



Economic and Social Council

Distr.: General
8 August 2011

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Intermodal Transport and Logistics

Fifty-fourth session

Geneva, 2–3 November 2011

Item 1 of the provisional agenda

Adoption of the agenda

Annotated provisional agenda for the fifty-fourth session^{1, 2}

To be held at the Palais des Nations, Geneva
starting at 2.30 p.m. on Wednesday, 2 November 2011

I. Provisional agenda

Note: As indicated below, on 3 November 2011 (afternoon only), the session of the Working Party (WP.24) will be held together with that of the Working Party on Rail Transport (SC.2). Both Working Parties will consider jointly, agenda items 4 and 6 (c). For more details on the SC.2 session: www.unece.org/trans/main/sc2/sc2.html.

¹ For reasons of economy, delegates are requested to bring copies of all relevant documents to the session. There will be no documentation available in the conference room. Before the session, documents may be downloaded from the UNECE Transport Division's website www.unece.org/trans/wp24/welcome.html. On an exceptional basis, documents may also be obtained by e-mail (wp.24@unece.org) or by fax (+41 22 917 0039). During the session, official documents may be obtained from the UNOG Documents Distribution Section (Room C.337, third floor, Palais des Nations).

² Delegates are requested to complete the registration form available for download at the UNECE Transport Division's website www.unece.org/trans/registfr.html. It should be transmitted to the UNECE secretariat no later than one week prior to the session by e-mail (wp.24@unece.org) or by fax (+41 22 917 0039). Upon arrival at the Palais des Nations, delegates should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact the secretariat by telephone (ext. 740 30 or 734 57). For a map of the Palais des Nations and other useful information, see website www.unece.org/meetings/practical.htm.

1. Adoption of the Agenda.
2. New developments and best practices in intermodal transport and logistics:
 - (a) Trends and performance in the intermodal transport and logistics industry;
 - (b) Pan-European developments in intermodal transport and transport policies;
 - (c) Activities of the European Commission in intermodal transport and logistics;
 - (d) Identification of Intermodal Loading Units in Europe (ILU-Code).
3. National policy measures to promote intermodal transport.
4. Follow-up to the 2010 Theme: Opportunities and challenges for intermodal transport by inland waterways.
5. 2011 Theme: Role of terminals and logistics centres for intermodal transport.³
6. Theme for substantive discussion in 2012.
7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC):
 - (a) Status of the AGTC Agreement and adopted amendment proposals;
 - (b) Amendment proposals (updating and extension of the AGTC network);
 - (c) Amendment proposals (minimum infrastructure and performance standards).⁴
8. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement:
 - (a) Status of the Protocol;
 - (b) Amendment proposals.
9. Civil liability regimes in intermodal transport.
10. IMO/ILO/UNECE Guidelines for packing of cargo in intermodal transport units.
11. Weights and dimensions of loading units in intermodal transport: The modular concept.
12. Intelligent Transport Systems (ITS) and other technological applications for intermodal transport.
13. Activities of international organizations relating to intermodal transport and logistics.
14. Activities of the UNECE Inland Transport Committee and its subsidiary bodies.
15. Programme of work, biennial evaluation and terms of reference of the Working Party:
 - (a) Programme of work and biennial evaluation for 2012–2013;
 - (b) Work plan for 2012–2016;
 - (c) Terms of reference (ToR).
16. Election of officers.

³ Joint session with the UNECE Working Party on Rail Transport (SC.2).

⁴ Joint session with the UNECE Working Party on Rail Transport (SC.2).

17. Date and venue of next sessions.
18. Summary of Decisions.

II. Annotations

1. Adoption of the Agenda

The first item to be considered is the adoption of the agenda.

Documentation: ECE/TRANS/WP.24/128

2. New developments and best practices in intermodal transport and logistics

(a) Trends and performance in the intermodal transport and logistics industry

The Working Party may wish to exchange views on past and future trends and developments in intermodal transport and logistics in UNECE member countries on the basis of information provided by the International Union of Combined Road/Rail Transport Companies (UIRR), the International Union of Railways (UIC) and other international organizations and industries.

