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### Inland Transport Committee

### Working Party on Intermodal Transport and Logistics

#### Sixtieth session

Geneva, 23-24 November 2017

## Report of the Working Party on Intermodal Transport and Logistics on its sixtieth session

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## **I. Attendance**

1. The Working Party on Intermodal Transport and Logistics (WP.24) held its sixtieth session from 23 to 24 November 2017 in Geneva. The meeting was chaired by Mr. Massimo Costa (Italy) Vice-Chair of the Group.
2. The session of the Working Party was attended by the following United Nations Economic Commission for Europe (UNECE) member States: Austria, Cyprus, Germany, Greece, Israel, Italy, Kazakhstan, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Switzerland, Turkey and Ukraine. The following United Nations specialized agency was present: the International Labour Office.
3. The following intergovernmental organizations were represented: Eurasian Economic Commission, Intergovernmental Organization for International Carriage by Rail (OTIF) and International Road Transport Union (IRU).
4. The following non-governmental organizations were represented: International Rail Transport Committee (CIT), Coordinating Council on Trans-Siberian Transportation (CCTT), International Federation of Freight Forwarders Associations (FIATA), Groupement européen du transport combiné (GETC) and the International Union of Combined Road/Rail Transport Companies (UIRR).
5. The following attended the meeting at the invitation of the secretariat: PLASKE JSC, Hupac Intermodal SA, UTLC JSC and the Institute for Information Management in Mechanical Engineering— RWTH Aachen University.

## **II. Adoption of the agenda (agenda item 1)<sup>1</sup>**

*Documentation:* ECE/TRANS/WP.24/140

6. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/WP.24/140).

## **III. Workshop — Railways, intermodal transport and the digitalization of transport documents (agenda item 2)**

7. Following a decision from last year's session, the Working Party organized a workshop on Railways contribution to Intermodal Transport and the digitalization (computerization) of transport documents. The Workshop was divided into two panels. The first panel was focused on railways contribution to intermodal transport and attracted eight speakers from different countries and international organizations. The second panel was focused on the computerization of transport documents attracting five speakers. Therefore, even though the annual workshops of the Working Party traditionally are taking part during the first half-day of the session this time due to high willingness of countries to participate and present during the workshop, this lasted almost during the entire first day of the session.

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<sup>1</sup> The documents and presentations of the session are available at [www.unece.org/trans/wp24/welcome.html](http://www.unece.org/trans/wp24/welcome.html).

8. The participants, regarding the contribution of railways to intermodal transport:
- (a) Noted the developments that are taking place in Slovenia in order to enhance the intermodal transport in the country as well as to further promote country's strategic location including the presentation of the Baltic, Adriatic and Mediterranean corridors, the key development projects at the port of Koper and the rail transport infrastructure projects;
  - (b) Were informed about the developments on the West-East and North-South International Transport Corridors as well as the railway infrastructure development of the East Russia;
  - (c) Were informed about the improvement of the Russian Federation legislation in order to enhance the intermodal transport sector in the country as well as on the priority directions for transport development in the Russian Federation;
  - (d) Took note of the strategic framework being implemented in Serbia in order to further develop intermodal transport including: a) the plan for railway, road, water, air and Intermodal Transport Development for 2015-2020; b) the general (master) plan of transport development between 2009 and 2027; c) the law on railways and the Regulation on stimulus measures in order to promote combined transport;
  - (e) Took note of the freight haulage master plan being implemented in Israel which includes among other policies on encouraging the use of rail instead of trucks for freight haulage, on investing in freight rail infrastructure, on improving connectivity between modes of transport as well as on improving regulation through laws, acts, orders, supervision and enforcement in order to improve freight haulage by trucks;
  - (f) Were informed on the development of a container service on the China-Europe corridors, the dynamics of international freight transportation along the trans-Siberian railway in 2011-2016, the trans-Siberian integrated logistics services as well as about the challenges that the trans-Eurasian rail networks faces;
  - (g) Noted the important role that freight villages play in the development and promotion of intermodal transport and considered the term of syncromodality;
  - (h) Observed the key strategic advantages of rail transport especially along Europe and Asia and noted that in order to increase railways competitiveness joint efforts of carriers, forwarders and other rail industry players should be awarded;
  - (i) Noted that currently the most significant issues for Intermodal Transport and Logistics development in Europe are:
    - successful revision of Directive 92/106/EC;
    - successful passage of the Europe on the Move package — revising the rules of road haulage with a view to effectively closing the regulatory disparities that favour road transport;
    - successful amendment of the energy taxation directive 2003/96/EC to implement the polluter pays principle;
    - successful digitalisation initiatives in transport such as the single digital EU freight transport document, development of the web portal for rail-related service facilities, effective implementation of the modernised Customs Code, etc.
9. The participants, regarding the computerization of transport documents:
- (a) Were informed about the challenges that the implementation of the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the Electronic Consignment Note the so-called "eCMR" faces;

