



Economic Commission for Europe
Inland Transport Committee
Working Party on Intermodal Transport and Logistics
Sixty-sixth session

Geneva, 18–20 October 2023

**Report of the Working Party on Intermodal Transport and Logistics at
 the sixty- sixth session**
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I. Attendance

1. The Working Party on Intermodal Transport and Logistics (WP.24) held its sixty-sixth session from 18 to 20 October 2023. It was held as in person meeting at the Palais des Nations in Geneva. The meeting was chaired by Ms. Julia Elsinger (Austria).
2. The session of the Working Party was attended by the following Economic Commission for Europe (ECE) member States: Austria, Czechia, Denmark, Germany, Lithuania, Netherlands (Kingdom of the), Poland, Portugal, Russian Federation, Switzerland, Türkiye and United Kingdom of Great Britain and Northern Ireland.
3. The following United Nations specialized agency was present: International Labour Organization (ILO).
4. The representatives from the private sector and other entities included: Hupac Intermodal SA, International Union of Railways (UIC) and SGKV e.V.
5. The representative from the Trans-European Railway Project was present.

II. Adoption of the Agenda (agenda item 1)

6. The Working Party on Intermodal Transport and Logistics (WP.24) adopted the agenda for its sixty-sixth session.

Documentation

ECE/TRANS/WP.24/152

III. Session's workshops: Ways to create demand for intermodal transport and for analysing potential for modal shift (agenda item 2)

7. WP.24 held a workshop during its sixty-sixth session with the aim to exchange experience and good practice in (i) promoting intermodal transport and in creating demand for it, and (ii) analysing the potential for modal shift from road to railway and inland waterways. Informal document No.1 provided background information and programme for the workshop.
8. The workshop was founded on the premise that intermodal/combined transport can be the solution to carrying freight door-to-door given that it generates fewer external costs to society than other transport modes, yet this premise would only work when, at the same time, there is a business case for intermodal/combined transport and when it is widely known.
9. In view of the above, the workshop in particular focused on discussing freight transport pricing, reliability, but also knowledge of the advantages and disadvantages of different freight transport operations in the sector and by society at large. The discussion was aimed at exchanging practices and experience and at creating better understanding of the variety of measures to be put at the disposal of the sector to bring a level-playing field to the freight sector, but also about action needed to improve the business case for intermodal/combined transport.
10. The workshop was kicked off with the presentation by SGKV on the newly developed interactive tools for educating on intermodal/combined transport, and in particular the tool for simulating transport operations by road versus intermodal transport to understand how they compare taking into account carriage price, duration and generation of greenhouse gases (GHG). The concept of the breakeven point for the use of intermodal/combined transport was addressed together with the aspects it depends on.
11. Two panel discussions were organized building on the simulations presented. The first panel with the panellists from Austria, the Netherlands and Türkiye focused on measures or actions that are or can be taken to create more business-cases for intermodal/combined transport. These measures/actions are often aimed at making the price of

intermodal/combined transport more attractive or at making intermodal/combined transport an attractive service.

12. The second panel, involving HUPAC Intermodal and UIC, discussed in detail the quality and reliability aspects of intermodal/combined transport and ways to improve them. The discussion also hinted at solutions which would not only lead to improved quality or reliability but, at the same time, should improve intermodal/combined transport competitiveness versus road transport.

13. The following measures and/or solutions were brought forward in discussions:

- Support for rail freight transport: enabling state support to operations of rail in carrying freight.
- Track access charges for rail versus no/limited road transport access charges: enabling state support to decrease track access charges for certain cargo, especially for lower weight consignment or for short distance operation or ensuring successful implementation of road access charges for achieving level playing-field between modes.
- Land use solutions: establishing industrial clusters with easy access to terminals and railway infrastructure resulting in lower charges for first/last mile service.
- Greenhouse gas emission pricing: application of charges on operations generating higher emissions (emitter/polluter pays principle) and, by this, internalizing climate costs and favouring more climate-friendly modes and operations.
- Automation and digitalization: increasing automation and digitalization for further enhancing efficiency in transshipment operations and the running of trains and for improving the rail network as well as intermodal/combined transport capacity without infrastructure expansion.
- Improving rail transport by addressing its main externalities: addressing noise and vibration emissions resulting in better acceptability of rail operations.
- Regulatory measures: imposing obligatory choice of intermodal transport for certain cargo types at specific distances or routes while ensuring that no monopolistic position be exploited.
- Training/coaching on intermodal/combined transport: creating necessary awareness among shippers/freight forwarders of intermodal/combined transport solutions and their business case.
- Regulating data ownership and usage leading to better data integration: simplifying access to data using own data management systems resulting in effective information flows for improved business case.
- Setting common standards: avoiding situations in which standards interoperability decrease productivity (e.g. application of different traffic management system on rail networks).
- Enabling appropriate system capacity: addressing unacceptable carriage duration by eliminating bottlenecks, including at border crossings, resulting in enabling intermodal/combined transport for the carriage of perishable or high-value cargo and leading to enhanced business case for intermodal/combined transport.
- Fair allocation of capacity at rail network/capacity management based on socio-economic measures: guaranteeing slots for freight trains during high demand periods.
- Improving admission of train drivers to international rail traffic: identifying technological and automation solutions and enabling them through international regulatory framework.
- Increased possibility of spot path slotting/reducing path reservation time: bringing more flexibility to path reservation, allowing for increased capacity to adjust to cargo transport needs.

