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Inland Transport Committee

Working Party on Intermodal Transport and Logistics

Sixty-first session

Geneva, 19-21 November 2018

Item 1 of the provisional agenda

Adoption of the agenda

Annotated provisional agenda for the sixty first session* **

To be held at the Palais des Nations, Geneva
starting at 3 p.m. on Monday, 19 November 2018

I. Provisional agenda

1. Adoption of the Agenda.
2. Workshop — Operational challenges of regional intermodal transport and innovative solutions.
3. European Agreement on Important International Combined Transport Lines and Related Installations:
 - (a) Status of the Agreement and adopted amendment proposals;

* 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 Sustainable 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).

** Delegates are requested to register online at the following address:
<https://www2.unece.org/uncdb/app/ext/meeting-registration?id=DHphwj>.
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 (+41 22 917 2432) or by e-mail (wp.24@unece.org). For a map of the Palais des Nations and other useful information, see website www.unece.org/meetings/practical.htm.

- (b) Amendment proposals (updating and extending the AGTC network);
4. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement:
 - (a) Status of the Protocol;
 - (b) Amendment proposals.
5. Code of Practice for Packing of Cargo Transport Units.
6. Climate change and intermodal transport.
7. Intermodal issues along Euro-Asian Transport Links
8. Review of National Transport and Logistics Systems
9. Intelligent transport systems and technological developments in intermodal transport.
10. Annual themes on Intermodal Transport and Logistics.
11. Intermodal transport terminals.
12. Preparing National Master Plans on freight transport and logistics.
13. New developments and best practices in intermodal transport and logistics:
 - (a) Trends and performance in the industry;
 - (b) Activities of the European Commission and other United Nations entities;
 - (c) Pan-European developments in policies;
 - (d) Intermodal transport statistics.
14. National policy measures to promote intermodal transport.
15. Intermodal transport and the TIR Convention.
16. Activities of the UNECE Inland Transport Committee and its subsidiary bodies.
17. Election of Officers for 2019-2020.
18. Other Business.
19. Date and venue of next session.
20. 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.24/142

2. Workshop — Operational challenges of regional intermodal transport and innovative solutions

As decided by the Working Party at its last session the theme for its session in 2018 is “operational challenges of regional intermodal transport and innovative solutions”. The program of the workshop can be found in informal document No 1. The presentations for the workshop will be available on the homepage of the Working Party after the session.

Intermodal Transport contributes to the realization of the goals of the 2030 Agenda for Sustainable Development since intermodality leads to economic, environmental and social sustainability. It also requests for border crossing facilitation, further increase of railways competitiveness and enhanced cooperation among the different stakeholders. With transport sustainability as an objective, the principle should be that freight is transported as far as possible with rail/inland waterways/maritime and collected or distributed by road, with road legs that are as short as possible.

However, intermodal transport faces different operational challenges depending on the regions that we are referring to. The Working Party by organizing this workshop aims to identify those regional operational challenges, if possible prioritize them and address them at its future sessions. Representatives from the different regions of ECE either from the member States and International Organizations or from the private sector will have the opportunity to meet, exchange ideas and experience, discuss and list those operational challenges and possibly agree on common actions for the future.

Documentation

Informal document No.1

3. European Agreement on Important International Combined Transport Lines and Related Installations

(a) Status of the Agreement and adopted amendment proposals

The AGTC Agreement has currently 32 Contracting Parties.¹ Detailed information on the AGTC Agreement, the 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

¹ 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.

relevant Depository Notifications are available at
www.unece.org/trans/wp24/welcome.html.

Documentation

C.N.86.2016.TREATIES-XI.E.2, ECE/TRANS/88/Rev.6

(b) Amendment proposals (updating and extending the network)

At its last session, the Administrative Committee agreed to submit at the depository in New York the revised by the Government of Germany (ECE/TRANS/WP.24/2017/1, ECE/TRANS/WP.24/2017/1/Corr.1, Informal document WP.24 No. 2 (2017)) amendment proposals that were initially included in ECE/TRANS/WP.24/2009/4. However, the depository notifications in order to be submitted should include all proposed by a contracting party amendment proposals as formal documents meaning translated in three ECE official languages. This was not the case last year for the Informal document WP.24 No. 2 (2017). Therefore, the secretariat submits for this session and only for administrative purposes formal document ECE/TRANS/WP.24/2018/1 which includes all information provided in Informal document WP.24 No. 2 (2017).