(b) Took note of the full computerization of the TIR procedure, the eTIR, which is a public private partnership and has as main principles: a) the management of guarantee data by customs, b) customs to customs data exchange, as well as c) the interoperability with commercial and transport electronic documents;

(c) Were informed about the guideline comparing the legal regimes CMR — COTIF/CIM — SMGS and the general terms and conditions applying to joint-contracting for rail-sea freight traffic (GTC Rail-Sea traffic), published in 2017 and 2015 respectively by CIT;

(d) Noted the information provided for the “Roadmap for Digital Railways” and the electronic consignment note CIM (ECN) including the publication of the CIT Manuals as of 1 January 2017;

(e) Were informed about the Russian Railways automatic control system with main objectives the increase of trains’ speed passing through checkpoints, the streamline and speeding up of customs operations as well as the enhancement of interaction effectiveness between the carrier, customs authorities and foreign trade actors.

10. The proceedings of the workshop, presentations and all workshop material have been uploaded on the UNECE website at [www.unece.org/trans/wp24/wp24-themes/2017.html](http://www.unece.org/trans/wp24/wp24-themes/2017.html). The secretariat informed the Working Party that under modest funding a consultant was hired in order to make a desktop analysis on the theme of the workshop. This desktop analysis including the presentations made by the different speakers will become a publication, a concrete output for the Working Party session.

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

### **A. Status of the Agreement and adopted amendment proposals**

*Documentation:* C.N.86.2016.TREATIES-XI.E.2, ECE/TRANS/88/Rev.6

11. The Working Party noted that, at present, there are 32 Contracting Parties to the AGTC Agreement.<sup>2</sup> Detailed information on the AGTC Agreement, including the up-to-date and consolidated text of the Agreement (ECE/TRANS/88/Rev.6), a map of the AGTC network, an inventory of standards stipulated in the Agreement, as well as all relevant Depositary Notifications are available on the UNECE website ([www.unece.org/trans/wp24/depnot.html](http://www.unece.org/trans/wp24/depnot.html)).

12. The Working Party was informed by the secretariat about the number of contracting parties to AGC and AGTC agreements as well as on the number of ECE member States that are contracting parties neither to AGC nor to AGTC. The Working Party recalled that one of the tasks of the secretariat is to take an action to promote the AGTC agreement. The secretariat informed the Working Party that it will focus its activities on promoting the agreement to ECE member States not contracting parties to the agreement however member States of European Commission.

<sup>2</sup> 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.

13. The Working Party asked the secretariat to provide an updated version of the AGTC as soon as possible including all amendments endorsed until 2016.

## **B. Amendment proposals (updating and extension of the AGTC network)**

*Documentation:* ECE/TRANS/WP.24/2017/1 and Corr.1, ECE/TRANS/WP.24/2017/2 and Corr.1, ECE/TRANS/WP.24/2009/4, ECE/TRANS/WP.24/2016/2, Informal document WP.24 No. 2 (2017)

14. The Working Party recalled that at its last session, the Administrative Committee to the AGTC agreement agreed not to send the outstanding amendments included in ECE/TRANS/WP.24/2009/4 to the depository in New York and to wait for updated amendment proposals from the Government of Germany in relation to this document. The Administrative Committee considered documents ECE/TRANS/WP.24/2017/1 and Corr.1 and Informal document WP.24 No. 2 (2017), which include the updated amendment proposals from the Government of Germany and decided to send these amendments to the depository in New York.

15. In addition, the Working Party recalled that at its last session the Government of Kazakhstan submitted proposed amendments to Annexes I and II of the AGTC. These proposals were included in document ECE/TRANS/WP.24/2016/2. However, given the uncertainty in the different language versions of the amendment proposals submitted by the Government of Kazakhstan, the Administrative Committee of the AGTC asked the secretariat to confirm the correct text of the amendment with Kazakhstan and agreed to discuss these amendments again at the sixtieth session of the Working Party. The Administrative Committee considered documents ECE/TRANS/WP.24/2017/2 and Corr.1, which include the amendment proposals submitted by the Government of Kazakhstan and decided to send these amendments to the depository in New York.