14. Following the panels, the secretariat presented an example of use of data on cargo flows and transport volumes and their presentation in the geospatial environment as an initial analysis for identifying connections with the potential for shift from road to intermodal/combined transport.

15. WP.24 welcomed the information-rich exchange of practices and measures and possible solutions for increasing reliability or competitiveness of intermodal/combined transport. WP.24 agreed to refer to them especially when discussing intermodal transport capacity, digitalization and automation under its regular agenda items respectively 3(b) on the implementation of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), 5(a)(iii) on information and data digitalization, 5(a)(iv) handbook on automation in freight intermodal transport and logistics.

16. WP.24 also acknowledged that certain solutions leading to better competitiveness of intermodal/combined transport depend on improvements in rail sector. It therefore requested its secretariat to share the exchanges regarding these solutions with the Working Party on Rail Transport for consideration and possible action. This in particular concerns issues of admission of train drivers to international traffic, capacity management based on socio-economic measures, or more flexibility to path slotting.

Documentation

Informal document No.1

IV. European Agreement on Important International Combined Transport Lines and Related Installations (agenda item 3)

(a) Status of the Agreement

17. The secretariat informed WP.24 of no change to the status of the AGTC which had 33 Contracting Parties at the time of the sixty-sixth session. Detailed information on the AGTC is available at www.unece.org/trans/wp24/welcome.html.

18. The secretariat informed delegates about its efforts aimed at promoting the ECE infrastructure agreements, among them the AGTC, in Caucasus and Central Asian countries within the work undertaken under the Trans-Caspian and Almaty-Tehran- Istanbul Corridor Coordination Committee of the Working Party on Transport Trends and Economics (WP.5).

19. The secretariat reminded delegates about the WP.24 request to establish communication with the Contracting Parties to the AGTC for addressing issues of inconsistency within the AGTC or possible out of date network information. The secretariat informed of further progress made in this work resulting in the submission of new amendment proposals. The secretariat also reminded that some updates may be dependent on the ongoing revision of the TEN-T regulations expected to be concluded in January 2024 as they should address issues arising from the differences between the AGTC and TEN-T railway lines.

20. The secretariat also noted the interrelation between the AGTC and the European Agreement on Main International Railway Lines (AGC). In this regard, it reminded Contracting Parties to both agreements that the AGTC (C-E) lines and the AGC (E) lines are corresponding lines. Therefore, amending these lines under one of the agreements should trigger a process to amend them in the other agreement too.

21. WP.24 thanked the secretariat for the update and requested it to continue working with the Contracting Parties on clarifying the remaining issues including those arising from the differences between the AGTC and TEN-T railway lines.

(b) Amendment proposals

22. The secretariat informed WP.24 about the issuance of the depository notifications of 1 March 2023 on the adopted amendment proposals at WP.24 sixty-fifth session as contained in the Annex 1 of ECE/TRANS/WP.24/151 and of 27 September 2023 on the acceptance of these amendment proposals. These amendments would enter into force on 1 December 2023.

The secretariat also informed about entry into force on 30 March 2023 of the amendment proposals adopted by Contracting Parties at WP.24 sixty-fourth session.

23. Denmark, Germany, Portugal, and Türkiye presented their proposals for amendments to the AGTC as contained respectively in ECE/TRANS/WP.24/2023/1, ECE/TRANS/WP.24/2023/2, ECE/TRANS/WP.24/2023/3 and ECE/TRANS/WP.24/2023/14. Also, amendment proposal from Kazakhstan contained in ECE/TRANS/WP.24/2023/12 was presented.

24. In accordance with Article 15 of the AGTC, Contracting Parties present at the sixty-sixth session considered these amendment proposals and decided to unanimously adopt them.

25. Contracting Parties asked then the secretariat to forward the adopted amendments to the Office of Legal Affairs in New York. For clarity, the adopted amendments are provided in Annex I to this report.

(c) Implementation of the Agreement

26. WP.24 had agreed at its sixty-fourth session to establish a monitoring mechanism for the AGTC lines and related installations vis-à-vis their technical parameters by creating the AGTC inventory in the Geographic Information System (GIS) environment. It had further agreed that the mechanism should possibly be fully established before the sixty-sixth session in 2023 during which time data should be pooled into the GIS environment from other existing databases or submitted directly and validated by the Contracting Parties. The secretariat informed about the ongoing process of data validation and correction for the networks, which was more time intensive process than earlier anticipated. It also informed about collaboration with SGKV in bringing available terminal location data to the AGTC GIS inventory and a start of these data validation and correction process.

27. WP.24 thanked the secretariat for its effort in establishing the AGTC GIS inventory and in administering the data validation and correction process. It invited the AGTC Contracting Parties to collaborate in this endeavour with the secretariat. It also requested that progress is reported at the next session on the establishing of the AGTC GIS inventory. Finally, WP.24 appreciated the SGKV role in sharing terminal location data which facilitates the establishing of the AGTC GIS terminal inventory.

