoring the Implementation of Driving Time and Rest Periods	46
Conclusions and Recommendations on Improving Access to Public Transport	49
Declaration by the Council of Ministers on the Future of the ECMT	54
Other Major Events in 2003	57
Latest Trends in Transport	63
Activities of the Working Groups in 2003	65
Access and Inclusion	65
Combating Crime and Terrorism in Transport	65
Combined Transport	66
Economic Research	66
Fiscal and Financial Aspects of Transport	67
Integration of New Member States	68
Transport Infrastructure Planning and Financing on a Pan-European Basis	69
Railways	69
Road Safety	70
Road Transport	70
Statistics	72
Sustainable Urban Travel	72
Transport and Environment	73

ECMT Publications in 2003 75

ECMT Organisation Chart 82

ECMT Secretariat 83

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 2003, there are 43 full member countries, 7 associate member countries and 1 observer country.

MISSION

The role of ECMT is to:

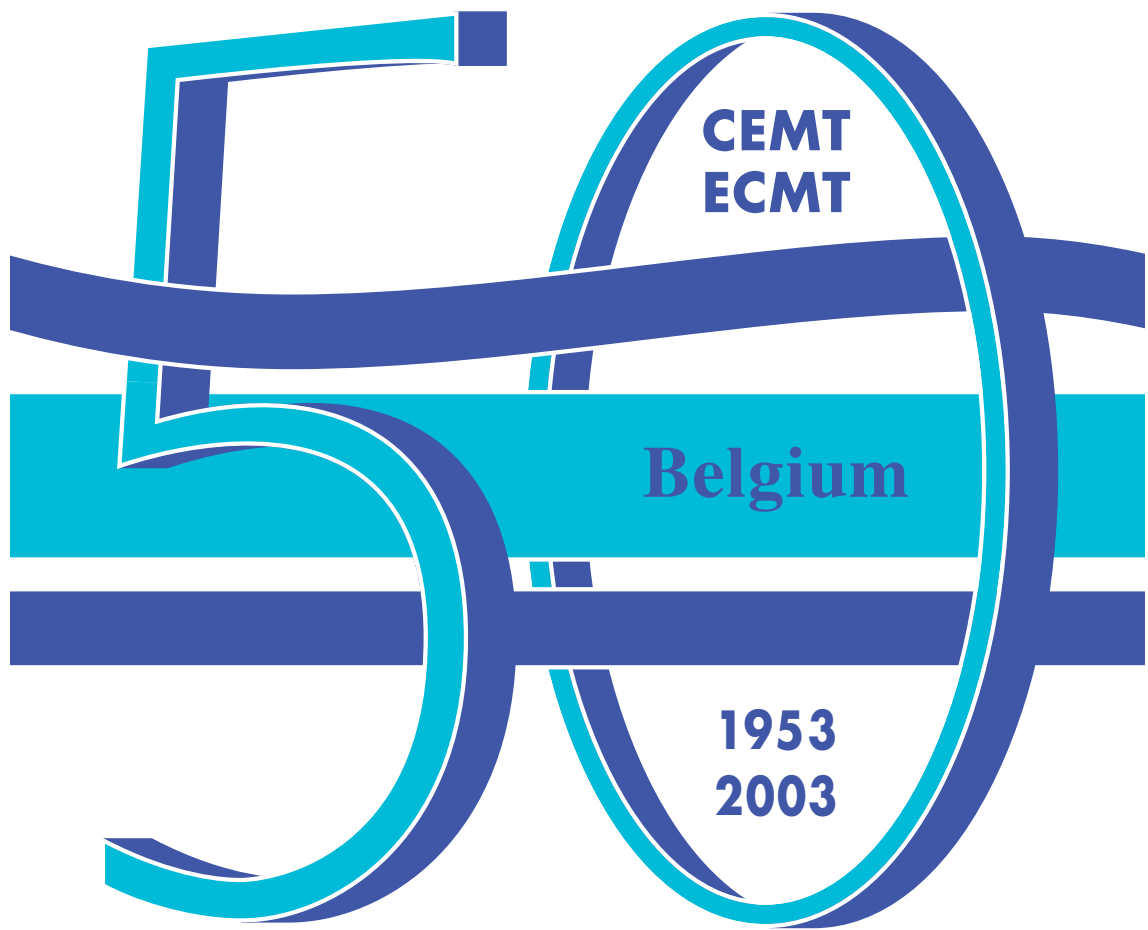
- Help create an integrated transport system throughout the European continent that is economically and technically efficient, meets the highest possible safety and environmental standards and takes full account of the social dimension.
- Help build a bridge between the European Union and the rest of 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 Mrs. Isabelle DURANT,
Belgium's Deputy Prime Minister and Federal Minister for
Mobility and Transport, and chairman-in-office of the Conference,
the ECMT Council of Ministers held its 87th Session
on 23rd-24th April 2003 in Brussels.



B R U S S E L S 2 0 0 3

FIFTY YEARS OF ECMT

Some Reflections and Highlights

Opening speech by Jack Short Secretary General

Ministers,

Ladies and gentlemen,

It is an honour to have an opportunity to address you on this happy occasion. I would like to spend a few minutes to give you a flavour of ECMT, its role, its achievements and maybe even some of the mistakes, the challenges ahead and of some of the people who were involved.

The origins of ECMT lie in the post war Marshall plan and the setting up of the Organisation for European Economic Cooperation (later the OECD). Governments and Ministers quickly realised how important transport was to Europe's post war reconstruction and agreed to set up a special organisation to deal with the transport policy problems that were so concrete and acute.

Transport is vital

Fifty years later we continue to confirm how vital Transport is for our economies and the functioning of society. The sustained economic growth that the world has seen has been driven largely by trade. And this would not have been possible without the improvements in transport techniques and increases in productivity that there have been. Where trade does not cross boundaries, armies do. Transport is a force for peace and understanding among peoples. It provides new choices and opportunities for work, for education and for leisure. Transport has transformed the problem of distance and allows us to speak of a global village. As other barriers to trade are reduced transport becomes even more important as a factor in bringing people together and in increasing wealth across the globe.

Transport has changed dramatically since ECMT was set up. For example, car ownership in the original ECMT members has multiplied by more than 16 (from 28 cars per thousand to well over 400). In 1953, there were less than 3 000 kilometres of motorway now there are almost 45 000. In the West goods traffic has increased fivefold since the mid 60s. Railways and waterways carry the same volumes but of different goods with half the staff. In Central and Eastern Europe a similar pattern is establishing itself. There have been enormous productivity increases for example with the development of containers and huge vessels, of high-speed trains, of motorways and also the growth of competition. There have been impressive engineering achievements internationally like the Channel Tunnel, the Great Belt Bridge, the Bosphorus crossings and the Mont Blanc tunnel.

Achievements

The ECMT has passed no laws, is responsible for very few international agreements, has built no infrastructure and has a small staff and a tiny budget. And yet it has an impact.

Many of the policies that have been put in place or that are about to be put in place nationally or internationally were agreed first in a soft way in ECMT. Many road safety laws, like seat belts, helmets for motorcycles, speed limits, blood alcohol limits, education programmes and targets were all accepted in ECMT before they became general. The concern for the environment saw the first joint meeting of transport and environment Ministers in the late 1980s and recommendations that are still valid. An agreement with the vehicle manufacturing Industry on CO₂ emissions predated and inspired the Commission to do the same. Accessibility for elderly and disabled people has been an area where the political impetus given by Ministers has been followed up. Transport crime was taken up in ECMT in 1996 and a contribution is being made there too which now also encompasses terrorism.

With the collapse of Communism, ECMT provided a political outlet immediately for the Countries of the region. The original Members had not changed much over the first 40 years and then, without lengthy accession processes, over 20 new countries were quickly welcomed as equals. ECMT more than doubled its membership in less than a decade. Already, four of the so called new Countries, Hungary, Poland, Czech Republic and Romania, have taken the Presidency and Slovenia and Russia will do so in the next two years. The family of Countries in ECMT or Associated with ECMT has become much larger and the previous homogeneity of the membership has been totally changed. Integrating in a full sense all the countries has not been an easy task and is far from completed. It is also a practical question.



Council of Ministers held in Brussels in 1953

The activities on Integration have become a central part of ECMT's work and the exchanges of experience and the policy recommendations have provided countries with some help through this period of unprecedented change for them. The concept of Pan-European Corridors was first mentioned at the Session in Noordwijk in 1993.

Ministers made long-term decisions. They set up EUROFIMA, the rail equipment financing agency, for a period of 50 years. Eurofima's statute has recently been extended showing how successful this initiative was.

Following two successful symposia, Ministers set up the ECMT Economic Research Centre and its first Round Table took place in the middle of the May 1968 revolution in Paris. We have now held 125 Round Tables and 15 Symposia. The publications of these events include contributions from all the leading thinkers and academics on transport and are a library in transport economics. And transport researchers found a place where they could come together at international level to inform and influence policy makers.

Then, on a very practical level there is the Multilateral Quota system. Set up in 1974, as a first liberalising step, it has evolved in many ways but remains very valued by the countries, and has contributed to moving towards quality in road transport. New Ministers must find it increasingly difficult to understand but it is the one subject that is on your agenda every year and about which there is guaranteed to be a lively discussion. We need constantly to reform it but we must be careful in doing so that we do not destroy it.

Of course, we should not try to claim that everything has been successful.

For example, your forecasts have not always been accurate.

In the mid fifties you said...

"....., the total carrying capacity (of the infrastructure) should enable it easily to cope with such increases in traffic as any foreseeable changes in economic conditions are likely to bring about "

First Annual Report (1955)

Nor have you been always so good at implementing your decisions:

Urban Resolution – Resolution no. 15 from 1965

"... Underlines that it is urgent to take measures to limit the volume of traffic, especially private cars in the largest cities."

And some subjects seem always to be on your agenda. Your first meeting in 1953 had an item on Rationalisation and Modernisation of the railways. Our researchers had produced excellent papers on Road Pricing in the early 1960s.

But, taking a broader view, you can see in the ECMT a remarkable constancy in certain principles.

First and most important, Ministers have been ready to take political risks and to go a little further with international co-operation in ECMT. ECMT resolutions have set a framework for policy that is forward looking and ambitious. I know that Ministers are judged more by what they do at home than what they preach abroad, to paraphrase John Kennedy. But the ideas that started in ECMT or that ECMT helped to generalise have been implemented in many countries.

*A **second element** that has been remarkably constant down the years is the wish to create synergies and work together with others in the field.*

"...The way in which the functions of the ECMT have been defined eliminates the risk... of duplicating the work of other supranational or international bodies."

First Annual Report (1955)

*A **third guiding principle** is that our Conference has been careful to avoid the creation of another bureaucracy. Can you imagine Ministers nowadays setting up something like you did with ECMT.*

"...It has thus been possible to set up a very simple operational unit by appointing only one official to deal with the administrative work of the Conference."

First Annual Report (1955)

We are no longer able to manage the work with one person and the staff of 20 remains small but I hope effective.

Thanks are due to many people

First to the Ministers who have supported and sustained the organisation over a long period. Then, to the Deputies who organise the business and run the affairs in a constructive and open way. Also to the Countries who have taken on the Presidency who have made such efforts to organise things well and make us feel so welcome.

I would like to thank the many delegates who contribute to the work of the different Groups. These are the soul of ECMT and the quality of our work is dependent on the level and commitment of the delegates you send.

I would especially like to thank the Chairs of Working Groups. These dedicated people give a lot of their time and effort and, if the quality of the work is high, it is because we have clever, hard working and international minded chairs.

We work in the international domain where there are many other actors and it is essential for us to have good links with them all. For the Union and its institutions, I would like to thank especially the staff in the Commission for their co-operation and friendship over many years towards the ECMT. It is important that this be continued and strengthened in the future as is the intention in this meeting.

The United Nations Economic Commission for Europe is a very important partner in international transport and I would like to thank them and particularly the Transport Director, Mr. Capel Ferrer, for his constructive approach and co-operation. There is a clear understanding of the complementary nature of our roles and this too will be reinforced during this session.

Finally, the OECD has provided ECMT with all facilities and services during all the years of our existence and we are very appreciative. The contacts on substance have been very beneficial in many domains. If the proposals before Ministers are accepted these links will be improved further in a way that will benefit both the Full and Associated Members of ECMT.

Warm thanks are due to the more than 30 international organisations with whom we have consultative relations. These organisations help provide a solid basis for our work with their detailed knowledge and clear opinions. We have particular co-operative work or agreements with many of you and these show a way to take things forward in a concrete manner.

An organisation must have its structures and rules and committees but, in the end, the most important component is the people. ECMT has, I believe, contributed, through its relatively informal methods of open dialogue to the creation of many valuable business contacts but also to numerous and long-lasting friendships.

Some Deputies have been associated with ECMT for many years, like Mr. Forton, the current Chair who has been coming to ECMT for 30 years or Mr. Korpela of Finland who is our longest serving Deputy having started in 1985. Others like Mr. Schneuwly of Switzerland and Mr. Zarnoch of Poland have also been present and active for a long time. In the past, Deputies like Mr. Ragne Wiberg of Sweden, Mr. Poppe and Mr. Vrebos of Belgium, Mr. Jordanis of Switzerland, Mr. Lobato of Portugal, Mr Halbmeier of Austria, Mr. Ribu of Norway and too many others to name (Mr. Woelker of Germany, Mr. Halck of Denmark, Mr. Amerio of Italy) served for many years and made an inestimable contribution to improving international relations.

I am afraid that such longevity is not the case for Ministers. At a time when general life expectancies are increasing, the opposite is the case for transport Ministers. There have been more than 20 changes of Minister since last year's Council in Bucharest. This means that a Transport Minister's life expectancy is now below two years. But there are exceptions and some Ministers have remained in place for many years. Ministers Dollinger and Schlumpf were pillars of the organisation for many years in the 1980s. Mr. Leunberger of Switzerland is our longest serving Minister followed by Mr. Adeishvili of Georgia and Mr. Collenette of Canada.

Transport Minister was for a long time a job filled by men. Before the Netherlands made it practically a rule, one of the first women to be a Transport Minister was Barbara Castle in the United Kingdom. But if you are politically ambitious there is hope as several others have gone on to be Prime Ministers like Jean-Luc Dehaene in Belgium, M. Chaban-Delmas in France, Mr. Klima in Austria or even Presidents like Erskine Childers in Ireland, who chaired ECMT in 1968.

There have been six Secretary Generals: Mr. Michel Mange (1953-1966), Mr. Edmond Corbin (1966-1976), Mr. Georges Billet (1976-1983) followed by Mr. Jan Terlouw (1983-1991) and Mr. Gerard Aurbach (1992-2001).

Role of the ECMT

Ministers will debate the future of ECMT later today and I do not want to pre-empt that debate. But I would like to make a few points.

First, Ministers and Ministries should not forget that it is a service for them over which they have control. There are many challenges in Transport and Ministers have a difficult job to meet them and at the same time satisfy public expectations. ECMT can help define and face these challenges.

The ECMT is a forum where you do not have to argue about legal texts, where you can agree on policy approaches and guidelines and frameworks for co-operation. But you can also agree to differ. Importantly, you can use ECMT to look ahead a little more, beyond the daily tensions and difficulties you have. Transport needs longer-term thinking and care in decisions because of their long-term impacts.

I always believed that ECMT should treat whatever subjects would be useful to Ministers. So if you want to discuss shipping or aviation the Conference should find a way to facilitate it through involving the organisations who do not meet at Ministerial level. The Review Group on Future Directions has taken some steps in this direction.

I also believe that ECMT has to react to the globalisation trends in economies and transport. Again the Review Group has proposed a number of concrete steps in this direction including strengthening the links with Associated Countries. And this will need to continue.

But, at the same time ECMT has specific tasks and functions in developing a Pan-European approach. This remains vital and the large differences between countries requires flexibility so that all Countries will find value in what we do.

