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Fifty-eighth session

Geneva, 30 November – 1 December 2015

Report of the Working Party on Intermodal Transport and Logistics on its fifty-eighth session

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I. Attendance

1. The Working Party on Intermodal Transport and Logistics (WP.24) held its fifty-eighth session on 30 November and 1 December 2015 in Geneva.
2. The session of the Working Party was attended by the following countries: Belgium; Germany; Greece; Italy; Netherlands; Poland; Romania; Russian Federation; Slovakia; Switzerland; Turkey and Ukraine. The following United Nations specialised agency was present: the International Labour Office.
3. The following non-governmental and intergovernmental organizations were represented: Groupement européen du transport combiné (GETC); International Federation of Freight Forwarders Associations (FIATA); International Road Transport Union (IRU); South East Europe Transport Observatory (SEETO); International Union of Combined Road/Rail Transport Companies (UIRR). The Association of International Forwarding and Logistics Service Providers (UTIKAD, Turkey); Innovatrain (Switzerland), National Company Kazakhstan Temir Zholy (JSC) (Kazakhstan); Plaske JSC (Ukraine); Private Enterprise “Firma Gloria” (Ukraine); Ukrainian Railways (Ukraine) and the University of Antwerp (Belgium) also participated.
4. According to the decision taken at its fifty-seventh session (ECE/TRANS/WP.24/135, para. 70), the session was to be chaired by Mr. I. Isik (Turkey) who was not able to attend. As such the session was chaired by the Vice-Chair, Mr. K. Schockaert.

II. Adoption of the agenda (agenda item 1)¹

Documentation: ECE/TRANS/WP.24/136

5. The Working Party adopted, as amended, the provisional agenda prepared by the secretariat (ECE/TRANS/WP.24/136).

III. Workshop: Intermodality leads to sustainability (agenda item 2)

6. Following a successful workshop, the Vice-Chair of the Working Party identified the following conclusions.
7. Introduction: Intermodality leads to sustainability
 - The important role intermodality and WP.24 play in meeting the challenges of the 2030 agenda;
 - It is difficult to differentiate economic, environmental and social sustainability; they need to be looked at together, also combining the three P’s;
 - It is important to have regular follow-up of the concrete contributions for the ECE region.

¹ The documents and presentations of the session are available at www.unece.org/trans/wp24/welcome.html.

8. Panel 1: Intermodality leads to economic sustainability
 - For the road to rail shift for specific cargo and short routes: the existing idea that combined transport is only interesting for distances over 500 km could be questioned. Data from a case study shows that it is not the direct rail cost that is significant, but “other” costs (such as shunting, transshipment, etc.);
 - The rail and road sectors are often seen as “beauty and the beast” in reality often one cannot live without the other. However, it is important to create regulatory coherence and develop concrete ideas to ensure a level playing field.
9. Panel 2: Intermodality leads to environmental sustainability
 - The workshop was reminded of the poor innovative strength and success rate of transport, the message was “fail, but fail quickly” to ensure that subsequent innovations can be successful;
 - Innovations: Reductions in CO₂ emission often occur more by accident than by design;
 - There is no unique recipe for success;
 - Some key identified bottlenecks include: sharing data/e-docs/up-to-date customs legislation;
 - It is important that there is shared responsibility: success should be the result of the collaboration of all actors in the supply chain;
 - National policies should focus on seamless logistics connectivity allowing freedom of modal choice.
10. Panel 3: Intermodality leads to social sustainability
 - Speakers reviewed how governments and industry tackle the issue;
 - At a country level, Turkey provided a theoretical insights on the social cost of transport (including: road congestion, accidents, emissions);
 - At a national policy plan level it is important to identify how to strengthen combined transport: financial, fiscal and administrative incentives;
 - The industry has been active in sustainability issues since 1996;
 - It is important to convert the challenges into business opportunities based on the three Is (Innovation, Infrastructure, Incentives);
 - In practice, more attention needs to be paid to: the CTU code, the modular concept and the Polluter Pays Principle versus the Cheapest Cost Avoidance Principle.

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

A. Status of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and adopted amendment proposals

Documentation: ECE/TRANS/88/Rev.6, C.N.2015.TREATIES-XI.E.2

11. The Working Party noted that, at present, there are 32 Contracting Parties to the AGTC Agreement.² Detailed information on the AGTC Agreement, including the up-to-date and consolidated text of the Agreement (ECE/TRANS/88/Rev.5), a map of the AGTC network, an inventory of standards stipulated in the Agreement as well as all relevant Depository Notifications are available on the UNECE website (www.unece.org/trans/wp24/depnot.html).

12. At the fifty-seventh session it was mentioned that eight amendments to the AGTC Agreement had come into force, the latest on 10 December 2009.

13. Furthermore, at the fifty-seventh session the Working Party requested the secretariat to transmit to the depository of the AGTC agreement the amendment proposals to Annex I of the AGTC Agreement modifying names of cities and border crossing points in Kazakhstan (ECE/TRANS/WP.24/129, paras. 34–35 and annex) adopted in 2011. These amendments were transmitted to the Depository in New York which issued notification on 5 May 2015 (C.N.2015.TREATIES-XI.E.2). In the subsequent six month period, no objections to amendments were received and the Working Party was asked to ratify these changes in order to proceed with the preparation of an updated consolidated text.

