



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

Geneva, 18–20 October 2023

Item 5 (a) of the provisional agenda

Policies and measures in support of intermodal transport:**Measures to promote efficiency of intermodal transport
and bottlenecks in intermodal transport services at the pan-European level****Framework on information and document digitalization****Note by the secretariat and the SGKV from Germany****I. Introduction**

1. The Working Party on Intermodal Transport and Logistics (WP.24), at its sixty-fifth session, requested the secretariat to prepare, in collaboration with Germany, a draft framework on the digitalization of information and documents in relation to intermodal transport. In particular, the digitalization of documents accompanying road or rail consignment notes should be addressed in the framework.

2. To this end, the secretariat has prepared this document in collaboration with the SGKV from Germany. This framework does not seek to change or revamp the existing transport documents, but to consider how to better transmit and utilise the information and particulars contained in these documents by exchanging them digitally (i.e. through digital system(s)) between relevant transport stakeholders and with a view to improving the efficiency of transport and in particular intermodal transport.

3. WP.24 is requested to consider this draft framework and offer comments as deemed appropriate. WP.24 may also wish to consider holding a workshop in 2024 with participation of rail and intermodal carriers and terminal operators to explore further on the subject matter (further information in Informal document (2023) No.2).

II. Proposed Framework

4. To lay the foundation for this framework, the following are considered:

- Who are the relevant stakeholders; and
- What type of information and documents are exchanged.

5. To perform intermodal transport operations, sheer amount of data and information are exchanged between various transport carriers, economic operators, as well as national authorities (such as the customs). Despite the many of form of digitalization, much of the



information are exchanged by the means of physical transport documents today. Some typical transport documents include:

- (a) Consignment note;
- (b) Container list;
- (c) Wagon list;
- (d) Wagon label;
- (e) Subsequent orders;
- (f) Notification of circumstances preventing carriage;
- (g) Notification of circumstances preventing delivery;
- (h) Missing goods report;
- (i) Notification of corrections.

6. Details of the particulars contained in these documents are summarised in Table provided in the Annex. It also shows particulars common across the documents. WP.24 may wish to review the documents and their particulars provided in this table and provide comments. This may include suggesting additional transport documents to be added to this table. Moreover, WP.24 may also provide comments on the horizontal clustering of the particulars across the transport documents and utilizing them as electronic records in the digital system(s).

7. For simplicity, documents such as the phytosanitary certification or dangerous goods declaration have not been considered in this framework.

8. This framework focuses on the contract for carriage of goods using the road-railway-road intermodal transport, with the contract formed between the railway carrier and the consignor. In this case, it is assumed that the pick-up of consignment from the consignor and its transport to the consignee is arranged by the contractual railway carrier, including the transport for the first and last miles by road transport. The flow of information and data is presented in Figure 1.

9. The performance of the transport requires establishment of contract of transport (carriage) between the consignor and the contractual carrier (here contractual railway carrier). These two entities need to exchange data and information on the particulars defined in relevant legislative acts (for international transport mainly stemming from the relevant unimodal international agreement on international contract of carriage). The consignor would also provide the contractual railway carrier with additional documents (electronic records) depending on the consignment required by customs.

10. The contractual railway carrier establishes a wagon label which details the consignment/container to be packed within a wagon, and if more than one wagon is used, the wagon list (or container list if packed in more than one container) would be prepared.

11. The contractual railway carrier then arranges upon conclusion of contracts the road transport for transporting the consignment from the consignor to an intermodal terminal (i.e., the first mile), where the consignment will be loaded onto rail wagon(s). At this stage relevant data and information as per the particulars of the transport contract are provided to the road carrier, and wagon label, wagon/container lists to the terminal operator.

12. The contractual railway carrier also arranges the carriage with the subsequent rail carrier and road carrier for the last mile. Again, data and information as per the particulars of the transport contract will be shared with these carriers upon conclusion of contracts.

13. The contractual railway carrier also shares relevant data and information as per the particulars of the transport contract to the customs authorities.

14. At any time when subsequent changes / order or corrections are made either by consignor or consignee as per regulations in force, (which in traditional, paper-based realm is notified to contractual carrier and inscribed in the transport contract), data and information

reflecting the changes would be exchanged, and these updated data and information will be provided down the transport chain by contractual carrier.

15. Also, at any time when there are circumstance preventing carriage or delivery, or when consignment is lost partly or fully or damaged, the relevant information is to be shared by the contractual carrier to the consignor (and/or the consignee depending on where the right of disposal lies) and further instructions are to be sought from the party in possession of the right of disposal. The instructions obtained are shared down the transport chain.

16. In case where gauge changes are necessary, the contractual carrier shares the information on container and wagon lists with the gauge transshipment terminal. Also, the subsequent railway carrier would prepare a new container list/wagon list and share this information with the transshipment terminal and the destination terminal.