In the end, ECMT will stand or fall on the quality of its work. I can promise that as long as I am in charge I will follow the traditions of all my predecessors in trying to ensure high quality work and analysis and in always preferring substance over form. But this is a shared responsibility and maintaining quality is also your task through your own interest and commitment, the demands you make as well as the quality and contributions of the Deputies and delegates that you send to our activities.

THE BRUSSELS COUNCIL IN BRIEF

The 87th session of the Council of Ministers of the European Conference of Ministers of Transport (ECMT), which was held in Brussels on 23 and 24 April 2003 under the chairmanship of Belgium's Vice Prime Minister and federal Minister for Mobility and Transport, Isabelle Durant, the current President of the ECMT, celebrated the 50th anniversary of the ECMT. On the day before the session the Chair conducted, on behalf of the Council, a hearing of the transport organisations representing the various stakeholders in the transport sector.

The discussions in the Council of Ministers produced the following results:

Adhesion of Armenia

The Council of Ministers responded favourably to **Armenia's** request to join the Conference, bringing the number of ECMT Member countries up to 43.

Sustainable transport policy

On the basis of a report entitled "**Transport Policy: Successes, Failures and New Challenges**", the Council of Ministers debated what sort of transport policy was needed to meet the challenges that this sector of activity was going to be confronted with in the years ahead and ensure that its development was sustainable. The discussions produced a consensus on a number of strategic options for transport policy.

The Council of Ministers noted the conclusions of a seminar organised on the initiative of the Chair on "**Managing the Fundamental Drivers of Transport Demand**".

Reforming transport taxes and charges

The Council of Ministers took note of the conclusions of a report on **reforming transport taxes and charges** and set up a procedure for monitoring the reforms implemented in accordance with the guidelines contained in the report.

Transport and Environment

The Council of Ministers adopted a Resolution on **assessment and decision-making for integrated transport and environment policy** which recommends systematic recourse to global evaluations of economic, social and environmental effects and lays down guidelines for good evaluations.



Ministers and Heads of Delegations at the ECMT 87th Ministerial session

It also adopted a Resolution on **sulphur-free fuels** which recommends that ECMT Member countries take steps as quickly as possible to ensure that sufficient supplies of sulphur-free fuels are available throughout the region.

Improving access to public transport



Receiving the ECMT-EDF Access and Inclusion Award from Belgium Minister Isabelle Durant (front row, far left) are from left to right Juhani Korpela (Deputy from Finland) receiving the award for Helsinki, Wölfgang Legath and Wölfgang Lammerzähl from Nürnberg, Jacques Chiron and Claude Bertrand from Grenoble, and Sophie Beaumont from EDF.

The Council of Ministers approved Conclusions and Recommendations on **improving access to public transport**.

During the Ministerial, a **special ECMT/EDF** (European Disability Forum) prize was awarded in recognition of the measures taken to improve access to public transport. Equal first were those in charge of public transport in the towns of Grenoble (France) and Nuremberg (Germany).

Future role of the ECMT

The Council of Ministers indicated its agreement with a whole series of recommendations contained in a Report on **future directions for ECMT**. In so doing, it decided on the directions it wants the ECMT's activities to take in the future and adopted a long-term view on both the role of the ECMT and its relations with other international

organisations. An official exchange of letters between Mrs. Durant, ECMT President, Mrs. de Palacio, Commissioner responsible for transport in the European Commission and Mrs. Schmognerova, Executive Secretary of the UNECE, gave tangible form to the tightening of the links between these organisations.

To formalise decisions taken, the Council of Ministers adopted a **Declaration on the future of the ECMT** which was also endorsed by the representatives of the Associate Member countries present.

Road transport

The Council of Ministers adopted a Resolution on **the establishment of a system for monitoring the implementation of driving time and rest periods**, the object being to introduce mutual assistance and an exchange of information system for infringements to AETR and equivalent regulations.

It also indicated its agreement with a Resolution for **improved management of the ECMT Multilateral Quota** which contains various measures designed to improve the management and control of the quota system.

The Council of Ministers had an in-depth discussion on a **“political” restructuring of the ECMT Multilateral Quota System** and approved a number of proposals designed, in particular: to restrict the period of authorisation for haulage by obliging licence holders to return to their country of registration after a maximum period of six weeks; to allocate an additional quota to Ukraine; to study a possible redistribution of the quota; and to initiate a general review of the quota system.

The “ECMT Acquis”

Ministers approved a report describing the main Acts of the Council of Ministers since the creation of the Conference, which now constitute the **“ECMT Acquis”**. Monitoring actual implementation of this "Acquis" is one of the state priorities of the Council for the future.

New Bureau

In accordance with the provisions governing the Conference, the Council of Ministers elected its new bureau, which will take up its duties on 1 July 2003 for a period of twelve months. The Transport and Telecommunications Minister of **Slovenia** was elected President of the Conference for this period. The Minister of Transport of the **Russian Federation** was appointed Vice-President, with the second Vice-Presidency going to the **Irish** Transport Minister.

Next session

The Council of Ministers' next session will take place in **Ljubljana** (Slovenia) on 26th and 27th May 2004.

PRESS RELEASE AFTER THE MEETING

The Council of Ministers of the European Conference of Ministers of Transport (ECMT) held its 87th session in Brussels on Wednesday 23 and Thursday 24 April 2003.

The session, attended by some forty Ministers and Secretaries of State and by the European Commissioner for Transport, Mrs. de Palacio, and the Executive Secretary of the UNECE, Mrs. Schmognerova, was chaired by Mrs. Isabelle Durant, Belgium's Vice Prime Minister and federal Minister for Mobility and Transport, the current President of the ECMT. In addition to Member country representatives, also present were high-level representatives from a number of Associate countries, in particular the United States, Canada, Japan, Korea, and also from Morocco, an Observer country.

The Brussels meeting was notable for the participation of **Armenia's** Transport Minister – for the first time as the representative of a fully-fledged ECMT Member country. In the opening session, the Council of Ministers welcomed Armenia as a new Member country of the Conference, thus bringing the number of countries that have joined the ECMT up to 43.

The session was first of all marked by a number of events to celebrate the ECMT's 50th anniversary.

The Palais d'Egmont in Brussels where the ECMT 87th Ministerial session was held



Fiftieth anniversary of the ECMT

Founded in 1953 in Brussels by a Protocol signed by the Transport Ministers of 16 European countries, the ECMT is celebrating its 50th anniversary this year. It is symbolic that the Council's 87th session should be held in the Palais d'Egmont, the same venue where the ECMT was created and where it also celebrated its 25th anniversary.

Several specific events were organised to commemorate the event:

- A **hearing of international organisations** by the Council of Ministers, held the day before the ministerial session under the chairmanship of Mrs. Durant. Some thirty organisations took part in the hearing. They represent, at the international level, both the various transport modes (rail, road, inland waterways, combined transport, urban transport, air transport) and the stakeholders in the sector: operators, employees, users and shippers, infrastructure and rolling stock manufacturers, road safety authorities, environmental groups. These organisations were thus able to present their points of view on the main topics on the agenda of the session, in particular the development of a sustainable transport policy, and to say how their co-operation with the ECMT could be made more effective in light of the new directions that the Council of Ministers had mapped out for the Conference.
- A special **session of commemoration** gave several speakers, including Mrs A. Neyts, Deputy to the Belgian Minister for Foreign Affairs, Mrs. Durant, ECMT President and Mr. Jack Short, Secretary General of the ECMT, the opportunity to recall the work done by the Conference since its foundation and to map out some future directions for the organisation; at the end of the session, the ECMT's new official flag was raised for the first time. As part of the 50th anniversary celebrations, all the participants were received by the Belgian Prime Minister, Mr. Verhofstadt.
- A special **ECMT/EDF (European Disability Forum) prize** was awarded. The purpose of this prize is to reward transport managers who have implemented strategies over a long period to improve transport accessibility, particularly for the handicapped. The first prize was shared by the *Syndicat mixte des Transports en Commun* of the town of Grenoble (France) and the Nuremberg (Germany) VAG or *Verkehrs-Aktiengesellschaft*, whose representatives were awarded their prizes by Mrs. Durant, President of the ECMT. The prize is the subject of a special press release.



ECMT display stands of publications and memorabilia in celebration of the 50th anniversary of the Conference

In accordance with the agenda of the ministerial session proper, the Council of Ministers considered the following topics:

Sustainable transport policy

On the occasion of the 50th anniversary of the Conference, it seemed timely to organise a general discussion in the Council on the transport policy needed to meet the challenges facing the sector in coming years, and to ensure that policy is sustainable.

There were two background documents for the discussions under this item:

- A report entitled **“Transport policy: successes, failures and new challenges”**. After reviewing transport policy over the past fifty years and pointing out the remarkable progress made by the transport sector in half a century, this document also highlights certain failures and shortcomings; in particular, it describes the future challenges facing transport policy and proposes various courses of action to contend with them.
- The conclusions of a seminar on **“Managing the Fundamental Drivers of Transport Demand”**, which argue that, besides measures to improve transport supply, there is a whole range of instruments (pricing, regulation, planning, markets) that can be used to influence transport demand and thereby improve the profitability and efficiency of infrastructure investment.

According to a very widely held view, transport policy may well have reached a turning point. It will not be possible to manage projected traffic growth using traditional methods that concentrate on increasing infrastructure capacity. New incentives and new pricing, investment and demand management instruments are required. In order to meet the emerging challenges the report on transport policy outlines a number of strategic directions for transport policy in the coming years. This is no doubt going to be the ECMT’s benchmark policy document for the future. Ministers took a decision on the guidelines drawn up and exchanged views on issues such as: how can political support and public acceptance be generated for the recommended measures, how can an appropriate balance be struck between the various instruments, how can the practical and political problems raised by the indispensable reform of taxes and charges be overcome?

The discussion produced a broad consensus on the need:

- To strike a new balance between strategies for reducing demand and those aimed at increasing mobility; alongside the measures designed to improve transport supply, more attention than in the past should be paid to the factors that generate demand.
- To open up international markets on the basis of quality and transparency.
- To pursue regulatory reform, paying particular attention to the effective implementation of the measures decided on and conducting a more open review of the successes and failures of the policies carried out.

- To have increased recourse to direct charges for infrastructure use, collecting the charges as close as possible to the point of use whilst ensuring the competitiveness of peripheral countries is protected.
- To make greater use of new technologies which can improve the system's efficiency, security and life span in numerous ways, and to step up research on transport economics and policy.
- To improve the co-ordination of infrastructure planning, taking special care to maintain the quality of existing infrastructure.
- To involve the public more effectively in the planning process.
- To improve evaluation methods so as to reduce the time taken to implement projects and ensure their sustainability.
- To set up institutions that will make for the development of a more integrated and strategic approach, taking care to ensure that the planning, investment and operation are not too fragmented.
- To make road safety an integral and permanent basis of transport policy, refusing to accept road accidents fatalistically.

Reforming transport taxes and charges

A policy for reforming transport taxes and charges was formulated in two previous Resolutions adopted by the ECMT Council of Ministers. One deals with transport taxes and charges, in particular those relating to international road transport, while the other deals with government strategies concerning internalisation of the external costs of transport.

These Resolutions recommend that taxes and charges be reformed gradually in order to make transport more efficient, to avoid discrimination and competitive distortions, to reduce the environmental impacts and to facilitate congestion management.

Further to these Resolutions, the **modifications that need to be made to taxes and charges** were analysed with a view to putting in place a more efficient system, and the issues raised in the political debate on pricing reform were examined. At the Brussels session, the Council of Ministers noted the conclusions of the report drafted on the basis of this work and set up a procedure for monitoring the reforms of the tax systems in line with the guidelines set out in the report.

The conclusions thus noted by the Council of Ministers show that:

- The ultimate aim is to charge for the use of transport infrastructure close to the point of use, with charges based on marginal social cost.
- The potential benefits of the recommended reforms are substantial in terms of welfare, revenues, pollution and congestion; these reforms will permit both efficient use of existing infrastructure and, over the longer term, efficient provision of infrastructure both in terms of quantity and quality.

- There is no reason in principle for postponing the implementation of these reforms, while recognising that, alongside new pricing systems, more conventional instruments such as parking charges and public transport fare policy also have an important role to play.
- The emphasis should now be on implementing appropriate taxation instruments and gaining public acceptance for these reforms; in this connection, the introduction of distance charges for trucks differentiated by weight and environmental performance is an important step forward towards greater efficiency of systems of taxes and charges.
- Pricing reform needs to be co-ordinated with other instruments fundamental to achieving environmental and safety goals (emission standards, enforcement of speed limits, etc.) and investment to improve the quality, management and capacity of infrastructure.

Transport and Environment

Under this item, the Council of Ministers adopted two Resolutions, one on the decision-making process, the other on sulphur-free fuels.

- At the Prague Council in 2000, Transport Ministers had agreed to a common approach to developing sustainable transport policies that highlighted the need for improved support for decision-making on transport projects and policies. They stressed the importance of good systematic evaluations of costs and benefits and effective strategic environmental assessment. They explicitly requested that more satisfactory procedures and tools be developed for presenting the results of appraisals to decision-makers, improved decision-making being viewed as the key to integrating transport and environment policies.

This was the objective of the **Resolution on assessment and decision-making for integrated transport and environment policy** which was adopted by the Council of Ministers. This Resolution recommends that systematic evaluation of economic, social and environmental effects should underpin all transport plans and programmes, and to this end a number of guidelines are provided, relating to:

- Decision-making support, with recommendations regarding the presentation of results.
 - Institutional arrangements and procedures: integrated assessments rather than separate assessments of the economic, social and environmental effects taken in isolation, consultation with stakeholders and the general public, involvement of decision-makers from the outset, a harmonised approach for all transport modes, ex post evaluations, adequate training for transport and land-use agencies.
 - Contents of assessments: all welfare effects should be taken into account, alternatives should be considered, uncertainties and limits of assessments should be made clear, distributional impacts and distortions in pricing should be reported.
- Reducing the sulphur content of fuel is a simple way of reducing emissions of the major pollutants from the whole vehicle fleet while increasing the efficiency and durability of

exhaust emission control systems. Implementation as from 2005 of international regulations on emissions is going to produce a growing demand for low sulphur fuels. It is therefore essential that such fuels be available throughout the ECMT since failure to make such fuels available at strategic locations on trunk road networks would rapidly create a serious barrier to trade between east and west.

It was to avoid such a situation that the Council of Ministers adopted a **Resolution on sulphur-free fuels** which recommends that ECMT Member countries take steps as quickly as possible to ensure that sufficient supplies of sulphur-free fuels are available. This Resolution recommends in particular that in those countries where there is no general obligation to introduce sulphur-free fuels from 2005:

- Ministers evaluate the expected demand for sulphur free fuels from 2005 in terms of volume and spatial distribution.
- Ministers take steps to ensure sulphur free fuels are made available in sufficient quantities for the needs of international trade and tourism at strategic locations on parts of their trunk road networks that carry significant amounts of international trade or tourist traffic.
- Ministers ensure information on the location of service stations supplied with sulphur-free fuels is made widely available.

The Resolution recommends further that in all Member countries Transport Ministers examine the utility of potential measures for accelerating the uptake of sulphur free fuels, including tax differentials with conventional fuels.

Improving access to public transport

Public transport has a key role to play in improving accessibility for all individuals, thereby minimising social exclusion and enhancing social cohesion. The importance of improving accessibility to transport systems is very clear: at any one time, an average of 25 per cent of the population may have a degree of reduced mobility due to a physical or mental disability, impaired sight or hearing, or through having to carry heavy bags or travel with small children.

At the Brussels session, Transport Ministers approved a whole series of **conclusions and recommendations on improving access to public transport**. These conclusions and recommendations are the outcome of a joint ECMT-UITP study which analysed various initiatives in different towns to improve access to transport systems. They relate to:

- The role of national governments in improving accessibility of local public transport; they should put in place an appropriate legal framework by drawing up national legislation to impose access to transport.
- Co-operation between local authorities and public transport operators, with the level of accessibility stipulated clearly in contractually enforceable agreements between public transport authorities and operators.