14. The Working Party and Administrative Committee of the AGTC took note that the modifications to Annex I of the AGTC for Kazakhstan had been notified to the depository in New York and that no objections had been received during the period. The Working Party ratified the amendments and asked the secretariat to provide an updated version of the AGTC before the end of the biennium incorporating any additional amendments agreed upon at the fifty-eighth session of WP.24 and the notified to the Depository.

B. Amendment proposals (Updating and extension of the AGTC network)

Documentation: ECE/TRANS/WP.24/2009/4, ECE/TRANS/WP.24/2009/1

15. The Working Party recalled that at its fifty-sixth session, it requested the secretariat to again contact all concerned States and Contracting Parties on the amendment proposals affecting Armenia, Georgia and Turkmenistan (ECE/TRANS/WP.24/2009/1) and Denmark, Germany and Sweden (ECE/TRANS/WP.24/2009/4) with the objective of finalizing the required consultation process before adopting the proposed amendments.

² Albania, Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg, Montenegro, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Switzerland, Turkey and Ukraine.

16. The secretariat informed the Working Party that it had sent letters (July 2014) to all concerned States and Contracting Parties asking for their consideration and approval of the proposed amendments for inclusion into the AGTC Agreement.

17. The Working Party and the Administrative Committee of the AGTC agreement took note of the efforts of the secretariat in contacting concerned States and Contracting Parties on the amendment proposals. The Administrative Committee acknowledged the statement by Germany that it had responded to the secretariat's request and confirmed that the amendments covering the German territory were acceptable to them. As no response had been received from the Government of Denmark, the other Contracting Party tied with the German amendment, the Administrative Committee of the AGTC agreement agreed to wait for a response from Denmark with the aim of making a final decision on these amendments at its fifty-ninth session.

18. The Administrative Committee asked the secretariat to provide a list of all the amendments to the AGTC outstanding from those submitted in 2009 in the report of the fifty-eighth session in order to discuss ways to move forward on these amendments at its next session even if no further information is provided. This list is in annex I of this document.

19. A number of delegates asked the secretariat to investigate whether it would be possible to bundle amendment changes together to facilitate the work of member States. The secretariat agreed to look into this.

20. The Working Party was informed by the Government of Poland about its proposal to amend the AGTC as set out in ECE/TRANS/WP.24/2015/11. The Administrative Committee of the AGTC agreed to approve the amendments proposed by the Government of Poland and asked the secretariat to transmit these amendments to the depository in New York.

C. Amendment proposals (Minimum infrastructure and performance standards)

Documentation: ECE/TRANS/WP.24/2014/1–ECE/TRANS/SC.2/2014/1, ECE/TRANS/WP.24/2012/5, ECE/TRANS/WP.24/2010/2, ECE/TRANS/WP.24/2010/3

21. The Working Party recalled that, as indicated in document ECE/TRANS/WP.24/2009/2, several of the 15 countries that had responded to a secretariat survey on the relevance of the minimum infrastructure and performance standards and parameters in Annexes III and IV to the AGTC Agreement, had felt that some may need to be reviewed and updated.

22. It also recalled that, based on secretariat documents (ECE/TRANS/WP.24/2010/2, ECE/TRANS/WP.24/2010/3), in 2010 and 2011 the Working Party had conducted a first review of possible new minimum infrastructure and performance standards and parameters for inclusion into Annexes III and IV to the AGTC Agreement (ECE/TRANS/WP.24/129, paras. 37–41; ECE/TRANS/WP.24/127, paras. 37–42).

23. The Working Party again reviewed the minimum infrastructure standards of the AGC and AGTC Agreements taking account of comments by the European Commission referring to the Technical Specifications for Interoperability (TSI) applicable in the European Union (ECE/TRANS/WP.24/2012/5).

24. The Working Party confirmed its view on the applicability of TSI for the AGTC Agreement (ECE/TRANS/WP.24/129, para. 40, ECE/TRANS/WP.24/131, para. 44) and invited experts to prepare, in cooperation with the secretariat, appropriate amendment

proposals to the AGTC Agreement, in close cooperation with the Working Party on Rail Transport (SC.2).

25. The Working Party was informed by the secretariat that it had prepared, in cooperation with the secretariat of SC.2 and the European Railway Agency (ERA), document ECE/TRANS/WP.24/2014/1 containing amendment proposals on possible new minimum infrastructure and performance standards and parameters for inclusion into Annexes III and IV to the AGTC Agreement.

26. At its fifty-seventh session, the Working Party postponed decision on amendment proposals to the AGTC agreement based on official document ECE/TRANS/WP.24/2014/1–ECE/TRANS/SC.2/2014/1 prepared by the secretariat and the ERA and to await the decision of the Working Party on Rail Transport for the same amendments. At its fifty-eighth session, the Working Party was informed that the Working Party on Rail Transport had approved the amendment proposals.

27. Following discussions on these amendments the Administrative Committee of the AGTC decided to approve the amendment proposals to the AGTC agreement based on official document ECE/TRANS/WP.24/2014/1–ECE/TRANS/SC.2/2014/1 as prepared by the secretariats of SC.2 and WP.24 in collaboration with the ERA and requested the secretariat to prepare the appropriate depository notification together with amendments agreed for Poland to facilitate the work of the member States.