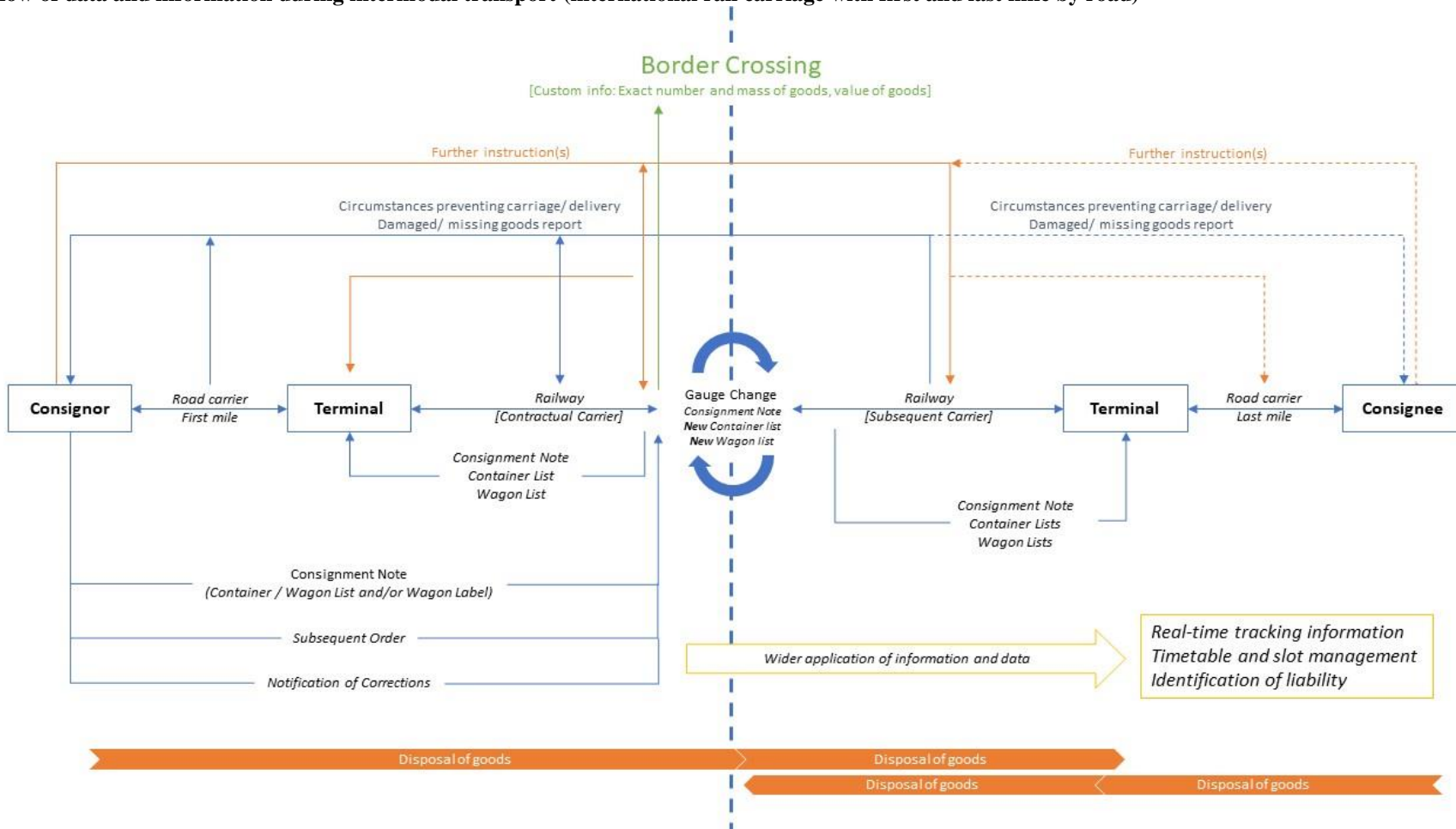
17. After the consignment has reached the destination terminal, the consignment is passed on to a road carrier to reach the consignee (i.e. the last mile). Relevant information of taking over the consignment is notified at each time when the consignment passes from one carrier to the next and finally the information of taking delivery by the consignee is notified with which the transport contract is concluded.

III. Other potential use of digital information and data

18. Digitalization of data and information of the transport documents may also have wider benefits outside the scope of strictly contractual arrangements especially for liability purposes. For instance, timely and targeted availability of the data and information of the particulars of transport documents would allow better planning of carriage and better slots utilisation both by carriers and at cargo terminals as well as reduce dwell time. In this way, carriers and terminal operators could adjust schedules and slots dynamically in response to changes at any time of carriage.

