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Inland Transport Committee

Working Party on Intermodal Transport and Logistics

Fifty-fifth session

Geneva, 6–7 November 2012

Item 1 of the provisional agenda

Adoption of the agenda

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

To be held at the Palais des Nations, Geneva
starting at 2.30 p.m. on Tuesday, 6 November 2012

I. Provisional agenda

Note: The session of the Working Party (WP.24) will be held back-to-back with the sixty-sixth session of the Working Party on Rail Transport (SC.2) (8–9 November 2012). Details and documentation for the session of SC.2 are available at 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). 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) Activities of the European Commission in intermodal transport and logistics;
 - (c) Pan-European developments in intermodal transport and transport policies;
 - (d) Sustainable development and intermodal transport.
3. National policy measures to promote intermodal transport.
4. Follow-up to the 2011 Theme: Role of terminals and logistics centres for intermodal transport.
5. 2012 Theme: Intelligent Transport Systems (ITS): Opportunities and challenges for intermodal transport.
6. Selection of a theme for substantive discussions in 2013.
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).
8. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement:
 - (a) Status of the Protocol;
 - (b) Amendment proposals.
9. Revision of the IMO/ILO/UNECE Guidelines for packing of intermodal transport units (cargo transport units).
10. Weights and dimensions of loading units in intermodal transport.
11. Activities of the UNECE Inland Transport Committee and its subsidiary bodies.
12. Election of officers.
13. Date and venue of next session.
14. 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.24/130

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) 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) on intermodal transport and logistics.

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

A national peer review on intermodal transport in Turkey had been prepared under the auspices of the International Transport Forum (OECD/ITF 2009) (ECE/TRANS/WP.24/125, paras. 12–13). The Working Party may wish to be informed of a joint project undertaken since November 2011 by the Turkish Ministry of Transport in cooperation with its counterpart in Spain entitled “Strengthening intermodal transport in Turkey”.

Other participants are expected to report briefly on recent developments in their countries, including new 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, at least, a few days before the session.

Documentation: Informal documents available at the session

(d) Sustainable development and intermodal transport

The Working Party may wish to take note of the outcome document of the United Nations Conference on Sustainable Development (Rio de Janeiro, 20–22 June 2012) which assigns a central role to transport and mobility in sustainable development and supports the development of energy efficient multi-modal transport systems (A/CONF.216/L.1, paras. 132–133).

The Working Party will be informed of recent developments in this field, such as the imminent conclusion of a United Nations project For Future Inland Transport Systems (ForFITS) developing, on a global level, a monitoring and assessment tool for carbon

dioxide (CO₂) emissions in inland transport, including a policy converter to facilitate climate change mitigation. The Working Party will also be informed of a new European commercial rating agency (TK Blue) that aims to assess the environmental footprint in freight transport and logistics and provides ratings and certifies progress made by shippers and carriers in reducing greenhouse gas and noise emissions.

The Working Party may wish to consider how to further pursue its work on sustainable transport systems, including intermodal transport and logistics, in line with new sustainable development goals to be developed possibly by the United Nations.

Documentation: Informal documents available at the session

3. National policy measures to promote intermodal transport

As decided by 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).

In February 2012, the secretariat had established a new website providing online information on 11 national policy measures aimed at promoting intermodal transport (<http://apps.unece.org/NatPolWP24/>). Comparable information for 14 UNECE member countries is currently available in English. The Working Party may wish to review this online application and provide guidance to the secretariat for further improvements and on updating of this database.

As requested, new information submitted in time to the secretariat, will be made available as official documentation.

Documentation: ECE/TRANS/WP.24/2012/6, ECE/TRANS/WP.24/2012/7, ECE/TRANS/WP.24/2012/8, ECE/TRANS/WP.24/2012/9, ECE/TRANS/WP.24/2012/10

4. Follow-up to the 2011 Theme: Role of terminals and logistics centres for intermodal transport

The Working Party may wish to note that the technical visit to terminals and logistics centres, had not been organized in May 2012 due to an insufficient number of participants.

5. 2012 Theme: Intelligent Transport Systems (ITS): Opportunities and challenges for intermodal transport

As decided by the Working Party at its last session and in line with its road map on future work and operation (ECE/TRANS/WP.24/127, paras. 31–32; ECE/TRANS/WP.24/125, paras. 18–22 and 40–41), the theme for substantive discussion at the present session is “Intelligent Transport Systems (ITS): Opportunities and challenges for intermodal transport”. The discussions have been prepared by an informal group of experts and will be introduced by presentations, followed by a moderated discussion.

In line with the UNECE road map for promoting the use of ITS that contains 20 global actions for 2012–2020 (ECE/TRANS/WP.24/129, paras. 63–64), the Working Party may wish to be informed about and discuss how modern information and communication technologies could assist in making intermodal transport systems attractive and provide “seamlessness” among different modes of transport. The Working Party may also address the role and responsibilities of different stakeholders focusing on the role of Governments

and regulatory authorities in providing the necessary framework conditions for discriminatory-free access to information by all parties in intermodal transport chains.