Documentation: Informal documents available at the session

(b) Pan-European developments in intermodal transport and transport policies

The Working Party may wish to consider a report of the intermodal transport observatory of WP.24 in the Ukraine⁵ on new developments in intermodal transport in Eastern Europe, Central Asia and the Caucasus, including traffic on Euro-Asian transport links.

Delegations of UNECE member States are expected to report briefly on latest developments in their countries, including Government policies and business measures.

Audio-visual aids and short written documentation would be welcomed and could be distributed by the secretariat, if received in time before the session. Delegations wishing to make presentations should inform the secretariat a few days before the session.

Documentation: Informal documents available at the session

(c) Activities of the European Commission in intermodal transport and logistics

The Working Party may wish to be informed about recent activities and plans for future work of the European Commission (DG MOVE) relating to intermodal transport and logistics.

⁵ The observatory in Ukraine has been designated in 2006 as an information centre for intermodal transport operations between Europe and Asia, to provide a forum for the exchange of views among operators and Governments along the two designated lines and to allow, if necessary, for the introduction of corrective measures on the basis of best practices as well as of the model Action Plans and Public-Private Partnership Agreements prepared by the Working Party (ECE/TRANS/WP.24/111, paras. 5–6 and annex 1; ECE/TRANS/WP.24/2006/1).

(d) **Identification of Intermodal Loading Units in Europe (ILU-Code)**

The Working Party will be informed about the recently introduced ILU-Code based on European standard EN 13044-1 that introduces an owner-code for the identification of European intermodal loading units (i.e. swap-bodies and semi-trailers). In the future, only one uniform type of owner codification of loading units will be applied: the worldwide BIC-Code for freight containers (ISO 6346) and the new ILU-Code for European loading units that is fully compatible with the BIC-Code. UIRR is the administrator of the ILU-Code.⁶

Documentation: Informal document available at the session.

3. National policy measures to promote intermodal transport

In accordance with a decision of the UNECE Inland Transport Committee (ITC), the Working Party continues the work carried out by the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysis of national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).

At its last session, the Working Party took note of detailed information of national policy measures to promote intermodal transport in a consistent and comparable way for 14 UNECE member countries of which 11 had provided updated information for 2010. This information is available in documents ECE/TRANS/WP.24/2011/1, ECE/TRANS/WP.24/2010/7, ECE/TRANS/WP.24/2009/9, ECE/TRANS/WP.24/2009/8 as well as ECE/TRANS/WP.24/2008/5 and addenda.

In accordance with the request of the Working Party, the secretariat is continuing to monitor and analyse national policy measures and will report on progress made in providing such information online (ECE/TRANS/WP.24/127, para. 32).

New information and reference materials will be published as available.

Documentation: ECE/TRANS/WP.24/2011/1

4. Follow-up to the 2010 Theme: Opportunities and challenges for intermodal transport by inland waterways

As decided by the Working Party at its last session and in line with the road map on future work and operation of the Working Party (ECE/TRANS/WP.24/127, para.70; ECE/TRANS/WP.24/125, paras. 18–22 and 40–41), the informal group of experts on opportunities and challenges for intermodal transport by inland waterways has met in Strasbourg (France) on 16 and 17 May 2011 for a follow-up meeting on the 2010 theme. Consultations were held with staff of the Central Commission for Navigation of the Rhine (CCNR) followed by a technical visit of the Port of Strasbourg. A summary report of this session is available as document ECE/TRANS/WP.24/2011/2.

As a follow-up to this session of the group of experts, the Working Party may wish to be informed of a study undertaken in France on the use of 45 ft containers in inland water transport (a presentation will be made at the session).

The Working Party may wish to decide on any follow-up action in this field, as appropriate.

Documentation: ECE/TRANS/WP.24/2011/2

⁶ For more information: www.ilu-code.eu.

5. 2011 Theme: Role of terminals and logistics centres for intermodal transport⁷

As decided by the Working Party at its last session and in line with the road map on future work and operation of the Working Party (ECE/TRANS/WP.24/127, para. 68; ECE/TRANS/WP.24/125, paras. 18–22 and 40–41), the theme for substantive discussion at the present session is: Role of terminals and logistics centres for intermodal transport. The discussions will be held jointly with the UNECE Working Party on Rail Transport (SC.2).

The discussions have been prepared by an informal group of experts and will be introduced by presentations, followed by a moderated discussion.