Documentation

ECE/TRANS/WP.24/2018/1, ECE/TRANS/WP.24/2017/1, ECE/TRANS/WP.24/2009/4, ECE/TRANS/WP.24/2017/1/Corr.1, Informal document WP.24 No. 2 (2017)

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

The Protocol aims to make container and ro-ro transport on inland waterways and coastal routes in Europe more efficient and attractive to customers. The Protocol establishes a legal framework for a coordinated plan to develop intermodal transport services on pan-European inland waterways and coastal routes. The development based on specific internationally agreed parameters and standards that are in line with the European Agreement on Main Inland Waterways of International Importance (AGN).

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. It also stipulates technical and operational minimum requirements for inland waterways and terminals in ports that are required for competitive container and ro-ro transport services.

Documentation

ECE/TRANS/SC.3/144/Rev.3

(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, nine countries have ratified the Protocol.² See ECE/TRANS/122/Rev.1 for the text of the Protocol.³ Detailed information, including the text of the Protocol and relevant Depository Notifications are available on the website of the Working Party.⁴

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

Documentation

ECE/TRANS/122/Rev.1

(b) Amendment proposals

The Administrative Committee may wish to recall at the November 2015 session of WP.24 and the Working Party on Inland Water Transport (SC.3) the approval of document ECE/TRANS/SC.3/2015/3-ECE/TRANS/WP.24/2015/12 setting out the differences between the Protocol and the AGN. The secretariat notified these changes to the Depository on 23 March 2016 (C.N.100.2016.TREATIES-XI.E.2.a). No objections had been received to these amendment proposals. However, the Administrative Committee asked the secretariat to provide text that will be included in the consolidated version of the Protocol of the AGTC in relation to this item and to see how to make the information available in the annexes more accessible in digital form.

Furthermore, the Administrative Committee of the Protocol to the AGTC requested the secretariat to complete the work on aligning the ports, terminals and other aspects of the Protocol of the AGTC with AGN and to present a joint document for initial review at the Working Party on the Standardization of Technical Safety Requirements in Inland Navigation, and then for final review at SC.3 and WP.24 in 2017.

At its sixty-first session in October 2017, the Working Party on Inland Water Transport adopted a new package of amendments to AGN, based on the third revision of the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book) (ECE/TRANS/SC.3/144/Rev.3) and proposals from member States (ECE/TRANS/SC.3/2017/3). These newly adopted amendments to AGN may entail amendments to the AGTC Protocol.

The Working Party may wish to discuss further areas that require harmonization of the Protocol of the AGTC.

Documentation

ECE/TRANS/SC.3/2017/3, C.N.56.2018.TREATIES-XI.D.5

² Bulgaria, Czech Republic, Denmark, Hungary, Luxembourg, Netherlands, Romania, Serbia and Switzerland.

³ 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.

⁴ www.unece.org/trans/wp24/welcome.html.

5. Code of Practice for Packing of Cargo Transport Units

The Working Party at its last session recognised that the CTU code is mainly being used by the private sector and nobody really reports when and for which reasons the code is used. Therefore, it would be difficult if not impossible for the secretariat or other bodies to collect statistics on CTU handling related incidents or even to disseminate available information on the use of the CTU Code. The secretariat suggested exploring different options in order to better disseminate the CTU code or even to collect some relevant information concerning its use. For instance, a registration form could be introduced before downloading the code in different languages to collect some indicative statistics on the possible use of the code or even the use of a more sophisticated tool could be introduced if there is no need for extra resources. The Working Party may wish to consider formal document ECE/TRANS/WP.24/2018/2 which includes the proposal from the secretariat.

Furthermore, the Inland Transport Committee (ITC) during its last session (eightieth session, Geneva, 20-23 February 2018) requested the Working Party (ECE/TRANS/274 para 71) to consider the issue of updating the CTU code, including technical requirements. The Working Party may wish to consider this request from ITC and provide guidance to the secretariat on further actions.