A background document has been prepared by the informal group of experts in cooperation with the secretariat (ECE/TRANS/WP.24/2012/1).

The Working Party may wish to draw up conclusions and may, in particular, reflect on concrete follow-up activities by international organizations, including the Working Party.

The programme of the 2012 theme discussions with more detailed information will be available in September 2012.

Documentation: ECE/TRANS/WP.24/2012/1

6. Selection of a theme for substantive discussions in 2013

The Working Party may wish to decide on the theme for its session in 2013.

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

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

The AGTC Agreement has currently 32 Contracting Parties.³ 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 AGTC standards as well as relevant Depositary Notifications are available at www.unece.org/trans/wp24/welcome.html.

At its session in 2011, the Working Party had adopted amendment proposals on Annex I of the AGTC Agreement modifying names of cities and border crossing points in Kazakhstan (ECE/TRANS/WP.24/129, paras. 34–35 and annex). These proposals have not yet been transmitted to the depositary of the AGTC Agreement due to other pending amendment proposals that, once adopted, could then be consolidated into a comprehensive package of amendment proposals.

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. See ECE/TRANS/WP.24/2009/1 for Armenia, Georgia, Hungary and Turkmenistan and ECE/TRANS/WP.24/2009/4 for Denmark, Germany and Sweden (ECE/TRANS/WP.24/125, paras. 29–31).

(c) Amendment proposals (minimum infrastructure and performance standards)⁴

Document ECE/TRANS/WP.24/2009/2 indicates that several of the 15 countries, that had responded to a secretariat survey on the relevance of the minimum infrastructure and

³ Albania, Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg, Montenegro, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Switzerland, Turkey and Ukraine.

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

performance standards and parameters in annexes III and IV to the AGTC Agreement, felt a review and update may be needed.

Based on document ECE/TRANS/WP.24/2010/2, prepared by the secretariat in cooperation with an ad hoc expert group, the Working Party, at its 2011 joint session with the Working Party on Rail Transport, reviewed the minimum infrastructure standards contained in annex II of the AGC Agreement and annex III of the AGTC Agreement. Both Working agreed 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, but contained at least 20 more parameters that were considered essential for trans-European rail systems and had been prepared by the European Railway Agency (ERA) under the so-called Interoperability Directive 2008/57/EC. The scope of these TSIs went, however, well beyond the objective and the minimum requirements enshrined in the pan-European AGC and AGTC Agreements. Thus, all TSI parameters may not necessarily need to be considered for inclusion into the AGC and AGTC Agreements (ECE/TRANS/WP.24/129, paras. 37–41).

As requested by both Working Parties, the secretariat has invited the European Commission (EC) to comment on the validity of the minimum infrastructure standards in the AGC and AGTC Agreement as far as the territory of the European Union is concerned. The response of EC DG MOVE will be in document ECE/TRANS/WP.24/2012/5.

Secretariat document ECE/TRANS/WP.24/2010/3 reviewing the performance standards and operational targets of combined transport trains and related installations contained in annex IV of the AGTC Agreement had only been briefly considered by the Working Party at its session in 2010 (ECE/TRANS/WP.24/127, paras. 37–42).

The Working Party may wish to continue its review of the minimum infrastructure and performance standards in the AGC and AGTC Agreement. Modifications and amendment proposals to the AGTC Agreement, if any, could be prepared by the secretariat for decision by the Working Party at a later session.

Documentation: ECE/TRANS/WP.24/2012/5, 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 developing intermodal transport services on pan-European inland waterways and coastal routes, in line with those in the European Agreement on Main Inland Waterways of International Importance (AGN Agreement), based on specific internationally agreed parameters and standards.

The Protocol identifies 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.

In 2012, the secretariat published the second revised edition of the so-called “Blue Book” containing an inventory of the European E waterway and ports network (ECE/TRANS/SC.3/144/Rev.2). The revised “Blue Book” as well as the latest UNECE map of European inland waterways will be available at the session.

Documentation: ECE/TRANS/SC.3/144/Rev.2

(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.⁵ See ECE/TRANS/122 and Corrs.1 and 2 for the text.⁶ Detailed information, including the text of the Protocol and relevant Depository Notifications are available on the website of the Working Party.⁷

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. It may, therefore, wish to provide guidance on how to facilitate accession of further countries.

Documentation: 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).

Accordingly, in 2010 the secretariat had prepared ECE/TRANS/WP.24/2010/6 containing a consolidated list of amendment proposals submitted 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. Apart from adoption of an amendment proposal by Austria (ECE/TRANS/WP.24/127, para. 50) in 2010, decisions on the other amendment proposals have not yet been taken due to lack of information on the current status of these proposals (ECE/TRANS/WP.24/129, para. 47; ECE/TRANS/WP.24/127, paras. 48–51).

