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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

UNECE Working Party on Intermodal Transport and Logistics

Forty-seventh session
Geneva, 5 - 6 March 2007

ANNOTATED PROVISIONAL AGENDA FOR THE FORTY-SEVENTH SESSION

To be held at the Palais des Nations, Geneva,
starting at 10.00 hours on Monday, 5 March 2007 *

I. PROVISIONAL AGENDA

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| 1. | Adoption of the agenda | ECE/TRANS/WP.24/114 ¹
www.unece.org/trans/wp24/welcome.html |
| 2. | UNECE Committee on Inland Transport
(ITC) | ECE/TRANS/191/Add.1
ECE/TRANS/AC.2/206
ECE/TRANS/WP.24/113 |

* 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 (<http://www.unece.org/trans/wp24/welcome.html>). On an exceptional basis, documents may also be obtained by email (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 complete the registration form available for download at the UNECE Transport Division's website (<http://www.unece.org/trans/registfr.html>). It should be transmitted to the UNECE secretariat no later than one week prior to the session by email (carole.marilley@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 or 734 57). For a map of the Palais des Nations and other useful information, see website <http://www.unece.org/meetings/practical.htm>.

¹ Document references are hyperlinked, allowing on-line access (in PDF format); just click on reference number.

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| 3. | New developments in intermodal transport and logistics | Informal documentation
(available at the session) |
| 4. | Monitoring and analysis of national measures to promote intermodal transport | CEMT/CM(2002)/Final
CEMT/CS/TIL/2006)5
CEMT/CS/TIL/2006)6
TRANS/WP.24/2005/7 |
| 5. | ECMT peer review on intermodal transport policy in Turkey | Informal documentation
(available at the session) |
| 6. | Follow-up to the ECMT/UNECE Seminar on Intermodal Transport between Europe and Asia (Kiev, 27-28 September 2004) | ECE/TRANS/WP.24/113
ECE/TRANS/WP.24/111
TRANS/WP.24/2005/1 |
| 7. | Border crossing facilitation procedures relating to intermodal transport operations | Informal documentation
(available at the session)
ECE/TRANS/WP.24/113 |
| 8. | Monitoring of weights and dimensions of loading units in intermodal transport | |
| | (a) Transport of 45 ft long ISO containers on the European road network | ECE/TRANS/WP.24/2007/2 |
| | (b) Impact of “mega-trucks” on European roads | Informal documentation
(available at the session) |
| 9. | Modern transport chains and logistics | ECE/TRANS/WP.24/113 , annex |
| | (a) Reconciliation and harmonization of civil liability regimes in intermodal transport | ECE/TRANS/WP.24/113
ECE/TRANS/WP.24/2006/5
Informal Document No. 1 (2006)
TRANS/WP.24/2002/6
TRANS/WP.24/2000/3 |
| | (b) Activities of the United Nations Commission on International Trade Law (UNCITRAL) | Informal Document No. 11 (2006)
Informal Document No. 6 (2006) |
| 10. | European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) | www.unece.org/trans/wp24/welcome.html
Informal Document No. 7 (2006) (map) |
| | (a) Status of the AGTC Agreement | ECE/TRANS/88/Rev. 4 |
| | (b) New amendment proposals | ECE/TRANS/WP.24/2007/1
ECE/TRANS/WP.24/113
Informal document No. 9 (2006)
ECE/TRANS/WP.24/2005/2 |
| | (c) Electronic inventory of AGTC standards and parameters | http://unece.unog.ch/wp24/agtc.aspx |

11. [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 Corrs. 1-2](#)
[ECE/TRANS/WP.24/111](#)
[TRANS/WP.24/97](#)
12. Date of next session
13. Summary of decisions taken [TRANS/WP.24/63](#)
[ECE/TRANS/156](#)

II. ANNOTATIONS TO THE PROVISIONAL AGENDA

Item 1 Adoption of the Agenda

1. The first item to be considered is the adoption of the agenda (ECE/TRANS/WP.24/114).

Item 2 UNECE Committee on Inland Transport (ITC)

2. In view of the decision to transform the European Conference of Ministers of Transport (ECMT) into an International Transport Forum and to dissolve its expert groups, the Working Party had proposed to the UNECE Committee on Inland Transport (ITC) to include four additional work elements into its programme of work and to allot one additional meeting day per annum (ECE/TRANS/WP.24/113, paragraphs 36-41). The Working Party will be informed about the results of the sixty-ninth session of the ITC (6-8 February 2007). The provisional annotated agenda of this ITC session is contained in document ECE/TRANS/191/Add.1.
3. The Working Party will also be informed of the results of the sixtieth session of the UNECE Working Party on Rail Transport (Geneva, 15-17 November 2006) (ECE/TRANS/AC.2/206). In this context, the Working Party may also wish to review the role of railway services as they affect the performance of intermodal transport and possibilities of the Working Party to address these issues in cooperation with other international bodies involved.