## **C. Amendment proposals (minimum infrastructure and performance standards)**

16. The Administrative Committee recalled that at the fifty-eighth session of the Working Party, it had been informed by the secretariat that the secretariats of Working Party on Rail Transport, WP.24 and the European Railway Agency (ERA) had prepared documents ECE/TRANS/SC.2/2014/1–ECE/TRANS/WP.24/2014/1. These documents contained amendment proposals of possible new minimum infrastructure, performance standards as well as parameters for inclusion into Annexes III and IV of the AGTC Agreement. At its last session, the Administrative Committee took note that the modifications to the minimum infrastructure and performance standards of the AGTC had been notified to the depository in New York, notification had been published on 23 March 2016, and that no objections had been received during the period. The Contracting Parties to the AGTC agreement during the last session of the Working Party asked the secretariat to provide them with the text that will be included in the consolidated version of the AGTC prior to this consolidation. The secretariat provided this information to the Contracting Parties.

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

### A. Status of the Protocol

*Documentation:* ECE/TRANS/122 and Corrs.1-2, ECE/TRANS/SC.3/144/Rev.3

17. 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 European Agreement on Main Inland Waterways of International Importance (AGN), based on specific internationally agreed parameters and standards.

18. 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.<sup>3</sup> The text is in documents ECE/TRANS/122 and Corrs.1-2.<sup>4</sup> 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.

19. 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/SC.3/2015/3-ECE/TRANS/WP.24/2015/12, C.N.100.2016.TREATIES-XI.E.2.a

20. The Administrative Committee recalled that during the November 2015 session of WP.24 and the Working Party on Inland Water Transport (SC.3) the approval of document ECE/TRANS/SC.3/2015/3-ECE/TRANS/WP.24/2015/12 setting out the differences between the Protocol and the AGN took place. The secretariat notified these changes to the Depositary on 23 March 2016 (C.N.100.2016.TREATIES-XI.E.2.a). No objections had been received to these amendment proposals. However, the Administrative Committee during the last session of Working Party in 2016 requested the secretariat to provide the text that will be included in the consolidated version of the Protocol of the AGTC in relation to this item. The secretariat provided this information to the Administrative Committee.

21. In addition, the Administrative Committee of the Protocol to the AGTC during the last session of the Working Party requested the secretariat to complete the work on aligning the ports, terminals and other aspects of the Protocol of the AGTC with the AGN. It also requested the secretariat to present a joint document for initial review at the Working Party

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<sup>3</sup> Bulgaria, Czech Republic, Denmark, Hungary, Luxembourg, Netherlands, Romania, Serbia, Switzerland.

<sup>4</sup> 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.

on the Standardization of Technical Safety Requirements in Inland Navigation, and then for final review at SC.3 and WP.24 in 2017.

22. The Working Party was informed by the secretariat about the current activities of SC.3 and the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) relevant to the AGN. The number of Contracting Parties to AGN had reached 19 after Poland had acceded to the Agreement in 2017. At its sixty-first session held on 4-6 October 2017, SC.3 had adopted the next package of amendments to AGN (ECE/TRANS/SC.3/2017/3). The amendments were based on proposals of member States and the third revised edition of the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) released in 2017 (ECE/TRANS/SC.3/144/Rev.3). They included, in particular: (a) two new E waterway branches: E 40-01, the Dnipro from Nizhnie Zhary to the mouth of the Pripjat (Contracting Parties directly concerned are Belarus and Ukraine), and E 50-01-01, the river Belaya from the mouth to the Agidel canal-oil loading terminal (Contracting Party directly concerned is the Russian Federation), and (b) amendments to Annex II, the list of inland navigation ports of international importance. The adopted amendments had been transmitted to the Secretary-General of the United Nations for the required depositary action.

23. The secretariat mentioned that there had been no proposals on the alignment of the AGTC Protocol with AGN additional to those set out in ECE/TRANS/SC.3/2015/3-ECE/TRANS/WP.24/2015/12. However, newly adopted amendments to AGN may entail amendments to the AGTC Protocol, and this issue could be addressed jointly by both WP.24 and SC.3.