The subjects to be discussed will to address issues such as type and functions of terminals and logistics centres, optimal location of terminals, applicable regulatory framework as well as operational aspects. Also the role of Governments and the private sector in the planning, construction and operation of efficient terminals will be discussed as well as best practices derived from leading terminals and logistics centres in Europe.

As a basis for discussion, a background document has been prepared by the informal group of experts (ECE/TRANS/WP.24/2011/3).

Following the discussions, the Working Party may wish to draw up conclusions on the role of terminals and logistics centres to facilitate intermodal transport. It may also wish to reflect on concrete follow-up activities of WP.24 and SC.2 at the pan-European level.

More detailed information on the specific subjects covered and presentations made will be available in September 2011.

Documentation: ECE/TRANS/WP.24/2011/3

6. Theme for substantive discussion in 2012

In line with its road map on future work and operation (ECE/TRANS/WP.24/2009/5) adopted by the Working Party at its fifty-second session (ECE/TRANS/WP.24/125, para. 21), the Working Party may wish to decide on the theme for discussion at its next session.

Possible subjects may relate to intelligent transport systems or to transport chains (seamless transport).

Documentation: ECE/TRANS/WP.24/2009/5

7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(a) Status of the AGTC Agreement and adopted amendment proposals

At present, the AGTC Agreement has 32 Contracting Parties.⁸ Detailed information on the AGTC Agreement, including the up-to-date and consolidated text of the Agreement (ECE/TRANS/88/Rev.6), a map on the AGTC network, an inventory of compliance with

⁷ Joint session with the UNECE Working Party on Rail Transport (SC.2).

⁸ Albania, Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg, Republic of Moldova, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Switzerland, Turkey and Ukraine.

AGTC standards as well as relevant Depository Notifications are available on the website of the Working Party.⁹

At present there is no amendment proposal pending.

Documentation: ECE/TRANS/88/Rev.6

(b) Amendment proposals (updating and extension of the AGTC network)

The Working Party will be informed about the status of amendment proposals considered at the fifty-second session of the Working Party as contained in document ECE/TRANS/WP.24/2009/1 relating to Armenia, Georgia, Hungary and Turkmenistan and in document ECE/TRANS/WP.24/2009/4 relating to Denmark, Germany and Sweden (ECE/TRANS/WP.24/125, paras. 29–31).

At its last session, amendment proposals relating to Austria have been agreed upon (ECE/TRANS/WP.24/127, para. 35). Document ECE/TRANS/WP.24/2011/4 contains new amendment proposals proposed by Kazakhstan relating to railway lines and terminals in Kazakhstan. Following conclusion of the required consultations among concerned Contracting Parties, the Working Party may wish to consider and decide upon these amendment proposals in accordance with article 15 of the AGTC Agreement.

Documentation: ECE/TRANS/WP.24/2011/4

(c) Amendment proposals (minimum infrastructure and performance standards)¹⁰

The Working Party may wish to recall that, as indicated in document ECE/TRANS/WP.24/2009/2, several of the 15 countries that had responded to a secretariat survey on the relevance of the minimum infrastructure and performance standards and parameters in annexes III and IV to the AGTC Agreement had felt that some of them might need to be reviewed and updated.

At its last session and on the basis of two secretariat documents, the Working Party undertook a first review of possible new minimum infrastructure and performance standards and parameters for inclusion into annexes III and IV to the AGTC Agreement:

(a) ECE/TRANS/WP.24/2010/2 contains a review of the identical technical characteristics of the AGC and AGTC rail networks as contained in annex II to the AGC Agreement and annex III to the AGTC Agreement;

(b) ECE/TRANS/WP.24/2010/3 contains a review of the operational targets and performance parameters for combined transport services (trains and installations) contained in annex IV to AGTC Agreement.

At its last session, the Working Party noted that the Technical Specifications for Interoperability (TSI) applicable in the European Union were generally in line with the present minimum AGC and AGTC technical characteristics. However, the scope of the TSIs went well beyond the objective and the minimum requirements enshrined in the pan-European AGC and AGTC Agreements. Thus not all TSI parameters would necessarily need to be considered for inclusion into to the AGC and AGTC Agreements.