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

Documentation: ECE/TRANS/SC.3/144/Rev.2

28. The Working Party recalled that the objective of the Protocol is to make container and Ro-Ro transport on inland waterways and coastal routes in Europe more efficient and attractive to customers. The Protocol establishes a legal framework that lays down a coordinated plan for the development of intermodal transport services on pan-European inland waterways and coastal routes in line with those in the AGN Agreement, based on specific internationally agreed parameters and standards.

29. The Protocol identifies 14,700 km of E waterways and transshipment terminals that are important for regular and international intermodal transport in Austria, Belgium, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. The Protocol stipulates technical and operational minimum requirements of inland waterways and terminals in ports that are required for competitive container and Ro-Ro transport services.

A. Status of the Protocol

Documentation: ECE/TRANS/122 and Corrs.1–2

30. The Working Party took note of the status of the Protocol as presented by the secretariat. The Working Party recalled that the Protocol had come into force on 29 October 2009 and had been signed by 15 countries. So far, nine countries have ratified the Protocol.³

³ Bulgaria, Czech Republic, Denmark, Hungary, Luxembourg, Netherlands, Romania, Serbia, Switzerland.

The text is in documents ECE/TRANS/122 and Corrs.1–2.⁴ Detailed information on the Protocol, including the text of the Protocol and all relevant Depositary Notifications are available on the website of the Working Party.

31. The Working Party recalled that the Inland Transport Committee (ITC) had encouraged concerned Contracting Parties to the AGTC Agreement to accede to the Protocol as soon as possible. The Working Party further encouraged Contracting Parties to accede to the Protocol as encouraged by ITC.

B. Amendment proposals

Documentation: ECE/TRANS/WP.24/2012/4, ECE/TRANS/WP.24/2010/6, ECE/TRANS/WP.24/2015/7, ECE/TRANS/SC.3/2015/3–ECE/TRANS/WP.24/2015/12

32. The Working Party recalled that, at its fifty-third session, it had considered document ECE/TRANS/WP.24/2010/6 (English only) containing a consolidated list of amendment proposals submitted by Austria, Bulgaria, France, Hungary and Romania, as well as modifications to the Protocol proposed by the secretariat. So far, only one amendment proposal from Austria had been considered and accepted by the Working Party (ECE/TRANS/WP.24/127, para. 50).

33. The secretariat informed the Working Party that it had sent letters (July 2014) to all concerned States and Contracting Parties asking for their consideration and approval of the proposed amendments for inclusion into the Protocol.

34. The Government of Romania responded with a proposed amendment to the Protocol (ECE/TRANS/WP.24/2015/7). Following discussions, the Administrative Committee of the Protocol to the AGTC agreed to approve these amendments and asked the secretariat to transmit these amendments to the depositary in New York.

35. The Working Party took note of the efforts of the secretariat in contacting concerned States and Contracting Parties on the remaining amendment proposals. As no response had been received from the governments on these other amendments, the Administrative Committee of the Protocol AGTC agreement agreed to wait further for a response with the aim of making a final decision on these amendments at its fifty-ninth session.

36. The Administrative Committee asked the secretariat to provide a list of all the amendments to the Protocol of the AGTC outstanding from those submitted in 2009 within the report of the fifty-eighth session in order to discuss ways to move forward on these amendments at its next session even if no further information is provided. This list is set out in annex II of this document.

37. A number of delegates asked the secretariat to investigate whether it would be possible to group amendment changes together to facilitate the work of member States. The secretariat agreed to look into this.

38. Furthermore, following consideration of ECE/TRANS/WP.24/2012/4 at its fifty-sixth session and subsequent discussions at its fifty-seventh session, the secretariats of WP.24 and SC.3 discussed how best to align Annexes I and II of the Protocol with the revised AGN Agreement. The secretariat prepared document ECE/TRANS/SC.3/2015/3–ECE/TRANS/WP.24/2015/12 setting out the differences between the Protocol and the

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 and its Protocol, constitutes the authoritative text of the Agreement.

AGN Agreement which was initially discussed and approved at the Working Party on Standardization of Technical Safety Requirements in Inland Navigation session in June 2015 and then discussed and approved for submission to WP.24 at the Working Party on Inland Water Transport (SC.3) in November 2015.

39. The Administrative Committee of the Protocol to the AGTC took note of the analysis undertaken by the secretariats of SC.3 and WP.24 in relation to the differences between the Protocols of AGTC and AGN and agreed to approve the updating of the Protocol of AGTC to ensure that it remains in line with AGN. Furthermore, it asked the secretariat to transmit these amendments to the depository in New York together with the amendments agreed for Romania to facilitate the work of member States.

40. The Administrative Committee took note of the comments of the Dutch delegation and asked the secretariat to prepare a note on possible amendments to Annex III of the Protocol and to identify any additional terminals that need to be added to the Protocol and to report on it at the fifty-ninth session of WP.24.

VI. Code of Practice for Packing of Cargo Transport Units (CTU Code) (agenda item 5)

41. The Working Party was informed by the secretariat of developments in the endorsement of the CTU Code by relevant bodies of the UNECE, the International Labour Organization (ILO) and the International Maritime Organization (IMO).

42. The Working Party took note that ITC of UNECE had endorsed the CTU Code in February 2014, the Maritime Safety Committee of the IMO had endorsed it in July 2014 and the ILO's Governing Body had endorsed it at its November 2014 session. The Code is currently available electronically on the UNECE website with official versions in English, Spanish, French, Russian, Arabic and Chinese as a result of IMO efforts. The Government of Germany has also translated the CTU Code into German and this translation is also available on the website.