28. WP.24 reviewed then the availability of data in the Contracting Parties, as reflected in ECE/TRANS/WP.24/2023/4, for measuring the performance targets referred to in the AGTC based on 18 answers received (16 answers reflected in ECE/TRANS/WP.24/2023/4 and two more answers obtained after finalization of the document and shared in the secretariat's presentation).

29. WP.24 thanked all the countries which participated in the simple survey. Nonetheless, it concluded that the data at the disposal of the countries, as per results presented from the survey, would not allow for a meaningful assessment of performance vis-à-vis the AGTC performance targets.

30. At the same time, information was provided on the effort by the European Union under the proposal for a Regulation on the use of railway infrastructure capacity in the single European railway area on setting common principles and methodologies for measuring performance of rail infrastructure services through agreed indicators. In this context, it was proposed to wait for the results of the work of the European Union and to review the proposed indicators, upon their availability, for their fitness to assess performance under the AGTC. With this, it was suggested to postpone the work on the AGTC performance indicators until 2026.

31. UIC informed about the work by the rail industry to develop specific key performance indicators (KPIs) as the industry response to the European Union work on setting common principles and methodologies for measuring performance of rail infrastructure services through agreed indicators. This work could be presented by UIC at the next WP.24 sixty-seventh session, if deemed appropriate.

32. WP.24 thanked for the additional information provided. It agreed to postpone its discussion on the AGTC performance indicators to 2026, that is when there should be more

experience available, at least in the European Union member states, with measuring performance on rail infrastructure. At the same time, WP.24 welcomed the proposal by UIC and invited UIC to present at its sixty-seventh session the KPIs developed by rail industry.

(d) Core networks

33. WP.24 had requested the secretariat at the last session to re-contact Contracting Parties to the AGTC and acquire their views on special procedures for cross-border communication in case of emergencies, and the need in this context for core network within the AGTC network. The secretariat did not receive any additional information compared to what had been shared during the sixty-fifth session.

34. Taking then into consideration the availability of the RNE Handbook for International Contingency Management, in particular for the European Union member states, it appeared clear that no specific other tools were required for emergency situations, let alone setting the AGTC core network for these situations. Therefore, WP.24 agreed against designation of any core network in the AGTC at which special procedures during emergency situations would apply. It decided to end its discussion on this item.

Documentation

ECE/TRANS/WP.24/2023/1, ECE/TRANS/WP.24/2023/2, ECE/TRANS/WP.24/2023/3.
ECE/TRANS/WP.24/2023/4, ECE/TRANS/WP.24/2023/12, ECE/TRANS/WP.24/2023/14

V. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement (agenda item 4)

(a) Status of the Protocol

35. The secretariat informed WP.24 of no change to the status of the Protocol on Combined Transport on Inland Waterways to the AGTC (AGTC Protocol), which had nine Contracting Parties at the time of the sixty-sixth session. Detailed information on the AGTC Protocol is available at www.unece.org/trans/wp24/welcome.html.

(b) Amendment proposals

36. The secretariat informed WP.24 that it had not received any amendment proposals.

37. WP.24 thanked the secretariat for this information. In view of the growing discrepancy between the European Agreement on Main Inland Waterways of International Importance (AGN) and the AGTC Protocol regarding European inland waterways and ports included in both instruments and the availability of analysis made by the secretariat of what amendment proposal would be necessary to bring both agreements in conformity, WP.24 requested the secretariat to address the nine Contracting Parties to the AGTC Protocol with an invitation to take steps, if deemed appropriate, to submit such an amendment proposal to the next meeting of WP.24 for consideration and possible acceptance.

(c) Implementation of the Protocol

38. The secretariat invited WP.24 to consider means to implement the Inland Transport Committee's (ITC) Resolution on facilitating the development of container transport on inland waterways.

39. In this context, the secretariat invited WP.24 to consider the potential for further developing the AGTC Protocol, on the one hand, by examining the usefulness of the Protocol for including therein an international plan for a development and operation of short sea shipping network/routes for combined transport, and the other hand, for tapping the potential, where physically suitable, for the transport of containers on inland waterways adding to the effort taken to operationalize Euro-Asian Transport Links. On the first issue, the secretariat noted that the Protocol refers to the coastal routes in rather general terms only and that the availability of intermodal terminals at maritime ports was rather limited which makes it difficult to operationalize those coastal routes. In this regard, WP.24 delegations were invited to review the Protocol and assess whether the short sea shipping could be better reflected

therein, by better designation of the coastal routes and intermodal terminals in ports. They were also invited to consult within their governments on the interest in better utilizing and so developing the Protocol for short sea shipping. Should there be interest in the countries for doing so, in that case, a relevant way forward should be considered. In case such a way forward should be through work on the development of the Protocol undertaken by a formal group of experts, draft terms of reference for such a group should be prepared for consideration at the next session. WP.24 delegations were requested to inform the secretariat by end of June 2024 if they would wish that draft terms of reference are prepared. With this, the discussion on the possible development of the Protocol was moved to the sixty-seventh session.

VI. Policies and measures in support of intermodal transport (agenda item 5)

(a) Measures to promote efficiency of intermodal transport and bottlenecks in intermodal transport services at the pan-European level

40. Within this item, WP.24 continued its deliberations concerning issues such as (i) Intermodal issues along Euro-Asian Transport Links, (ii) Intelligent transport systems and technological developments, (iii) Information and document digitalization, (iv) Handbook on automation in freight intermodal transport and logistics, and (v) Intermodal transport and the TIR Convention.

