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INLAND TRANSPORT COMMITTEE

Joint ECMT/UNECE Working Party/Group on Intermodal Transport and Logistics¹

UNECE Working Party on Intermodal Transport and Logistics

**REPORT AND SUMMARY OF DECISIONS
TAKEN BY THE WORKING PARTY AT ITS FORTY-SIXTH SESSION²
(Paris, 4 October 2006)**

I. ATTENDANCE

1. The session was attended by representatives of the following countries: Austria; Belgium; France; Germany; Hungary; Lithuania; Netherlands; Portugal; Romania; Serbia; Slovenia; Spain; Switzerland; Ukraine. The European Commission (EC) was represented. A representative of the European Conference of Ministers of Transport (ECMT) was in attendance. The following non-governmental organizations were represented: Groupement européen du transport combiné (GETC); European Association for Forwarding, Transport, Logistic and Customs Services (CLECAT); International Bureau of Containers (BIC); International Rail Transport Committee (CIT); International Road Transport Union (IRU); International Union of Combined Road/Rail Transport Companies (UIRR).

¹ The UNECE and ECMT have adopted cooperative arrangements in establishing the “Joint ECMT/UNECE Working Party/Group on Intermodal Transport and Logistics” consisting of separate ECMT and UNECE segments, the UNECE segment consisting of its Working Party on Intermodal Transport and Logistics (WP.24).

² All documents mentioned in this report are available and can be downloaded from the relevant UNECE website (<http://www.unece.org/trans/wp24/welcome.html>) or from the ODS system of the United Nations (<http://documents.un.org>).

II. ADOPTION OF THE AGENDA

2. The Working Party adopted the provisional agenda prepared by the secretariat ([ECE/TRANS/WP.24/112](#)) with the addition of the following item: Election of officers for the sessions of the Working Party in 2007.

III. ADOPTION OF THE REPORT AT ITS FORTY-FIFTH SESSION

3. The Working Party adopted the report and summary of decisions taken at its forty-fifth session on the basis of the draft report prepared by the secretariat in cooperation with the Chairman ([ECE/TRANS/WP.24/111](#)).

IV. COMMITTEE ON INLAND TRANSPORT (ITC)

4. The Working Party was informed about recent developments in the framework of the UNECE Committee on Inland Transport (ITC) ([ECE/TRANS/166](#)) and the implementation of the UNECE reform that had led to a streamlined governance structure for UNECE ([E/ECE/1434/Rev.1](#)). This has led to new priorities in UNECE's programme of work and had strengthened its transport subprogramme, particularly with regard to border crossing and environmental aspects of transport.

5. The Working Party noted in this context, that the ITC is currently reviewing its intergovernmental structure with a view to increasing efficiency, strengthening the relevance of its activities and ensuring consistency with allocated resources. On behalf of the Working Party, the Chairman had stressed to the Bureau of the ITC the importance of further increasing cooperation and collaboration among all transport groups within UNECE. He had also referred to the good experiences made by the Working Party in working closely and since 2004 jointly with ECMT. This had not only streamlined relevant inter-governmental procedures, but had also created synergies in policy, technical and legal activities in the field of intermodal transport and logistics at the pan-European level. Outstanding examples in this respect had been the joint organization of the Kiev Seminar on intermodal transport between Europe and Asia, negotiation of a joint opinion on the standardization by ISO of 45 ft long containers and the preparation and adoption by ITC and the ECMT Council of Ministers of a Recommendation on Model Actions Plans and Partnership Agreements in intermodal transport.

V. NEW DEVELOPMENTS IN INTERMODAL TRANSPORT

6. The Working Party was informed by the representatives of Hungary, Germany, France and Serbia about the new BILK logistics and combined transport terminal in Budapest, the preparation of a masterplan on freight transport and logistics in Germany, the establishment of an inter-ministerial unit in France to forecast developments in logistics and the start of pilot operations of a rolling highway (RoLa) between Turkey and Austria over a distance of nearly 2000 km transiting Bulgaria, Serbia, Croatia and Slovenia ([Informal documents No. 8, 12 and 13 \(2006\)](#)).