19. Digitalization also plays a crucial role in identifying liability for loss or damage to the consignment. Recording of taking over the consignment and confirming its weight and seals in the digital systems by every carrier/operator down the carriage chain would provide valuable evidence for settling disputes or claims regarding loss or damage. All of the above would further improve the quality and help reduce litigation cost related to transport operations.

Figure
Flow of data and information during intermodal transport (international rail carriage with first and last mile by road)



...Source: UNECE

Annex

Particulars of various transport

Table
Summary of particulars contained in various transport documents

Particulars in transport document	<i>Consignment Note</i>	<i>Wagon Label</i>	<i>Wagon List</i>	<i>Container List</i>	<i>Subsequent Order</i>	<i>Circumstances preventing carriage</i>	<i>Circumstances preventing delivery</i>	<i>Missing Goods Report</i>	<i>Notification of corrections</i>
Consignment Number	✓		✓	✓	✓	✓	✓	✓	✓
Date and place at which the document is made out of	✓							✓	
Name and address of the consignor	✓	✓	✓	✓	✓	✓	✓	✓	✓
Name and address of the contractual carrier	✓				✓	✓	✓	✓	
Name and address of the person in possession of the goods (if not the contractual carrier)	✓								
The place and date of taking over of the goods	✓	✓	✓	✓	✓	✓	✓	✓	
Place designated for delivery	✓	✓	✓	✓	✓	✓	✓	✓	✓

Particulars in transport document	<i>Consignment Note</i>	<i>Wagon Label</i>	<i>Wagon List</i>	<i>Container List</i>	<i>Subsequent Order</i>	<i>Circumstances preventing carriage</i>	<i>Circumstances preventing delivery</i>	<i>Missing Goods Report</i>	<i>Notification of corrections</i>
Name and address of the consignee	✓	✓	✓	✓	✓	✓	✓	✓	✓
Description of the nature of goods and declared value; and	✓		✓ incl' NHM/GNG (Harmonized Commodity Code)	✓ incl' NHM/GNG (Harmonized Commodity Code)				✓	
Method of packing; and	✓							✓	
In case of dangerous goods, their generally recognized description									
No. of packages and their special marks and nos.	✓							✓	
Wagon No.	✓	✓	✓	✓ (on forwarding)	✓	✓	✓	✓	✓
ITU No., its category, and other characteristics necessary for its identification	✓			✓	✓	✓	✓		
Gross mass / quantity of goods expressed in other ways (with breakdown of wagon tare)	✓	✓	✓	✓					

Particulars in transport document	<i>Consignment Note</i>	<i>Wagon Label</i>	<i>Wagon List</i>	<i>Container List</i>	<i>Subsequent Order</i>	<i>Circumstances preventing carriage</i>	<i>Circumstances preventing delivery</i>	<i>Missing Goods Report</i>	<i>Notification of corrections</i>
Detailed list of documents required by customs or other authorities	✓	✓	✓	✓					
Carrier charges and other costs related to the carriage paid by the consignee	✓		✓	✓					
Carrier charges and other costs related to the carriage paid by the consignor									
Agreed time of delivery	✓								
Agreed route to follow	✓	✓ (and route code)	✓	✓					
No. and description of seals	✓		✓	✓					
Additional information on specific requirements relating to the handling of the goods	✓								

Particulars in transport document	<i>Consignment Note</i>	<i>Wagon Label</i>	<i>Wagon List</i>	<i>Container List</i>	<i>Subsequent Order</i>	<i>Circumstances preventing carriage</i>	<i>Circumstances preventing delivery</i>	<i>Missing Goods Report</i>	<i>Notification of corrections</i>
Information and detailed instructions on transshipment	✓								
Damage of goods upon receipt	✓								
Disposal of goods	✓								
Refusal of receipt	✓								
Declaration of special risks	✓								
Declaration of delay in delivery	✓								
Loss of goods	✓							Goods found missing in [location] and remarks	
Declaration against payment of a surcharge	✓								
Special interest in delivery	✓								
Claim for compensation	✓								
Circumstances preventing carriage and delivery	✓					✓	✓		
New delivery instruction due to extraordinary circumstances	✓				✓	✓	✓		

Particulars in transport document	<i>Consignment Note</i>	<i>Wagon Label</i>	<i>Wagon List</i>	<i>Container List</i>	<i>Subsequent Order</i>	<i>Circumstances preventing carriage</i>	<i>Circumstances preventing delivery</i>	<i>Missing Goods Report</i>	<i>Notification of corrections</i>
Goods accompanies by the consignor's attendance	✓								
Opening report due to opening by authorities	✓								
Other details			RID/Appendix 2 SMGS	RID/Appendix 2 SMGS				Notifications filled out by	Details of correction
									Addressee of the notification and the party initiated the notice