- Planning for accessibility, with regular monitoring of progress towards achieving accessibility objectives.
- Co-operation with disability associations.
- Ensuring full accessibility, requiring co-ordinated measures regarding vehicles, infrastructure and stops.
- The creation of specialised services for the most severely disabled people.
- Training for drivers and other public transport staff.
- The availability of information in appropriate formats for disabled people.

Future role of the ECMT

At the request of the Council of Ministers, the ECMT began in 2000 a fundamental review of its objectives and organisation so that it could best adjust to the profound changes taking place in transport markets, the increase in the number of its Members from 19 in 1991 to 42 in 2002, and developments in other international bodies in the transport sector, and in particular EU enlargement.

At the Brussels session, Ministers discussed the future of the ECMT setting out the directions they wish to give to the future activities of the organisation and adopting a long-term vision for the ECMT's role and relations with other international bodies. A **Report on future directions for ECMT** prepared for Ministers served as the basis for discussions. This document, which begins by recalling some of the Council's previous decisions concerning the geographical coverage of the ECMT, its area of competence, the organisation of ministerial meetings and the nature of the legal instruments adopted by the Council of Ministers, then puts forward a number of proposals concerning the Conference's aims, its relations with other international bodies and changes to the Protocol that governs the activities of the Conference. The report also comprised several recommendations which were formally approved by the Council of Ministers, relating to:

- The forging of closer relations with the European Commission and UNECE, embodied in a formal exchange of letters during the meeting between, for the ECMT, Mrs. Durant, President of the Conference, and, for the European Commission, Mrs. de Palacio, Transport Commissioner, and for the UNECE, Mrs. Schmognerova, Executive Secretary.
- The creation of a joint research centre with the OECD and the continuation of discussions on closer long-term co-operation with that organisation.
- Criteria for ECMT membership.
- Changes to the Protocol.

In order to formalise the decisions adopted and to mark the 50th anniversary of the ECMT, the Council of Ministers adopted a **Declaration on the future of the ECMT** which was also endorsed by the representatives of the Associate member countries present. In this Declaration, after

recalling the ECMT's contribution to European construction during its fifty years of existence, the Council agreed that, in a world undergoing increasingly rapid, deep-seated change and growing globalisation and characterised by a widening interconnection of activities and modes and means of travel, the ECMT must continue to adapt to new needs and, above all, to future developments and aspirations. To this end, Ministers decided that the ECMT should:

- Continue to focus on land-based transport, but with an enlarged perspective. It must further intensify its integrated approach to the transport system by extending the scope of its work to the development and the promotion of intermodality, and the study of the interrelations between the different modes of land-based transport (including its interconnections with air and maritime transport).
- Address the key issues of safety, the environment, energy and social and fiscal aspects, the challenges posed by transport finance and charging for the use of infrastructure, the impact of new business practices on the logistics chain, and changes in the nature of crime and, within the limits of its competence, terrorism.
- Focus even more than in the past on ensuring that approved policies are implemented effectively and that the measures adopted are enforced in practice.
- Continue to be an active intermediary between the Member States of the European Union and outside countries, considering that this is a basic condition for promoting harmonious and integrated development on a Pan-European level.
- Strengthen relations with its non-European Associate Members and with the European Commission and UNECE.

Road transport

Ministers considered two main issues under this agenda item: the social aspects of road transport and reform of the multilateral quota.

Social aspects

As regards the social aspects of road transport, the Council of Ministers adopted a **Resolution on the establishment of a system for monitoring the implementation of driving time and rest periods**. This Resolution is a response to the earlier request of the Council of Ministers that mutual assistance and a system of exchange of information on infringements to AETR or equivalent regulations, chiefly EU Regulation 3820/85, be established between ECMT countries.

Among the provisions of the Resolution adopted by the Council, particular mention should be made of those concerning:

- The structure of the ECMT system for exchange of information on infringements to the AETR, with annual exchange of information and a report every two years on the implementation of AETR.

- The data to be provided and the standard reporting form to be used.
- The annual controls which should cover at least 1% of the working days of drivers of road freight vehicles falling within the scope of AETR or equivalent regulations.

The adoption of this Resolution marks a concrete step towards harmonisation of the implementation of social regulations in ECMT Member countries. The progress made on further harmonisation of social conditions in road transport could pave the way for greater liberalisation of the international road transport market.

Multilateral quota

Reform of the multilateral quota system was one of the highlights of the Brussels meeting, two main documents having been submitted to the Council of Ministers for consideration.

- First, the Council of Ministers adopted a **Resolution for an improved management of the ECMT Multilateral Quota**. The Resolution contains a number of measures designed to improve the management and control of the system.

The Resolution includes the following main measures:

- The Secretariat should be informed immediately of cancelled, replaced, stolen and lost licences.
 - Each Member country must nominate a contact person to forward the necessary information.
 - Information concerning international road haulage, particularly the total volume of international road transport, fleet structure, number of total companies to which licences are issued should be forwarded regularly to the Secretariat.
 - Licences not distributed to national hauliers must be returned to the Secretariat.
 - The secure Web site will be updated in respect of cancelled, stolen and lost licences as soon as this information is available.
 - An annual statistical questionnaire will monitor numbers of journeys and empty runs.
 - The Guide for Government Officials and Carriers on the Use of the ECMT Multilateral Quota will be updated to cover these changes.
- The Council of Ministers also had an in-depth discussion of a document on a **"political restructuring of the ECMT Multilateral Quota System"**. Further to this discussion, it adopted several proposals in that document. It was agreed to:
 - Accept a reform of the use of licences, with the introduction of provisions restricting the period during which hauliers are allowed to perform road haulage, by obliging licence holders to return to their country of registration after a maximum period of six weeks. These provisions will be implemented for a probationary period of one year from 1 January 2004. An evaluation of the efficiency of this measure will take place at the end of this period.

- Allocate an additional quota of licences to Ukraine, the current number of licences allocated to that country being considered insufficient due to the growth of its trade and economy; this adjustment will be implemented from 1st January 2004 and will take into account the basic quotas currently allocated to other ECMT countries with comparable economic and trade levels.
- Study a possible redistribution of the quota; after EU-enlargement, the 25 EU Member States might agree voluntarily to reduce their quota, with the reduction reallocated to non-EU Members.
- Initiate a general review of the quota system; due to the numerous factors of change and especially the impact of EU enlargement, the introduction of EURO4 vehicles, the scrapping of the "green" lorry category, the effects of restrictions on the use of licences, changes in the regulatory framework, etc. A full review of the way the ECMT multilateral quota works will be carried out before the Moscow ministerial session in 2005, which should see the completion of restructuring of the quota system.

The "ECMT Acquis"

On the occasion of its 50th anniversary, the ECMT carried out an in-depth review of the main documents adopted by the Council of Ministers since the Conference was founded. The purpose of this exercise was to verify the relevance of those texts in the current context and remove any that might have become superfluous due to the existence of consolidated resolutions that replaced previous texts. The aim was thus to pare down the Acts of the Council of Ministers to the essential and to define the "ECMT Acquis" fifty years after the Conference's inception. This exercise was the prerequisite for any review of the actual implementation of the main decisions of the ECMT, which is one of the stated priorities of the Council of Ministers.

At the Brussels session, Ministers approved the contents of a report describing **the main acts of the Council of Ministers**, drawn up on the basis of the said inventory. These acts now constitute the "ECMT Acquis". In preparing this report, more than 250 ECMT documents (Resolutions, Declarations, Recommendations, Conclusions, Statements, Guides, etc.) were reviewed. 50 were finally selected. These constitute the "ECMT Acquis", and are presented individually by area concerned.

*In accordance with the provisions governing the Conference, the Council of Ministers elected its new bureau, the members of which will take up their duties on 1 July 2003 for a period of twelve months. The Transport and Telecommunications Minister of **Slovenia** was elected President of the Conference for the period. The Minister of Transport of the **Russian Federation** was appointed Vice-President, with the second Vice-Presidency going to the **Irish** Transport Minister.*

The Council of Ministers' next session will take place in Ljubljana (Slovenia) on 26th and 27th May 2004.

MINISTERIAL DOCUMENTS

Documents indicated in blue are available from the web at:

www.oecd.org/CEM/topics/council/index.htm

SUSTAINABLE TRANSPORT POLICY

Transport Policy

Transport policy: Successes, Failures and New Challenges CEMT/CM(2003)1

Conclusions of the December 2002 Seminar held in Brussels on
"Managing the Fundamental Drivers of Transport Demand" CEMT/CM(2003)2

Fiscal and Financial Aspects

Reforming Transport Taxes and Charges, Policy Note CEMT/CM(2003)3

Transport and Environment

Resolution on Assessment and Decision-making
for Integrated Transport and Environment Policy CEMT/CM(2003)4

Resolution on Sulphur-Free Fuels CEMT/CM(2003)5

Access and Inclusion

Conclusions and Recommendations on Improving Access
to Public Transport CEMT/CM(2003)6

Reference Documents

Experts' Reports on 50 years of Transport Policy CEMT/CM(2003)7

Report "Managing the Fundamental Drivers of Transport Demand" PUBLICATION

Report on Efficient Transport Taxes and Charges CEMT/CM(2003)8

Report on Assessment and Decision-making for
Integrated Transport and Environment Policy CEMT/CM(2003)9

Report on Monitoring of CO₂ Emissions from New Cars CEMT/CM(2003)10

ECMT-UITP Report on Improving Access to Public Transport CEMT/CM(2003)11

FUTURE DIRECTION OF ECMT

Declaration CEMT/CM(2003)12

Report on Future Directions for ECMT: from Visions to Decisions CEMT/CM(2003)13

ROAD TRANSPORT

Multilateral Quota

Resolution for an Improved Management of the ECMT Multilateral Quota	CEMT/CM(2003)14
Proposals for a "political" restructuring of the ECMT multilateral quota system	CEMT/CM(2003)15

Social Aspects

Resolution on the Establishment of a System for Monitoring the Implementation of Driving Time and Rest Periods	CEMT/CM(2003)16
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ITEMS FOR INFORMATION OR FOR APPROVAL WITHOUT DISCUSSION ("A" POINTS)

Activities of the European Union	CEMT/CM(2003)17
Activities of the UNECE	CEMT/CM(2003)18
ECMT Annual Report 2002	PUBLICATION
ECMT "Acquis"	CEMT/CM(2003)19

LIST OF HEADS OF DELEGATIONS AT THE 2003 COUNCIL SESSION

MEMBER COUNTRIES

ALBANIA

Mr. Spartak POÇI, Minister of Transport and Telecommunications

ARMENIA

Mr. Andranik MANUKYAN, Minister of Transport and Communication

AUSTRIA

Mr. Hubert GORBACH, Federal Minister of Transport, Innovation and Technology

AZERBAIJAN

Mr. Zia Arzuman MAMEDOV, Minister of Transport

BELARUS

Mr. Mikhail BOROVOI, Ministre des Transports et des Communications

BELGIUM

Mrs. Isabelle DURANT, Vice-Première Ministre et Ministre de la Mobilité et des Transports

BOSNIA AND HERZEGOVINA

Mr. Branko DOKIC, Minister of Communications and Transport

BULGARIA

Mr. Plamen PETROV, Minister of Transport and Communications

CROATIA

Mrs. Romana PALCIC, Principal Adviser for International Affairs, Ministry of Maritime Affairs, Transport and Communications

CZECH REPUBLIC

Mr. Antonin TESARIK, Deputy Minister, Ministry of Transport

DENMARK

Mr. Flemming HANSEN, Minister of Transport

ESTONIA

Mr. Meelis ATONEN, Minister of Economic Affairs and Communications

FINLAND

Mr. Juhani KORPELA, Permanent Secretary, Ministry of Transport and Communications

FYR MACEDONIA

Mr. Milaim AJDINI, Minister of Transport and Communication

FRANCE

Mr. Dominique BUSSEREAU, Secrétaire d'Etat, Ministère de l'Equipement, des Transports, du Logement, du Tourisme et de la Mer

GEORGIA

Mr. Merab ADEISHVILI, Minister of Transport and Communications

GERMANY

Mr. Manfred STOLPE, Federal Minister of Transport, Building and Housing

GREECE

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

HUNGARY

Mr. Istvan CSILLAG, Minister of Economy and Transport

ICELAND

Mr. Johann GUDMUNDSSON, Head of Department, Ministry of Communications

IRELAND

Mr. Seamus BRENNAN, Minister, Department of Transport

ITALY

Mr. Pietro LUNARDI, Minister of Infrastructure and Transport

LATVIA

Mr. Talis STRAUME, Director of Road Transport Department, Ministry of Transport

LIECHTENSTEIN

Mr. Hubert BÜCHEL, Ambassador, Director, Office for National Economy

LITHUANIA

Mr. Zigmantas BALCYTIS, Minister of Transport and Communications

LUXEMBOURG

Mr. Henri GRETHEN, Ministre des Transports

MALTA

Mr. Censu GALEA, Minister for Transport and Communications

MOLDOVA

Mr. Mihai POPOV, Ambassador, Embassy of the Republic of Moldova in the Kingdom of Belgium

NETHERLANDS

Mr. Roelf H. DE BOER, Minister of Transport, Public Works and Water Management

NORWAY

Mr. Torild SKOGSHOLM, Minister of Transport and Communications

POLAND

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

PORTUGAL

Mr. Francisco SEABRA FERREIRA, Secrétaire d'Etat aux Transports, Ministère des Travaux Publics, des Transports et du Logement

ROMANIA

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

RUSSIAN FEDERATION

Mr. Sergei FRANK, Minister of Transport

SERBIA AND MONTENEGRO

Mrs. Marija Raseta VUKOSAVLJEVIC, Minister of Transport and Telecommunications
(Government of Republic of Serbia)

Mr. Andrija LOMPAR, Minister of Maritime Affairs and Transport
(Government of Republic of Montenegro)

SLOVAKIA

Mr. Pavol PROKOPOVIC, Minister of Transport, Posts and Telecommunications

SLOVENIA

Mr. Jakob PRESECNIK, Minister of Transport

SPAIN

Mr. Juan Miguel SANCHEZ GARCIA, Director General of Road Transport, Ministry of Public Works and Transport (FOMENTO)

SWEDEN

Mrs. Ulrika MESSING, Minister of Industry, Employment and Communications

SWITZERLAND

Mr. Max FRIEDLI, Director of the Federal Office of Transport, Federal Office of Transport

TURKEY

Mr. Binali YILDIRIM, Minister of Transport

UKRAINE

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

UNITED KINGDOM

Mr. MP David JAMIESON, Parliamentary Under Secretary, Department for Transport

ASSOCIATED COUNTRIES

CANADA

Mr. David M. COLLENETTE, Minister, Transport Canada

JAPAN

Mr. Kenji ISHII, Deputy Director-General, Road Transport Bureau, Ministry of Land, Infrastructure and Transport

KOREA

Mr. Kwang-Jae KIM, Director General for Transport Policy and Logistics Policy, Ministry of Construction and Transportation

UNITED STATES

Mr. Emil FRANKEL, Assistant Secretary, U.S. Department of Transportation

OBSERVER COUNTRY

MOROCCO

Mr. Karim GHELLAB, Ministre de l'Equipeement et des Transports

RESOLUTION No. 2003/1 ON ASSESMENT AND DECISION MAKING FOR INTEGRATED TRANSPORT AND ENVIRONMENT POLICY

[CM(2003)4/FINAL]

COVER NOTE

At the Prague Council in 2000, Transport Ministers agreed to a common approach to developing sustainable transport policies¹ that highlighted the need for improved support for decision making on transport projects and policies. The importance of good systematic evaluations of costs and benefits and effective strategic environmental assessment was stressed and guidance sought on developing better procedures and tools for presenting the results of appraisals to decision makers. Improved decision making was viewed as the key to integrating transport and environment policies. This resolution takes up these issues.