7. The representative of BIC made a presentation on new developments in container security that went beyond the appliance of mechanical and electronic seals (already

standardized), towards so-called “intelligent containers” providing information on door movements of containers during the transport operation.

8. As part of its activities on monitoring weights and dimensions of loading units, the Working Party reviewed the results of a study undertaken by UIRR on the economic impact of “Gigaliner trucks” on combined transport in Europe. Model calculations of UIRR showed that the increase in carrying capacity of such trucks of at least 50 per cent could reduce road transport costs in the order of 20-25 per cent and could result in a shift of up to 55 per cent of combined transport volumes towards road. While the exact magnitude of such modal shift towards road transport might be questioned, the Working Party felt that the reported trend was unambiguous and had been confirmed by another study carried out by the German Studiengesellschaft für den kombinierten Verkehr (SGKV). Such trucks with a maximum length of 25.5 m and weights of up to 60 tonnes were at present allowed on a trial basis and on specific motorway sections only in Germany and the Netherlands. Their use also raised questions relating to road traffic safety and feasibility of road and terminal infrastructures that had not yet been studied carefully.

VI. FOLLOW-UP TO THE ECMT/UNECE SEMINAR ON INTERMODAL TRANSPORT BETWEEN EUROPE AND ASIA (KIEV, 27-28 SEPTEMBER 2004)

9. Follow-up activities to the Kiev Seminar were considered mainly at the ECMT segment of the Joint ECMT/UNECE Working Party on 3 October 2006 taking into account the discussions at previous meetings ([TRANS/WP.24/2005/1](#); [TRANS/WP.24/107](#), paras. 4-6; [TRANS/WP.24/109](#), paras. 4-12; [ECE/TRANS/WP.24/111](#), paras. 5-10 and annex 1) as well as the [framework action plan](#) for the promotion of intermodal transport on transport links between Europe and Asia adopted by the ECMT Council of Ministers in 2005.

10. The representative of the intermodal transport observatory in the Ukraine presented a first progress report on its activities relating to a North-South (C-E 10, 95, 70, 70/2: Helsinki - Istanbul/Alexandroupolis) and an East-West (C-E 30: Dresden - Kiev) intermodal transport line forming part of the Euro-Asian transport corridors. With the assistance of the secretariat, the observatory had tried to collect and update information along these lines covering altogether 39 infrastructure and service parameters on rail (14 parameters), combined transport (12 parameters), terminals (5 parameters), border crossing points (3 parameters) and other combined transport installations (5 parameters). Some of these data are already available online from the UNECE website (<http://unece.unog.ch/wp24/agtc.aspx>). However, it was noted that there still existed considerable data gaps. The ECMT and UNECE secretariats were requested to continue to assist the observatory in its work and to address official communications to the countries concerned on the role and functions of the observatory.

11. In accordance with its mandate, the observatory will serve as an information centre for intermodal transport operations along the above two intermodal transport lines, provide a forum for the exchange of views among operators and Governments and allow, if necessary, for the introduction of corrective measures on the basis of best practices applicable elsewhere as well as of the model action plans and partnership agreements that had been prepared by the Working Party.

12. 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 (documentation deadline: 30 June 2007).

13. In this context the Working Party was informed by the secretariat of the Pan-European Transport Corridor III, coinciding with the East-West intermodal transport line covered by the observatory, on the technical, administrative and legal interoperability requirements to be fulfilled for efficient intermodal transport services along this corridor.

VII. BORDER CROSSING FACILITATION PROCEDURES RELATING TO INTER-MODAL TRANSPORT OPERATIONS IN A PAN-EUROPEAN CONTEXT

14. The Working Party recalled that the ECMT/UNECE Kiev Seminar had identified the persistent problems at border crossings, particularly in rail transport, as one of the main weaknesses for the effective development of transport linkages between Europe and Asia ([TRANS/WP.24/2005/1](#)). Subsequently, the ECMT Council of Ministers, in its plan of action, had underlined that priority needs to be given to facilitating border crossings, all components and all modes combined, but with the focus on rail transport.

