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Economic Commission for Europe

Inland Transport Committee

Working Party on Intermodal Transport and Logistics

Sixtieth session

Geneva, 23-24 November 2017

Item 14 of the provisional agenda

Activities of the UNECE Inland Transport Committee and its subsidiary bodies

Concept note and draft programme of the policy segment

“Intermodality: the key to sustainable transport and mobility”

Note by the secretariat

Summary

The Bureau, at its June 2017 meeting, agreed that the policy segment of the first day of the eightieth session of the Committee should be devoted to the topic “Intermodality: the key to sustainable mobility”. This document outlines the main objectives and messages that this year’s policy segment should achieve and/or raise awareness about by addressing this horizontal theme.

I. Policy context: intermodality leads to sustainability

1. Following the adoption in 2015 of the Sustainable Development Goals (SDGs), the international community has placed increased attention on the role of sustainable transport and mobility in helping humanity revert to a virtuous path of sustainability and achieving the SDGs. There is growing awareness globally that intermodality is one of the cornerstones of sustainable urban mobility and freight transport.
2. Furthermore, the Ministerial Resolution “Embracing the new era for sustainable inland transport and mobility” that was signed on 21 February 2017 on the occasion of the 70th anniversary of the Inland Transport Committee, *urged* “Member States of the United Nations to further improve intermodal transport services and to effectively integrate transport modes in order to achieve the Sustainable Development Goals (SDGs)”.
3. Through the choice of the theme of its policy segment, ITC contributes to the realization of the aspiring goals set in New York by seeking to analyse:
 - (a) Main policies and strategies that lead to sustainable urban mobility and public transport including cycling and walking;
 - (b) Key factors and measures that promote intermodal transportation of freight including border crossing facilitation, increase of railways competitiveness as well as enhance cooperation among the different stakeholders;
 - (c) How intermodality leads to economic, environmental and social sustainability.

II. Intermodal freight transport and passenger mobility: some challenges and opportunities

4. Meeting the goals and targets of the international community within the 2030 time frame will require the implementation of policies and measures that promote efficient, clean, safe and affordable inland transport. Seamless combination of different modes of transport for passengers and freight makes transport safer, more efficient and often faster and less costly.
5. For long-haul freight traffic this entails an optimal combination of road (first and last mile transport) and railways / inland waterways. The vision for these long-haul trips is to use railways /inland waterways as the main transport mode having road transport as the distribution facilitator (city logistics-electric distribution vans-cargo trams) and in parallel freeing up road capacity and tackling traffic congestion in order to improve daily lives in cities that are cleaner and more environmentally friendly.
6. For passenger mobility, the challenge is to develop sustainable urban mobility and public transport that includes cycling and walking and provides integrated services facilitating and even encouraging passengers to use them. With six out of ten people expected to live in cities by 2030, it is essential to identify strategies and policies to promote sustainable urban mobility and public transport. A key component in the needed policy mix, is moving away from individual motorized transport, with the objective to mitigate pollution, congestion and safety risks. Mobility as service could be under certain conditions the key to achieving this objective.
7. Intelligent transport systems could be another facilitator towards intermodal freight transport and passenger mobility. By connecting infrastructure, vehicles and users we optimize the flow of information as well as traffic and mobility management. The

technological innovation could enhance connectivity and therefore facilitate intermodal transport operations, by improving their environmental footprint.

8. With these considerations in mind, the high-level policy segment will take a holistic approach towards intermodal freight transport and passenger mobility in achieving the SDGs, especially SDGs 3, 8, 9, 11 and 13. Special attention will be given to governance issues; the need for enhancing, for instance, cooperation among the railway undertakings in order to establish long haul integrated services; and the need for cities to adopt and design integrated public transport systems ensuring accessibility and affordability for all their citizens.

9. The following questions may guide the debate:

For intermodal freight transport:

- In order to increase railways competitiveness what kind of actions / policies / initiatives are required?
- How can we increase railway undertakings cooperation while designing, operating and promoting international rail services?
- How can railways serve and promote door-to-door delivery by taking advantage road and inland waterways efficiencies and productivity?
- How can the different regional organizations with focus on transport – especially along Europe and Asia - enhance their cooperation and ensure intermodal transport development?
- How can we better monitor and evaluate the implementation of different legal regimes such as the Annex 9 of the harmonization convention that lead to the increase of railways competitiveness therefore to the efficiency of intermodal transport services?
- Could the computerization of transport documents further facilitate the development of intermodal transport?
- Could the preparation of guidelines for preparing National freight transport and logistics master plans as well as on how and where to construct and operate intermodal terminals / freight villages / logistics centres further enhance Governments efforts to promote freight intermodality?
- Should we consider city logistics as part of the public transport network (cargo trams) and in parallel design and construct cargo stations, promote the use of electric distribution vans etc.?