An accompanying paper [CEMT/CM/(2003)9] presents the results of work on improving tools to support decision making undertaken since the Prague Council, based on a review of experience the United Kingdom, France, Italy and the Netherlands with additional short summaries provided by Germany, Spain and Finland. The paper draws the following main conclusions.

The purpose of economic and environmental appraisals is not to attempt to take the decision in place of technical or political decision makers but to present them with the information they need to make an adequately well-informed decision. Assessments therefore need to be presented in a way that directs decision makers to the key factors to weigh in their decision, highlighting trade-offs, risks and uncertainties, rather than making judgements in place of the decision maker. The limits to appraisal techniques also need to be acknowledged.

The key to making appraisals useful and indeed useable for decision makers is **effective presentation and communication of results**. The main results and issues have to be presented succinctly, in just a few pages, but in a way that makes the analysis behind each issue readily accessible.

Appraisals are usually more effective when the **financial responsibility** for projects matches their spatial dimension (e.g. for local projects local governments have discretionary powers over the use of resources). Where this is not the case it may be more efficient to reorganise government responsibilities than develop elaborate assessment and consultation procedures.

¹ *Sustainable Transport Policies, ECMT 2000.*

Establishing the regional economic development and other objectives that transport projects are intended to deliver at the early stages of planning is critical, as unless there is a consensus the plan or project objectives may be challenged later on and different or additional objectives applied, potentially aborting previous work at great cost. **Early stakeholder involvement** is crucial together with wider public consultation.

Difficulties are apparent in most countries in reaching individuals and the public in general as opposed to organised groups. Consultation must go wider than institutional stakeholders and just creating the opportunities is not sufficient. It requires **formal strategies for public involvement**. Partners for achieving political acceptance have to be identified and all representative groups solicited, especially weak groups and particularly potential losers.

Assessments should be linked directly to the decision-making procedures of elected and technical decision makers for full effect. **Integrated assessments as part of the planning process** are therefore likely to be more effective than separate economic, environmental, health and other impact assessments undertaken in isolation.

An appraisal focus upon economic efficiency can struggle to provide a single measure of the net benefit of a project as the valuation of some benefits and costs, particularly those of an environmental character is difficult. In all the countries examined multi-criteria analysis is becoming a central part of project assessment, complementing traditional cost benefit analysis and lending more credibility to economic assessment procedures. Notwithstanding the limitations of economic appraisal in isolation, good **quality economic appraisals are an essential part of effective decision making**. Quality here requires that all important economic effects are addressed.

Opportunities should be taken to streamline assessment procedures in a linked process down to the project environmental impact assessment level. In this way efficiency gains can be made and repetitious assessments avoided.

The quality of assessments and the value in practice of the procedures discussed here depend on the availability of **staff with the skills needed**. Adequate resources have to be allocated to managing consultation and contracting expert assistance. More fundamentally for transport Ministries, staff have to be recruited or trained with the skills to manage assessment procedures, interpret results and liaise with other stakeholders.

The accompanying draft Resolution was drawn up in co-operation with the OECD Environment Policy Committee's Transport Working Group. It is to be submitted through the committee to the OECD Council for agreement in due course.

Resolution No. 2003/1 on Assessment and Decision Making for Integrated Transport and Environment Policy

The Council of Ministers of Transport, meeting in Brussels on 23 and 24 April 2003,

CONSIDERING:

- That integration of transport and environmental policies is fundamental to sustainable development.
- That improved decision-making procedures are the key to more integrated policies.
- That tools to support better decision making developed by ECMT Member Governments should be more widely deployed.

RECALLING the joint statement of Ministers on Sustainable Transport Policies agreed at the Council of Prague in 2000 and in particular the stress it puts on the importance of integrated decision making.

RECALLING ALSO Resolution 2002/1 on the Development of European Railways and especially its recommendation that good multicriteria and cost benefit analyses must be used as the basis for making decisions on infrastructure investment.

HAVING REGARD TO:

- The conclusions and recommendations of report [CEMT/CM(2003)9] Assessment and Decision Making for Integrated Transport and Environment Policy.
- The Key Messages for Government from reports [CEMT/CM(2001)12 and 13] on Implementing Sustainable Urban Travel Policies.
- The conclusions of report [CEMT/CM(2000)7/FINAL] Assessing the Benefits of Transport.
- The conclusions and recommendations of report [CEMT/CM(2000)8/FINAL] Strategic Environmental Assessment for Transport.
- The results of the OECD report [DSTI/DOT/RTR/IM2(2001)1] on the impact of Transport Infrastructure on Regional Development.

NOTING:

- Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment.
- The Report to the European Council on integrating environmental concerns and sustainable development into Community policies, SEC (99)1941.

- The Protocol on Strategic Environmental Assessment to the UN/ECE Espoo Convention in the process of negotiation.
- The UN/ECE Convention on access to information, public participation and access to justice in environmental matters (Aarhus Convention).
- The OECD Environment Strategy and Environmentally Sustainable Transport Guidelines adopted by Environment Ministers on 16 May 2001.
- The 1997 UN/ECE Vienna Declaration on Transport and the Environment, the 1999 UN/WHO London Charter on Transport, Environment and Health and the subsequent WHO and ECE Transport, Health and Environment Pan-European Programme.

CONFIRMS the importance Ministers attach to integrated transport and environment policy and decision making.

AGREES:

- That good economic assessments of transport policy and project proposals are essential to ensuring efficient and robust decision making and cost effective use of resources.
- That appraisals of economic efficiency need to be supported with wider analysis that values – qualitatively and/or quantitatively – environmental, health and safety effects and reveals the distribution of costs geographically and in terms of the different communities affected.
- That integrated assessments are likely to be more effective than isolated economic, environmental, social and health appraisals.
- That integrated transport and environmental policy requires transparent decision making procedures that relate clearly to the results of economic and environmental assessments.
- That assessment and decision making procedures should be designed to facilitate rather than delay decisions².
- That co-operation between the Ministries responsible for transport, planning, the environment, infrastructure, regional development and health will be required to develop effective integrated appraisal procedures.

RECOMMENDS that systematic evaluation of economic, social and environmental effects should underpin all transport plans and programs and all major transport sector investments, and to this end the guidelines annexed below should be followed.

INSTRUCTS the Committee of Deputies to monitor best practice in the development of evaluation procedures and tools to support decision making.

2. Whilst ensuring transparency and adequate assessment of social, environmental and health impacts, procedures must be designed both to safeguard objectivity and guard against potential abuse to obstruct the programs of elected decision makers or unnecessarily hinder flexibility in implementing their policies.

***GUIDELINES FOR GOOD ASSESSMENT
AND DECISION-MAKING SUPPORT***

Overall

Systematic evaluation of economic, social and environmental effects should underpin all transport plans, programs and all major transport sector investments, as part of integrated assessment procedures developed in place of isolated economic, environmental, health and social evaluations.

As far as possible, similarly integrated evaluation should be incorporated into transport policy making.

Decision makers should be engaged in establishing the wider objectives that transport projects are intended to deliver for the economy and the community, through consultation with transport experts, planners, stakeholders and the public, early in the planning process in order to establish consensus and avoid challenges to project objectives at later stages with potentially high costs.

In relation to decision-making support

Assessments should be presented in a way that directs decision makers to the key factors to weigh in their decision, highlighting trade-offs, risks and uncertainties, rather than making judgements in place of the decision maker.

The results of project, plan and program assessments should be presented to decision makers in a form that is simple, concise and clearly communicates the key issues.

Traceability must be assured and this can be done by referencing summary results to supporting analysis in successive layers of detail.

In relation to institutional arrangements and procedures

Assessments should be linked directly to the decision-making procedures of elected and technical decision makers for full effect – integrated assessments as part of planning processes are therefore likely to be more effective than separate assessments undertaken in isolation.

Consultation with stakeholders and the general public is critical to the legitimacy of assessments and the durability of their results, it should begin early and be professionally conducted in order successfully to engage participation, and elicit and address the true concerns of the public.

Evaluations of infrastructure investments should be undertaken with equal rigor whatever the mode of transport concerned.

Cross-border consultations should be undertaken where necessary.

Ex post evaluations³ are important for verifying the results of assessments and for improving future project assessments.

Transport and land-use planning agencies may need training, support and additional expertise in the newer disciplines of environmental and health impact assessment; institutional capacity building is desirable even in respect of existing procedures.

In relation to the contents of assessments

Integrated assessments should aim at a systematic presentation of all relevant welfare effects (economic, health, environment, safety), where possible these should be quantified, otherwise they should be qualitatively described in a transparent way.

Assessments should contain explicit consideration of alternatives including the "non-implementation" option.

The uncertainties and limits of assessments should be made clear.

Assessments should explicitly account for significant distortions⁴ in the pricing of transport services and in the markets they serve as such distortions result in wider economic effects, both positive and negative, than captured in conventional cost benefit analysis.

Where additional positive effects, for example in terms of regional development, are important to the overall benefits of a project, the specific mechanisms by which they are delivered must be identified in order to be sure that the intended results are likely to be achieved.

Distributional impacts should be reported in sufficient detail, as the indirect benefits of regional development accrue to different people and places than initial transport benefits and their incidence is likely to change over time.

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

³ *Evaluations to analyse the effectiveness of policies and projects after their implementation.*

⁴ *In relation to marginal social costs.*

RESOLUTION No. 2003/2 ON SULPHUR-FREE FUELS

[CM(2003)5/FINAL]

The Council of Ministers of Transport, meeting in Brussels on 23 and 24 April 2003,

AWARE:

- That geographically balanced availability of sulphur free petrol and diesel (containing less than 10 ppm sulphur) is important to enable road vehicles to respect EU emissions regulations from 2005 and meet binding, voluntary auto industry commitments on reducing CO₂ emissions.
- That reducing sulphur in diesel and petrol is a simple method for reducing emissions of all major pollutants from the whole vehicle fleet by increasing the efficiency and especially the durability of exhaust emissions control systems.
- That early decisions on providing incentives for low sulphur and sulphur free fuels or mandatory fuel sulphur limits will help refiners contain costs by enabling them to plan investments and plant outages for refurbishment on an optimal path.

RECALLING:

- Resolution 66 of 1989 on Transport and the Environment and in particular its recommendations on vehicle emissions controls, improving environmental performance of in-use vehicles, issues concerning fuels and on motor vehicles and global pollution.
- The Joint Declaration of 1995 between ECMT, OICA and ACEA on Reducing Carbon Dioxide Emissions from Passenger Vehicles in ECMT Countries and in particular its objective to substantially and continuously reduce fuel consumption of new cars sold in ECMT countries.

NOTING the unanimous agreement of the EU Environment Council of 12 December 2001 on the proposal to modify directive 98/70/EC concerning the quality of petrol and diesel and in particular its requirements to introduce sulphur free fuels in all Member States by 1 January 2005 and ensure all petrol and diesel sold in the Union is sulphur free by 1 January 2009.

NOTING ALSO Regulation No. 49 annexed to the 1958 UNECE Geneva Agreement, which establishes emission limits equivalent to EURO3 standards from January 2003 and equivalent to EURO4 standards from 2005 in all ECMT countries, and the amendment to the 1971 European Agreement Supplementing the UNECE Convention on Road Traffic endorsed the 1997 Vienna Conference on Transport and the Environment, which, as from 27 January 2003, requires heavy commercial vehicles in international traffic to meet the above emissions standards and carry international technical inspection certificates. This will imply a growing demand for low sulphur and sulphur free fuels in all ECMT member to enable these vehicles to function to design standards and ensure they pass technical inspections.

CONSIDERING that all ECMT Member countries should adopt cost effective strategies for the introduction of low sulphur and sulphur free fuels in the interests of environmental protection and facilitating international freight and passenger transport by road, and in particular facilitating the use of clean vehicles in international traffic.

ACKNOWLEDGES that failure to make sufficient quantities of sulphur free fuels available at strategic locations on trunk road networks throughout the ECMT region would create a potentially serious barrier to trade between east and west.

AGREES that in ECMT Member countries outside the European Union, Transport Ministers will take steps, in co-operation with industry, energy and finance Ministers, to ensure provision of sulphur free fuels in sufficient quantities at the earliest date possible.

RECOMMENDS that in Member countries where there is no general requirement for the introduction of sulphur free fuels from 2005:

- Ministers evaluate the expected demand for sulphur free fuels from 2005 in terms of volume and spatial distribution.
- Ministers take steps to ensure sulphur free fuels are made available in sufficient quantities for the needs of international trade and tourism at strategic locations on parts of their trunk road networks that carry significant amounts of international trade or tourist traffic.
- Ministers ensure information on the location of service stations supplied with sulphur free fuels is made widely available at border crossings and through professional associations and motoring organisations (notably the IRU and FIA).

RECOMMENDS FURTHER that in all Member countries Transport Ministers examine, in consultation with colleagues responsible for environment, oil refining and fiscal issues, the utility of potential measures for accelerating the uptake of sulphur free fuels, including tax differentials with conventional fuels.

RECOMMENDS ALSO that countries that have not yet done so become Contracting Parties to the 1997 UNECE Agreement on Periodical Technical Inspections of Vehicles.

INSTRUCTS the Committee of Deputies to report in 2005 on implementation of the strategy set out in this Resolution and possible complementary measures.

RESOLUTION No. 2003/3 FOR AN IMPROVED MANAGEMENT OF THE ECMT MULTILATERAL QUOTA

[CM(2003)14/FINAL]

Background

The ECMT multilateral quota system was introduced on 1 January 1974 after a trial period of three years and was seen by the Council of Ministers as the first practical step towards the gradual liberalisation of road freight transport in conjunction with the harmonisation of the terms of competition both between road hauliers from different countries and between modes of transport.

The licences issued under the system entitle their holders to engage in the international carriage of goods by road for hire or reward, using a single vehicle or coupled combination of vehicles, where the points of loading and unloading are located on the territories of different Member countries – including transit operations – and also to engage in empty runs on the territory of Member countries which require a licence for such journeys. The system gave professional operators greater flexibility in that it broke with the rigid system of bilateral agreements, which traditionally prevailed in Europe.

From 1991, the situation has gradually changed as a result of a number of factors:

- The accession of the new Member countries (19 Member countries in 1991, 42 Member countries in 2002), followed by a decision by the Council of Ministers to include them in the multilateral quota system as a practical means of integrating them into the market economy.
- The establishment of the Community's Single Market and the creation of the European Economic Area in 1993 led to an increase in the movement of goods.
- The liberalisation of the internal market for haulage for the 15 existing EU member States in July 1998.
- The enlargement process in the European Union, which will boost trade between Member States.

Recently infringements of the conditions for use of the quota, linked to calls for tightening control of the system and evaluating its real economic impact have led the Group on Road Transport to develop six specific proposals for improving the management of the system.

Proposals

- The ECMT Secretariat should update the Web site on cancelled, stolen and lost licences, as soon as the information is made available to it, in order to enable access to every Member state who, in turn, should undertake to feed changes into the databank immediately. In

addition to notification on the Web page, the Secretariat could, if necessary, send the information to a contact person in every country able to forward it to the Authorities (police and customs) most concerned.

- Cancelled ECMT licences should be retained by Member countries and sent back to the ECMT Secretariat by the end of the calendar year, except for countries where a specific procedure has been set up for their destruction. In this case, the ECMT Secretariat should be informed of their final destruction in due time.

Concerning forged licences, a copy and some explanations should be forwarded to the Secretariat in order to identify the different types of forgeries and help develop ways to cope with them.

ECMT annual licences not distributed to hauliers should be returned to the ECMT Secretariat by 15 October of each year at the latest, following the procedure applied to Malta and defined when this country entered the system. This cannot be respected by all Member countries, as some deliver annual licences throughout the year. A solution might be for such countries to plan the previous year to print a number of short-term licences to cover hauliers needs for the second semester.