(i) Intermodal issues along Euro-Asian Transport Links

41. The WP.5 secretary informed WP.24 on the activities of WP.5 of potential interest to WP.24. Information was provided on efforts undertaken within the Corridor Coordination Committee for Trans-Caspian and Almaty-Tehran-Istanbul corridors and how the Committee through implementation of its work programme can contribute to establishing or, as minimum, setting a plan for the development of intermodal networks in the two corridor countries conforming to the requirements of the AGTC. Information was also provided on the ways the Committee wishes to undertake an analysis and make recommendation for digitalization of transport documents along the corridors.

42. The WP.5 secretary provided also updates on the development of the International Transport Infrastructure Observatory.

43. Information was provided on the work undertaken to issue a publication on General trends and developments surrounding electric vehicles and their charging infrastructure. WP.24 delegations were invited to review this publication available in five documents which can be consulted at [\(WP.5\) Working Party on Transport Trends and Economics \(36th session\) | UNECE](#) in ECE/TRANS/WP.5/2023/4 through ECE/TRANS/WP.5/2023/8. Additional inputs to the publication can be provided to the WP.5 secretariat by interested WP.24 delegations.

44. The WP.5 secretary also reported on the decision of WP.5 at its thirty-sixth session in September 2023 to establish an informal e-mobility task force which, under the lead of WP.5 Chair, should gather experts from across interested ITC Working Parties, thus including WP.24, to move forward the work on transport electrification. The Terms of Reference for the informal task force should be discussed and adopted by ITC at its next session in February 2024. Interested experts should inform the WP.5 secretary by the ITC meeting of their readiness to join the task force.

45. WP.24 thanked the WP.5 secretariat for the report on WP.5 activities of relevance to its work. It invited interested WP.24 delegations to provide input to the publication on General trends and developments surrounding electric vehicles and their charging infrastructure. It also invited interested WP.24 delegations to join the e-mobility task force. Finally, WP.24 requested the WP.5 secretariat to provide a report on relevant WP.5 activities at its next, sixty-seventh session.

46. The Russian Federation informed WP.24 about the request made to WP.5 to prepare a document with proposals on the objectives and composition of a Coordination Committee

for the management of the Euro-Asian Transport Links (EATL) railway route No.1. It further informed of its request to WP.5 to consult the relevant Committee of the Organization for Cooperation of Railways (OSJD) to join the activities of the future Coordination Committee and provide the existing OSJD tools for effective international transport corridors management, in particular, analytical tools for assessing the functioning of the corridor and for identifying physical and non-physical barriers in the organization of international transport. The Russian Federation called then upon the countries through whose territory the EATL railway route No. 1 passes (in particular Poland, Belarus, Kazakhstan, Mongolia and China) to consider participating in the relevant Coordination Committee, once established.

47. WP.24 took note of the information provided by the Russian Federation.

(ii) Intelligent transport systems and technological developments

48. The WP.29 secretariat informed WP.24 about the ongoing work to revise the publication on Intelligent Transport Systems that was published by ECE in 2012. A brief overview was provided on the old publication and on the draft content of the revised publication, which is expected to be published in early 2024. Also aspects of potential interest to WP.24 were highlighted in the revised publication and WP.24 delegates were invited to provide feedback by 31 October 2023 on these aspects as well as the full publication. The revised publication can be consulted at <https://unece.org/sites/default/files/2023-09/GRVA-17-50e.pdf> and feedback should be sent through the WP.24 secretariat.

(iii) Information and document digitalization

49. The secretariat presented ECE/TRANS/WP.24/2023/5 prepared by the secretariat in collaboration with SGKV which contains a draft framework on information and document digitalization. With it, topics relevant to information and document digitalization were discussed along a carriage of intermodal transport and the needed data and information flows between consignor and the rail carrier, rail carrier and road carrier for the first mile, rail carrier and the terminal, rail carrier and border authorities, rail carrier and subsequent rail carrier, subsequent rail carrier and terminal, rail carrier and road carrier for the last mile transport and subsequent rail carrier and the consignee. Relevant information exchanges and data flows were also highlighted for circumstance preventing carriage or delivery or in case of missing goods, or when making disposal of goods.

50. WP.24 welcomed the preparation of the draft framework and the approach adopted in the framework. In the discussion, several proposals were made as to ways for further development of the framework. It was proposed that the framework is debated in the project 'eFTI4EU'. It was also proposed that the data flows are discussed in an intermodal carriage simulation held in a workshop. The simulation should focus on carriage facing challenges such as e.g. cargo loss or damage and each data and information flows should be recorded and discussed from the start to the end of such a carriage. It should be a carriage simulation involving multiple carriers, going across ECE countries and if possible, involving a gauge change.

51. WP.24 welcomed the ideas shared. It agreed to focus its efforts on the organisation of a simulation during an informal online meeting. The latter form of a meeting was selected, as it would allow for a wider involvement of stakeholders important to the successful completion of the simulation. The outcomes of the simulation(s) should be then discussed during the WP.24 sixty-seventh session at which a further way forward on the development of the framework should be designed.