43. The Working Party was informed that the CTU Code is being used increasingly across the industry and will become part of national law in South Africa in 2016.

44. The Working Party was informed of the results of the 2015 Tri-partite sectoral meeting on transport organized by ILO between the 14 and 16 October 2015. In particular the Working Party was informed about the recommendations of direct relevance to the CTU Code as follows: Governments should "encourage and promote the adoption of the provisions of the CTU Code into national legislation in order to support a safer more healthy and productive transport industry across the supply chain" and the office should "collaborate with other UN agencies, international and regional governmental and nongovernmental organizations for the development of tools to promote and disseminate information" on the CTU Code. The Working Party thanked the representative of the ILO for this information.

45. The Working Party took note of the information provided by the secretariat on the different language versions of the CTU Code that are currently available on the UNECE website, asked the secretariat to keep the Working Party informed on any further developments with the CTU Code and encouraged member States to transmit their national language versions to the secretariat for inclusion on the website.

46. The delegation from the Netherlands stated that the current version of the text on the website relating to the informative material of the CTU Code was not appropriate and should be modified as the safety committee of IMO had recently approved the informative material. Following discussions at the session the following text was agreed: "Further

practical guidance and background information related to the CTU Code are available as informative material, which was approved by the IMO Maritime Safety Committee (MSC), at its ninety-fourth session (17–21 November 2014) and issued as an MSC Circular (MSC.1/Circ.1498). This informative material does not constitute part of the CTU Code.”

47. The Working Party took note of the discussion on the wording of the website in relation to the informative material of the CTU Code and asked the secretariat to modify the text accordingly.

VII. Climate change and intermodal transport (agenda item 6)

A. Mitigation

48. The Working Party was informed by the secretariat about the 2015 developments in the For Future Inland Transport Systems (ForFITS) project, a project initially funded by the United Nations Development Account (UNDA) in 2013.

49. Sustainable transport can be assessed in ForFITS by the simulation of Avoid-Shift-Improve policies which also take into account the expected evolution of relevant macroeconomic parameters. The ForFITS tool is available online along with a user manual which covers all necessary information on how to use ForFITS, as well as practical examples to facilitate the self-learning process.⁵

50. The Working Party was informed about the use of ForFITS as part of the assessment, monitoring and planning of sustainable transport policies in the past year. Specifically, information was provided on the UNECE Sustainable Transport Division's use of ForFITS in the Georgia Environmental Performance Review (EPR), the Belarus EPR and the UNECE-wide regional study of future emissions from the transport sector.

51. The Working Party took note of the information from the secretariat on ForFITS and asked the secretariat to update the Working Party on the issue at the fifty-ninth session of WP.24.

B. Adaptation

Documentation: UNECE Publication on Climate Change Impacts and Adaptation for International Transport Networks

52. The secretariat reminded the Working Party about the publication which was launched in December 2013 and was distributed to all experts and participants of the Group of Experts on Climate Change Impacts and Adaptation to International Transport Networks.

53. In addition, the Working Party was informed about the continuation of the work of the Group of Experts and particularly about how the work relates to intermodal transport.

54. The Working Party took note of the information provided by the secretariat on Climate Change Adaptation and asked the secretariat to update the Working Party on the issue at the fifty-ninth session of WP.24.

⁵ Further details on ForFITS are available at www.unece.org/trans/theme_forfits.html.

C. Diesel Engines

Documentation: UNECE Publication “Diesel engine exhausts: Myths and realities”

55. The Working Party was informed by the secretariat about the next steps with the paper “Diesel engine exhausts: Myths and realities” prepared by the secretariat.

56. The objective of this discussion paper is:

(a) To offer a balanced view in the ongoing debate about the harmful effects of diesel engine exhaust emissions on human health and the environment;

(b) To take stock of recent studies on the harmful effects of diesel exhausts to public health;

(c) To provide information about diesel emissions from different economic sectors including inland transport;

(d) To give an overview of the recent policy developments on the reduction of pollutant emissions to address health and environmental concerns; and

(e) To give an overview of any technological developments in diesel engines that reduce or even eliminate the harmful effects to public health.

57. It was noted that within the ECE region progress had been made on improving diesel engines and reducing emissions. The Working Party took note of the information from the secretariat on the diesel engine publication and asked the secretariat to update the Working Party on the issue at the fifty-ninth session of WP.24.

VIII. Intelligent Transport Systems and technological developments in intermodal transport (agenda item 7)

58. The Working Party was informed by the secretariat of the upcoming Inland Transport Committee policy segment on Intelligent Transport Systems (ITS) as well as the results of the ITS World Congress in Bordeaux in October 2015.

59. It was noted that this year there were presentations under this agenda item and the secretariat expressed its hope that at future sessions, member States or relevant stakeholders could present developments in this field in relation to intermodal transport and logistics.

60. The Working Party took note of the information provided by the secretariat on aspects related to ITS, in particular, in relation to the ITS World Congress in Bordeaux and asked the secretariat to update the Working Party on the issue at its next session.

IX. Annual themes on Intermodal Transport (agenda item 8)

A. Follow-up to the 2013 workshop on weights and dimensions of Intermodal Transport Units

Documentation: ECE/TRANS/WP.24/2014/2, Informal document No. 1 (2015), Informal document No. 2 (2015)

61. The Working Party recalled that after the 2013 workshop on weights and dimensions of Intermodal Transport Units (ITU), a follow-up workshop was hosted by the International Union of Railways (UIC) (Paris, 6 and 7 February 2014) and that the Working Party received a summary of this workshop at its fifty-seventh session.