The Working Party also invited UNECE member countries and, in particular, Contracting Parties to the AGTC Agreement to transmit to the secretariat, possibly before 1 March 2011, written comments on the suitability of the infrastructure and performance standards

⁹ www.unece.org/trans/wp24/welcome.html

¹⁰ Joint session with the UNECE Working Party on Rail Transport (SC.2).

and parameters in the AGC and AGTC Agreements. Also the Working Party on Rail Transport was invited to review the above documents and to provide guidance for a possible update of the AGC and AGTC Agreements so as to bring them in line with modern railway and intermodal transport requirements applicable at the pan-European level (ECE/TRANS/WP.24/127, paras. 37–42). To date no comment has been received.

On the basis of the above secretariat documents, the Working Party may wish to continue its review of the minimum infrastructure and performance standards and parameters in the AGC and AGTC Agreement with a view to their possible modification or amendment. Amendment proposals to the AGTC Agreement, if any, could then be prepared by the secretariat for decision by the Working Party at a later session.

Documentation: ECE/TRANS/WP.24/2010/2, ECE/TRANS/WP.24/2010/3

8. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement

The objective of the Protocol is to make container and ro-ro transport on inland waterways and coastal routes in Europe more efficient and attractive to customers. It establishes a legal framework that lays down a coordinated plan for the development of intermodal transport services on pan-European inland waterways and coastal routes, in line with those in the AGN Agreement, based on specific internationally agreed parameters and standards.

The Protocol identifies some 14,700 km of E waterways and transshipment terminals that are important for regular and international intermodal transport in Austria, Belgium, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. The Protocol stipulates technical and operational minimum requirements of inland waterways and terminals in ports that are required for competitive container and ro-ro transport services.

(a) Status of the Protocol

The Working Party may wish to recall that the Protocol to the AGTC Agreement had come into force on 29 October 2009 and had been signed by 15 countries. So far, 9 countries have ratified the Protocol.¹¹ Its text is contained in ECE/TRANS/122 and Corrs.1 and 2.¹² Detailed information, including the text of the Protocol and relevant Depository Notifications are available on the website of the Working Party.¹³

The Working Party may recall that ITC had encouraged concerned Contracting Parties to the AGTC Agreement to accede to the Protocol as soon as possible.

Documentation: ECE/TRANS/122, ECE/TRANS/122 and Corrs.1 and 2

(b) Amendment proposals

The Working Party may recall that ITC had requested the Working Party to consider and decide on amendment proposals to the Protocol that had already been submitted (ECE/TRANS/200, para. 93 and ECE/TRANS/WP.24/119, paras. 46–50).

¹¹ Bulgaria, Czech Republic, Denmark, Hungary, Luxembourg, Netherlands, Romania, Serbia, Switzerland.

¹² It should be noted that only the text kept in custody by the Secretary-General of the United Nations, in his capacity as depositary of the AGTC Agreement, constitutes the authoritative text of the Agreement.

¹³ www.unece.org/trans/wp24/welcome.html.

In accordance with this decision, the secretariat has prepared document ECE/TRANS/WP.24/2010/6 containing a consolidated list of amendment proposals submitted earlier by Austria, Bulgaria, France, Hungary and Romania (ECE/TRANS/WP.24/117, para. 58 and TRANS/WP.24/97, para. 23). These proposals also take account of the results of a survey undertaken by the secretariat on the existing infrastructure standards contained in the Protocol (ECE/TRANS/WP.24/111, paras. 31–33) as well as of changes in the geo-political situation in Europe since adoption of the Protocol in January 1997.

At its last session, the Working Party accepted the amendment proposal by Austria. Decisions on the other amendment proposals could not be taken due to lack of information (ECE/TRANS/WP.24/127, paras. 48–51).

The Working Party may wish to consider the remaining amendment proposals with a view to their formal adoption in accordance with articles 13, 14 and 15 of the Protocol.

Documentation: ECE/TRANS/WP.24/2010/6

9. Civil liability regimes in intermodal transport

The Working Party may wish to recall the discussions at its previous sessions, summarized in ECE/TRANS/WP.24/2009/3 and ECE/TRANS/WP.24/123, paras. 36–43 as well as the detailed information provided at its fifty-second session by the United Nations Commission on International Trade Law (UNCITRAL) about the origin, main innovations and concepts enshrined in the new Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea (Rotterdam Rules) (ECE/TRANS/WP.24/125, paras. 14–15).