Documentation

ECE/TRANS/WP.24/2018/2

6. Climate change and intermodal transport

The Working Party may wish to be informed about work undertaken by the Sustainable Transport Division on climate change adaptation and mitigation that is relevant to intermodal transport.

7. Intermodal issues along Euro-Asian Transport Links

The ITC during its eightieth session requested the Working Party (ECE/TRANS/274 para 71) to address on a regular basis the topic of the intermodal issues along the Euro-Asian Transport Links.

The ECE Euro-Asian Transport Links project (EATL), Phase I (2002-2007), Phase II (2008-2012) and Phase III (2013-2017) made transport between Europe and Asia a reality. The identification of routes, the prioritization of infrastructure investment projects, the development of a GIS database, the analysis of non-physical obstacles to transport, the comparison study between maritime and inland transport, the organization of a number of national capacity-building workshops on transport facilitation as well as the efforts to operationalize those corridors by preparing common time schedules and tariffs, have all helped to lay the foundation for an operational Euro-Asian transport network. The project has also paid particular attention to the specific needs of Landlocked Developing Countries and made a significant input to the implementation of the Almaty Programme of Action.

The Working Party may wish to consider this topic and provide guidance to the secretariat of future actions.

8. Review of National Transport and Logistics Systems

The secretariat the last years has received funds in order to prepare studies that evaluate the current transport and logistics systems of different countries. For instance, in 2014 prepared a relevant study for the Republic of Belarus. This study can be found at the following link: www.unece.org/index.php?id=35477.

The Working Party may wish to be informed on the current review being undertaken in the Republic of Kazakhstan and the Kyrgyz Republic.

9. Intelligent transport systems and technological developments in intermodal transport

In line with the UNECE road map for promoting the use of Intelligent Transport Systems (ITS) that contains 20 global actions for 2012-2020 (UNECE publication “ITS for sustainable mobility”, 2012), the Working Party may wish to be informed about and discuss how modern information and communication technologies can assist in making intermodal transport systems attractive and “seamless” 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.

The Working Party may wish to consider activities, on monitoring of ITS and other technological applications developments in intermodal transport and to provide a platform for the exchange of information and best practices.

Documentation

UNECE publication “Intelligent Transport Systems (ITS) for sustainable mobility” (2012)

10. Annual themes on Intermodal Transport and Logistics

The Working Party may wish to decide on a theme for its sixty-second session in 2019. The Working Party may wish to consider secretariat’s proposal on city logistics as the main contributor to the implementation of SDG 11 “Make cities and human settlements inclusive, safe, resilient and sustainable”. The topics that could be discussed under this theme are:

- The load factor (defined as the number of tonne-km divided by the number of vehicle-km.) of trucks circulating in cities - meaning how many trucks are running empty in the cities - it is one of the main negative contributors to cities sustainability (pollution, traffic, accidents, noise etc); Its measurement / evaluation is already a major challenge.
- The use of innovative solutions while transporting in the cities such as cargo trams, bicycles, underground including intelligent transport systems.
- The use of electronic platforms or smart applications that promote the collaborative freight management and generate economies of scales while reducing the number of trucks circulating empty in the cities.
- The existence of freight villages / intermodal terminals at the suburban areas of the cities that promote and facilitate consolidation of cargo reducing like that the final cost of the products and increasing the loading factors of the trucks.

- Furthermore, the work of the Working Party should focus on the implementation of the SDGs.

11. Intermodal transport terminals

During its fifty-seventh session the Working Party decided that a concrete study should be prepared by the secretariat on mapping and categorizing the types of terminals that exist in the ECE region and on the available facilities.

During its last session the Working Party decided that the secretariat while preparing this study should use all existing information and work in order to accomplish this task. The secretariat should cooperate with UIRR and Europlatforms in order to prepare a common template/questionnaire for collecting all relevant data. This template will be used by the secretariat for countries where information is not already publicly available. It was agreed that UIRR and Europlatforms would provide the secretariat all available information from their members in order to finalize this study.

The Working Party may wish to consider formal document ECE/TRANS/WP.24/2018/3 that includes the common template / questionnaire and provide guidance on further steps on this topic.