(iv) Handbook on automation in freight intermodal transport and logistics

52. The secretariat presented ECE/TRANS/WP.24/2023/6 which contains the draft annotated outline for the handbook on automation in freight intermodal transport and logistics, as prepared by the secretariat in collaboration with the Chair and Vice-chair.

53. ILO suggested that the section on the human centric approach should in addition incorporate aspects of social dialogue for automation. ILO also committed to support the elaboration of the handbook especially the section on the human dimension of automation.

54. WP.24 welcomed the elaboration of the outline and agreed to use it for the elaboration of the handbook while accepting the comment received. WP.24 requested WP.24 delegations

to provide relevant inputs to the handbook so that its draft is prepared for its consideration at the next, sixty-seventh session. WP.24 delegations should send their inputs in form of relevant material for the handbook, relevant case studies or as dedicated text to specific sections of the handbook by 31 January 2024.

(v) Intermodal transport and the TIR Convention

55. The TIR secretariat provided information concerning the development of new guidelines for the usage of the TIR and eTIR procedures for intermodal transport and illustrated, based on a few case-studies included in the guidelines, the difference in the customs procedure when eTIR procedure for intermodal transport would or would not be applied.

56. In this context, it was reminded that the eTIR international system aims to ensure the secure exchange of data between national customs systems related to the international transit of goods, vehicles or containers according to the provisions of the TIR Convention and to allow customs to manage the data on guarantees, issued by guarantee chains to holders authorized to use the TIR system. It was also recalled that in accordance with Article 2 of the TIR Convention, as long as some portion of the journey between the beginning and the end of a TIR transport is made by road, other modes of transport (railways, inland waterways, etc.) can be used. During a non-road leg, the holder of a TIR Carnet may either (i) ask the customs authorities to suspend the TIR transport or (ii) use the TIR procedure.

57. The TIR secretariat further informed WP.24 that it had already started interconnecting the national customs systems of the Contracting Parties to the TIR Convention with the eTIR international system hosted by ECE.

58. WP.24 thanked the TIR secretariat for the information provided and requested that further developments in this area are reported at the next sessions. The eTIR procedure could also, at some point, be possibly analysed as part of the electronic information and data flows for carriage in intermodal transport.

(b) National policy measures to promote intermodal transport

59. At its previous session, WP.24 had agreed to a simple solution for reporting on national policy measures for promoting intermodal transport. Such solution should comprise a survey issued in MS Forms for completion by countries. WP.24 had also agreed that the existing survey should had been examined and possibly redesigned to (i) refocus it with the view to avoid duplication of information collection, and (ii) alter it in a way to allow for automatic identification of measures which WP.24 should give more attention to.

60. In response to the decision of the previous session, the secretariat introduced ECE/TRANS/WP.24/2023/7 which contains a proposal for redesign of the survey for consideration by WP.24. This proposal was prepared by the secretariat in collaboration with the Chair, Vice-chair and Switzerland.

61. WP.24 reviewed the proposed redesigned survey and welcomed the work done. It requested to edit question 8.1 to add 'freight' between 'rail' and 'network'.

62. WP.24 requested then the secretariat to issue the new survey in MS Forms and to transmit it to ECE countries with an invitation to complete it in the first half of 2024 so that the results of the survey are included in an official document and considered at the next, sixty-seventh session.

63. WP.24 further recommended that the survey is sent by email to the ECE countries with active WP.24 focal points and by official letter to the remaining countries.

Documentation

ECE/TRANS/WP.24/2023/5, ECE/TRANS/WP.24/2023/6, ECE/TRANS/WP.24/2023/7

VII. Emerging issues in freight transport and logistics (agenda item 6)

(a) Issues, trends and performance in the industry

64. The ITC-adopted resolution for strengthening the intermodal freight transport calls upon WP.24 to undertake various actions. In addition to the actions already referred above and related to the AGTC and the AGTC Protocol, and automation, document digitalization and data interoperability, the resolution requests WP.24 to work on appropriate targets for the market share of intermodal transport in freight sector and a plan for achieving the targets.

65. In this context, and further to the request of the previous session, the secretariat presented ECE/TRANS/WP.24/2023/8 which contains the data on rail modal share and rail unitization rate for ECE countries as a basis for setting up intermodal transport targets.

66. WP.24 considered that the targets should possibly be set as increase rates expressed in percentage points or as moderate or high increase rates for rail unitization and rail modal share and for countries which achieved high rates the target should be to maintain them.

67. WP.24 agreed then that countries should be able to consult until the next, sixty-seventh session on how the targets should be expressed. To assist this consultation, the secretariat with the Chair and Vice-chair should prepare and disseminate a simple survey asking for views on the formulation of the targets. With this, further discussion on the targets was moved to the next, sixty-seventh meeting.

68. The secretariat reminded then WP.24 that further to the decision of the sixty-fifth session, WP.24 annual meetings should be considered as a platform for strengthening the voice of the intermodal industry. To this end, WP.24 delegations are invited to share and exchange on activities and work undertaken to strengthen the voice of the intermodal industry.

69. Within the item on recent issues and trends in intermodal transport and logistics, UIC informed about contemporary challenges in combined transport from a policy and business perspective. Attention was drawn to the fact that combined transport was at a turning point, with some developments affecting negatively combined transport, e.g. growing protectionism. Information was also provided on technical developments and in particular on the steep increase of alternative loading techniques for non-craneable swap-bodies. Finally, UIC informed about the development of guidelines for combined transport, whose purpose is to familiarize anybody in simple terms with combined transport.