62. During the fifty-eighth session, the Working Party viewed two presentations, one from GETC titled “An Innovation carrying Globalization or a Unified, Greener, Seamless Transport System” and one from a private enterprise “Firma Gloria” titled “Modular Loading Units and Modular Cargo Transport Complexes”. Both were on the issue of weights and dimensions and, in particular, on new dimensions to loading units.

63. The Dutch delegation made reference to the introduction of an IMO agreement aimed at reducing the loss of containers. This agreement requires that the mass of containers shall be determined before they are loaded (see circular 1475 of the Maritime Safety Committee). This global agreement will improve the quality of the data provided by the shipper, in particular, when digital systems are used (e freight, e CMR, e TIR, etc.) and result in a reduction of overloading of vehicles. This digitalisation could also lead an increased possibility of using sustainable intermodal transport and a reduced administrative burden.

64. The Working Party took note of the information provided by the presenters in relation to weights and dimensions and decided to keep this topic on the agenda for future sessions of WP.24, although as a distinctive agenda item given its importance.

B. 2014 Theme: Role of freight forwarders and logistics in intermodal transport chains

Documentation: ECE/TRANS/WP.24/2014/3, ECE/TRANS/WP.24/2015/1, ECE/TRANS/WP.24/125

65. As decided by the Working Party at its fifty-sixth session and in line with its road map on future work and operations (ECE/TRANS/WP.24/131, paras. 35–36; ECE/TRANS/WP.24/125, paras. 18–22 and 40–41), the theme for substantive discussion in 2014 was “Role of freight forwarders and logistics in intermodal transport chains”. The discussions were prepared at a workshop, hosted by the Government of Belgium (Brussels, 12 and 13 June 2014).

66. At its last session, the Working Party decided, based on the outputs of this workshop, that a study should be prepared by the secretariat on the status of freight forwarders in different countries. This study should be based on a questionnaire which will address all relevant issues. A draft questionnaire is available in document ECE/TRANS/WP.24/2015/1. The Working Party reviewed the draft questionnaire and asked the secretariat to make some modifications to Question 1 following a request from the German delegation.

67. The Working Party approved the draft questionnaire as amended and prepared by the secretariat for the freight forwarders study and asked that it be sent to all member States as soon as possible and encouraged all member States to respond to the questionnaire with the aim of finalising a concrete study on the subject based on the information provided in the responses to the survey.

68. The Working Party asked that aspects related to freight forwarders are treated as a distinctive agenda item at forthcoming sessions of WP.24.

69. Following a question from the delegate of GETC on the use of the term “freight forwarder” and subsequent discussion during the session, the Working Party asked the secretariat to look into existing terminology.

C. 2015 Theme: Interoperability leads to sustainability

Documentation: Workshop programme and presentations

70. The conclusions of the workshop are in Agenda item 2. The Working Party thanked the participants of the workshop and asked that the secretariat keep the Working Party updated on the role of Intermodal Transport and the Sustainable Development Goals.

D. Selection of a theme for substantive discussion in 2016

Documentation: ECE/TRANS/WP.24/2015/6

71. The secretariat set out in ECE/TRANS/WP.24/2015/6 a number of potential themes for substantive discussion at the fifty-ninth session of the Working Party. Following suggestions from delegations to cover digitalisation (the Netherlands and IRU), incentives in intermodal transport (Belgium and Turkey) and customs procedures in intermodal transport (Turkey and IRU), a compromise title was agreed by the participants.

72. The Working Party took note of document ECE/TRANS/WP.24/2015/6 and agreed that the annual theme for 2016 should be “Promoting sustainable intermodal transport through innovative solutions”. The discussion at the workshop should seek to cover digitalisation and incentives.

X. Intermodal transport terminals (agenda item 9)

Documentation: ECE/TRANS/WP.24/2014/5, ECE/TRANS/WP.24/2015/2

73. At its previous session, the Working Party considered document ECE/TRANS/WP.24/2014/5 on intermodal transport terminals. The Working Party recalled that it had addressed this topic during its thirty-seventh session (18–19 April 2002) where it had established a Group of Experts to consider measures to increase the efficiency of combined transport terminal operations and during its fifty-fourth session (2–3 November 2011) where “The Role of terminals and logistics centres for intermodal transport” was the theme for substantive discussion.

74. At its fifty-seventh session, the Working Party felt that concrete follow-up activities should be undertaken to support the development of seamless international rail and intermodal transport operations at the pan-European level including the possibly of (a) mapping and categorizing the types of terminals (i.e. simple terminal, gateway terminal, etc.) and the facilities offered by such terminals (Customs facilities, dangerous goods, etc.); (b) identifying opening and operating hours of combined transport terminals which determine largely the level of service available for intermodal transport; (c) updating the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) based on the new information acquired and possibly on the new categorization of the types of terminals.

75. Many delegates at the previous session reported that these data exist to some extent on the internet and could be easily collected. However, the Working Party decided that it should first discuss and agree on the structure of the information needed before addressing the ways that this information should be collected and made available.

