



Economic and Social Council

Distr.: General
22 August 2014

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Intermodal Transport and Logistics

Fifty-seventh session

Geneva, 10–11 November 2014

Item 8 of the provisional agenda

Intermodal transport terminals

Intermodal transport terminals

Note by the secretariat

I. Mandate

1. This document has been prepared in line with the output/activities of cluster 6: Intermodal transport and logistics of the programme of work of the transport subprogramme for 2014–2015 (ECE/TRANS/2014/23) as adopted by the Inland Transport Committee on 27 February 2014 (ECE/TRANS/240, para. 100).
2. A brief description of topic as well as suggested further steps for the consideration of the working party are provided below.

II. Background

3. The Working Party may wish to recall that during its thirty-seventh session (18–19 April 2002) it had established a group of experts to consider measures to increase the efficiency of combined transport terminal operations. On the basis of its findings (TRANS/WP.24/2002/4), the Working Party recommended that the following provisions on terminals of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) be reviewed and that new provisions should be included:
 - (a) Provisions of the AGTC Agreement should differentiate between accompanied and unaccompanied transport.
 - (b) The AGTC Agreement should include guidelines on the overall planning and zoning principles on combined transport terminals in order to optimize their construction and utilization of such terminals.

(c) Terminals in the AGTC Agreement should be categorized by type (i.e. simple terminal, gateway terminal, etc.) and on the facilities offered (Customs facilities, dangerous goods, etc.).

(d) Information about the level of information technology available should be included in the Agreement. This could possibly also be included under point (c) above.

(e) Security aspects should be developed in line with the general discussions on this issue to be undertaken by the Working Party.

(f) Opening and operating hours of combined transport terminals determine largely the level of service available for intermodal transport. This could possibly also be included in the categories of terminals described under point (c). It should be considered to include recommendations on this issue in the AGTC Agreement.

(g) The AGTC Agreement should contain a recommendation that Customs, sanitary, veterinary and phytosanitary controls should, as a general rule, be carried out in terminals in order to reduce further interventions in the transport chain.

4. The Working Party may wish also to recall that during its fifty-fourth session (2–3 November 2011), "The Role of terminals and logistics centres for intermodal transport" was the theme for substantive discussion. A joint session with the Working Party on Rail Transport (SC.2) examined the role of terminals, logistics centres and freight villages for the development of intermodal and rail transport in Europe.

5. The joint session considered best practices in these, as well as in planning, construction and operation of intermodal terminals. In Western Europe, there are more than 100 such installations of different types, functions and locations that serve different clients and markets and have been developed with specific commercial and political objectives. These objectives include traffic (avoidance/reduction, modal shift), economics (better transport productivity and logistics services, commercial flexibility), ecology (less noise and air emissions in sensitive urban areas), land use planning (relocation of industry and physical separation from housing and leisure activities) as well as employment considerations.

6. It noted that in several UNECE member countries, governments provide financial support for infrastructure investments to allow for an optimal location of such installations, to ensure open access and to avoid negative external effects, such as additional traffic, congestions, noise and air pollution. Some countries also provide support for technical equipment as well as for terminal operations, sometimes for the start-up phase only.

7. The joint session also noted that the AGTC Agreement contained listings of important terminals in annex II as well as minimum performance standards that had been developed in the 1990s and may need to be reviewed and brought in line with the latest developments.

III. Guidance by Working Party

8. The Working Party may wish to reflect on concrete follow-up activities that could be undertaken to support the development of seamless international rail and intermodal transport operations at the pan-European level including possibly:

(a) Mapping and categorizing the types of terminals (i.e. simple terminal, gateway terminal, etc.) and the facilities offered by such terminals (Customs facilities, dangerous goods, etc.);

(b) Identifying opening and operating hours of combined transport terminals which determine largely the level of service available for intermodal transport;

(c) Updating the AGTC agreement based on the new information acquired and possibly on the new categorization of the types of terminals.

9. The Working Party may wish to consider the proposed further steps and provide guidance for further action.
