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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Combined Transport

(7-9 October 2002)

PROVISIONAL AGENDA FOR THE THIRTY-EIGHTH SESSION

**to be held at the Palais des Nations, Geneva,
starting at 10.00 hours on Monday 7 October 2002 ^{*/}**

- | | | |
|----|--|----------------|
| 1. | Adoption of the agenda | TRANS/WP.24/96 |
| 2. | Adoption of the decisions taken at the thirty-seventh session of the Working Party | TRANS/WP.24/95 |

^{*/} For reasons of economy, delegates are requested to bring copies of the documents mentioned in this provisional agenda to the meeting. There will be no documentation available in the meeting room.

Before the meeting, missing documents may be obtained directly from the UNECE Transport Division (Fax: +41-22-917-0039; e-mail: WP.24@unece.org). Documents may also be downloaded from the Internet web site of the UNECE Transport Division (www.unece.org/trans). During the meeting, documents may be obtained from the UNOG Documents Distribution Section (Room C.111, 1st floor, Palais des Nations).

In accordance with the accreditation procedures applicable for all meetings held at the Palais des Nations, delegates are requested to fill-in the attached registration form (also available from the web site of the UNECE (www.unece.org)) and to transmit the duly filled-in form at the latest one week before the session to the UNECE Transport Division, either by fax (+41-22-917-0039) or by e-mail (WP.24@unece.org). In Geneva, prior to the session, delegates are requested to present themselves at the Pass and Identification Unit of the UNOG Security and Safety Section, located at Villa Les Feuillantines, 13 Avenue de la Paix (see attached map), for issuance of an identification badge. In case of difficulties, please phone the UNECE secretariat (Int. 72453).

3. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)
 - (a) Status of the AGTC Agreement ECE/TRANS/88/Rev. 1
C.N.729.2002.TREATIES-2
 - (b) Amendments proposed to the AGTC Agreement TRANS/WP.24/96,
annexes 1 and 2
TRANS/WP.24/2002/10
 - (c) Inventory of existing AGTC standards and parameters UNECE Publication
("Yellow Book") and Corr. 1 and 2
(www.unece.org/trans/new_tir/wp24/pub/html)
4. Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) ECE/TRANS/122 and Corr. 1 and 2
TRANS/WP.24/79
5. Role of railways in the promotion of combined transport TRANS/SC.2/2002/9
TRANS/WP.24/2002/9
TRANS/WP.24/2002/4
TRANS/WP.24/2002/3
TRANS/WP.24/2002/2
TRANS/WP.24/2002/1
TRANS/WP.24/2001/8
TRANS/WP.24/2001/7
TRANS/WP.24/2001/6
TRANS/WP.24/2001/5
TRANS/WP.24/2001/4
TRANS/WP.24/2001/3
TRANS/WP.24/2001/2
TRANS/WP.24/2001/1
Informal document No. 1 (2001)
Informal document No. 3 (2001)
Informal document No. 4 (2001)
Informal document No. 5 (2001)
Informal document No. 6 (2001)
6. Possibilities for reconciliation and harmonization of civil liability regimes governing combined transport TRANS/WP.24/2000/3
UNCTAD/SDTE/TLB/2
(available on request from the secretariat)

7. Activities and developments in UNECE member countries, of UNECE bodies and other organizations of interest to the Working Party
 - (a) New developments in the field of combined transport in UNECE member countries
 - (b) Subsidiary bodies of the Inland Transport Committee (ITC) TRANS/WP.24/2002/13
(www.unece.org/trans/welcome)
 - (c) European Commission (EC) and European Conference of Ministers of Transport (ECMT)
 - (d) Other organizations
8. Follow-up to the 1997 Regional Conference on Transport and the Environment ECE/AC.21/2002/2
ECE/AC.21/2002/3
ECE/RCTE/CONF.3/FINAL
ECE/RCTE/CONF.2/FINAL
9. Terminology in combined transport UNECE Publication
(www.unece.org/trans/new_tir/wp24/pub/html)
10. Programme of work for 2003 to 2007 TRANS/WP.24/96, annex 3
TRANS/WP.24/2002/11
TRANS/WP.24/2002/12
11. Other business

Date of next session
12. Adoption of the report

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EXPLANATORY NOTES

- | | |
|----------------------------|------------------------------|
| Monday, 7 October 2002: | Agenda items 1-5 |
| Tuesday, 8 October 2002: | Agenda items 5 (cont'd) – 11 |
| Wednesday, 9 October 2002: | Adoption of the report |

1. ADOPTION OF THE AGENDA

In accordance with the Commission's rules of procedure, the first item to be considered is the adoption of the agenda (TRANS/WP.24/96).