- At the beginning of each year, with a view to better understanding the system in each country, Member countries could provide information concerning their international road haulage in parallel with the criteria already set up for the distribution of licences, such as total volume of international road transport, fleet structure, total number of companies to which licences are issued. This information could be collected in a specific document, which could be discussed at a meeting of the Group on Road Transport with a view to ensuring non discriminatory treatment of international road hauliers.
- In order to have a global assessment of the use of the quota and its relative importance in international trade, it might be appropriate to renew the statistical exercise carried out prior to 1993, based on the number of tonnes-km carried under the ECMT quota in multilateral traffic and in bilateral traffic. Some basic information could be collected, on an annual basis – encouraging countries able to do so to provide information twice a year. If journeys rather than tonne-km are surveyed, with the purpose of tracing the routes used, it might not be necessary to change the logbook. On the contrary, it might give the logbook its full value as an effective control tool.

The information collected should cover:

- Number of journeys (from the point of loading to the point of unloading).
 - Number of empty runs.
- With a view to improving the implementation of the regulations and strengthening the control of the system in practice, it is also proposed to lengthen the period required for keeping the completed record sheets in the logbook on board the vehicle. It would also be

useful to specify that the abusive use of the quota for bilateral transport operations (Chapter 6 of the Guide) means both limiting use to transport between the country of registration and another Member country, and also use of a licence for transport limited to two neighbouring Member countries outside the country of registration.

- Lastly, in order to provide information beyond that already submitted by Germany on the evolution of the international road transport market, it might be useful to update the study carried out in 2000 by NEA [CEMT/CM(2001)10].

This study could be updated, taking into consideration the elements brought forward by the German delegation in its enquiries, before future major changes are introduced into the system (introduction of EURO4 lorries, EU enlargement) and updated at regular intervals (5 years).

Precise guidelines for a study of the road haulage market to be launched in 2003 should be defined in the Group on Road Transport, including the use of ECMT licences.

On the basis of these proposals, the following Resolution was approved by the Council of Ministers.

Resolution for an Improved Management of the ECMT Multilateral Quota

The Council of Ministers, meeting in Brussels, on 23 and 24 April 2003,

RECALLS requests made at the previous Council, aiming at concrete proposals for improvement to the existing multilateral quota system [CEMT/CM(2002)8].

TAKES NOTE of the six proposals outlined above.

REQUESTS:

- Member countries to:
 - Inform immediately the Secretariat of cancelled, replaced, stolen and lost licences.
 - Nominate a contact person, who can forward the information mentioned above to the Secretariat and to those national Authorities (police and customs) concerned.
 - Forward to the Secretariat, at the beginning of each year, information concerning international road haulage, particularly the total volume of international road transport, fleet structure, number of total companies to which licences are issued, according to the criteria already set up for the distribution of licences.
 - Forward to the Secretariat by 15 October of each year at the latest, ECMT annual licences, which have not been distributed to national hauliers, following the procedure already applied for some Member countries.

- The Secretariat to:
 - Update the Website where cancelled, stolen and lost licences are recorded as soon as the information is available, with a view to enabling all Member states to be informed and react immediately.
 - Distribute an annual statistical questionnaire to be returned by 31st March of the following year on:
 - Numbers of journeys (from the point of loading to the point of unloading).
 - Numbers of empty runs.

DECIDES to amend the Guide for Government Officials and Carriers on the Use of the ECMT Multilateral Quota [CEMT/CM(2001)9/FINAL] as follows:

- Chapter 5, third paragraph, should read:

"Each country should proceed with the printing, in its own language, of the number of logbooks necessary for the use of annual or short-term licences. Usually logbooks, with 5 self copying and numbered pages, accompany monthly licences. It is recommended to print 52 self copying and numbered pages for annual logbooks, corresponding to the 52 weeks in a year."
- Chapter 5, second-to-last paragraph, should read:

"The completed record sheets should be kept in the logbook until the period of validity, indicated in the licence, expires. The copies of the record sheets are then detached and sent to the competent authority or body within 20 days after the end of each calendar month in the case of an annual licence or at the end of the period of validity in the case of a short-term licence."
- Chapter 6, second-to-last paragraph, should read:

"Licences must be withdrawn by the issuing Authorities, in the event of serious or repeated infringements and in cases of insufficient use or use for recurring transport operations only. In this context, recurring transport means exclusive use between the country of registration and another Member country, and also the exclusive use between two Member countries outside the country of registration."
- Chapter 6, a supplementary last paragraph is added:

"In cases where repeated infringements are committed by a haulier holding ECMT multilateral licences, this haulier should be forbidden from holding ECMT licences for at least two years. The Member country concerned should inform the Secretariat of the penalty. The Secretariat will then immediately inform the other Member countries."
- Chapter 8, second paragraph, should read:

"Should the competent Authorities of a Member country become aware that the holder of an ECMT licence issued in another Member country has infringed the licence provisions, the Member country on whose territory the infringement occurred must notify the ECMT

Secretariat and the Authorities of the country of establishment, in order that these authorities take any further action regarding penalties (including withdrawal of the licence) deemed necessary. The respective Authorities are to provide each other, within three months after the offence was committed, with all available information regarding penalties, taken or foreseen, for infringements."

INSTRUCTS the Committee of Deputies:

- To disseminate this Resolution to the government Authorities and professional Bodies concerned.
- To ensure its implementation as soon as possible.
- To update the survey carried out in 2000 on "The importance of the ECMT multilateral quota of transport licences for the European Transport Market" in order to get an overall view of the road haulage market, including the use of ECMT licences. Precise guidelines concerning this study should be defined within the Working Group concerned.
- To report on the operation of the system and to consider the scope for subsequent adjustments in due course.

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

RESOLUTION No. 2003/4 ON THE ESTABLISHMENT OF A SYSTEM FOR MONITORING THE IMPLEMENTATION OF DRIVING TIME AND REST PERIODS

[CM(2003)16/FINAL]

Background

Since the Copenhagen Council of Ministers in May 1998, the harmonisation of the control of driving times and rest periods of international road haulage drivers has been a major concern of ECMT activities on road transport.

On this issue, Resolution No. 2001/2 adopted by the 85th Ministerial Council, held in Lisbon on 29/30 May 2001, stressed the need to set up a mutual assistance and information system between Member countries themselves, as well as between each Member country and the ECMT Secretariat, with regard to infringements of AETR or equivalent regulations, namely EEC Regulation 3820/85. Despite the general reservation of Austria on this Resolution and the reticence some Delegations expressed concerning the confidentiality of data, it is nevertheless necessary to try to establish a link between the observance of social regulations and a potential increase of the ECMT multilateral quota. A step toward social harmonisation could then mean a step toward greater liberalisation of the international road transport market [Resolution No. 95/1 on "Access to European Transport Markets"].

According to the guidelines laid down by the said Resolution, the Bucharest Ministerial Council mandated the Committee of Deputies to submit to the Brussels Council of Ministers a Draft Resolution defining the structure of that information system [CEMT/CM(2002)12/Final, p. 6].

Main elements for a pragmatic approach

A system for the collection and exchange of data on infringements to the regulatory framework on maximum driving and minimum rest periods in the road transport sector is already an element of the *Community acquis*.

On one hand, the objective of the EU system is to provide each EU Member State with the data it requires to take the necessary measures to sanction infringements committed by its road transport operators on the territories of other Member States.

On the other hand, the report to be supplied by EU Member States every two years is intended to enable the European Commission to take an overall view of the levels of compliance both with respect to EEC Regulations 3820/85 and 3821/85 and with the minimum levels of control set up by EEC Directive 88/599.

Since the contents and the scope of the mutual assistance and information system to be implemented at ECMT level are similar, the system to be implemented at ECMT level should be

based on the EU model in order to avoid duplication. It would even have been wise to collect data on the basis of a harmonised model between the three Organisations concerned (EU, UNECE, ECMT).

Due to the problems raised by the confidentiality of data, it will however not be possible to have exactly the same questionnaire as used by EU, in ECMT and UNECE. Nevertheless, as in the EU, the report to the ECMT Secretariat, as well as the information exchanged between ECMT Member countries, should cover all infringements to AETR or equivalent regulations because, from a cost-benefit point of view, there is no justification for a separate system based exclusively on the collection of data on infringements committed during international road freight operations under cover of ECMT multilateral permits.

Otherwise, for each undertaking, the level of compliance with the regulatory framework on social harmonisation should be globally evaluated in reference to infringements committed in all international road freight operations, regardless of the circumstance of the operation being liberalised or submitted to a permit regime. The proposed exchange of information system is an essential tool for monitoring the application of the regulatory framework on maximum driving times and minimum rest periods of international road haulage drivers.

In practical terms, this system should allow the evaluation of the level of compliance of each undertaking in the said framework, as an element to be taken into consideration in the criteria for the distribution of the ECMT multilateral permit quota share allotted to each member country. To satisfy those concerned with data confidentiality, the tables reproduced in the Annex require neither mention of the name of the driver, nor the number of the licence plate of the vehicle, although such information could always be obtained on a bilateral basis. The name of the company is nevertheless necessary if actions are to be taken later as far as further granting of ECMT licences is concerned. There should not be any objection to use these questionnaires also at UNECE level when the amendment concerning Article 12 of AETR comes into force.

As for an increase in the quota, it will essentially depend on the evaluation of progress in the field of harmonisation of conditions of competition, and the levels of compliance with the road transport regulatory framework as a whole.

Resolution on the Establishment of a System for Monitoring the Implementation of Driving time and Rest period Regulations

The Council of Ministers, meeting in Brussels, on 23 and 24 April 2003,

RECALLS its request, expressed at the last Ministerial session, that a Draft Resolution be presented to the Council of Ministers, defining the structure of the exchange of information system related to monitoring of the proper implementation of the AETR or equivalent Regulations.

TAKES NOTE of the approach described above.

DECIDES that:

- the structure of the ECMT system for exchange of information on infringements to AETR, substantially in line with the procedures laid down in EEC Directive 88/599, will comprise the following elements:
 - a yearly exchange of information on infringements between ECMT Member countries, with a copy to the ECMT Secretariat – to be, as in the EU, exclusively provided to the competent Authority of the country where the hauliers are established –, using the standard form in Annex 1, which is a modified version of the form established by the EEC Decision 93/172 of 22 February 1993.
 - every two years:
 - each non-EU member country should supply the ECMT Secretariat with a report on the implementation of AETR, using the standard form in Annex 2.
 - EU and European Economic Area (EEA) Member States, as well as those States which, under specific agreements, have the same obligations, should supply the ECMT Secretariat with a copy of the report transmitted, for the same period, to the European Commission.
- The standard form for exchange of information between member countries should contain data exclusively on infringements to AETR, as this is the sole regulatory framework applicable not only to all international road transport operations carried out by undertakings of non EU Member countries, but also to the same operations carried out by EU transport undertakings whenever the territory of a third country is involved.
- When the procedure concerning the amendment of Article 12 of AETR is completed, both UNECE and ECMT should use the same questionnaire.
- Annual controls should cover at least 1% of the working days of drivers of road freight vehicles falling within the scope of AETR or equivalent Regulations.

INSTRUCTS the Committee of Deputies:

- To monitor the implementation of this Resolution.
- To report in due time on the results of this Resolution, with a view to considering at a later stage the possibility to increase the ECMT multilateral quota if an effective harmonisation of the social conditions of competition in the road transport sector is reached.
- To pursue its work on social conditions in road transport, taking into account the developments occurring on the same subject in other international Organisations.

CONCLUSIONS AND RECOMMENDATIONS ON IMPROVING ACCESS TO PUBLIC TRANSPORT

[CM(2003)6/FINAL]

Ministers:

- Approved the Conclusions and Recommendations of the joint ECMT-UITP report.
- Agreed to disseminate them to local authorities and public transport operators.
- Re-affirmed their commitment to improving the accessibility of public transport.
- Agreed to examine existing laws and legislation to ensure that they provide a supportive national framework within which local authorities and transport operators can work together to improve accessibility of the transport system.
- Agreed that ECMT should review progress on implementing the above recommendations in due time with UITP.

Context

Governments and public transport operators share a common goal to ensure that public transport is accessible to all, and that the pedestrian and traffic environments are designed and managed to enable people to reach and use public transport safely and with confidence. Public transport has a key role to play in improving accessibility for all individuals, thereby minimising social exclusion and enhancing social cohesion. In this pursuit, government and the public transport community must work together to reduce not only physical, but also psychological barriers (cognitive, information, fear, discrimination) to safe and seamless travel in cities.

The importance of improving accessibility to transport systems is clear: at any one time, an average of 25 per cent of the population may have a degree of reduced mobility due to a physical or mental disability, impaired sight or hearing, or through having to carry heavy bags or travel with small children. Further, physical and sensory disabilities are often related to age and, as is well known, the proportion of the elderly population in western countries is growing and will continue to do so well into the 21st century.

The present and future needs of people with reduced mobility cannot be ignored. To do so would be to exacerbate inequality of access to a wide range of facilities and, from the point of view of the transport service providers, to miss out on a substantial sector of the market for public transport. Indeed, benefits from improvements in transport accessibility are accrued not just to the disabled and ageing communities, but to all clients of the transport system. Providing access for disabled people to public transport is not an isolated endeavour: it is a crucial part of a quality approach to public transport services, which ensures that all passengers are provided with a high standard of public transport.

Much progress has been made toward meeting the goal of better accessibility in local areas. However, implementation of policies to improve accessibility for all clients of the transport system has proven difficult and slow in many urban regions.

ECMT-UITP Task Force

To better ascertain the difficulties involved in improving accessibility to public transport, the ECMT and the International Public Transport Union (UITP) together established in 2001 a joint Task Force on Improving Access to Public Transport. The broad mandate for this Task Force, which was comprised of representatives of national and local Governments as well as transport operators, was to examine how urban public transport vehicles, systems and associated infrastructure can be further improved so that they provide better access to people with mobility difficulties.

Specifically, the three main objectives given to the Task Force were to:

- Define a framework for, and identify examples of partnerships between public authorities (at different levels) and transport operators which can improve access for all and deliver other advantages for local public transport services (increased patronage, reduced congestion).
- Draw up guidance on good practice for training transport personnel to understand and respond to the needs of passengers with mobility difficulties.
- Propose solutions to particular problems that occur in improving access, including liability in case of accident, specific technical solutions for boarding aids and the integration of accessible vehicles in the urban environment.

Drawing from *inter alia* the ECMT's 1999 guide to good practice, "Improving Transport for People with Mobility Handicaps", and the 2001 ECMT Consolidated Resolution (no. 2001/3) on accessible transport, as well as UITP's revised position on accessibility issues, adopted in 2000, the Task Force examined accessibility initiatives in the transport systems of four cities: Grenoble, Prague, Göteborg and Liverpool. Task force members met with local and transport authorities as well as the public transport operators in these cities to better understand how policies to improve accessibility are made and implemented.

Conclusions and Recommendations of the ECMT-UITP Task Force

Whilst the organisational structure of public transport and local authorities varied in the four cities examined, a number of key conclusions can be drawn from their experience in improving the accessibility of their transport systems.

Role of national governments in improving accessibility of local public transport

- National legislation requiring the provision of fully accessible public transport over a period of time provides a framework within which local authorities and transport operators can work

together to achieve accessibility. The existence of such legislation is important in all circumstances and is essential when public transport services are provided solely or largely on a commercial basis.

- Although implementation of measures to improve the accessibility of public transport is mainly a matter for local authorities and operators, national government has an important role in setting the legal framework, providing incentives and producing guidance on standards of good practice.

Co-operation between local authorities and public transport operators

- Close, continuing and frequent co-operation between local authorities, local transport authorities and transport operators is essential. Where these are all public authorities, or where there is control over private operators, there is no evidence to suggest that formal, contractual agreements are essential.
- Where operators are independent, authorities should stipulate clearly the accessibility level required in agreements that are contractually enforceable between the public transport authority and the operators.