15. In line with this decision, the Working Party, at its last session, had agreed on three strategic elements of work that should constitute, in the long term, the cornerstones of international activities in this field. Within this framework, the Working Party had recommended a number of short-term issues to be tackled immediately in the competent international fora ([TRANS/WP.24/109, para. 18](#)):

(a) Unified railway law replacing the present separation between the COTIF and SMGS regimes

The Working Party noted that the development of a common CIM/SMGS consignment note, pursued by CIT and the Organization for the Collaboration of Railways (OSJD), had been completed. Following training of involved staff (consignor, consignee, railways, Customs) the new consignment note, providing evidence for the existence of both CIM and SMGS contracts of rail carriage, is now being introduced on a voluntary basis and, initially, on a few transport corridors only. On 25 July 2006 a first train of international freight consigned with the new common CIM/SMGS consignment note left the Ukraine for Germany. The representative of CIT also reported on continued work by CIT and OSJD to develop standard liability conditions and harmonized terms of contracts as well as on the electronic version of the common CIM/SMGS consignment note that is already used by some railway undertakings, initially only in conjunction with the underlying paper document, but will be used as of April 2007 as a single transport document, where possible.

The Working Party welcomed these developments and congratulated CIT and OSJD on these achievements that constituted an important element in the fulfilment of one of the objectives of international activities in this field agreed upon by the Working Party: the direct carriage of freight by rail under a single legal regime from the Atlantic to the Pacific.

In this context, the Working Party noted that the new version of the Convention Concerning the International Carriage by Rail (COTIF) has come into force on 1 July 2006.

(b) Unified rail Customs transit system

The Working Party noted that, on 9 February 2006, the ITC had adopted a UNECE Convention on International Customs Transit Procedures for the Carriage by Rail under cover of SMGS Consignment Notes that provided for the SMGS consignment note to be recognized as a Customs document in all SMGS member countries having ratified the Convention ([ECE/TRANS/2006/9](#) and [Corr.1](#)). The new Convention has now been translated into Chinese, English, French and Russian and should be opened for signature before the end of 2006.

(c) Annex on international rail transport to the International Convention on the Harmonization of Frontier Controls of Goods (1982)

The UNECE Working Party on Customs Questions affecting Transport is currently reviewing proposals made by OSJD on measures to facilitate border crossing procedures for railway transport that could be included into a new Annex 9 to the “Harmonization” Convention ([ECE/TRANS/WP.30/2006/13](#)). These proposals include some general provisions on nationally or internationally coordinated and mutually recognized control procedures at border crossings as well as on the optional use of the common CIM/SMGS consignment note. With a view to finalizing these provisions and before transmitting them to the Administrative Committee of the “Harmonization” Convention for adoption, countries were invited to transmit to the secretariat concrete proposals for inclusion into the annex that could then be considered at an international conference on rail facilitation scheduled for spring 2007.

16. The Working Party welcomed the progress made on the above three strategic elements of work. It requested the secretariat to continue its monitoring of all developments in this field and to do its utmost to facilitate the resolve of still outstanding problems.

VIII. RECONCILIATION AND HARMONIZATION OF CIVIL LIABILITY REGIMES IN INTERMODAL TRANSPORT

17. The Working Party recalled that at its last session it had considered a study commissioned by the European Commission containing a first draft of uniform intermodal liability rules that concentrate the risk on one party and provide for strict and full liability of the contracting carrier (the intermodal operator) for all types of losses (damage, loss, delay) irrespective of the modal stage where a loss occurred and of the causes of such a loss (Informal document No.1 (2006)). The view was expressed that the intermodal liability rules contained in the study seemed to be a step in the right direction as they provided a simple, transparent, uniform and strict liability framework that places liability on a single multimodal transport operator ([ECE/TRANS/WP.24/111](#), paragraphs 14-18).

18. The Working Party noted that the public consultation on logistics for promoting freight intermodality, organized by the European Commission on 25 April 2006, had not led to conclusions on the importance of the problem of multimodal liability nor on possible ways of addressing it in a European or pan-European context. Rather the views expressed by various stakeholders reflected those voiced during the two “hearings” with concerned industry groups that had been organized by the secretariat already in 2000 ([TRANS/WP.24/2000/3](#); [TRANS/WP.24/2002/6](#)). Similar divergent views were reflected in position papers presented by CLECAT, GETC and IRU ([Informal documents No. 6 and 11 \(2006\)](#)).