2. ADOPTION OF THE DECISIONS TAKEN AT THE THIRTY-SEVENTH SESSION OF THE WORKING PARTY

The Working Party may wish to formally adopt the decisions taken at its thirty-seventh session on the basis of the draft report prepared by the secretariat in consultation with the Chairperson (TRANS/WP.24/95).

3. EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES AND RELATED INSTALLATIONS (AGTC)

(a) Status of the AGTC Agreement

As of 1 July 2002 the following 24 countries are Contracting Parties to the AGTC Agreement: Austria; Belarus; Belgium; Bulgaria; Croatia; Czech Republic; Denmark; France; Georgia; Germany; Greece; Hungary; Italy; Luxembourg; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Slovenia, Switzerland and Turkey. The Working Party may wish to take note that Kazakstan has acceded to the Agreement with effect from 9 October 2002 (Depositary Notification C.N.729-2002.TREATIES-2). Finland has signed the AGTC Agreement, but has not yet become a Contracting Party. The Working Party may wish to invite in particular, Finland, the Republic of Moldova, the Ukraine and Yugoslavia to undertake all necessary steps to become Contracting Parties to the Agreement as soon as possible.

Up-to-date information on the status of the AGTC Agreement as well as of other United Nations treaties developed and/or administered by the UNECE may be obtained from the web site of the UNECE Transport Division (www.unece.org/trans - Legal instruments).

The Working Party will be informed about the publication, both in hard copy and electronic format, of a revised map covering the AGTC network.

(b) Amendments proposed to the AGTC Agreement

Following preliminary considerations on this subject at its thirty-seventh session (Informal document No. 3 (2002)), the Working Party may wish to consider and adopt the amendment proposals transmitted by the Governments of Norway (annex 1 to this agenda) and Slovenia (annex 2 to this agenda), which have been slightly modified by the secretariat.

The Working Party may also wish to consider a proposal submitted by the Russian Federation about the development of an Euro-Asian Agreement on the main routes of international combined transport (TRANS/WP.24/2002/10).

(c) Inventory of existing AGTC standards and parameters

The Working Party may wish to recall the publication in 2000 of the so-called “Yellow Book”, an inventory of existing AGTC and AGC standards and parameters covering the year 1997. The short analysis on the implementation of the AGTC and AGC standards and parameters contained in the “Yellow Book” had been translated into French and Russian by the secretariat (TRANS/WP.24/2000/5). The secretariat has issued in 2001 Corrigendum 1 to the “Yellow Book” concerning Austria and Poland.

The Working Party will have before it Corrigendum 2 containing changes to the information for a number of Contracting Parties. The Working Party may wish to be informed about other changes to the “Yellow Book” by Contracting Parties.

4. PROTOCOL ON COMBINED TRANSPORT ON INLAND WATERWAYS TO THE EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES AND RELATED INSTALLATIONS (AGTC)

The Working Party may wish to recall that, on the occasion of the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997), the Protocol to the AGTC Agreement has been signed by the following 12 UNECE member countries: Austria; Czech Republic; Denmark; France; Germany; Greece; Hungary; Italy; Netherlands; Portugal; Romania and Switzerland. Subsequently, the Protocol has been signed by Luxembourg on 29 April 1998, Slovakia on 29 June 1998 and Bulgaria on 28 October 1998.

As of 1 July 2002, the Protocol has the following seven Contracting Parties: Bulgaria; Czech Republic; Denmark; Luxembourg; Netherlands; Romania and Switzerland. It will come into force following ratification by at least five States, of which three States are linked, in a continuous manner, by the waterways identified in the Protocol.

Amendment proposals submitted to the Working Party at its twenty-ninth session by France, Hungary and Romania (Informal document No. 1 (1998); TRANS/WP.24/79, para. 20) as well as amendment proposals transmitted by the Government of Bulgaria to the secretariat may be considered by the Working Party as soon as the Protocol enters into force.

The final text of the Protocol to the AGTC Agreement (in English, French and Russian) is contained in document ECE/TRANS/122 and Corr.1 (F) and Corr.2 (R). Up-to-date information on the status and the text of the Protocol may be obtained from the web site of the UNECE Transport Division (www.unece.org/trans - Legal instruments).