Planning for accessibility

- Forward planning, with a time horizon of approximately ten years, is necessary. More detailed plans should cover a period of five years, and should be updated on an annual basis.
- There should be regular monitoring of progress towards achieving forward plan objectives. Monitoring should cover improvements to public transport infrastructure, introduction of fully accessible vehicles (buses, trams, trains) and use made of accessible services by disabled people and others with reduced mobility.

Co-operation with disabled people in defining and developing better accessibility to transport

- Collaboration and consultation with disability associations on all aspects of accessible transport is essential. This should cover vehicles, infrastructure and information. The public transport authority should have a focal point specifically charged with dealing with all disability issues. Care should be taken to ensure that consultation covers the whole range of disabilities: physical, sensory and cognitive.

Ensuring full accessibility: vehicles, infrastructure, and stops

- In urban areas, gapless and stepless boarding should become the norm. This requires action by both local authorities and operators. Infrastructure modifications should be undertaken to allow such boarding, either by making existing high platforms accessible or by arranging street-level infrastructure to maximise the benefit of low-floor vehicles. The authorities

responsible for the transport infrastructure should conduct accessibility audits of bus and tram stops as well as related infrastructure using consistent standards. The objective should be to match the introduction of accessible vehicles with appropriate infrastructure. If this is not done, much of the value of accessible vehicles will be lost.

- While the development of accessible bus and tram stops is essential, it is also important to ensure that the surrounding pedestrian environment is also accessible. This responsibility rests primarily with the local authority.
- The effective enforcement of parking restrictions at and around bus stops is absolutely necessary, otherwise the benefit of low-floor, step-free access is lost. This requires stringent, consistent and enforced policy at the local authority level.
- In order to make construction provisions more effective, affordable and easier to design, it is desirable for local authorities, operators and vehicle manufacturers to rely on some degree of standardisation in wheelchair dimensions and restraint devices for transport purposes. Wheelchair manufacturers should adopt existing ISO standards, and associations of wheelchair users should make their constituencies aware of the standards on which public transport vehicle manufacturers are basing their designs for wheelchair accessibility.

Specialised Services

- Specialised services will continue to be needed by some of the most severely disabled people, as well as to provide connecting services for those people otherwise unable to reach public transport. It should not, however, be regarded as an acceptable substitute for accessible public transport, but rather as a complement to it.

Training

- Ensuring that drivers and other public transport staff have disability awareness training is essential to the effective delivery of accessible services.

Information

- As services become fully accessible, operators should ensure that accurate up-to-date information and publicity are made available in appropriate (audio/visual) formats for disabled people. Good, comprehensive information is essential if disabled people are to be encouraged to use accessible services. Information should cover the whole transport chain: pre-journey and during the trip.
- Some operators believe there are problems associated with particular features of accessible vehicles, notably buses. Use of a ramp and securing of wheelchair passengers are examples. Continued exchange of information and good practice on these aspects of operation between authorities and operators would be helpful.

Costs and Benefits

- Clearly there are costs associated with creating a fully accessible public transport system, but it should be remembered that there are financial benefits to be had from increased use of the public transport services.
- Additional investment and financing costs should be incorporated into long-term transport development plans to the extent possible, and discussed and shared based on responsibility and jurisdiction.
- Opportunities should be sought for cost-effective improvements to accessibility based on better enforcement of existing traffic laws (e.g., fines for illegal parking in and around bus stops).

DECLARATION BY THE COUNCIL OF MINISTERS ON THE FUTURE OF THE ECMT

[CM(2003)12/FINAL]

Meeting in Brussels on 23 and 24 April 2003, the Ministers of Transport commemorated the 50th anniversary of the creation of the ECMT.

On this occasion, they emphasised that the ECMT had made an important contribution to European construction during its 50 years of existence, and drew attention to the following aspects:

- Its support for the reconstruction of the European transport system, devastated by the second world war.
- Its active participation in Pan-European integration, in particular following the geopolitical upheavals of 1989, when it showed its ability to expand rapidly its geographical coverage.
- The fact that it provided Ministers with a body in which they could freely discuss transport policy issues of common interest at the European level and also with a forum for exchange with Ministers and high-level representatives of OECD Member countries from other continents.
- Its contribution to establishing common principles by way of Resolutions, Recommendations and Conclusions [the *ECMT Acquis* as described in document CEMT/CM(2003)19] for the functioning of the European transport system and to facilitating the movement of both persons and goods.
- Its ability to identify at an early stage the problems affecting the transport sector (energy, environment, land use, accessibility, congestion of networks, Pan-European corridors, allocation of costs, etc.) and its capacity to carry out relevant in-depth research and analysis.

However, the Ministers agreed that in a world undergoing increasingly rapid, deep-seated change and growing globalisation, characterised by a widening interconnection of activities and modes and means of travel, the ECMT must continue to adapt to new needs and, above all, to future developments and aspirations.

Consequently and according to the Recommendations in the Report on the Future Direction of ECMT: from Visions to Decisions [CEMT/CM(2003)13/FINAL] presented at the session in Brussels, the Ministers decide that:

- ECMT deliberations should continue to focus on land-based transport, but with an enlarged perspective. It must further intensify its integrated approach to the transport system by extending the scope of its work to the development and the promotion of intermodality, the study of the interrelations between the different modes of land-based transport (including its interconnections with air and maritime transport) and the analysis of issues facilitating integrated decision-making processes.

- The ECMT must also address the key issues of safety, the environment, energy and social and fiscal aspects, the challenges posed by transport finance and charging for the use of infrastructure, the impact of new business practices on the logistics chain, and changes in the nature of crime and, within the limits of its competence, terrorism. The internal organisation of the ECMT and its relations with the outside world must be adapted so that it can also effectively address these issues, which are of a global nature.
- The ECMT must focus even more than in the past on ensuring that approved policies are implemented effectively and that the measures adopted are enforced in practice. To this end, the Ministers ask that the necessary steps be taken as soon as possible.

The Ministers of Transport recall that one of the ECMT's initial objectives was to co-ordinate and promote the work of other international organisations involved with European transport. Fully aware of the recent changes at the European level and the future changes that will inevitably emerge, the Ministers wish to reaffirm this role. To achieve this objective, the ECMT must reinforce its role as a promoter of ideas and organiser of forums to discuss and study transport policy issues of common interest at the international level.

In this perspective, the Ministers emphasise that:

- The ECMT must continue to be an active intermediary between the Member States of the European Union and outside countries, considering that this is a basic condition for promoting harmonious and integrated development on a Pan-European level. In addition, the ECMT must also develop closer relations with other regional organisations in which Transport Ministers participate.
- As a general and key priority, they consider that the ECMT must forge closer ties with the European Union and, especially, the European Commission. In this regard, reference is made to the exchange of letters between ECMT and the European Commission at the present Ministerial session.
- They believe that the ECMT's activities must be better co-ordinated with those of UNECE, with the ECMT concentrating primarily on its policy role and the UNECE mainly on its legal and regulatory missions and tasks. In this regard also, reference is made to the exchange of letters between ECMT and UNECE at the present Ministerial session.
- They welcome the highly positive co-operation and synergies that have developed between the OECD (previously OEEC) and the ECMT over the past 50 years. They affirm their intention to continue this co-operation in the future.
- In addition, they also consider that the ECMT should strengthen its relations with its Associate Members and invite the Ministers of Transport of the Associate countries to work with them to give full effect to the measures proposed in this Declaration.

To this end:

- The Ministers agree to create a joint ECMT-OECD Transport Research Centre, in which members of the two organisations will have full and equal rights. The purpose of this Centre, which is to be established by the beginning of 2004 if possible, will be to merge the ECMT's research activities and the OECD's Road Transport Research Programme and provide a much wider international forum devoted to research and related discussions on surface transport with a new intermodal perspective. Ministers look for synergies and economies of scale, within the existing budgetary contributions of the ECMT and the OECD Member countries. Reports and other products of the Research Centre's activities will be submitted to the Transport Ministers of ECMT and Associate Countries in an enlarged Council of the ECMT. The work and operation of the Centre will be reviewed regularly to optimise its effectiveness.
- The Ministers ask that new discussions be initiated with both the Associate countries and the OECD, in order to determine whether it would be later advisable to envisage forms of closer integration of transport activities.

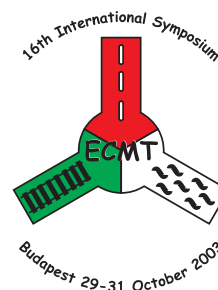
Reports will be presented at the Ministerial Session to be held in spring 2005 both on the evaluation of experience with the Joint Research Centre and on advice from the review of the case for further integration. Ministers note that, in law, setting up with the OECD a joint Transport Research Centre does not require modification of the ECMT Protocol. The Ministers will examine whether it is advisable to revise the ECMT Protocol in the light of their decisions in 2005.

OTHER MAJOR EVENTS IN 2003

16th Symposium – 50 Years of Transport Research: Experience Gained and Major Challenges Ahead

29-31 October 2003 - Budapest

The ECMT held its 16th International Symposium, "50 Years of Transport Research: Experience Gained and Major Challenges Ahead", in Budapest on 29 to 31 October 2003. Some of the major topics examined at the Symposium, which was attended by more than 300 persons, were as follows.



Discussions on decoupling transport from economic growth showed that regulatory efforts have so far been unsuccessful to change the fact that the growth of the transport sector is strongly associated with macroeconomic developments. More precise indicators of the interrelationship between the developments of the different sectors are needed.

Most of the experts agreed that there are complementarities between liberalizing transport markets and regulation. To render regulation more effective a better understanding of the role of the regulatory bodies is called for due to the many information asymmetries between market agents and the regulators. The development of a transport sector that functions as a basic utility sector requires pricing, financing and regulatory measures.

Political initiatives to change the modal split have so far fallen short of achieving the desired aims. Estimates of the subsidies required to strengthen the role of the railways have been imprecise in the past. They are subject to the limited scope of pricing policies. The attempts to price infrastructure services and the environmental as well as accident costs of transport have been thwarted by weak acceptance from the general public. A consequence of the implementation problems is a rediscussion of the pricing concepts, giving more prominence to cost recovery.

The Symposium concluded with a final Round Table highlighting the role of research to guide the policy process and the often underestimated impact of technological changes.

Detailed reports and a full summary will be published in 2004. For further information, please contact andreas.kopp@oecd.org

Seminar on the Admission to, and the Ruling of, the Profession of Road Haulage Operators

13 June 2003 - Paris

This meeting, in the presence of European Licensing Authorities in the road haulage sector, had for main objective to obtain information that would enable a comparison of the way in which European countries implement EU Directive 96/26 EC (as amended by 98/76 EC) on admission to the occupation of road haulage operator. That Directive is, of course, intended to apply to non-EU Members of ECMT by virtue of the consolidated Resolution CEMT/CM(2000)10/Final. In the case of EU Member States, it would be interesting to know how they have interpreted its provisions and what system of regulation is applied to their haulage operators. It would also be interesting to know about requirements that licensing authorities impose over and above those contained in the Directives.

The strengths and weaknesses of national systems were reviewed, as well as the enforcement of regulations that apply to the haulage industry. British Licensing Authorities for instance are concerned to improve international co-operation in enforcement matters. One way is to improve communications between the Authorities about offences committed by operators in another country. It would seem appropriate to discuss ways of achieving this.

Although this proposal is mainly addressed to countries which are covered by the EU Directives, the ECMT Secretariat welcome the opportunity given to enlarge the scope of the survey to all ECMT countries, all the more so given that ECMT countries are committed through the Resolution adopted in 2000 [Document CEMT/CM (2000) 10/Final].

Conclusions are being analyzed and will serve as a background from recommendations on the initial and continuous training of professional drivers. The possible application, across the ECMT zone as a whole, of driver certification and of provisions already adopted within the EU, is also under consideration.

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Fostering Successful Implementation of Sustainable Urban Travel Policies

5-7 November 2003 - Washington D.C.

As part of the ongoing ECMT project Moving Toward Better Implementation of Sustainable Urban Transport Policies, the United States Department of Transportation hosted the first in a series of workshops examining implementation strategies for urban travel in different regions around the world.

Representatives from 17 countries and 22 states in the U.S. gathered in Washington D.C. 5-7 November to examine together how countries – in particular the United States with its federal system of government – are bridging the gap between the identification and implementation of effective sustainable urban travel options.

With a special eye on US experience, experts from local, regional and national government, as well as transport and urban planners and environmentalists from different parts of the world reflected on their countries' experiences applying strategies to foster sustainable urban travel policies in light of the recommendations from ECMT Ministers agreed in 2001 at their Council in Lisbon. (Please see www.oecd.org/cem/pub/pubpdf/02UrbKey.pdf).

Conclusions and papers from the seminar will be available on the ECMT web site shortly.

For further information: mary.crass@oecd.org



Transport Infrastructure Development for a Wider Europe

Joint ECMT-EC-UNECE and EIB Seminar,
27-28 November 2003 - Paris



A Seminar on Transport Infrastructure Development for a Wider Europe, jointly organised by the European Conference of Ministers of Transport, the European Commission, the United Nations Economic Commission for Europe and the European Investment Bank, was held on 27 and 28 November 2003 in Paris. The seminar was attended by more than 120 delegates from ECMT member countries, as well as major international organisations in the field of transport and international financial institutions.

The aim of this Seminar, which was designed for high-level policy makers, was to provide guidelines for a common approach to planning and financing major transport infrastructure across the European continent and beyond.

Because of the enlargement of the European Union and the growing globalisation of world trade, there is a need for renewed reflection on the framework and the instruments used until now to develop transport infrastructure at the international level. The overall objective of the Seminar was to contribute to the process of identifying the major transport axes between the enlarged European Union, the neighbouring countries and Asia, the Middle East and the Mediterranean area as well as to look into ways of increasing cooperation. Presentations and discussion covered also broader issues relating to transport infrastructure and operation.

The Seminar reached a number of conclusions on the strategy to be pursued in developing transport infrastructure outside the enlarged European Union, which will be presented to the ministerial Council in Ljubljana, Slovenia in 2004.

The papers and presentations from the Seminar are available on the ECMT site:



www.oecd.org/cem/online/proceed.htm

Cargo Verification and Container Tracking across Transport Modes

Joint ECMT/OECD Seminar, 6-7 October 2003 - Paris

Measures to enhance security in the transport sector since the attacks of September 11 2001 have mostly been concentrated within individual transport modes. Security weaknesses may exist, however, in the linkage points between modes along the transport chain – this is especially true for intermodal freight transport.

To better understand vulnerabilities and identify possible ways to improve the security of transport and logistics chains – particularly as concerns container transport – the ECMT and the OECD have been working together on a joint project examining security of containers across transport modes.

In the context of this work, a joint OECD-ECMT expert seminar was held on 6 October to bring together the key actors involved in cargo verification and container tracking, to exchange information and views on this issue and provide input to the joint project report.

Participants from modal associations, industry and international organisations debated current security arrangements for containers from origin to final destination and developments underway to track containers during the transport journey. The conclusions of the seminar serve as input to the draft report, to be presented to Ministers at their Ljubljana Council in May 2004.

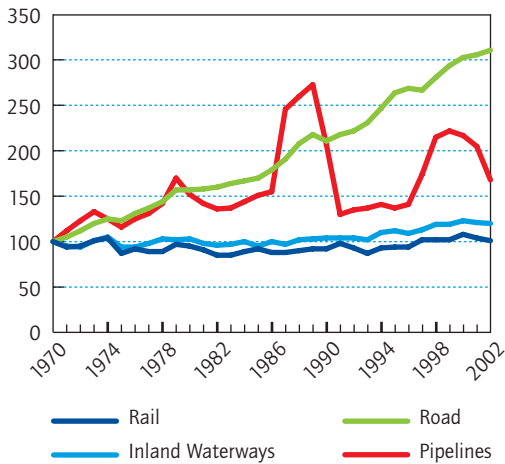
For further information: mary.crass@oecd.org



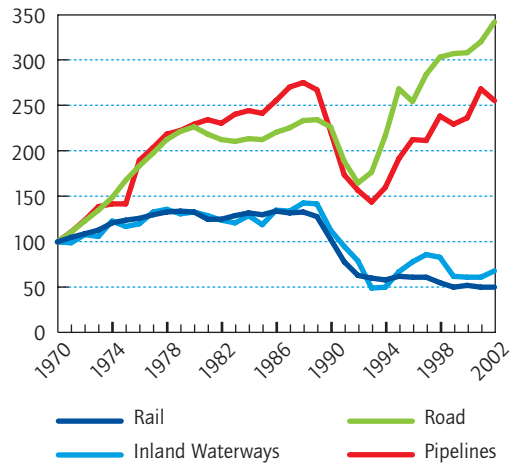
LATEST TRENDS IN TRANSPORT

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 appear in the publication *Trends in the Transport Sector*.