In line with its mandate to facilitate intermodal land transport and to provide a level playing field for intermodal transport at the pan-European level, the Working Party decided at its last session to invite an informal group of experts (volunteers) to prepare a note on the scope of application and the practical consequences of the Rotterdam Rules for pan-European land and intermodal transport operations. This note should be available for comments by the Working Party well before its next session in autumn 2011 (ECE/TRANS/WP.24/127, paras. 52–55).

The informal group of experts has been established and has exchanged numerous documents and views, but could not arrive, in time, at a common understanding on a report for transmission to the Working Party. The Working Party will be informed of the status of the discussions within the group of experts.

Documentation: Informal documents available at the session

10. IMO/ILO/UNECE Guidelines for packing of cargo in intermodal transport units

The Working Party may wish to recall that in 1996 it had finalized, in cooperation with the International Maritime Organization (IMO) and the International Labour Office (ILO), international guidelines for the safe packing of cargo in freight containers and vehicles covering also the requirements of land transport modes (TRANS/WP.24/R.83 and Add.1).¹⁴ It had been suggested at that time that the guidelines should be updated from time to time and supplemented by additional elements, such as provisions on fumigation (TRANS/WP.24/71, paras. 32–36). In 1997, ITC had approved these guidelines and had

¹⁴ www.unece.org/trans/wp24/welcome.html.

expressed the hope that these guidelines would help reduce personnel injury while handling containers and would minimize physical hazard to which cargoes were exposed in intermodal transport operations (ECE/TRANS/119, paras. 124–126).

At its fifty-first session in March 2009, the Working Party agreed to contribute to a review and update of the guidelines initiated by IMO. It requested the secretariat to coordinate with ILO and IMO in this respect and to report back on new developments and procedures envisaged (ECE/TRANS/WP.24/123, paras. 45–47).

On the basis of document ECE/TRANS/WP.24/2010/4, the Working Party, at its last session, approved the proposed activities of the secretariat in this respect, including the establishment of a group of experts that should follow a holistic approach in the revision and update of the guidelines in close cooperation with concerned industry groups (ECE/TRANS/WP.24/127, paras. 56–60).

The group of experts will hold its first session in Geneva on 6–7 October 2011 and will work on the basis of terms of reference prepared by the secretariats of IMO, ILO and UNECE (ECE/TRANS/WP.24/2011/5).

The Working Party will be informed of progress made in the revision of the guidelines and may wish to provide guidance on the activities undertaken.

Documentation: ECE/TRANS/WP.24/2011/5

11. Weights and dimensions of loading units in intermodal transport: The modular concept

The Working Party may wish to recall the considerations at its previous sessions on the impact of “mega-trucks” with a maximum length of 25.5 m and weights of up to 60 tonnes on the European road network and on intermodal transport (ECE/TRANS/WP.24/115, paras. 36–38, ECE/TRANS/WP.24/117, paras. 38–46; ECE/TRANS/WP.24/119, paras. 22–24, ECE/TRANS/WP.24/121, paras. 41–43 and ECE/TRANS/WP.24/127, paras. 61–63). It may also recall secretariat documents ECE/TRANS/WP.24/2008/8 and ECE/TRANS/WP.24/2010/5 that provided an overview of the policy discussions and trials with such long and heavy vehicles in several UNECE member countries.

In accordance with the request of the Working Party (ECE/TRANS/WP.24/127, para. 64), the secretariat has prepared a new report on latest developments in this field, mainly within EU countries that refers also to the so-called modular concept as stipulated in European Directive 96/53/EC (ECE/TRANS/WP.24/2011/6).

Documentation: ECE/TRANS/WP.24/2011/6

12. Intelligent Transport Systems (ITS) and other technological applications for intermodal transport

On the basis of a secretariat document, the Working Party may wish to consider activities towards monitoring of Intelligent Transport Systems (ITS) and other technological applications developments in intermodal transport and to exchange information and best practices in this field.

Documentation: Informal document available at the session

13. Activities of international organizations relating to intermodal transport and logistics

The Working Party may wish to be informed about recent activities and plans for future work of international organizations working in the field of intermodal transport and logistics. Representatives wishing to make presentations should inform the secretariat a few days before the session.

