

# Working Party on Intermodal Transport and Logistics (WP.24)

in cooperation with the Federal Public Service (FPS) – Mobility and Transport  
(Belgium) and the Belgian Institute of Transport Operators (BITO)

## *Workshop*

### *Role of freight forwarders and logistics in intermodal transport chains*

Brussels, 12 and 13 June 2014

Discussions moderated by Mr. H. Maillard (former chairman of WP.24)  
Simultaneous interpretation English/French

*Participants speaking at the workshop – Please provide an electronic version of your presentation (memory stick) and if possible send a version of your presentation via email in advance of the workshop. Your assistance in this matter will allow us to prepare in advance and have a quicker transition between presentations.*

General workshop objective: Gather information about the current national situations for freight-forwarders, the direct or indirect involvement of freight forwarders in the development of intermodal transport and logistics and the utility or lack thereof of an international statute. The outcome of this workshop will serve to guide WP.24 at its plenary meeting in November in deciding on future necessary steps on this topic.

- The exchanges of information and points of view will not result in official pronouncement. The workshop is an **open exercise** permitting WP.24 to have in advance of its plenary meeting a wide range of views on ways to effectively address this new issue and its inclusion in the work program of WP.24.
- The programme consists of 4 sessions:
  1. Terms and statutes  
The terminology used for functional titles of professions as well as the status and existence (in form and content) of legal devices by country are important factors. The assessment of country practices in particular is an important tool to better assess the issues in this area.
  2. Actors of multimodality  
Different modes used in transport systems give rise to differences in, for example, the level of responsibility and compensation as well as other types of information and documentation. Clients can ask forwarders to handle the routing of the ITU and therefore make the appropriate modal choice. The Rotterdam Rules offer a multimodal formula: is it adequate given market realities?
  3. Actors in the supply chain

Shippers are particularly active in offering a wide variety of services. What are these services? What types of contracts are offered and what levels of responsibility are available?

4. Relevance of a statute

Different preferences exist today: Some want the sector to have guarantees that will eventually require a well-regulated statute while others want to let the market set the rules. The advantages and disadvantages of both are well-defined. Some countries, such as Belgium, are pushing to legislate. Given that most freight forwarding traffic is international, should we not legislate at a broader level?

These initial comments and questions suggest that the debates in June will be interesting and productive.

Welcome to everyone associated and interested in intermodal and freight logistics.