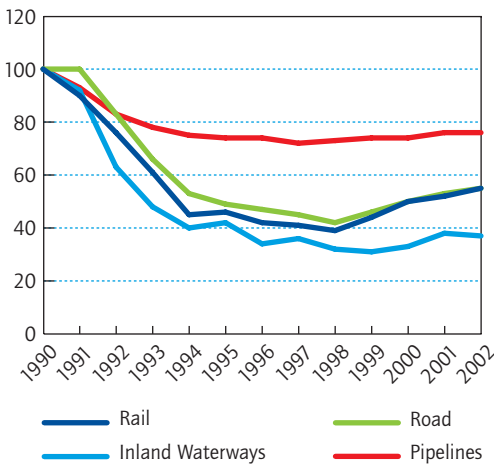
Goods Transport in Western Europe
1970 = 100



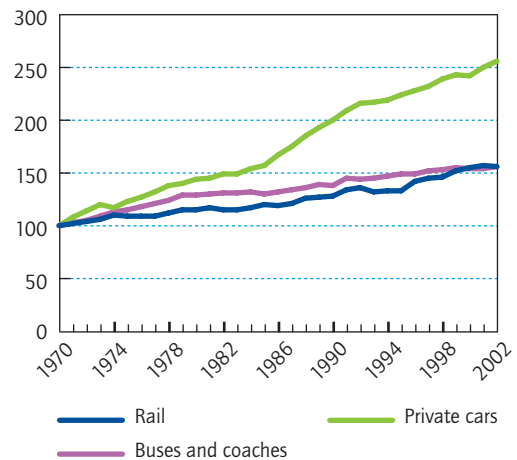
Goods Transport in Eastern Europe and Baltic States
1970 = 100



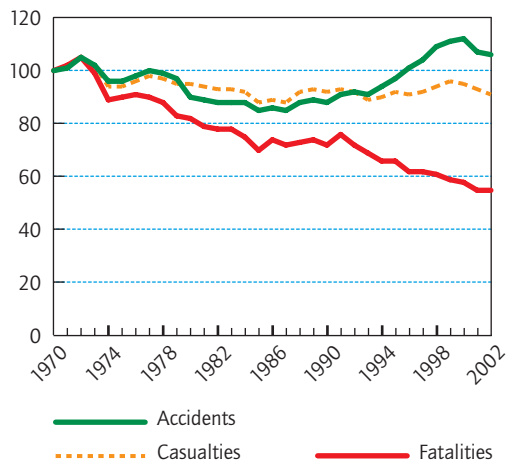
Goods Transport in CIS States
1990 = 100



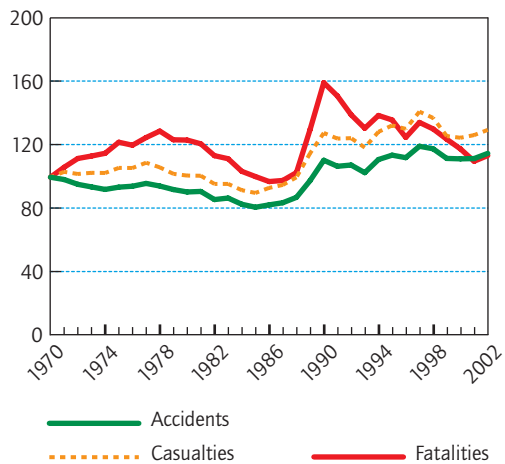
Passenger Transport in Western Europe
1970 = 100



Road Accidents in Western Europe 1970 = 100



Road Accidents in Eastern Europe and Baltic States 1970 = 100



ACTIVITIES OF THE WORKING GROUPS IN 2003

Access and Inclusion

In the context of the 2003 European Year for People with Disabilities, the ECMT and the European Disability Forum attributed the ECMT-EDF Award for Accessibility to Transport Services and Infrastructure at the Brussels Council of Ministers. Selected from a candidate pool of 60 dossiers, the first prize was awarded *ex-aequo* to Syndicat Mixte des Transports en Commun de l'agglomération grenobloise (SMTC), Grenoble and VAG Verkehrs-Aktiengesellschaft Nürnberg. Helsinki kaupungin liikennelaitos (HKL), Helsinki came in second place.

Also in commemoration of the 2003 year, the ECMT and the French Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer organised a joint conference on Transport and Accessibility: Taking the Challenge Further. Attended by approximately 300 transport professionals, accessibility experts and disabled persons, the conference focused *inter alia* on ways to implement the policies to improve accessibility already defined and in place in many countries.

The conclusions of the Joint Task Force of the ECMT and the International Public Transport Association (UITP) on Improving Access to Public Transport, a collaborative effort set up in 2001, were approved by ECMT Ministers at the 2003 Brussels Council. These findings, which identify and offer guidance on improved partnerships between public transport operators and local authorities to deliver accessible transport systems, will be published in early 2004.

The Working Group on Access and Inclusion also completed the preparation of guidance to Ministers on implementation at a national level of policies promoting accessibility and safety. This report will be presented to the ECMT Council of Ministers in 2004.

Combating Crime and Terrorism in Transport

Work began in 2003 on a joint study conducted with the OECD Maritime Transport Committee on verification of cargo and container tracking across modes. This project, mandated by ECMT Ministers at their 2002 Bucharest Council as follow-up to the Ministerial Declaration on Security and Terrorism in the Transport Sector, as well as by the OECD-MTC, focuses on the range of security issues involved in the transit of maritime containers throughout the transport chain. As input to the report, an expert seminar was organised in October 2003 with industry associations and other international organisations involved in container security. The report will be presented to Ministers in Ljubljana at the 2004 Council.

Combined Transport

In the context of the next work programme, the Group on Combined Transport has been asked to conduct an in-depth review of the future direction of its work so that it might better reflect the Council's desire to achieve a modal shift and take account of new features of freight transport demand as well as of work being carried out in parallel by other forums.

Special attention will be devoted on the one hand, to the specific problems of the development of combined transport in Eastern Europe and on the other hand, to a global approach to intermodality extending the scope of study to logistics. The Group will therefore be named, starting in 2004 Group on Intermodal Transport and Logistics.

More synergy and closer connection between the work of the Group and its equivalent in UN-ECE is envisaged in 2004.

Economic Research

ECMT carries out research relating to transport economics in order to back up and supplement its work on policy making. Its economic research was overseen by the Economic Research, and it is in this framework that a research programme establishing a number of priority topics is drawn up on a regular basis, in 2003, it gave rise to the 16th International Symposium on Theory and Practice of Transport Economics and the following two Round Tables:

■ **ROUND TABLE 126: Airports as multimodal interchange nodes, 20-21 March 2003**

The role of airports as multimodal interchange nodes depends on the form of airline competition, past location decisions of airports and the histories of infrastructure investments, the congestion levels of all modes as well as the general geographic setting.

With the liberalization of airline services there has been the emergence of a hub and spoke system, and at the same time the emergence of an increased point to point traffic between smaller airports which have benefited most from the enormous increase of market share of the low cost carriers.

The high investments for railway connections imply that they will be confined to major national or international hubs. High speed connections can substitute for flight connections under special geographic circumstances. Depending on the congestion of the road network commuting of staff by rail has high potential benefits.

Smaller airports will have to rely on road connections. This holds in general for freight transport as general cargo is concentrated in a few hubs. The functioning of airports as multimodal interchange nodes is at times restricted by a mode related fragmentation of airport planning and construction. Synergies are to be expected from a joint airport management of operators of different modes.

■ ROUND TABLE 127: Time and Transport, 4-5 December 2003

The Round Table on the value of time in transport had three major sub-topics, the value of time in passenger transport, in freight transport and in international trade.

Despite the crucial importance of time evaluation of passengers for the acceptance of transport policy measures widely differing conventions are used even in similar contexts. The Round Table assessed the merits of the methods used. The importance of a harmonization of the approaches in an international context was emphasized.

In view of the growing importance of freight transport, more attention has to be given to the effects of transport policy on the reliability of shipments. They should take into account the wider repercussions in the logistics system, interregional trade and the location of firms.

The Round Table discussed the importance of time requirements for international transport on the volume, the structure and the geographic pattern of international trade. Transport policy should take account of these effects responding to the globalization of international production.

The Round Tables are meetings of experts at which a limited number of participants (personally invited) discuss in detail specific issues of transport economic. 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

For the debate on sustainable transport policy at the 2003 Council meeting in Brussels, the group prepared a Policy Note on Reform of Taxes and Charges that sets out ECMT Ministers' approach to improving the efficiency and sustainability of transport tax systems. The note is based on work undertaken over the preceding two years to assess the gap between current structures and levels of taxation and an efficient ideal that includes the internalisation of the external costs of transport. This was done by modelling an efficient set of charges and taxes in five countries for comparison with charges actually in vigour. This project was undertaken with a team of leading transport modellers, jointly financed by the ECMT and the European Commission. The work for Ministers also included development of a methodology for making meaningful international comparisons of national systems of taxes and charges on road haulage and their relation to taxes on labour and capital investment. 16 countries were examined in detail, enabling the impact of taxation on the competitiveness of haulage industries to be assessed. The interactive data base developed is available on the ECMT web site. The result of this analysis, together with the work modelling optimal transport charges is presented in the publication "Reforming Transport Taxes".

Integration of New Member States

Work to review the ECMT Resolutions, started in 2001 by the Integration Group in accordance with the decision made by the Committee of Deputies and endorsed by the Ministerial Council in May 2000, was finished in 2003. The Working Group carried out an in-depth review of the main documents adopted by the Council of Ministers, and Resolutions and Recommendations in particular, to certify the relevance of those texts in the current context and to remove anything that might become superfluous. In this framework more than 250 documents were reviewed, some of the outdated ECMT documents were eliminated or were simplified by grouping them into a smaller number of consolidated Resolutions. As a result the Acts of the Council of Ministers were pared down to the essential and defined what constitutes the ECMT *Acquis* fifty years after the Conference's inception. The Group produced a report on the Principal Acts of the ECMT 1953-2003 which was presented to the Council of Ministers in Brussels on 23-24 April 2003. Because of the evolution of the transport sector and of new Acts to be adopted by the Council of Ministers in the future, this document will have to be regularly updated.

The publication on the ECMT *Acquis* was distributed on the Conference's 50th anniversary, 17 October 2003. The publication both in English and French, as well as in Russian, is also available on the ECMT site. For more information see the section "ECMT Publications in 2003" below.

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

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

Transport Infrastructure Planning and Financing on a Pan-European Basis

For many years, a variety of different concepts have been developed for planning and financing transport infrastructure in Europe - both in the European Union and across the entire continent. The framework in which these different concepts have been used is changing rapidly, especially due to the enlargement of the EU and the expansion of trade among European countries and more globally between Europe and other parts of the world. Faced with these changes, renewed reflection is necessary on the framework and instruments for international planning and financing of transport infrastructure.

The Steering Group, set up in 2002 within the framework of the Group on Integration of New Member States, prepared and successfully organised the Joint Seminar on Transport Infrastructure Development for a Wider Europe in November 2003. The Group is responsible for the preparation of the final conclusions of the Seminar, which will be presented to the Council of Ministers in Ljubljana in 2004, as well as for its follow-up.

Railways

Ministers adopted Resolution 2002/1 on the Development of European Railways at the Bucharest Council in 2002. This addresses many of the issues covered by recent EU Directives, though at a pan-European scale. It sets out policy towards restructuring railways for efficiency and financial sustainability especially in regard to promoting competition and regulating charges for the use of rail infrastructure. Work currently focuses on monitoring the implementation of the Resolution at national level.

To this end an in-depth review of regulatory reform in the railways of the Russian Federation was started in 2003. This was undertaken jointly with the OECD under a programme of co-operation with Russia that will include reviews of reform in energy and telecommunications sectors together with competition and governance policy across all sectors. The review was undertaken by a team of leading experts on railway regulation including Lou Thompson of the World Bank, Jean Arnold Vinois of the European Commission and Russell Pittman of the US Department of Justice, in close co-operation with the Russian Ministry of Railways, the Ministry of Transport and other government agencies with responsibilities in the sector. Midway through the review, the key step of separating commercial from government responsibilities was completed with the establishment of RZD Russian Railways, transferring over a million staff from the Ministry of Railways to the new company.

The work will be completed and a report published following a review meeting in Paris for senior Government and RZD officials with their peers from Ministries in other member countries in January 2004. Further in-depth reviews of regulatory policy in a small number of countries will follow together with work covering all member countries, notably on the development of efficient infrastructure charges.

Road Safety

Recent trends in road accidents have induced the Council of Ministers to set up specific quantitative targets for road safety such as the reduction by 50% of the number of deaths in road accidents for all ECMT member countries by 2012. To this end, the Group on Road Safety has, during the period under review:

- Intensified its activities in response to the seriousness of the situation as outlined by the Council of Ministers, and among other things conducted a review of any new approaches the ECMT might adopt towards road safety. Such a review should be based on the recommendations on safety on rural roads, the conclusions of the seminar "Safe and Sustainable Transport – A Matter of Quality Assurance" and the report "Past, Present and Future Road Safety Work in ECMT". Proposals derived from this exercise will be incorporated into the Conference's new three-year work programme.
- Defined the conditions governing the implementation and monitoring of the target set by the Council of Ministers of reducing the number of deaths by 50%.
- Monitored the conditions governing the implementation in different countries of the ECMT Key Recommendations on Road Safety and draft a report on the subject for 2003.
- Established priority topics to be treated in the next triennial programme of work of the Conference.

The Road Safety Group supervised a peer review of Road Safety Policy in Lithuania which was finalised in 2003. It is the first of a series of "ground" studies. The review team in Lithuania included experts from Austria, Netherlands and Sweden.

Road Transport

The Council of Ministers, held in Brussels in April 2003, considered two main issues prepared by the Road Transport Group: the social aspects of road transport and reform of the multilateral quota.

■ *Social aspects*

As regards the social aspects of road transport, the Council of Ministers adopted a Resolution on the establishment of a system for monitoring the implementation of driving time and rest periods. This Resolution is a response to the earlier request of the Council of Ministers that mutual assistance and a system of exchange of information on infringements to AETR or equivalent regulations, chiefly EU Regulation 3820/85, be established between ECMT countries.

See the Press Release on page 25 for more information.

The adoption of this Resolution marks a concrete step towards harmonisation of the implementation of social regulations in ECMT member countries. The progress made on further harmonisation of social conditions in road transport could pave the way for greater liberalisation of the international road transport market.

■ ***Multilateral quota***

Reform of the multilateral quota system was one of the highlights of the Brussels meeting, two main documents having been submitted to the Council of Ministers for consideration.

First, the Council of Ministers adopted a Resolution for an improved management of the ECMT Multilateral Quota. The Resolution contains a number of measures designed to improve the management and control of the system.

See the Press Release on page 26 for more information.

The Road Transport Group, since the Council of Ministers, has therefore been working on:

- The harmonized application and control of driving and rest times and in particular on working out a procedure for exchanging information on infringements of the AETR or equivalent regulations.
- Establishing a linkage between an increase in the ECMT's multilateral quota and compliance with the social conditions (despite the reticence of several delegations and the general reservation expressed by Austria).
- Determining and internationally harmonizing working times.
- The international harmonization of conditions governing the road freight transport market.