For intermodal passenger mobility:

- Should we consider - and design as is- cities' public transport networks as integrated part of national transport networks?
- Is a sustainable public transport and urban mobility network considered the one that offers a mobility solution to citizens after five minutes of walking?
- Should/could mobility as a service, car and bike sharing be part of public transport design and development?
- Instead of constructing more parking spaces, should cities spend these budgets in promoting cycling, walking and car-sharing?
- Should sustainable public transport offer / promote one, door to door, ticket (home -car sharing-bus-tram-bike sharing-work)?
- What role should technology (e-ticketing) and intelligent transport systems play in order to promote sustainable urban mobility and public transport?
- Is it all about cultures or services offering?

III. The role of the UNECE Inland Transport Committee in promoting intermodal transport and mobility

10. The issue of intermodality for both freight and passengers is being addressed by several Working Parties under different angles and perspectives:

- The Working Party on Intermodal Transport and Logistics (WP.24) is the Working Party that works on the promotion and facilitation of intermodal freight transport by administering the AGTC Agreement on Important International Combined Transport Lines and Related Installations as well as on other relevant topics such as national master plans on freight transport and logistics, intermodal transport terminals etc.;
- The Working Party on Transport Trends and Economics (WP.5), being the think tank of the Committee has addressed in the past (workshop, research and publication) the topic of the sustainable urban mobility and public transport and the important role that intermodality plays while designing and implementing such systems;
- All the other modal working parties such as the Working Party on Road Transport (SC.1), the Working Party on Rail Transport (SC.2) and the Working Party on Inland Water Transport (SC.3) as well as the more specialized ones such as the Working Party on the Transport of Dangerous Goods (WP.15) and the Working Party on Customs Questions affecting Transport (WP.30) address the topic of intermodality either by promoting the important role that each mode plays along an intermodal transport chain or by facilitating intermodal freight transport while addressing border crossings and dangerous goods challenges.

11. The Transport, Health and Environment Pan-European Programme (the PEP), the tripartite partnership to which the Sustainable Transport Division provides the transport pillar, actively promotes sustainable urban mobility and public transport that includes cycling and walking.

12. Sustainable mobility and transport have been at the core of the work of the Inland Transport Committee that covers comprehensively all modes of inland transport, ensuring a high level of efficiency, safety and environmental performance of international transport by road, rail, inland waterways and intermodal transport. Intermodality carries the potential to unlock the future of sustainable transport and mobility at international, regional and local/city levels and as such contributes to meeting the expected SDGs. Based on the above, “Intermodality: the key to sustainable transport and mobility” is a very important and timely theme to be addressed with a holistic approach.

IV. Draft Programme: Policy segment

“Intermodality: the key to sustainable transport and mobility”

20 February 2018

11.00 a.m.-6.00 p.m.

Salle XII

Palais des Nations, Geneva

11.00-11.20 *Opening and welcome speeches*

11.20-13.00 *Session I: Intermodality leads to sustainability*

Speakers: tbc

This session will discuss the role of a holistic approach to sustainable transport and mobility across transport modes in achieving the SDGs. Special attention will be given to governance issues, the need for international coordination and harmonization and identifying the distinct advantages of intermodality vis-à-vis single-mode approaches and initiatives. Government delegates will be given the possibility to share their experience and their plans to implement relevant SDGs, especially SDGs 8, 9 and 11.

13.00-15.00 *Break*

15.00-16.10 *Session II: Intermodal freight transport*

Speakers: tbc

This session will review innovative solutions aimed at facilitating trade and optimizing inland transport vehicle movements and logistics operations across various modes internationally and at city-level. Government delegates will be given the possibility to share their experience.

16.10-16.40 *Coffee break*

16.40-17.50 *Session III: Intermodal passenger mobility*

Speakers: tbc

This session will focus on smart solutions across various modes for managing mobility for passengers in increasingly dense urban environments, including public transport and smart individual mobility. Government delegates will be given the possibility to share their experience.

17.50-18.00 *Moderator's conclusions*