The Working Party may wish to be informed about the reasons for the non-ratification by those Contracting Parties that have not yet ratified it.

The secretariat intends to invite representatives of the inland waterways industry and transport research institutes to participate in the session with the aim of exploring how inland waterways transport and combined transport can be better integrated and co-operate to the mutual benefit of both industries.

5. ROLE OF RAILWAYS IN THE PROMOTION OF COMBINED TRANSPORT

The Working Party may wish to recall the results of the Joint Meeting of the Working Party and the Working Party on Rail Transport (SC.2) that took place on 19 April 2001 as contained in document TRANS/WP.24/2001/8.

The Working Party had preliminarily exchanged views on the results of the Joint Meeting at its thirty-fifth session (TRANS/WP.24/91, paras. 33-35). The Working Party was of the view that follow-up actions resulting from the meeting should focus on the following issues:

- Partnership models, including agreements, best practices and key performance indicators taking into consideration the question of free competition and anti-trust regulations;

- Costing, pricing and subsidies focusing on the specific elements which make up each of these economic parameters, what factors influence each of the elements and how can an optimization of the elements assist in promoting combined transport;
- Facilitation of border crossing procedures, harmonization of frontier controls and interoperability in international transport;
- Harmonization of civil liability regimes in multimodal transports.

At its thirty-sixth session, the Working Party took note of Informal document No. 8 (2001) (reproduced as official document TRANS/WP.24/2002/1) presented by its Vice-Chairman outlining three concrete avenues for further studies: (a) Interoperability; (b) Terminals; (c) Introduction of an incentive scheme.

The Working Party agreed to establish two informal ad hoc expert groups addressing: (a) Partnership models and best practices in Combined Transport; (b) Combined Transport Terminal efficiency (TRANS/WP.24/93, paras. 39-41). The Terms of Reference of the two ad hoc expert groups are contained in document TRANS/WP.24/2002/2.

The Working Party also agreed that in order to make progress on these issues, it was essential to develop practical measures that could possibly be linked to the existing legal instruments administered by the Working Party, i.e. the AGTC Agreement and its Protocol on inland water transport.

Following consideration of two documents prepared by the ad hoc expert groups at the thirty-seventh session of the Working Party (TRANS/WP.24/2002/3 and TRANS/WP.24/2002/4) it may now wish to consider document TRANS/WP.24/2002/9 containing the proposals of the two ad hoc expert groups for amendments of the AGTC Agreement.

The Working Party may recall that, at its thirty-sixth session, it had also requested the Working Party on Rail Transport (SC.2) to take up the issue of interoperability and to revert with its findings on this issue to the Working Party in due course. In this context, the Working Party may wish to consider document TRANS/SC.2/2002/9 transmitted by the European Community on the status and implementation of the European Community Directive on interoperability.

The Working Party may also wish to continue its initial discussion on costing, pricing and subsidies in rail and combined transport with the aim of defining the possible scope of work that the Working Party could undertake in this field.

6. POSSIBILITIES FOR RECONCILIATION AND HARMONIZATION OF CIVIL LIABILITY REGIMES GOVERNING COMBINED TRANSPORT

The Working Party may wish to recall that its programme of work contains as a priority item, the “... analysis of possibilities for reconciliation and harmonization of civil liability regimes governing combined transport operations.” Following a request by the Inland Transport Committee to investigate existing difficulties for combined transport operations (ECE/TRANS/128, para. 86), the Working Party decided to further consider possible difficulties arising from differences in modal liability regimes and/or gaps in full coverage during combined transport operations (TRANS/WP.24/1999/1).

Following the recommendations of a small working group (TRANS/WP.24/1999/2), the secretariat organized two hearings to initiate an informal consultative process with participation by government representatives, representatives of the interested intergovernmental organizations as well as international organizations representing the interests of trade and industry. The results of these hearings are contained in document TRANS/WP.24/2000/3.

At its thirty-fifth session, the Working Party requested the secretariat to explore the possibility of organizing a world-wide forum with the aim of coming to a final conclusion concerning the question of harmonization (TRANS/WP.24/91, paras. 40-46). The Working Party also requested the secretariat, as an intermediate step, to explore the possibilities of aligning the liability clauses of the legal instruments governing European overland transport, in particular road and rail transport (TRANS/WP.24/91, para. 47).