Item 3 New Developments in Intermodal Transport and Logistics

4. The Working Party may wish to be informed of and review recent developments and trends affecting intermodal transport and logistics in the UNECE region.
5. Delegations are invited to report on recent operating experiences, new and planned technologies, procedures, research and policies enacted in their countries or organizations. Audio-visual aids and documentation would be welcomed and could be distributed by the secretariat if received in time before the session.

Item 4 Monitoring and Analysis of National Measures to Promote Intermodal Transport

6. At its forty-sixth session, it had been proposed that the Working Party continues, possibly in a streamlined manner, the work carried out by 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 (CEMT/CM(2002)/Final) (ECE/TRANS/WP.24/113, paragraph 38).

7. In 2006, the ECMT secretariat had prepared document CEMT/CS/TIL/2006)6 containing 12 country replies on national measures to develop combined transport as well as document CEMT/CS/TIL/2006)5 containing the answers of 19 countries to a survey on the implementation of the Consolidated Resolution. The Working Party may wish to provide guidance on future work on these two interrelated subjects, including ways of increasing the number of country replies and to ensure up-to-date publication of information on these subjects.

8. In this context, the Working Party may also wish to advise how to promote and implement the model Action Plans and Public-Private Partnership Agreements prepared by the Working Party and adopted by the ECMT Council of Ministers in 2005 ([TRANS/WP.24/109](#), paragraphs 21-22; [TRANS/WP.24/2005/7](#)).

Item 5 ECMT Peer Review on Intermodal Transport Policy in Turkey

9. The Working Party will be informed of progress made on the peer review on intermodal transport policy in Turkey undertaken by ECMT in the framework of Europe-Asia transport linkages.

Item 6 Follow-up to the ECMT/UNECE Seminar on Intermodal Transport between Europe and Asia (Kiev, 27-28 September 2004)

10. The Working Party will be informed on progress made by the intermodal transport observatory in the Ukraine in the collection of information on infrastructure and services standards along two specified intermodal transport lines forming part of the Euro-Asian transport corridors (ECE/TRANS/WP.24/111, paragraphs 5-6 and annex 1; ECE/TRANS/WP.24/113, paragraph 10). As decided earlier, a first report of the experiences made and the results achieved by the observatory will be considered by the Working Party at its autumn 2007 session.

11. The Working Party may wish to recall that the observatory will serve as an information centre for intermodal transport operations along the two lines, provide a forum for the exchange of views among operators and Governments along these lines and allow, if necessary, for the introduction of corrective measures on the basis of best practices as well as of the model Action Plans and Public-Private Partnership Agreements prepared by the Working Party.

12. The contact point for the observatory in Ukraine is: Mr. Oleksandr Polischuk (e-mail: o.polischuk@liski.com.ua).

Item 7 Border Crossing Facilitation Procedures Relating to Intermodal Transport Operations

13. The Working Party may wish to be informed of progress made by UNECE bodies and international organizations on the three strategic elements of work that had been identified as constituting, in the long term, the cornerstones of international activities to facilitate border crossing procedures relating to intermodal transport in a pan-European context (ECE/TRANS/WP.24/113, paragraph 15):

- Unified railway law;
- Unified rail Customs transit system;
- Rail transport annex to the UNECE “Harmonization Convention.”²

Item 8 Monitoring of Weights and Dimensions of Loading Units in Intermodal Transport

(a) Transport of 45 ft long ISO containers on the European road network

14. The Working Party may recall that, at its forty-third session in March 2005, it had adopted an opinion on the proposal of the International Organization for Standardization (ISO) to standardize 45 ft (13,716 mm) long containers (TRANS/WP.24/107, paragraphs 20-22 and annex). This opinion, alluding also to Council Directive 96/53EC of 25 July 1996 applicable in the European Union, stated that “... there is no indication that Governments would allow for longer vehicle dimensions on the European road network to accommodate the proposed 45 ft long ISO container.” As 45 ft long ISO containers are 9 cm longer than the maximum allowable length in the EC Directive, such containers would normally no longer be allowed to be transported in national transport operations within the European Union after 31 December 2006.

15. On 27 November 2006 the Commission of the European Communities issued a staff working document interpreting EC Directive 96/53EC in such a way as to allow, as of 1 January 2007, continued national transport of 45 ft long ISO containers as “indivisible loads” or under a so-called “modular concept” if EU member States so decide individually. On the basis of a document prepared by the secretariat, the Working Party may wish to consider the consequences of this interpretation in particular with regard to the transport of 45 ft long ISO containers in non-EU member States (ECE/TRANS/WP.24/2007/2).

(b) Impact of “mega-trucks” on European roads

16. The Working Party may wish to recall the considerations at its forty-sixth session of a study undertaken by UIRR on the economic impact of “Gigaliner trucks” on combined transport in Europe. Such trucks were at present allowed on a trial basis and on specific motorways sections only in Germany and the Netherlands (ECE/TRANS/WP.24/113, paragraph 8).

² International Convention on the Harmonization of Frontier Controls of Goods (1982) (ECE/TRANS/162).