76. As a result, the Working Party may recall that at its fifty-seventh session, it had decided that a concrete study should be prepared by the secretariat on mapping and categorizing the types of terminals that exist in the ECE region and on the facilities offered by such terminals. The Working Party requested the secretariat to draft a formal document

for the fifty-eighth session on how such a study should be structured for approval at its next session with UNECE report on hinterland connections could provide background information. The secretariat prepared document ECE/TRANS/WP.24/2015/2 for this purpose.

77. The Working Party thanked the secretariat for the detailed document and discussed it at length, in particular, to ensure that the study did not double the activities of other institutions. The Turkish delegation mentioned that UNESCAP was currently undertaking a dry-ports study and that the ECE study should review this study to ensure that it was complementary to that study while acknowledging that the purpose of the study was different. UIRR described the “Last Mile Study” it was contributing to and being prepared by the European Commission. It was noted that this study also had a different remit and would cover all the same areas as the ECE study. The Dutch delegation mentioned that much of the information that needs to be gathered for this study is available on the internet and that this should be the first step in undertaking this analysis.

78. The Working Party took note of the document ECE/TRANS/WP.24/2015/2 prepared by the secretariat on the structure for an intermodal transport terminals study and asked the secretariat to discuss the dry ports study with UNESCAP, the future evolution of the Last mile study with the European Commission as well as other relevant ongoing studies with their authors in order not to duplicate tasks and best integrate the needs of UNECE member States into the study to be prepared by the secretariat.

79. The Working Party encouraged UNECE member States to provide any website information on intermodal terminals to the secretariat to facilitate the development of the study.

XI. Preparing National Master Plans on freight transport and logistics (agenda item 10)

Documentation: ECE/TRANS/WP.24/2015/5, Informal documents WP.24 Nos. 5 and 6 (2008), ECE/TRANS/WP.24/2008/4

80. This item started with a presentation from the Ukrainian delegation on the role of intermodal transport in Ukraine and their future plans.

81. The Working Party recalled that during its fifty-first session (19–20 March 2009), it had addressed the topic of modern transport chains, national logistics master plans and the role of governments on the design and management of freight and intermodal transport. The secretariat, in cooperation with a virtual expert group on transport chains and logistics (Informal documents WP.24 Nos. 5 and 6 (2008)), had prepared a study on the design and management of freight and intermodal transport and the role of governments (ECE/TRANS/WP.24/2008/4).

82. At its fifty-seventh session, the Working Party agreed that further action was necessary and that a formal document should be developed on guidelines for this subject. The secretariat prepared document ECE/TRANS/WP.24/2015/5 for discussion at the seminar. The document sets out guidelines on how to prepare a national freight transport and logistics master plan and describes the preparation of a tool-box of policy measures and mechanisms that could be utilized for the preparation of national master plans.

83. The secretariat mentioned that a sample of 20 master plans had been used for the development of the guidelines and that given that there had been so much discussion on this during the day encouraged other member States to send their master plans to the secretariat to increase its database. The Working Party thanked the secretariat for the document which was seen by many delegates as being very useful. The Working Party discussed the

document at length. In addition, the Turkish delegation mentioned that they were in the process of developing an updated master plan and that they would ensure that they would pass this document to the consultants preparing the master plan. The German delegation mentioned that they were also in the process of updating their master plan and that they would share it once it was ready. ILO mentioned that it would be keen to provide input and comment on future versions of the document.

84. The Working Party took note of the detailed guidelines document prepared by the secretariat and asked that the secretariat submit an updated version of this document to the ITC for review and comment. The Working Party asked that more detailed guidelines be prepared based on document ECE/TRANS/WP.24/2015/5 prepared by the secretariat with the use of external support and incorporating comments received from member States and relevant intergovernmental institutions.

XII. New developments and best practices in intermodal transport and logistics (agenda item 11)

A. Trends and performance in the intermodal transport and logistics industry

85. On the basis of presentations made by the representatives of SEETO and Plaske, the Working Party had an exchange of views on recent developments and trends in intermodal transport and logistics in UNECE member countries.

86. The Working Party thanked the presenters for the information provided on best practice in intermodal transport and logistics and encouraged stakeholders to provide similar information at the next session of WP.24. The Working Party also asked the secretariat to continue monitoring new developments and best practices in intermodal transport and logistics and report on new trends at its next session.

B. Activities of the European Commission in intermodal transport and logistics

87. The Working Party was informed about the work on the Digital Transport and Logistics Forum of the European Commission by IRU. The secretariat informed the Working Party on Directive (EU) 2015/719 of the European Parliament and of the Council of 29 April 2015 amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic. The Working Party took note of the comments of speakers in relation to activities undertaken by the European Commission on intermodal transport and logistics and asked the secretariat to continue monitoring the activities of European Commission and report to WP.24 at its next session.

C. Pan-European developments in intermodal transport and transport policies

88. The delegation from Italy presented the current state of play in intermodal transport in Italy. Discussion on the contents of the presentation followed with interventions from the Turkish delegation and from GETC.

89. The Working Party took note of information provided by Governments on developments in intermodal transport and logistics and asked the secretariat to continue monitoring pan-European developments in intermodal transport and transport policies and report on aspects relevant to WP.24 at its next session.

D. Intermodal Transport Statistics

90. The Working Party took note of information provided by the secretariat on intermodal transport statistics and asked the secretariat to report on further developments at its next session.