19. On behalf of the Working Party, the secretariat had contributed to this consultation by transmitting a document that contained a summary of the considerations of the Working Party on this subject. It was stressed in the document that any new civil liability system for multimodal transport must be cost-effective, acceptable to the transport industry, uniform and compatible with the existing unimodal liability regimes. It would also need to be easily understood, transparent and provide for strict liability covering all types of losses (damage, loss, delay), irrespective of the modal stage where such loss occurred and of the causes of such loss. The document also set out criteria that would need to be fulfilled regarding the allocation of responsibility between carriers and shippers ([ECE/TRANS/WP.24/2006/5](#)).

20. Recalling the specific mandate of the Committee on Inland Transport ([ECE/TRANS/162, para.4](#)) and recognizing that a large part of European intermodal transport operations extended well beyond and takes place outside the boundaries of the European Union and thus seemed to call for a pan-European solution, the Working Party felt that it still seemed to be premature to initiate work on a pan-European civil liability regime for intermodal transport covering road, rail, inland water and short sea shipping. The continuing considerations within the European Commission and the increasingly complex and difficult to understand draft instrument under preparation in the framework of the United Nations Commission on International Trade Law (UNCITRAL) did not provide for the moment sufficiently clear indications and arguments for the value-added of such a new initiative.

21. The secretariat was requested to continue its cooperation with the competent services of the European Commission and to monitor the developments in this field, particularly as regards the activities of UNCITRAL and to report to the Working Party at its next sessions, as appropriate.

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

(a) Status of the AGTC Agreement

22. The Working Party noted that the AGTC Agreement has at present 28 Contracting Parties.³

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; Slovakia; Slovenia; Switzerland; Turkey; Ukraine.

23. The up-to-date and consolidated text of the AGTC Agreement is contained in document [ECE/TRANS/88/Rev.4](#) and will be made available at the website of the Working Party in English, French and Russian (www.unece.org/trans/conventn/legalinst.html).⁴

24. As requested, the secretariat has produced a map of the AGTC and AGC networks showing also proposed lines extending the present AGTC network to Central Asia, the Caucasus and further to Asia ([Informal document No. 7 \(2006\)](#)). This map is available also in electronic format and is accessible via the relevant UNECE website on the right-hand menu under “AGTC” ([UNECE - Transport Division - Intermodal Transport and Logistics \(WP.24\)](#)).

(b) Status of amendment proposals adopted by the Working Party

25. The Working Party was informed that a large package of amendment proposals ([TRANS/WP.24/2005/6](#)) adopted by the Working Party on 8 March 2005 ([TRANS/WP.24/107](#), para. 11) had come into force on 20 May 2006 (refer to Depositary Notification C.N.153.2006.TREATIES-1. - <http://www.unece.org/trans/wp24/depnot.html>)

(c) New amendment proposals

26. At its last session, the Working Party considered provisionally amendment proposals pertaining to Latvia that are subject to the necessary consultation process among countries directly concerned by such proposals (article 15 of the AGTC) ([Informal document No. 3 \(2006\)](#)). In accordance with the views expressed by the Working Party ([ECE/TRANS/WP.24/111](#), paragraph 25), the secretariat has now prepared, as a basis for consideration by countries directly concerned, proposals for the insertion of a number of railway lines for inclusion into the AGTC and possibly into the AGC Agreements that complement the existing networks and cover important international pan-European rail and combined transport lines in Belarus, Estonia, Latvia and the Russian Federation ([Informal document No. 9 \(2006\)](#)). The Working Party took note of this proposal and agreed to consider these proposals, if possible, at its next session.

27. The Working Party requested the secretariat to finalize another package of amendment proposals based on earlier work ([TRANS/WP.24/2005/2](#)) that would extend the AGTC network to Central Asia and the Caucasus for consideration at one of its next sessions.