70. The Secretary of the Working Party on Transport Statistics (WP.6) presented an overview of the activities of WP.6, which primarily focus on gathering and disseminating data pertinent to inland transport in the ECE region to support well-informed policy decision-making. Information was provided on one of the biennial publications on Inland Transport Statistics for Europe and North America which provide essential data on intermodal transport, including infrastructure length, vehicle counts, and cargo volumes. Information was also provided on the first survey conducted by WP.6 on EV charging infrastructure. WP.6 was also developing a SDG microsite to monitor transport-related SDGs, aiming to enhance reporting capabilities and potentially incorporating additional metrics for comprehensive intermodality analysis within the context of SDG 9.1.2.

(b) Pan-European developments in policies

71. The Russian Federation noted the importance for companies from ECE member States that are also members of OSJD to join the OSJD Agreement on International Transportation of Containers by Container Trains.

72. Austria reported on its adoption and publishing of national master plan for freight transport until 2030. This master plan adopts the avoid-shift-improve approach for managing freight transport. The master plan contains 32 specific measures for all transport modes operating in freight transport. The master plan is available in German only.

73. The secretariat made a presentation on a potential role of intermodal terminals in electrification of heavy-duty vehicle fleet where the intermodal terminals could be providing

charging possibility for these vehicles. The secretariat pointed to the fact that the terminals could potentially play a role of charging hubs if the electrification of road transport was also used as a chance to rethink road transport and change it from one to multi-vehicle carriage combined with rail carriage. At the same time, it was stressed that turning terminals into charging hubs would require the allocation of space for charging and parking of heavy duty-vehicles at the terminals.

74. Following the presentation, Austria informed about support established in Austria to provide charging possibilities for road vehicles involved in intermodal transport at terminals. The Netherlands informed about the ongoing effort to put in place 40 clean energy hubs which should serve as minimum road and inland waterways transport. Türkiye confirmed the challenge with space at the terminals and expressed a hesitation to the idea that intermodal terminals would be open to vehicles not involved in intermodal transport operations. Germany stressed the need for identifying business-case for placing charging facilities at terminals.

75. WP.24 agreed to continue discussing the subject of road transport electrification in the context of intermodal transport. For WP.24 it is important that future inland transport is as far as possible intermodal/combined transport with long transport legs by rail and first and last miles legs by road transport. For continuing its discussion, WP.24 requested the Netherlands to make a presentation at the next session on the adopted approach to developing the clean energy hubs. WP.24 also requested the secretariat to invite a terminal operator to present their views for putting vehicle charging facilities at terminals.

(c) Annual themes on Intermodal Transport and Logistics

76. WP.24 appreciated the secretariat proposal, as referred to in ECE/TRANS/WP.24/2023/5 and also described in Informal document No. 2 to hold a workshop during which intermodal transport carriage be simulated to discuss the necessary information and data flows between parties to the carriage. As agreed in the discussion on the framework for information and document digitalization, this workshop should be held in an online meeting possibly in June 2024, while its outcomes should be discussed at the sixty-seventh session under the agenda item 5(a)(iii).

Documentation

ECE/TRANS/WP.24/2023/8, Informal document No.2

VIII. Code of Practice for Packing of Cargo Transport Units (agenda item 7)

77. Contrary to the previous years, the secretariat was not able to report on users of the Code of Practice for Packing of Cargo Transport Units (CTU Code) for the period between sixty-fifth and sixty-sixth sessions. The unfortunate expiration of relevant license for monkey survey analytics and ongoing process to renew the license prevented the secretariat from downloading the relevant user data. This information should therefore be again provided at the next session pending availability of a license. Instead, the secretariat provided information on a workshop organized in Aktau, Kazakhstan on 20-21 September 2023 for countries of the Trans-Caspian and Almaty-Tehran-Istanbul corridors during which over 40 participants were acquainted with the content of the CTU Code and its practical use in ensuring safe transport of cargo in CTUs. The workshop was organized with financial and expert support by the Russian Federation.

78. WP.24 thanked the secretariat for the information provided and welcomed the organization of the workshop on the CTU Code. It requested that analytical data on the use of the CTU Code is presented again at the sixty-seventh session.

79. The secretariat presented then the results of the informal pre-work of the Group of Experts on the CTU Code. This pre-work was continued during 2023 in accordance with the WP.24 decision at its previous session (ECE/TRANS/WP.24/151, para 97) and further to the absence of the consideration towards the establishment of the Group of Experts by the

Sectoral Advisory Bodies of the International Labour Organisation (ILO) at their seating on 18-20 January 2023.

80. In particular, the secretariat introduced ECE/TRANS/WP.24/2023/9 which lists the specific proposals for prioritization of modifications to the CTU Code, the outstanding issues as well as the reports of the informal meetings held during the informal pre-work in 2023. ECE/TRANS/WP.24/2023/9 also contains information on the work accomplished for making the CTU Code available in the form of a mobile or computer application.

81. The secretariat also informed about ECE/TRANS/WP.24/2023/13 prepared for the special session in December which details each specific modification proposed, as well as discusses and proposes draft modifications on the outstanding issues.

