



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### Working Party on Intermodal Transport and Logistics

#### Fifty-fifth session

Geneva, 6–7 November 2012

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

### Corrigendum

**1. Paragraph 31, line 2**

*Replace measuring by developing measurements for accounting*

**2. Paragraph 61, line 5**

The second sentence *should read*

It took note of suggestions made by GETC that a length of 53 ft (16.15 m) and a width of 8.6 ft (2.6 m) would be in line with the dimensions of most road trailers and land containers used in North America and Mexico and could also be an optimal length for European intermodal transport units. Maritime containers with these dimensions are currently used in deep sea traffic between China and North America.

**3. Paragraph 62, line 5**

At the end of the paragraph *insert*

In this context, some country representatives recalled their concerns already expressed at earlier sessions that “mega-trucks” would be detrimental to the development of intermodal transport and could lead to a massive shift from rail to road for long-distance transport, incompatible with sustainable transport policies in several European countries.