Based on information still to be provided by Bulgaria, France, Hungary and Romania, the Working Party may wish to consider the remaining amendment proposals, including those related to geo-political changes and change of name of the Working Party (ECE/TRANS/WP.24/2010/6, paras. 11–12) with a view to their formal adoption in accordance with articles 13, 14 and 15 of the Protocol.

On 12 October 2012, the Working Party on Inland Water Transport (SC.3) is expected to adopt a large number of amendment proposals to the AGN Agreement pertaining to inland waterways and inland navigation ports (ECE/TRANS/SC.3/2012/2). In June 2012, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) had invited WP.24 to revise annexes I and II of the Protocol to bring them in line with the revised AGN Agreement (ECE/TRANS/SC.3/82, para. 10).

In line with proposals made in 2010 (ECE/TRANS/WP.24/2010/6, para. 20), the secretariat displays in ECE/TRANS/WP.24/2012/4, the different lay-outs of inland waterways and ports contained in the Protocol and the AGN Agreement. Given the different numbering

⁵ Bulgaria, Czech Republic, Denmark, Hungary, Luxembourg, Netherlands, Romania, Serbia, Switzerland.

⁶ 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.

⁷ www.unece.org/trans/wp24/welcome.html.

systems, structures and denominations of inland waterways and ports in the two Agreements, alignment of the Protocol and the AGN Agreement requires expertise that is not available within the secretariat. The Working Party may therefore provide guidance to the secretariat how and when such alignment should be undertaken.

Documentation: ECE/TRANS/WP.24/2012/4, ECE/TRANS/WP.24/2010/6

9. Revision of the IMO/ILO/UNECE Guidelines for packing of intermodal transport units (cargo transport units)

In 1996, the Working Party finalized, with the International Maritime Organization (IMO) and the International Labour Office (ILO), a set of 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). The guidelines were to be updated 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 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).

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 and to report back on new developments and procedures envisaged (ECE/TRANS/WP.24/123, paras. 45–47). In November 2011, the Working Party adopted the terms of reference of a Group of Experts on this subject (ECE/TRANS/WP.24/2011/5) and endorsed the proposal to elevate the guidelines to a non-mandatory code of practice.

The Group of Experts held two sessions in 2012: 19–20 April and 15–17 October. The Working Party may wish to evaluate progress made by the Group and provide guidance on the activities undertaken (ECE/TRANS/WP.24/2012/2).

Documentation: ECE/TRANS/WP.24/2012/2, ECE/TRANS/WP.24/2011/5

10. Weights and dimensions of loading units in intermodal transport

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). Documents ECE/TRANS/WP.24/2008/8, ECE/TRANS/WP.24/2010/5 and ECE/TRANS/WP.24/2011/6 also provided an overview of the policy discussions and trials with these vehicles in several UNECE member countries.

As requested by the Working Party, a detailed discussion may be held, including the modular concept as stipulated in European Directive 96/53/EC (ECE/TRANS/WP.24/129, para. 62). ECE/TRANS/WP.24/2012/3 presents a brief update of the latest developments in this field, mainly within EU countries.

Documentation: ECE/TRANS/WP.24/2012/3

11. 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 (ECE/TRANS/224), in particular, the:

- Working Party on Transport Trends and Economics (WP.5) and its activities on Euro-Asian transport links (EATL) and the impact of climate change on transport networks (ECE/TRANS/WP.5/52);
- Working Party on Rail Transport (SC.2) on the status of work towards unified railway law (ECE/TRANS/SC.2/217);
- Working Party on Inland Water Transport (SC.3) on progress made in developing the European inland waterway network and on harmonization of professional requirements in inland navigation (ECE/TRANS/SC.3/193).

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 second meeting of the Chairs of ITC subsidiary bodies held on 29 February 2012.

12. Election of officers

The Working Party may wish to elect a Chair and possibly (a) Vice-Chair(s) for its sessions in 2013.

13. Date and venue of next session

The Working Party may wish to decide on the date for its session in 2013.

The secretariat has tentatively scheduled the fifty-sixth session for 21–22 October 2013 at the Palais des Nations (Geneva). This session could again be held back-to-back with SC.2 or with another subsidiary body of the ITC.

14. Summary of decisions

In line with established practice (TRANS/WP.24/63, para. 54) and in accordance with the decision of the 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 secretariat, in cooperation with the Chair, will establish a report on the outcome of the session for transmission to the ITC at its next session (26–28 February 2013).

III. Tentative timetable

Tuesday, 6 November	WP.24	2.30 – 5.30 p.m.	Items 1–5
Wednesday, 7 November	WP.24	9.30 – 12.30 a.m.	Items 6–8
	WP.24	2.30 – 5.30 p.m.	Items 9–14