17. The Working Party may wish to continue its discussions on this subject with a view to determining the impact of such trucks with a maximum length of 25.5m and weights of up to 60 tonnes not only on combined transport in general, but also for specific transport situations, such as port hinterland traffic.

Item 9 Modern Transport Chains and Logistics

18. The Working Party may recall that its programme of work contains the following work element: “Analysis of modern transport chains and logistics that allow for an integration of production and distribution systems providing a rational basis for Governmental decisions on transport demand, modal choice as well as on efficient intermodal transport regulations and infrastructures and taking into account transport safety and security requirements.” (ECE/TRANS/WP.24/113, annex).

19. Based on initial discussions already held earlier in ECMT, the Working Party may wish to reflect on the general logistical concepts and on the role Governments and national authorities responsible for transport and land-use planning can and possibly should play in this respect

20. In addition to this general debate, the Working Party may wish to continue its consideration of the following issues:

(a) Reconciliation and Harmonization of Civil Liability Regimes in Intermodal Transport

21. Following extensive discussions on this subject at its forty-sixth session, the Working Party will be informed of new developments in this field, particularly as they relate to work of the European Commission on logistics for the promotion of freight intermodality, on improvement of multimodal liability and the creation of a single transport document (ECE/TRANS/WP.24/113, paragraphs 17-21; ECE/TRANS/WP.24/2006/5; Informal Document No. 1 (2006)).

22. For background information and the results of two UNECE hearings with the industry on this subject, refer to [TRANS/WP.24/2002/6](#) and [TRANS/WP.24/2000/3](#).

(b) Activities of the United Nations Commission on International Trade Law (UNCITRAL)

23. The Working Party will be informed of progress made by the United Nations Commission on International Trade Law (UNCITRAL) [Working Group III \(Transport Law\)](#) in the preparation of an international instrument on maritime transport that would, in its present form, extend to all contracts of carriage involving a sea leg, including short-sea shipping and port hinterland transport by road, rail or inland water transport. UNCITRAL expects to finish its work by the end of 2007.

Item 10 European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(a) Status of the AGTC Agreement

24. At present, the AGTC Agreement has 28 Contracting Parties.³ The Working Party may wish to be informed of the intentions of other UNECE member Governments to accede to the Agreement. The up-to-date and consolidated text of the AGTC Agreement is contained in document [ECE/TRANS/88/Rev.4](#) and is available at the website of the Working Party in English, French and Russian (<http://www.unece.org/trans/wp24/welcome.html>).⁴

(b) New amendment proposals

25. The Working Party may wish to consider a package of amendment proposals prepared by the secretariat containing a number of railway lines for inclusion into the AGTC Agreement that complement the existing networks and cover important international pan-European combined transport lines in Belarus, Estonia, Latvia and the Russian Federation (ECE/TRANS/WP.24/2007/1). These proposals also contain railway lines and related installations that would extend the AGTC network to Central Asia and the Caucasus and would align it with the AGC rail network in this region (ECE/TRANS/WP.24/113, paragraphs 26-27).

26. In case the required consultation process among countries directly concerned has been concluded, the Working Party may wish to formally adopt these proposals in accordance with article 15 of the AGTC Agreement for transmission to the United Nations Office of Legal Affairs, Treaty Section for depositary action.

(c) Electronic inventory of AGTC standards and parameters

27. The Working Party will be informed of improvements made to the UNECE website allowing on-line access to the inventory of existing AGTC and AGC standards and parameters (<http://unece.unog.ch/wp24/agtc.aspx>). At present, the system provides information on 20 infrastructure and service standards covering all railway lines contained in the AGC and AGTC Agreements.

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

⁴ 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.

Item 11 Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

28. The Protocol has been signed by 15 countries and ratified so far by seven countries, but is not yet in force.⁵ Its text is contained in document ECE/TRANS/122 and Corrs. 1-2 (<http://www.unece.org/trans/wp24/welcome.html>).

29. Following ratification by Hungary, the Protocol should enter into force in early 2007. Upon entry into force, the Working Party may wish to consider possible modifications to the standards contained in the Protocol ([ECE/TRANS/WP.24/111](#), paragraphs 31-33) together with other amendment proposals already made earlier by Bulgaria, France, Hungary and Romania ([TRANS/WP.24/97](#), paragraph 23).

Item 12 Date of Next Session

30. The autumn session of the UNECE Working Party will be held at the Palais des Nations in Geneva on 1 and 2 October 2007.

Item 13 Summary of Decisions Taken

31. In line with established practice ([TRANS/WP.24/63](#), paragraph 54) and in accordance with the decision of the Committee on Inland Transport ([ECE/TRANS/156](#), paragraph 6), at the end of the session the Chairman will make a brief summary of the decisions taken. Following the session, the UNECE secretariat, in cooperation with the Chairman, will establish a report and summary of decisions for formal adoption at the autumn session of the Working Party.

⁵ Bulgaria; Czech Republic; Denmark; Luxembourg; Netherlands; Romania; Switzerland.