(d) Electronic inventory of AGTC standards (“e-Yellow Book”)

28. The Working Party welcomed the launch of a newly developed web tool providing online access to information on the performance of the pan-European rail and intermodal transport networks and on its compliance with the infrastructure and performance standards stipulated in the AGC and AGTC Agreements. This electronic inventory, replacing the previous publications under the so-called “Yellow Book” series, is accessible from the relevant UNECE website (<http://unece.unog.ch/wp24/agtc.aspx>).

29. The new system developed and maintained by the UNECE Transport Division provides at present information on 24 infrastructure standards covering all important international railway

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.

and combined transport lines in the 31 countries that are Parties to either the AGC and/or the AGTC Agreements. Information is available in the form of data files and charts allowing easy interpretation and comparisons between countries and sections of lines.

30. The Working Party felt that this new web-based system was an important first step in effectively monitoring the implementation of the AGC and AGTC Agreements at national levels and could serve as an example for other conventions and agreements in this field, such as AGR (E-roads) and AGN (inland water transport). This would then allow comparisons along important transport corridors covering all inland transport modes at a pan-European level.

31. At present there still existed data gaps on a number of important lines in some countries. The secretariat was requested to fill-in these gaps on a priority bases. Concerned Contracting Parties were invited to cooperate with the secretariat in this respect. In a second phase, data coverage could be extended to all 41 standards stipulated in the AGTC Agreement, to cover all Euro-Asian land transport links and to provide, to the extent possible, time series data allowing for identification of developments over time along such links. Also the implementation of transport recommendations and resolutions could be monitored in a similar manner.

X. PROTOCOL ON COMBINED TRANSPORT ON INLAND WATERWAYS TO THE AGTC AGREEMENT

32. The Protocol to the AGTC Agreement has been signed by fifteen and ratified by seven countries,⁵ but is not yet in force. The text of the Protocol is contained in document ECE/TRANS/122 and Corrs.1 and 2 (<http://www.unece.org/trans/conventn/legalinst.html>).

33. The Working Party recalled the statements made by the representatives of Hungary and Slovakia at its last session indicating that their countries would soon accede to the Protocol. The Protocol would then come into force as the relevant provisions of Article 9 of the Protocol on its entry into force stipulate that one or more waterways contained in the Protocol should link, in a continuous manner, the territories of at least three of the Contracting Parties. With the accession of Hungary and Slovakia, the Danube (C-E 80) would link the territories of four countries in a continuous manner, i.e. Bulgaria, Hungary, Romania and Slovakia.

34. The Working Party was informed by the delegation of Hungary that the Protocol has now been ratified by Hungary with date of 31 August 2006 (Decree 185/2006 (VIII. 31)) and that the Depositary would be informed in due course accordingly.

35. Following entry into force of the Protocol, the Working Party would consider possible modifications to the standards stipulated in the Protocol (ECE/TRANS/WP.24/111, para. 31-33) together with other amendment proposals already made earlier by Bulgaria, France, Hungary and Romania (TRANS/WP.24/97, para. 23).

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

XI. PROGRAMME OF WORK FOR 2006 TO 2010

36. At its forty-fourth session in October 2005 the Working Party had adopted its programme of work for the period 2006 to 2010 ([TRANS/WP.24/109](#), annex). Subsequently, this programme had been approved by the Committee on Inland Transport in February 2006 ([ECE/TRANS/166](#), paragraph 125).

37. In view of the decision to transform ECMT into an International Transport Forum and to dissolve its experts groups (except that on road transport), including the Group on Intermodal Transport and Logistics, the Working Party, in close consultation with delegations of the ECMT Group, decided to continue a few important activities that had until now been undertaken by the Joint Group. In reviewing its programme of work in this light, the Working Party kept in mind the strategic objectives of the ITC ([ECE/TRANS/156](#), annex 1), the need to streamline and focus its work and to avoid possible duplication with the activities and mandates of other UNECE Working Parties and international organizations.