14. Activities of the UNECE Inland Transport Committee and its subsidiary bodies

The Working Party may wish to be informed about recent activities undertaken by the ITC and its subsidiary bodies, in particular the Working Party on Transport Trends and Economics (WP.5) in the field of Euro-Asian transport links and the Working Party on Rail Transport (SC.2).

The Working Party will also be informed of the current review of UNECE's work in the field of transport and of the conclusions of the first meeting of the Chairs of ITC held in March 2011.

15. Programme of work, biennial evaluation and terms of reference of the Working Party

(a) Programme of work and biennial evaluation for 2012–2013

In accordance with the decision of ITC to review its programme of work every two years, the next review being 2012 (ECE/TRANS/200, para. 120), the Working Party is invited to review and adopt its programme of work for 2012–2013 as well as the relevant parameters allowing for its biennial evaluation. The draft programme of work for 2012–2013 and expected accomplishment are contained in document ECE/TRANS/WP.24/2011/7.

Documentation: ECE/TRANS/WP.24/2011/7

(b) Work plan for 2012–2016

As requested by the ITC Bureau on 20 June 2011, the Working Party should review and approve its traditional 4-year work plan for 2012–2016, in addition to the mandatory programme of work and biennial evaluation for 2012–2014 (ECE/TRANS/WP.24/2011/7).

The secretariat has reproduced in document ECE/TRANS/WP.24/2011/8 the traditional 4-year work plan as adopted by WP.24 at its fifty-second session (ECE/TRANS/WP.24/2009/7 and ECE/TRANS/WP.24/125, para. 39) and the Inland Transport Committee at its seventy-second session (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8 and Corr.1) indicating proposed deletions, modifications and additions, as appropriate.

The Working Party may wish to review its work plan for 2012–2016 for adoption and transmission to ITC.

Documentation: ECE/TRANS/WP.24/2011/8

(c) Terms of reference (ToR)

In line with the guidelines for the establishment and functioning of Working Parties within UNECE, each Working Party has to prepare its terms of reference which must be adopted by its parent Sectoral Committee (ECE/EX/1, para. 3 (a)).

In accordance with this request, the Working Party may wish to consider and adopt its terms of reference (ToR) on the basis of a draft prepared by the secretariat (ECE/TRANS/WP.24/2011/9).

Documentation: ECE/TRANS/WP.24/2011/9

16. Election of officers

The Working Party may wish to elect a Chair and possibly a Vice-Chair(s) for its sessions in 2012.

17. Date and venue of next sessions

The Working Party may wish to decide on the date for its next sessions in 2012

The secretariat has tentatively scheduled the fifty-fifth session to be held from 7–8 November 2012 at the Palais des Nations (Geneva). This session could again be held back-to-back or partly together with the Working Party on Rail Transport (SC.2) to consider issue of common interest.

In 2012, the informal expert groups of WP.24 may wish to hold two sessions with the objective to follow-up on the considerations under the 2011 theme and to prepare the discussions for the 2012 theme of the Working Party.

- (a) Follow-up to 2011 theme: “Role of terminals and logistics centres for intermodal transport”

Tentative date: April 2012

Tentative venue (session and technical visit): to be decided.

- (b) Preparation of the 2012 theme

Tentative date: June 2012

Tentative venue: Palais des Nations, Geneva.

18. Summary of Decisions

In line with established practice (TRANS/WP.24/63, para. 54) and in accordance with the decision of ITC (ECE/TRANS/156, para. 6), at the end of the session the Chair will make a brief summary of the decisions taken. Following the session, the UNECE secretariat, in cooperation with the Chair, will establish a report on the outcome of the session for transmission to ITC at its next session (28 February–1 March 2012).

III. Tentative timetable

Wednesday, 2 November	WP.24	2.30 – 5.30 p.m.	Items 1–4 and 6
Thursday, 3 November	WP.24	9.30 – 12.30 a.m.	Items 7–18
	WP.24/ SC.2 Joint session	2.30 – 5.30 p.m.	Item 5: Role of terminals Item 7 (c): AGC and AGTC technical standards
Friday, 4 November	SC.2	9.30 – 12.30 a.m.	