XIII. Activities of the UNECE Inland Transport Committee and its subsidiary bodies (agenda item 12)

Documentation: ECE/TRANS/248

91. The Working Party was informed about current activities in UNECE on intermodal transport and logistics and, particularly the decisions of ITC in February 2015 (ECE/TRANS/248) in relation to the activities of the Working Party.

92. The Working Party was informed about the closed session (for government delegates only) of the Chairs of the subsidiary bodies of ITC that discussed the participation of non-ECE countries that are also Contracting Parties to the UNECE transport conventions and agreements in the Working Parties and other intergovernmental bodies of UNECE. The Working Party was also informed about the publication – Transport for Sustainable Development: The Case of Inland Transport – an updated version of the 2011 study now featuring contributions from the other Regional Commissions of the United Nations as well as from IRU and UIC.

93. The Working Party took note of the information provided by the secretariat on the activities of the Inland Transport Committee.

XIV. Programme of work, biennial evaluation and draft work plan (agenda item 13)

A. Draft programme of work and biennial evaluation for 2016–2017

Documentation: ECE/TRANS/WP.24/2015/8, ECE/TRANS/200, ECE/TRANS/WP.24/2011/9

94. In accordance with the decision of ITC to review its programme of work every two years (ECE/TRANS/200, para. 120), the Working Party was invited to review and adopt its programme of work for 2016–2017 as well as the relevant parameters allowing for its biennial evaluation. The draft programme of work for 2016–2017 and the expected accomplishment are in document ECE/TRANS/WP.24/2015/8. The Working Party discussed the main changes to the document, the performance of the Working Party compared to its targets and the targets for the upcoming biennium.

95. The Working Party approved as amended its draft programme of work and biennial evaluation for 2016-2017.

96. The Working Party was reminded that the terms of reference of the Working Party had been adopted at its session on 3 November 2011, approved by ITC on 1 March 2012

(ECE/TRANS/WP.24/2011/9). The secretariat reminded the Working Party that these terms of reference need to be reviewed every 5 years (i.e. the fifty-ninth session of the Working Party).

97. With this in mind, and in order to allow sufficient time for review for the new terms of reference, the Working Party thanked the secretariat for its presentation on the updating of the terms of reference and asked that a more detailed document be circulated to member States as soon as possible with the aim of updating the terms of reference at the next session of WP.24.

B. Draft work plan for 2016–2020

Documentation: ECE/TRANS/WP.24/2015/9, ECE/TRANS/224, ECE/TRANS/WP.24/2011/9

98. As requested by the ITC Bureau on 20 June 2011, the Working Party should review and approve its traditional 4-year work plan for 2016–2020, in addition to the mandatory programme of work and biennial evaluation for 2016–2017.

99. The secretariat presented document ECE/TRANS/WP.24/2015/9 setting out the draft work plan updating the one adopted by the Working Party on 3 November 2011 (ECE/TRANS/WP.24/129, para. 69) and approved the ITC on 1 March 2012 (ECE/TRANS/224, para. 94). Proposed deletions, modifications and additions have been indicated.

100. Following discussions, the Working Party approved as amended its draft work plan.

XV. National policy measures to promote intermodal transport (agenda item 14)

Documentation: ECE/TRANS/192, ECE/TRANS/WP.24/2015/3, ECE/TRANS/WP.24/2015/4, ECE/TRANS/WP.24/2015/10

101. In accordance with a decision of ITC, the Working Party continues work from the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysis of national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).

102. Comparable information for 16 UNECE member countries is currently available in English, French and Russian (<http://apps.unece.org/NatPolWP24/>).

103. The Working Party decided at its fifty-sixth session to continue ensuring that the information be kept up-to-date and requested that the questionnaire be re-sent to member States in 2015. The questionnaire was sent to member States in April 2015. The updated responses were provided based on an updated completed version of the questionnaire provided by the Government of Austria and circulated to member States as an example.

104. The responses received by the secretariat are in ECE/TRANS/WP.24/2015/3, ECE/TRANS/WP.24/2015/4 and ECE/TRANS/WP.24/2015/10. The member States that responded were: Albania, Austria, Czech Republic, Germany, Romania and Slovenia. The Working Party reviewed and discussed the documents and member States submissions.

105. The secretariat explained that this new information would be complemented by an updated version of the website to make it more user-friendly and useful to member States.

106. Given the extensive discussion at the meeting and reference to this topic with the “Intermodality leads to sustainability” workshop, discussions within other agenda items on intermodal policies and theme for the 2016 session as mentioned in agenda item 8 (d): the Working Party thanked those member States that had responded to the questionnaire on national policy measures and asked those member States that had not yet submitted a completed questionnaire to do so as soon as possible. The Working Party also asked the secretariat to upload the new information on the online database and to update the interface of the website to facilitate access to the information that has been provided by governments.

XVI. Intermodal transport and the TIR Convention (agenda item 15)

107. The secretariat informed the Working Party about the collaboration between the secretariats of WP.24 and the TIR Convention on intermodal transport. The secretary of TIRExB presented the work undertaken to date and explained that a joint note was being prepared by the two secretariats and IRU on how intermodal transport works with the TIR Convention. With this in mind he asked that delegations in WP.24 provide feedback and experiences from intermodal companies and their use of TIR with the aim of identifying bottlenecks.

108. The delegation of the Netherlands noted that this collaboration could be of benefit to the Working Parties in streamlining work and benefiting from the experience of member States in both Working Parties. The delegation of the Netherlands also asked that the TIR document⁶ be uploaded on the WP.24 website.