A Seminar on the access to, and the ruling of, the profession of road haulage operator was held on 13 June 2003. Conclusions will be analyzed and serve as a background from recommendations on the initial and continuous training of professional drivers. The possible application, across the ECMT zone as a whole, of driver certification and of provisions already adopted within the EU, is under consideration.

To meet the demands of the Council of Ministers, as far as the quota is concerned, the Road Transport Group will draw up proposals for a reform of the system, which would also provide precise practical instructions on the use of the quota.

Besides, since the multilateral quota has to be studied in a more global context (including economic regulation, taxation systems, effective implementation of the regulations...), the Group is also pursuing its survey on the general regulatory framework for road transport in Europe.

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 2003, 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, and in-dept revision of the maritime chapter as well as a new chapter on road accidents.
- The WEB version of the Common Questionnaire for Inland Transport Statistics to collect data for the year 2002.
- The annual leaflet Trends in the Transport Sector 1970-2002.
- The Statistical Report on Road Accidents in 2001.

The Secretariat also carried out regular up-dates of the database on Short-Term Trends in the Inland Transport Sector. Surveys were carried out in order to complete this database, aiming at collecting every quarter, information for each individual country on goods and passenger transported by rail, goods transported by road and inland waterways, data on road traffic, first registration of brand new road vehicles, motor fuel deliveries, number of road fatalities, and also general economy information (imports, exports, industrial production). During 2003, four quarterly surveys were undertaken and the information is available on the ECMT web site www.oecd.org/cem/stat/conjonct/index.htm.

The aim of the survey on Investment in Transport Infrastructures is to compile data and prepare a report for Council to describe trends in infrastructure development, covering maintenance and investment for the period 1987-2000. However, due to the quality of the information gathered, additional data investigations are needed and the publication of results will be available mid-2004.

Sustainable Urban Travel

The ECMT Sustainable Urban Travel Steering Group continued in 2003 its focus on implementation of integrated strategies for sustainable urban travel in the current round of work on this topic, the ECMT Project on Sustainable Urban Travel Policies: Moving Toward Better Implementation.

In 2003, the group completed a study on national cycling policies and strategies, which examines the impacts of a national framework for implementation of improved cycling infrastructure and activity. This report was mandated by Ministers in 2001 at the Lisbon Council and will be presented to Ministers at the 2004 Council in Ljubljana.

In November 2003, Washington, D.C. was the site of the first of a series of three regional workshops designed to examine and “test” the 2001 findings on implementation of sustainable urban travel policies in light of the particular institutional and policy characteristics of different global regions.

Hosted by the US Department of Transportation, the three-day workshop, entitled *Fostering Successful Implementation of Sustainable Urban Travel Policies*, focused on how countries – in particular the United States with its federal system of government – are bridging the gap between the identification and implementation of effective sustainable urban travel strategies.

Attended by approximately 100 transport and planning professionals from the United States and Europe, the workshop compared and contrasted US and European approaches to pricing, the use of technology, and regulatory and institutional frameworks for urban travel among others.

The conclusions of the US event, as well as those of the 2004 workshop in Moscow and that to be held in 2005 in Tokyo will serve as input to the development of a *Guide to Good Implementation for Governments*, which will be presented to Ministers in 2005 or 2006.

Transport and Environment

The group prepared a series of documents and events to support Minister's discussion of policies towards sustainable development at the 2003 Brussels Council. It drew up a Resolution on sulphur-free fuels, setting out policy towards introducing sulphur-free fuels throughout the continent, focusing on Russian and its neighbouring countries. A detailed strategy for the supply of these fuels in Russia was worked out in cooperation with the Transport Research Agency NIIAT and promoted at a high level conference organised by the Ministry of Transport and the Yukos oil company in Moscow in December 2003.

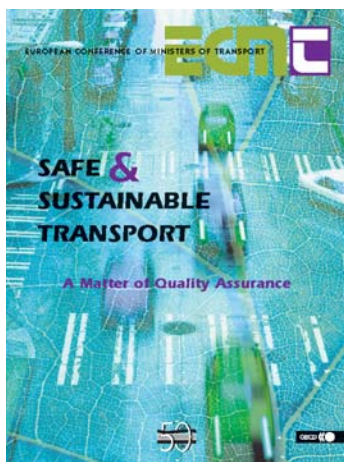
Ministers also adopted a Resolution on assessment and decision making for integrated transport and environment policies in 2003. This was prepared by the group to set out best practice for the appraisal of transport projects and policies and for improving the transparency of decision-making processes. This is crucial to the integration of transport and environment policies. The Resolution is supported by a report *Assessment and Decision Making for Sustainable Transport* that reviews experience in this area in detail in seven member countries.

Ministers also discussed the conclusions of a conference on *Managing the Fundamental Drivers to Transport Demand* organised by the Group and the Presidency of the ECMT in Brussels in December 2002. Details are given in last year's annual report but Ministers agreed to organise a follow-up event to examine successful examples of demand management through user charges. As a result a conference was organised in London in January 2004 with *Transport for London*, details are available on the website www.oecd.org/cem/topics/env/London04.htm.

The Group prepared for Ministers its third report monitoring CO₂ emissions from new passenger cars under the ECMT's Joint Declaration with the car industry on reducing CO₂ emissions. The exercise confirmed the downward trend in the average test emissions ratings and fuel consumption for new cars entering the market. In 2001, the average emissions recorded for new ACEA cars registered in the EU fell to 164 grams of CO₂ per km, a cut of 11% on 1995 in an unbroken downward trend. Reductions were recorded in every year for all countries. These figures show that ACEA has met its commitment to reduce test emissions to between 165 and 170 g/km by 2003 under its voluntary agreement with the European Commission and is on course to meeting the target of 140g of CO₂ per km in 2008 (a 25% reduction compared to 1995). This continues to represent much the largest contribution in the transport sector to measures taken so far towards meeting the commitments to reduce CO₂ emissions made under the 1997 UN Kyoto protocol.

During 2003 the group also began to examine the gap between on road CO₂ emissions and test ratings for new vehicles with a view to identifying which new technologies and design improvements should have the strongest potential for reducing on road emissions; however they affect the test ratings with current test cycles. This work is undertaken in co-operation with the International Energy Agency. Also in co-operation with the IEA the Group continued to work on reducing CO₂ emissions through driver behaviour, collaborating with the EC OPET Transport project www.opet-network.net/opetnetworkinfo/areaofwork/transport.html.

ECMT PUBLICATIONS IN 2003



Safe and Sustainable Transport: A Matter of Quality Assurance

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.

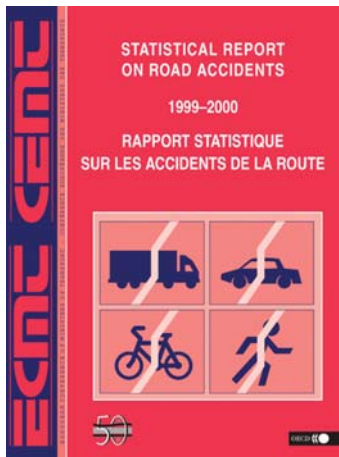
(75 2003 03 1 P) ISBN 92-821-1303-5, March 2003, 224 pages.

Managing the Fundamental Drivers of Transport Demand

The aim of the seminar was to review the key determinants of transport demand, both inside and outside the field of traditional transport Ministry responsibilities, and to identify measures for influencing these key factors. Debate at the seminar between stakeholders in the transport and environment communities revealed a large measure of agreement on the importance of demand management and on the instruments that should be employed. A small number of cases of good practice were identified in integrated transport, land use planning and charging for the use of infrastructure. The seminar concluded that the time is ripe for implementation of demand management policies on a much wider scale.



(75 2003 05 1 P) ISBN 92-821-1376-0, March 2003, 140 pages.



Statistical Report on Road Accidents 1999-2000

How do we tackle road accidents and account for what can be contrasting situations between countries? What trends emerge from recent statistics and what are the underlying factors? What are the main road safety measures recently adopted? The Statistical Report on Road Accidents is a reference work designed for all those interested in these questions.

This new edition records trends in road accidents statistics for the period 1999-2000 in 41 ECMT Member countries, 5 associate member countries (Australia, Canada, Japan, New-Zealand and the United States) and one observer country (Morocco). It provides data on the trends from 1990 to 2000 in these countries, individually and as a whole, in numbers of motor vehicles, accidents causing casualties, and in numbers of killed and casualties (killed and injured). It also highlights a number of factors to be taken into account in any analysis of road accidents and provides a dynamic assessment of the reality of our roads.

(75 2003 01 3 P) ISBN 92-821-0299-8, March 2003, 124 pages.

Trends in the Transport Sector 1970-2001

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 2003 02 1 P) ISBN 92-821-1301-9, March 2003, 68 pages.



Implementing Sustainable Urban Travel Policies: National Reviews

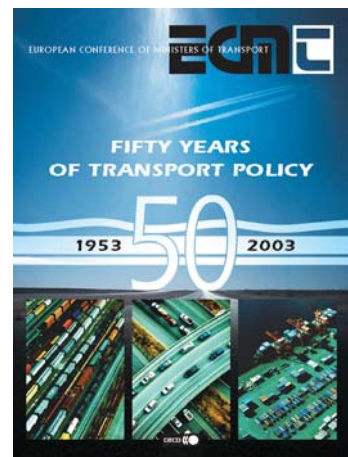
This report examines the experiences of eleven European countries (including Russia) and the United States in designing and implementing sustainable urban transport policies. A series of national reports are included with a synthetic analysis that draws lessons on the design of successful policies, appropriate institutional and financial frameworks and innovative partnerships for effective consultation and committed implementation.

(75 2003 08 1 P) ISBN 92-821-0305-6, September 2003, 270 pages.

Fifty Years of Transport Policy Successes, Failures and New Challenges

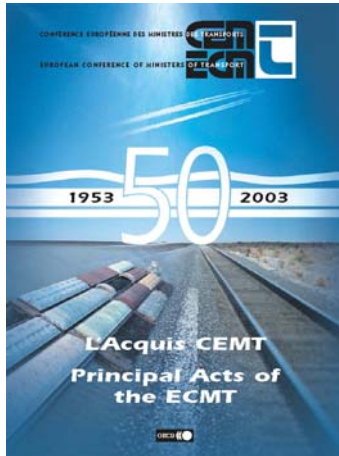
Transport policy may well have reached a turning point. It will not be possible to manage projected traffic growth using traditional methods that concentrate on increasing infrastructure capacity. New incentives, new pricing, and new instruments to better manage investment and demand are all required. In order to meet the emerging challenges, this publication outlines a number of strategic directions for transport policy in the coming years.

In addition, the publication contains a summary paper presented to Ministers at the 87th ministerial session which also marked the ECMT 50th anniversary.



(75 2003 09 1 P) ISBN 92-821-0313-7, September 2003, 116 pages.

Principal Acts of the ECMT 1953-2003



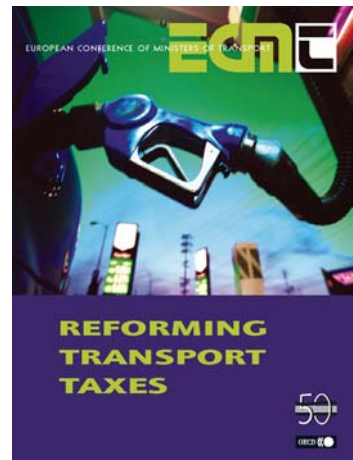
This publication describes the main Acts of the Council of Ministers since the creation of the Conference in 1953 up until 1st January 2003. It pares down the Acts of the Council of Ministers to the essential and defines what constitutes the ECMT *Acquis* fifty years after the Conference's inception. One hundred and twenty documents (Resolutions, Declarations, Recommendations, Conclusions, etc.) have been reviewed by the Working Groups to select the key texts to be included in this document, an exercise which is the prerequisite to any review of the actual implementation of the main decisions of the Council of Ministers.

The full texts for the ECMT *Acquis* are on the CD-ROM enclosed with the publication. They are also online on the ECMT Website: www.oecd.org/cem/online/acquis.htm

(75 2003 11 3 P) ISBN 92-821-0321-8, October 2003, 50 pages.

Reforming Transport Taxes

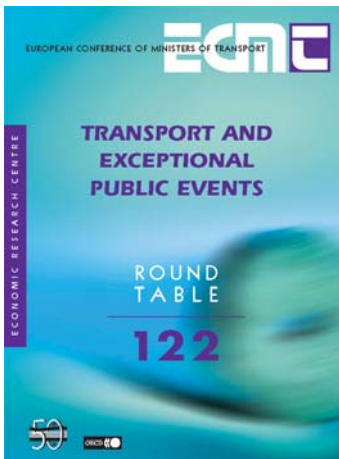
This report examines the economic principles for efficient systems of taxation and provides a framework for international comparisons of transport taxes and charges. It investigates the price and tax changes likely to result from the reform of transport charges to maximise efficiency, and their impact on motorists, hauliers and users of other transport services. The report also assesses the impact of national differences in taxation on the competitiveness of hauliers internationally.



(75 2003 10 1 P) ISBN 92-821-0317-X, December 2003, 200 pages.

Round Table 122

Transport and Exceptional Public Events



Large-scale sporting, cultural and festive events are increasing in number; however, no two such events are quite the same. This is obvious when one compares an event like the World Cup with the Tour de France cycling competition. Each event has its own distinctive characteristics.

Looking at such events globally from the standpoint of their transport implications is something new. Exceptional events generate major flows of visitors and often require material back-up on a very large scale. They also involve very specific transport and logistics requirements. Security is another major consideration that must be taken into account when studying transportation for such events. The Round Table examined such events in Europe and the rest of the world, and noted that setting ambitious targets contributes to the quality of the event.

Almost every experience is unique and one of the main conclusions of the Round Table is that a record should be kept of each event with regard to its organisation and staging requirements. In this way, an event "memory" could be built up and made available to any would-be event organiser. The Round Table is the first stage in this process.

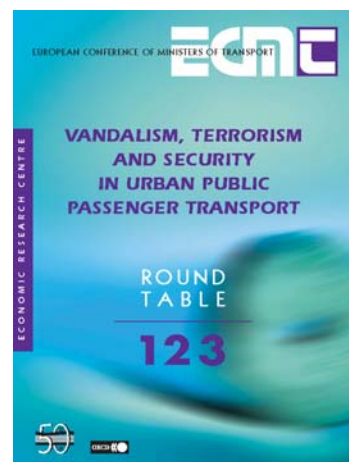
(75 2003 04 1 P) ISBN 92-821-1305-1, March 2003, 340 pages.

Round Table 123

Vandalism, Terrorism and Security in Urban Public Passenger Transport

Beyond the immediate effect of reducing passengers' insecurity, safer public transport also means higher patronage during off-peak hours, less money spent on repairing damage, lower staff absenteeism and less disruption to services. Governments therefore cannot afford to disregard the problem of vandalism in public transport.

The reader will find in this publication the recommendations which the Round Table made on ways to combat vandalism, namely: the creation of local partnerships between all actors involved in crime prevention, policing and law enforcement; exchanges of experience; the issuing of guidelines on crime prevention and infrastructure design; and publication of case studies of successes and failures. Classifying individual measures is therefore one of the tasks that national and international authorities faced with this growing problem urgently need to address.



Terrorism, because of its distinctive nature and change in nature since the attacks of 11 September 2001, needs to be tackled on a much larger scale and therefore requires a different type of approach. Here, too, there is clearly a need for international co-operation and the Round Table identified a number of possible avenues to explore, which the reader can learn more about from this publication.

(75 2003 07 1 P) ISBN 92-821-0301-3, June 2003, 160 pages.

JUST PUBLISHED

- *Assessment and Decision Making for Sustainable Transport*
(75 2004 02 1 P) ISBN 92-821-1131-6, March 2004, 234 pages.
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(75 2004 01 1 P) ISBN 92-821-0323-4, April 2004, 68 pages.

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