At its thirty-seventh session, the Working Party was informed about the latest development concerning work of the United Nations Commission on International Trade Law (UNCITRAL) in developing a new legal instrument covering transport of goods by sea. The draft instrument, contained in UNCITRAL document A/CN.9/WG.III/WP.21 (available from the UNECE secretariat), is being considered on the basis of door-to-door provisions, meaning that it will have a multimodal scope. As a result, the Working Party had considered that further work in this field should focus, at this stage, on developing a civil liability regime for multimodal transport in the UNECE region based on an overland approach, possibly including short-sea shipping, and had requested the secretariat to initiate a process to draft a legal instrument for this purpose with the aim of simplifying the use of multimodal transport. In this context, the Working

Party stressed the importance of ensuring the co-operation between UNECE and other intergovernmental bodies involved in the development of civil liability regimes. The Working Party will be informed about the progress made on this issue.

The Working Party may wish, on the basis of its discussion, to provide guidance to the Inland Transport Committee, at its forthcoming session in February 2003, on the scope of possible further work to be done in the field of civil liability in multimodal transport, in particular if further work should focus on a regional solution for overland transport, possibly including short-sea shipping.

7. ACTIVITIES AND DEVELOPMENTS IN UNECE MEMBER COUNTRIES, OF UNECE BODIES AND OTHER ORGANIZATIONS OF INTEREST TO THE WORKING PARTY

(a) New developments in the field of combined transport in UNECE member countries

The Working Party may wish to continue its exchange of information on this subject. Delegations are expected to report orally on recent operating experiences, on new and planned administrative procedures and on new technologies with regard to combined transport in their countries or organizations. Audio-visual aids, as well as written material, would be welcomed and could be distributed by the secretariat if received in time before the session.

(b) Subsidiary bodies of the UNECE Inland Transport Committee (ITC)

The Working Party will be informed of the activities of subsidiary bodies of the ITC, such as the Working Parties on Road Transport (SC.1), on Rail Transport (SC.2) and on Inland Water Transport (SC.3) as well as the Working Party on Customs Questions affecting Transport (WP.30), as far as they relate to combined transport matters. The Working Party may wish to consider document TRANS/WP.24/2002/13 concerning transport and security.

Detailed information on the activities of the UNECE and its subsidiary bodies, including the Working Party on Combined Transport (WP.24) is available on the UNECE Transport Division web site (www.unece.org/trans/).

(c) **European Commission (EC) and European Conference of Ministers of Transport (ECMT)**

The Working Party may wish to be informed of the latest activities of the EC and the ECMT in the field of combined transport.

(d) **Other organizations**

The Working Party may wish to be informed of current and planned activities in combined transport of other international organizations.

8. FOLLOW-UP TO THE 1997 REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

The Working Party may wish to recall the outcome of the Regional Conference on Transport and the Environment held in Vienna from 12 to 14 November 1997. In particular, the Conference had adopted a Declaration and a Programme of Joint Action (POJA) (ECE/RCTE/CONF./2/FINAL; ECE/RCTE/CONF./3/FINAL). The Working Party may also wish to recall that it had prepared earlier two background documents for the Conference on the promotion of combined transport to foster a sustainable transport policy in Europe (TRANS/WP.24/R.85/Rev.1; TRANS/WP.24/R.80/Rev.1).

The Working Party may wish to be informed about the outcome of the second High-level Meeting on Transport, Environment and Health (Geneva, 5 July 2002) which decided on the consolidation of the activities under POJA and the London Charter on Transport, Environment and Health into a new Transport, Environment and Health Pan European Programme (THE PEP).

Detailed information on all activities undertaken by the UNECE on the follow-up to the Vienna and London conferences is available at the UNECE POJA website (www.unece.org/poja).

9. TERMINOLOGY IN COMBINED TRANSPORT

The Working Party may wish to recall the glossary of terms used in combined transport prepared jointly by the European Commission (EC), the European Conference of Ministers of Transport (ECMT) and the UNECE secretariat. The glossary contains a detailed, though not exhaustive list of definitions applied in the framework of combined transport in Europe. The definitions are available in four languages: English, French, Russian and German. The glossary is available on the UNECE Transport Division web site (www.unece.org/trans/new_tir/wp24/-Publications).

The Working Party may wish to be informed about the status of the glossary and, in particular, about the translation into the other official United Nations languages.

10. PROGRAMME OF WORK FOR 2003 TO 2007

The Working Party may wish to consider and review its programme of work covering the years 2003 to 2007. The present programme of work as adopted by the Inland Transport Committee is contained in annex 3 to this agenda.