82. The Russian Federation expressed its support for the modification proposals elaborated during the informal pre-work. The Russian Federation also noted the significant contribution to the prepared modifications by Russian specialists (represented by JSC "Russian Railways").

83. ILO confirmed its participation in the WP.24 special session on the CTU Code.

84. WP.24 appreciated the work done in the informal pre-work and the elaboration of relevant text modification proposals which are expected to make the CTU Code stay up-to-date and provide practices on cargo packing and loading corresponding to the developments in the sector.

85. In discussion on the preparation for the special session, WP.24 invited all ECE member states to engage their ministry/government experts on safety of packing/loading and transporting containers and other CTUs in the special session.

Documentation

ECE/TRANS/WP.24/2023/9

IX. Activities of the ECE Inland Transport Committee and its subsidiary bodies (agenda item 8)

86. The secretariat reported about the main decisions of the eighty-fifth session of ITC and the 2023 ITC Bureau meeting on issues of interest to WP.24.

87. The secretariat recalled the letter from the ITC Chair and the Sustainable Transport Division's Director of 9 May 2023 inviting the Working Parties to support the development of the ITC Strategy on reducing greenhouse gas emissions in inland transport. In this context the secretariat detailed the process set forth for developing the strategy and the requested input. It further introduced Informal document No.3, which contains possible WP.24 input to the new Strategy.

88. WP.24 agreed with the proposal for the input to the strategy as contained in Informal document No.3 with a minor change to the actions concerning the setting of targets for intermodal transport/modal shift. WP.24 agreed to reformulate these actions to say: 'to strive to set and implement modal shift targets or a target for intermodal transport / to strive to set a target for market share of intermodal transport for freight and monitor progress'. WP.24 requested then its Chair and the secretariat to send WP.24 input to the ITC secretariat.

89. The secretariat also informed about another letter from the ITC Chair and the Sustainable Transport Division's Director of 18 May 2023 inviting Working Parties support and contribution to key decisions related to alignment process to ITC governance framework and to the fourth cycle of reviews of Working Parties' mandates. The secretariat also briefly presented ECE/TRANS/WP.24/2023/10 which contains background information for consideration of WP.24 in participation in the review of its mandate.

90. WP.24 considered the inputs contained in ECE/TRANS/WP.24/2023/10 and requested the secretariat and the Chair to submit them as WP.24 contribution to the review of its mandate.

Documentation

ECE/TRANS/WP.24/2023/10, Informal document No.3

X. Programme of work (agenda item 9)

91. WP.24 reviewed the implementation of its biennial 2022-2023 programme of work further to the information contained in ECE/TRANS/WP.24/2023/11 as presented by the Chair. WP.24 noted with satisfaction that it achieved the majority of its expected accomplishments.

92. WP.24 considered then a proposal for the 2024-2025 programme of work prepared by the Chair and Vice-Chair with the support of the secretariat. It reformulated the language of one of the expected accomplishments to read as follows: ‘Discussion on targets for market share of intermodal transport in freight transport has been accomplished; if appropriate, discussion on target achievement has started’. With this change, WP.24 adopted the 2024-2025 programme of work. It is contained in Annex II of this report.

Documentation

ECE/TRANS/WP.24/2023/11

XI. Other Business (agenda item 10)

93. There were no proposals made under this item.

XII. Date and venue of next session (agenda item 11)

94. The sixty-seventh session of WP.24 is tentatively scheduled to take place in Geneva from 16 (pm) to 18 October 2024.

95. WP.24 noted the scheduled date for the sixty-seventh session. It noted with dissatisfaction that 2.5-day meeting length instead of the usual 3-day meeting was assigned for the sixty-seventh session. WP.24 requested the secretariat to inform the relevant conference service that this situation should not be repeated in 2025.

XIII. Summary of decisions (agenda item 12)

96. The Working Party agreed that, under this agenda item, the entire report would be read out, and not just the summary of decisions. WP.24 adopted the report for its sixty-sixth session.

Annex I

European Agreement on Important International Combined Transport Lines and Related Installations – Adopted amendment proposals

Adopted by the Contracting Parties present at the sixty-sixth session of the Working Party on Intermodal Transport and Logistics on 19 October 2023 further to the proposals made by Denmark, Germany, Portugal, Kazakhstan and Türkiye:

I. Proposed by Denmark

AGTC, Annex I, Railway lines of importance for international combined transport

Under (14) Denmark:

To exclude the following line:

C-E 451 Nykøbing-Gedser (-Rostock)

Contracting parties concerned: Germany and Denmark

II. Proposed by Germany

AGTC, Annex II, Installations important for international combined transport

B. *Border crossing points of importance for international combined transport*

To add the following border crossing point:

Rostock (DB) – Trelleborg (SJ)

D. *Ferry links/ports forming part of the international combined transport network*

To add the following ferry link/ports:

Rostock – Trelleborg (Germany – Sweden)

III. Proposed by Portugal

AGTC, Annex I, Railway lines of importance for international combined transport:

Under (1) Portugal:

To modify the existing line C-E 05 as follows:

C-E 05 (Fuentes de Oñoro–)Vilar Formoso–Pampilhosa – $\frac{\text{Lisboa}}{\text{Aveiro–Porto}}$

To modify the existing line C-E 90 as follows:

C-E 90 $\frac{\text{Lisboa–Entroncamento}}{\text{Sines – Évora}}$ –Caia (–Badajoz)

Countries concerned: Spain (not a Contracting Party of the Agreement).