38. On the basis of [Informal Document No. 10 \(2006\)](#), the Working Party proposed four additional work elements for inclusion into its programme of work for 2006 to 2010 that complemented and provided new impetus to the current activities of the Working Party as reflected in the table below. On that basis the Working Party adopted its new programme of work as set out in the [annex](#) to this report for consideration by the ITC in February 2007.

39. The Working Party was of the view that important work elements of the Joint Group relating to (a) the impact of rail freight liberalization on the development of combined transport and (b) the need for consistent intermodal transport statistics should be recommended for inclusion into the programmes of work of the UNECE Working Parties on Rail Transport (SC.2) and on Transport Statistics (WP.6) as appropriate.

40. The Working Party felt that the inclusion of the new elements into its programme of work would not necessarily require additional resources for substantive services of the secretariat. On the other hand, the loss of two annual meeting days as a result of the closure of the ECMT component of the Joint Group, would leave the Working Party with only three annual working days to complete its work. This would not allow for the continuation of its two annual sessions, as one-day-meetings were difficult to justify, particularly for delegations from countries far away. Two annual sessions were considered as a minimum to react timely, as in the past, to newly upcoming matters in containerization, intermodal transport and logistics and to provide a permanent and visible platform for Governments, inter- and non-governmental organizations as well as concerned industries for the exchange of views and good practices in this quickly evolving field.

41. Given the high priority rating of its work by the ITC, the Working Party therefore requested the allotment of one (1) additional meeting day per annum.

Key elements of the newly proposed programme of work for 2006 to 2010

UNECE Programme activity 02.9: Intermodal transport and logistics				
Pri- ority Rating	Programme element	UNECE work output in 2006	Proposed new work elements (ECMT/UNECE Group)	Comments
Continuing activities				
1	(a) Consideration of measures to promote intermodal transport as part of a sustainable transport system	Monitoring and benchmarking of the ECMT/UNECE Recommendation on Model Actions Plans and Partnership Agreements	Monitoring enforcement and review of ECMT Consolidated Resolution on Combined Transport	ECMT Resolution covers all policy decisions adopted by Ministers of Transport in this field
			Monitoring and analysis of national measures to promote intermodal transport	Reporting and dissemination mechanisms may need to be streamlined
1	(b) Administration, review and updating of AGTC Agreement	Extension of AGTC network to include new East-West lines to Central Asia and the Caucasus		
1	(c) Monitoring of weights and dimensions of loading units, incl. safety regulations	Annual report on latest developments in accordance with ITC Resolution N0. 241		
2	(d) Analysis of modern transport chains and logistics for transport policy decisions	Review of issues and development of regional implementation tools based on ECMT analyses	Increase understanding of logistical developments and their impact on transport demand and modal choice	Await preparation of EC action plan (early 2007) to determine concrete work outputs
2	(e) Analysis of measures to optimize terminal and trans-shipment procedures	Preparation of benchmarks of efficient terminal operations		
2	(f) Monitoring /reports of technical, economic and environmental aspects of intermodal transport	Several reports of secretariat as a basis for consideration by the Working Party		
Activities of a limited duration				
1	Reconciliation and harmonization of liability regimes for intermodal transport	Monitoring and, if appropriate, initiation of work on a legal instrument		
2	Euro-Asian transport links and consequences for the organization of intermodal transport in Europe	Identification of measures to facilitate border crossing procedures and inter-operability problems of transport infrastructure	Information of the results of a peer review on intermodal transport in Turkey	In addition to the new observatory in the Ukraine, the ECMT peer review also covers the potential of intermodal transport services along Euro-Asian transport links

XII. ELECTION OF OFFICERS FOR THE SESSIONS OF THE WORKING PARTY IN 2007

42. The Working Party re-elected Mr. M. Viardot (France) as Chairman and elected Mr. H. Maillard (Belgium) as Vice-Chairman of the Working Party for its sessions in 2007.

XIII. DATE OF NEXT SESSIONS

43. The Working Party noted that its spring session was planned to be held on 5 and 6 March 2007 in Geneva.

44. Its autumn session was scheduled for the first week of October 2007.

XIV. REPORT AND SUMMARY OF DECISIONS

45. As agreed and in line with the decision of the ITC ([ECE/TRANS/156, para. 6](#)), the secretariat, in cooperation with the Chairman and in consultation with delegates, has prepared this report and summary of decisions taken by the Working Party.