109. The Working Party took note of the collaboration between the secretariats of WP.24 and the TIR, asked the secretariats to continue collaboration and inform the Working Party on progress at the fifty-ninth session of WP.24.

XVII. Date and venue of next sessions (agenda item 16)

110. The secretariat informed the Working Party that the fifty-ninth session of the Working Party had been scheduled for 31 October–1 November 2016 at the Palais des Nations (Geneva).

XVIII. Summary of decisions (agenda item 17)

111. As agreed on and in line with the decision of ITC (ECE/TRANS/156, para. 6), the secretariat, in cooperation with the Chair and in consultation with participating delegates, prepared this report for transmission to the ITC at its next session (23–25 February 2016).

⁶ www.unece.org/tir/tirexb/tirexb-activities-infdocs-2015.html

Annex I

Outstanding proposed Amendments to the AGTC Agreement

1. The outstanding proposed Amendments to the AGTC Agreement included in document ECE/TRANS/WP.24/2009/1 are:

AGTC Annex I

(35) ARMENIA

Add

C-E 692 (Sadakhlo-) Ayrum-Gyumri-Akhuryan (-Dogu Kapi)

(37) GEORGIA

Add

C-E 99 (Veseloe-) Gantiadi-Poti

C-E 60 Batumi -Tbilisi-Gardabani (-Beyuk)
Poti

C-E 692 (Ayrum-) Sadakhlo -Tbilisi
(Kars-) Akhalkalaki

(39) TURKMENISTAN

Add

C-E 597 (Nukus-) Dashhowuz (-Urganch-) Chardzhev

C-E 60 (Baku-) Turkmenbashi-Ashgabat-Chardzhev (-Alat)

C-E 695 (Termis-) (-Karshi)

C-E 70 (Sarakhs-) Serahs-Tecen

AGTC Annex II

A. Terminals of importance for international combined transport

Before

AUSTRIA

insert

ARMENIA

Karmin Blur

After

FRANCE

insert

GEORGIA

Khashuri

Kutaisi

Poti

Tbilisi

After

TURKEY

insert

TURKMENISTAN

Turkmenbashi

Ashgabat

B. Border crossing points of importance for international combined transport

After

Kars (TCDD)-Akhalkalaki (Georgian Railways)

insert

Ayrum (ARM)-Sadakhlo (GR)

Nukus (UR)-Dashhowuz (TRK)

Dashhowuz (TRK)-Urganch (UR)

Urganch (UR)-Chardzhev (TRK)

2. The outstanding proposed Amendments to the AGTC Agreement included in document ECE/TRANS/WP.24/2009/4 are:

AGTC Annex I

(9) GERMANY

Line C-E 45 *should read*

C-E 45 (Rodby-) Puttgarden) -Hamburg-Hannover-Würzburg-Nürnberg-(Padborg-) Flensburg) Ingolstadt-München (-Kufstein)

Delete line C-E 51

Line C-E 451 *should read*

C-E 451 Rostock-Berlin- Halle -Erfurt-Nürnberg-Passau (-Wels) Leipzig

(13) SWEDEN

Line C-E 45 *should read*

C-E 45 (Kornsjø-) Göteborg-Malmö (-Kobenhavn)

(14) DENMARK

Line C-E 45 *should read*C-E 45 (Malmö-) København-Ringsted- Nykøbing-Rødby
(-Puttgarden) Odense-Fredericia-Padborg (-Flensburg)*Delete* line C-E 530Line C 45/1 *should read*

C 45/1 (Göteborg-) Frederikshavn-Arhus-Fredericia

AGTC Annex II**B. Border crossing points of importance for international combined transport***Replace*

Helsingborg (SJ)-København (DSB)

by

Malmö (SJ)-København (DSB)

Delete

Gedser (DSB)-Rostock (DB)

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

København-Helsingborg (Denmark-Sweden)

Gedser-Rostock (Warnemünde) (Denmark-Germany)

Annex II

Outstanding Proposed Amendments to the Protocol to the AGTC Agreement

1. The outstanding proposed Amendments to the AGTC Agreement included in document ECE/TRANS/WP.24/2010/6 are:

Protocol to the AGTC Annex I

1. (1) FRANCE
Rhone
Delete
[St. Jean de Losne – Mulhouse] (planned) C-E 10
2. *For* (12) YUGOSLAVIA
read (12) SERBIA

Protocol to the AGTC Annex II

1. (13) BULGARIA
After
C-P 80–56 Rouse (Danube, 495.0 km)
insert
C-P 80–53 Lom (Danube, 743.0 km)
C-P 80–56 Svishtov [Rouse] (Danube, 495.0 km)
C-P 80–56 Silistra [Rouse] (Danube, 495.0 km)
2. (10) HUNGARY
Replace
C-P 80–42 Budapest (Danube, 1,640.0 km)
by
C-P 80–42 Győr-Gönyü (Danube, 1,794.0 km)
C-P 80–43 Budapest (Danube, 1,652.1 km)
C 80–44 Budapest (Danube, 1,639.8 km) [containers and cars]
C-P 80–45 Budapest-Nagytötöny (Danube, 1,629.5–1,630.0 km)
C-P 80–46 Baja (Danube, 1,479.1–1,480.0 km)
3. *For* (12) YUGOSLAVIA
read (12) SERBIA