Under (2) Spain:

To modify the existing line C-E 90 as follows:

C–E 90 (Caia–) Badajoz–Madrid–Barcelona–Portbou (–Cerbère)

AGTC, Annex II, Installations important for international combined transport**A. Terminals of importance for international combined transport**

To add the following terminals:

Entroncamento

Sines

To modify the existing terminals as follows:

Leixões (Porto)

Bobadela (Lisboa)

B. Border crossing points of importance for international combined transport

To add the following border crossing point:

Caia (IP) – Badajoz (ADIF)

To modify the existing border crossing point as follows:

Vilar Formoso (IP) – Fuentes de Oñoro (ADIF)

To exclude the following border crossing point:

Marvão (CP) – Valendia de Alcántara (RENFE)

IV. Proposed by the Republic of Kazakhstan**AGTC, Annex I, Railway lines of importance for international combined transport:****(38) Kazakhstan**

To modify the lines below as follows:

C–E 50 (Aksaraiskaya –) Diny – Nurpeisovoi – Atyraú – Makat – Kandyagash –
Saksaulskaya – Arys I – Alma – Ata – $\frac{\text{Aqtogai}}{\text{Zhetygen - Altynkol (- Khorgos)}}$

C–E 592 $\frac{\text{Aktau-Port}}{\text{(Serhetyaka-) Bolashak - Uzen}}$ – Shetpe – Beyneu– Shalkar– Saksaulskaya –
Zhezkazgan – $\frac{\text{Zharyk}}{\text{Kyzylzhar - Shubarkol - Arkalyk - Yesil}}$

C–E 30 (Kanisay –) Iletsk I – Kandyagash – Nikeltau – Khromtau – Altynsarin –
Tobol – Yesil – Astana

AGTC, Annex II, Installations important for international combined transport**D. Ferry links/ports forming part of the international combined transport network**

To modify as follows:

Aktau – Baku (Kazakhstan - Azerbaijan)

Aktau – Turkmenbashi (Kazakhstan – Turkmenistan)

Aktau – Amirabad (Kazakhstan – Iran (Islamic Republic of))

Aktau – Anzali (Kazakhstan – Iran (Islamic Republic of))

Aktau – Makhachkala (Kazakhstan – Russian Federation)

Kuryk – Baku (Kazakhstan – Azerbaijan).

V. Proposed by Türkiye

References in the Agreement, in annexes I and II to Turkey should state Türkiye.

AGTC, Annex II, Installations important for international combined transport**1. A. Terminals of importance for international combined transport**

Modify the list of terminals as follows:

TÜRKİYE

Balıkesir	Izmir
Bandırma	Kahramanmaraş
Denizli	Kars
Derince	Kocaeli
Erzurum	Konya
Iskenderun	Mersin
Istanbul	Samsun

2. D. Ferry links/ports forming part of the international combined transport network

Exclude the following ferry link/port:

Mersin-Venezia.

Annex II

2024–2025 programme of work

(a) *Monitoring, review and updating of the AGTC Agreement and the Protocol to AGTC*

Activities:	Expected accomplishments:
WP.24 ensures that the AGTC and the Protocol to AGTC are relevant and up to date	The AGTC lines and facilities are kept up to date in GIS
WP.24 promotes accession to the two legal instruments	Amendments proposals are considered and adopted if appropriate
WP.24 monitors the implementation of the two legal instruments	One more accession to the AGTC and one to the Protocol to AGTC are achieved
WP.24 supports the establishment of joint management of the Protocol to AGTC and the European Agreement on Main Inland Waterways of International Importance (AGN)	Monitoring mechanism is used to assess the AGTC implementation, the development of a monitoring mechanism for the Protocol to AGTC has started Work has started on the joint management of the Protocol to AGTC and AGN

(b) *Policies and measures in support of intermodal transport*

Activities:	Expected accomplishments:
WP.24 promotes efficiency of intermodal transport, and addresses identified bottlenecks	Work on document digitalization, and sector automation has progressed
WP.24 serves as a knowledge platform for intermodal transport and exchange of experience	Discussion on targets for market share of intermodal transport in freight transport has been accomplished; if appropriate, discussion on target achievement has started.
WP.24 identifies and promotes new approaches to carrying out intermodal transport operations	Monitoring of the ECMT Consolidated resolution is more effective; more countries report on their work compared to previous round of reporting
WP.24 monitors the enforcement and reviews the ECMT Consolidated Resolution on Combined Transport adopted by ECMT	

(c) *Review and monitoring of emerging issues in freight transport and logistics*

Activities:	Expected accomplishments:
WP.24 identifies emerging freight transport and logistics issues and analyses them	One additional issue identified
WP.24 explores feasibility studies for container transport on inland waterways along the Euro-Asian Transport links	Discussion on feasibility for container transport on inland waterways along the Euro-Asian Transport links has started The handbook for supporting automation in the sector has been developed

(d) *Review and update of the IMO/ILO/ECE Guidelines for Packing of Cargo in Intermodal Transport Units*

Activities:	Expected accomplishments:
WP.24 reviews CTU Code	CTU Code has been (partially) updated