In this context, the Working Party may wish to consider document TRANS/WP.24/2002/11 (published for the thirty-seventh session as Informal document No. 7 (2002)), prepared by the secretariat, containing a first outline for a discussion of review of the scope of activities of the Working Party.

The Working Party may also wish to consider document TRANS/WP.24/2002/12, transmitted by the Chair of the Working Party, containing proposals for a new work strategy for the Working Party.

11. OTHER BUSINESS

Date of next session

The Working Party may wish to decide on the date for its next session. The secretariat has tentatively made arrangements to convene the thirty-ninth session of the Working Party on 14 and 15 April 2003.

12. ADOPTION OF THE REPORT

In accordance with established practice, the Working Party will adopt the report on its thirty-eighth session on the basis of the draft prepared by the secretariat. Due to resource limitations affecting the concerned conference room services, parts of the report may only be available in English for adoption on the last day of the session. Following the session, the final report will, however, continue to be available in the three UNECE working languages.

Annex 1

**EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED
TRANSPORT LINES AND RELATED INSTALLATIONS
(AGTC Agreement)**

Amendment proposals transmitted by Norway

**for adoption by the Working Party
at its thirty-eighth session
(7 to 9 October 2002)**

Countries directly concerned, in accordance with Article 15, paragraph 3 of the AGTC Agreement, are marked with an asterix ^(*/) if these countries are Contracting Parties to the Agreement as of 1 July 2002.

AGTC Annex I

Add the following railway lines:

Norway

“C-47 Narvik- (Vassijaure)”

“C-48 Trondheim-Hell- (Storlien)”

Sweden

“C-47 (Narvik-) Vassijaure-Gällivåre-Boden-Ånge-Hallsberg”

“C-48 (Hell-) Storlien-Östersund-Ånge”

Countries directly concerned: Norway^(*/), Sweden^(*/).

AGTC Annex II

Add the following border crossing point:

Sweden

“Vassijaure”

“Storlien”

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Annex 1

Add the following terminal:

Norway

“Narvik”

“Trondheim”

Countries directly concerned: Norway^(2/), Sweden^(2/).

Annex 2**EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED
TRANSPORT LINES AND RELATED INSTALLATIONS
(AGTC Agreement)****Amendment proposals transmitted by Slovenia****for adoption by the Working Party
at its thirty-eighth session
(7 to 9 October 2002)**

Countries directly concerned, in accordance with Article 15, paragraph 3 of the AGTC Agreement, are marked with an asterix ^(*/) if these countries are Contracting Parties to the Agreement as of 1 July 2002.

AGTC Annex I

Amend the following railway line:

Hungary

“C-E 69 Budapest- Székesfehérvár-Veszprém-Hodoš
Murakeresztú-(Kotoriba-)”

Slovenia

C-E 69 Hodoš-Murska Sobota-Ormož-Pragersko-Zidani Most-Ljubljana-Divača-Koper
(Čakovec-) Središč

Countries directly concerned: Croatia^(*/), Hungary^(*/), Slovenia^(*/).

AGTC Annex II

Add the following border crossing point:

“Hodoš (SZ/MAV)”

Countries directly concerned: Hungary^(*/), Slovenia^(*/)

Annex 3

DRAFT PROGRAMME OF WORK FOR 2003 TO 2007

(as contained in document ECE/TRANS/139/Add. 1)

PROGRAMME ACTIVITY 02.9: COMBINED TRANSPORT

Promotion of combined and multimodal transport

Priority: 1

Description: Consideration of legal, administrative, documentary, technical, economic and environmental aspects of combined and multimodal transport with a view to the development of measures to promote combined and multimodal transport as well as the maximum utilization of equipment, infrastructure and terminals used for such transport.

Work to be undertaken: The Working Party on Combined Transport will pursue the following activities:

CONTINUING ACTIVITIES

(a) Review and updating of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) with a view to:

- Extending the AGTC network to all UNECE member countries concerned taking account of the work already undertaken by ESCAP and the OSZHD;
- Taking into account new developments in transport markets (demands and requirements), including new east-west traffic flows;
- Implementing and, whenever feasible, improving existing standards and operational parameters;
- Raising environmental, energy and safety standards. Priority: 1

Output expected in 2002:

Adoption of an extended AGTC network covering all UNECE member countries in Central Asia and the Caucasus.