Annex

PROGRAMME OF WORK 2006-2010

PROGRAMME ACTIVITY 02.9: INTERMODAL TRANSPORT AND LOGISTICS⁶

Promotion of combined and intermodal transport

Priority: 1

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

Work to be undertaken: The Working Party on Intermodal Transport and Logistics will pursue the following activities:

CONTINUING ACTIVITIES

- (a) Consideration of measures to promote efficiency of intermodal transport as part of a sustainable transport system whereby goods are moved in one and the same loading unit or road vehicle using successively two or more modes of transport without handling the goods themselves in changing modes. **Monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport adopted by the ECMT in Bucharest in 2002 (CEMT/CM (2002)3/Final). Monitoring and analysis of national measures to promote intermodal transport.** Analysis of ways to implement a harmonized set of best practices and partnership models for intermodal transport operations (road, rail, inland water transport and short-sea shipping).

Priority: 1

Output expected in 2006/2007: Monitoring the use of and, if necessary, preparation of implementation procedures for the “model” action plans and partnership agreements for the development of intermodal transport prepared by the Working Party and adopted by the ECMT Council of Ministers (Moscow, 24-25 May 2005) and the Inland Transport Committee in 2006.

- (b) 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 UNESCAP and OSJD;
 - Taking into account new developments in transport markets (demands and requirements) also as a result of globalization of the world economy, including new East-West traffic flows;

⁶ Text in square brackets [...] refers to text proposed for deletion; text in **bold** characters indicates newly proposed text.

- Implementing and, whenever feasible, improving existing standards and operational parameters;
- Raising environmental, energy as well as safety and security standards. Priority: 1

Output expected in 2006/2007: 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.

- (c) Monitoring of weights and dimensions of loading units used in intermodal 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 2006/2007: Review of the issues based on one annual report to be prepared by the UNECE secretariat on latest developments in this field.

- (d) 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. Priority: 2

Output expected in 2006/2007: Review of technical and legal issues and development of regional implementation tools and measures based on considerations and analyses made by the ECMT.

- (e) Analysis 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 intermodal transport. Priority: 2

Output expected in 2006/2007: Report to be prepared on the basis of information provided by UNECE member Governments and international organizations allowing the preparation of benchmarks for the efficient operation of intermodal terminals.

- (f) Monitoring and reports by the secretariat on behalf of the Working Party on the following subjects for consideration by the Working Party upon specific request only:
- Translation and updating of the intermodal 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;
 - Intermodal 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 intermodal transport;
- Data requirements for transshipment and handling operations, of marking, coding and identification systems for means of transport and loading units in intermodal transport, including electronic data processing;
- Analysis of economic and environmental aspects of intermodal transport, including administrative measures and activities of the transport industry, with a view to promoting sustainable transport development.

Priority: 2

Output expected in 2006/2007: Report(s) to be prepared by the secretariat as a basis for discussion by the Working Party, as appropriate.

ACTIVITIES OF A LIMITED DURATION

- (g) Analysis of possibilities for reconciliation and harmonization of liability regimes governing intermodal transport operations.

Priority: 1

Output expected in 2006/2007: Review of relevant activities undertaken by international organizations and, if appropriate, preparation of a draft legal instrument for multimodal land transport covering the UNECE region.

- (h) Analysis of the consequences on the organization of intermodal transport in Europe resulting from the development of intermodal transport services on interregional rail links between Europe and Asia, including the Trans-Siberian railway, and vice versa, in close cooperation with ECMT, UNESCAP, UNCTAD, EC, OSJD, etc.

Priority: 2

Output expected in 2006/2007: Based on the recommendations adopted at the ECMT/UNECE Kiev Seminar on Intermodal Transport between Europe and Asia and the corresponding framework action plan adopted by the ECMT Council of Ministers (Moscow, 24-25 May 2005), review of measures to facilitate border crossing procedures and analysis of the coherence between the various rail and intermodal infrastructure parameters and their possible harmonization in the longer term.