Documentation

ECE/TRANS/WP.24/2018/3

12. Preparing National Master Plans on freight transport and logistics

The Working Party at its last session agreed on the main principles that the work on guidelines on how to prepare national master plans should be based on. The main idea is to prepare a handbook of good practices on how to develop national master plans on freight transport and logistics. This handbook should take advantage of all the information available including of the national policy measures to promote intermodal transport provided to the secretariat by the ECE member States. The main objective of this handbook would be to create awareness on the value that such master plans can bring to national freight transport and logistics sector and therefore to national economies. Furthermore, this handbook should summarize the principles based on which different countries from different regions prepared their national master plans and it should be enriched with as many as possible case studies/good practices in order to ensure its role as a handbook. The Working Party having agreed on the above-mentioned principles requested the secretariat to start preparing this handbook and if it is possible to present a first draft at its next session.

The Working Party may wish to consider informal document No. 2 which includes a first draft of this handbook.

Documentation

Informal document No. 2

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

(a) Trends and performance in the industry

The Working Party may wish to exchange views on past and future trends and developments in intermodal transport and logistics in UNECE member States.

(b) Activities of the European Commission and other United Nations entities

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 as well as the work being undertaken by other United Nations entities.

(c) Pan-European developments in policies

The delegations may wish to present recent developments in their countries, new Government policies or business measures affecting intermodal transport.

Audio-visual aids and short written documentation would be welcome 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.

(d) Intermodal transport statistics

The Working Party may wish to be informed about the latest developments of the Task Force on Intermodal Transport Statistics to develop a system allowing the calculation of traffic data for international intermodal transport flows. The Task Force consists of Eurostat, European Union member States, private sector experts, and was mandated by Eurostat's Coordination Group for Statistics Transport. The Task Force was extended to the end of 2015.

14. National policy measures to promote intermodal transport

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

Comparable information for 16 UNECE member States is currently available in English, French and Russian (<http://apps.unece.org/NatPolWP24/>).

The Working Party decided at its fifty-sixth session to continue ensuring that the information was kept up-to-date and requested that the questionnaire be resent to member States in 2015. The Working Party may wish to be informed about developments on this topic and also consider ways of further improving the database in order to increase its usefulness.

15. Intermodal transport and the TIR Convention

The Working Party will be informed about the ongoing work within the TIR Executive Board on the use of the TIR procedure for intermodal transport and possible approaches for the future.

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

The Working Party will be informed about the main decisions of the Eightieth session of the Inland Transport Committee (20-23 February 2018) on issues of interest to the Working Party.

The ITC Bureau, supported by the secretariat, has further elaborated the draft ITC Strategy until 2030 (Zero Draft of ECE/TRANS/2019/R.1). In line with ITC decisions (ECE/TRANS/274, para. 17), the Bureau requested that (a) the discussion of the ITC strategy becomes part of the agendas of the meetings of the Working Parties until the end of the year and (b) that the draft strategy document be circulated accordingly to governments to facilitate the consultations. Given the above background, the secretariat will present ECE/TRANS/2019/R.1 (Informal document No. 3) for discussion and comments by the Working Party.

Documentation

Informal document No. 3

17. Election of officers for 2019–2020

The Working Party may wish to elect a Chair and possibly a Vice-Chair for its sessions in 2019 and 2020.

18. Other Business

At the time of drafting this provisional agenda, there were no proposals under this item.

19. Date and venue of next session

The Working Party's sixty second session is tentatively scheduled to take place in Geneva from 30 October to 1 November 2019.

20. 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), the Chair will make a brief summary of the decisions taken at the end of the session. Following the session, the secretariat, in cooperation with the Chair, will establish a report on the outcome of the session for transmission to ITC at its next session (February 2019).

III. Tentative timetable

Monday 21 November	3 p.m.-6 p.m.	Items 1, 3-8
Tuesday 22 November	10 a.m.-1 p.m. 3 p.m. – 6 p.m.	Item 2: Workshop on Operational challenges of regional intermodal transport and innovative solutions
Wednesday 23 November	9:30 a.m.- 12:30 p.m. 2:30 p.m.- 5:30 p.m.	Items 9-15 Items 15- 20