Inclusion into the AGTC Agreement of new East-West combined transport lines.

- (b) Review and analysis of possibilities to develop inter-regional combined transport services, including the use of the Trans-Siberian railway. Priority: 2

Output expected in 2002:

Report to be prepared as the basis of information provided by concerned UNECE member Governments and international organizations.

- (c) Monitoring of the efficiency of various modes of transport of relevance for combined transport operations. Analysis of ways to implement a harmonized set of best practices and partnership models for combined rail/road transport. Priority: 1

Output expected in 2002:

Review of the efficiency of various modes of transport of relevance for combined transport in the sessions of the Working Party and cooperation with other relevant subsidiary bodies of the Inland Transport Committee. Initial report by an informal Ad hoc expert group on best practices and partnership models.

- (d) Analysis of data requirements for transshipment and handling requirements, of marking, coding and identification systems for means of transport and loading units in combined transport, including the promotion of electronic data processing, with a view to improving the flow of information among the various operators and to allow for a better integration of production and distribution systems (logistics) using combined transport techniques. Priority: 2

Output expected in 2002:

Review and analysis of standardized data systems for combined transport operations with a view to possibly preparing international recommendations on this subject.

- (e) Monitoring of weights and dimensions of loading units used in combined transport in accordance with resolution No. 241 adopted by the Inland Transport Committee on 5 February 1993. This includes consideration of possibilities for standardization of loading units and the compliance with safety regulations. Priority: 1

Output expected in 2002:

Review of the issues based on one annual report to be prepared by the UNECE secretariat on latest developments in this field.

- (f) Monitoring of technical and organizational measures to optimize terminal and transshipment procedures allowing for more cost-effective handling procedures of loading units. Analysis of possibilities to improve efficiency and quality of terminal operations in combined transport. Priority: 2

Output expected in 2002:

Report to be prepared on the basis of information provided by UNECE member Governments and international organizations. Initial report by an informal Ad hoc expert group on efficiency and quality of terminal operations in combined transport.

- (g) Analysis of economic and environmental aspects of combined transport, including administrative measures and activities of the transport industry, with a view to promoting sustainable transport development. Priority: 1

Output expected in 2002:

Follow-up to the 1997 Regional Conference on Transport and the Environment (Vienna, 12 to 14 November 1998) on the basis of the Programme of Joint Action adopted at the Conference, to be determined in accordance with the decisions taken by the Joint Meeting on Transport and the Environment and inter-secretariat consultations.

- (h) Monitoring by the secretariat on behalf of the Working Party of the following subjects for consideration by the Working Party upon specific request only:
- Translation of the combined transport terminology into Arabic, Chinese and Spanish in order to contribute to the dissemination of the joint ECMT, EC and UNECE glossary of terms used in this field;
 - Combined transport techniques and operations (including inland waterways and coastal shipping techniques) as a basis for a possible international compendium of measures for the safe handling and temporary storage of dangerous goods;

- National approval procedures for containers and swap-bodies in the framework of relevant conventions, such as the CSC Convention, with a view to better harmonizing such procedures;
- New services and technologies in combined and intermodal transport, including sea/inland waterways and sea/land interfaces, and the use of bimodal road/rail vehicles with a view to be able to analyse the potential of combined transport. Priority: 2

Output expected in 2002:

Report(s) to be prepared by the secretariat as a basis for discussion by the Working Party, as appropriate.

ACTIVITIES OF A LIMITED DURATION

- (i) Analysis of possibilities for reconciliation and harmonization of liability regimes governing combined transport operations. Priority: 1

Output expected in 2002:

Review of relevant activities undertaken by international organizations and, if appropriate, preparation of further analytical and legal work in this field.

- (j) Analysis of the consequences on the organization of combined transport in Europe resulting from the development of combined transport services on interregional rail links between Europe and Asia. This includes the organization of an inter-regional meeting harmonizing the legal and administrative work carried out by relevant international organizations in Europe and Asia (e.g. ESCAP, UNCTAD, EC, OSZhD). Priority: 2

Output expected in 2002:

Based on work carried out by ESCAP, study on the feasibility of an intergovernmental meeting, jointly organized with ESCAP, in Central Asia or the Caucasus to agree on common measures to facilitate combined transport services along the interregional links.



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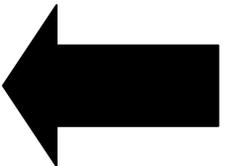
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