24. The Working Party was further informed about the outcome of the workshop “Inland waterways and ports: Bridges to intermodality” which had been held at the fifty-first session of SC.3/WP.3 on 14 June 2017. The purpose of the workshop was to share best practices, highlight the main challenges and provide recommendations on possible relevant actions for SC.3 to improve the role of inland water transport in intermodal transport chains and creating added value at the pan-European level. The following topics were mentioned for further consideration:

- The need for immediate action to ensure required navigation conditions on main navigable rivers and addressing climate change;
- To continue efforts aimed at ensuring high-quality infrastructure and the development of inland waterways of international importance in accordance with AGN as an essential element of transport supply chains, while paying attention to good intermodal connections;
- Reducing congestion and addressing environmental challenge by increasing modal shift to inland water transport;
- Promoting innovations and the digitalization of the sector;
- Responding to new market requirements;
- Addressing the engagement of the private sector, and other relevant issues.

25. The presentations are available on [www.unece.org/trans/main/sc3/wp3/wp3doc\\_2017.html](http://www.unece.org/trans/main/sc3/wp3/wp3doc_2017.html).

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

26. The Working Party at its last session took note of the work undertaken by the secretariat in relation to training for the CTU Code and asked the secretariat, in collaboration with International Labour Organization and International Maritime Organization, to explore how to collect statistics on CTU handling related incidents with the aim of understanding where the CTU Code should best be deployed. The Working Party also asked the secretariat to post on its website news, where this information was available, on the use of the CTU Code.

27. The Working Party recalled that at its previous session ILO had informed that the ILO Governing Body adopted a mandate in 2011 to work on ways to improve the collection and publication of data on crashes related to improper packing of containers. The UNECE secretariat had approached the ILO's Sectoral Policies Department and attended the Department's Advisory Bodies in January 2017. The Maritime and Transport Unit of the ILO intends to submit a proposal for the budget cycle 2018-2019 and request funds to work on the mandate.

28. The Working Party recognised that the CTU code is mainly being used by the private sector and nobody really reports when and for which reasons the code is used. Therefore, it would be difficult if not impossible for the secretariat or other bodies to collect statistics on CTU handling related incidents or even to disseminate available information on the use of the CTU Code. The secretariat suggested exploring different options in order to better disseminate the CTU code or even to collect some relevant information concerning its use. For instance, a registration form could be introduced before downloading the code in different languages to collect some indicative statistics on the possible use of the code or even the use of a more sophisticated tool could be introduced if there is no need for extra resources.

29. The Working Party welcomed this proposal and requested the secretariat to provide more information on this topic at its next session.

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

30. The Working Party was informed by the secretariat on the work of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes.

31. The Group of Experts focuses its work on:

(a) Identifying and establishing, if possible, inventories of transport networks in the ECE region which are vulnerable to climate change impacts, if possible in a geographic information system (GIS) environment;

(b) Using/developing models, methodologies, tools and good practices to address potential extreme hazards (e.g. high temperatures and floods) to selected inland transport infrastructure in the ECE region under different scenarios of climate change;

(c) Identifying and analysing case studies on the potential economic, social, and environmental consequences of the climate change impacts and provide a cost/benefit analysis of the adaptation options.

32. The Working Party took note of the information provided and requested the secretariat to provide more information on this topic at its next session.

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

*Documentation:* UNECE publication, Intelligent Transport Systems (ITS) for sustainable mobility (2012)

33. The Working Party recalled that the Division has prepared road map for promoting the use of Intelligent Transport Systems (ITS) that contains 20 global actions for 2012-2020 (UNECE publication, ITS for sustainable mobility, 2012). Based on the roadmap the Working Party discussed how modern information and communication technologies could assist in making intermodal transport systems attractive and “seamless” among different modes of transport. The secretariat in order to facilitate these discussions invited Mrs. Alexia SOLVAY, research Group Leader Mobility and Logistics in order to present the project “TelliSys”.

34. “Tellisys” project is about the development of a complete volume optimized intermodal combination, including a product-family of new intermodal loading units, which satisfy current market requirements. This solution enhances the performance of the intermodal logistics chains by meeting the EU’s demand for more energy-efficient, low-emission logistics networks as well as contributes to a more efficient transport by easing the transition between different transport modes.

35. The Working Party took note of the information provided and requested the secretariat to provide more information on this topic at its next session.

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

36. The Working Party had the opportunity to discuss the value that readdressing different workshops themes since 2013 brings on its work and deliberations. The Working Party agreed with the proposal of the secretariat to remove these themes from the agenda. Since for instance not many countries replied to the questionnaire on the role of freight forwarders and logistics in intermodal transport chains, therefore a study could not be accomplished or since there were not concrete further steps agreed on the other workshops organized, the Working Party decided that there is no point to continue addressing them in the agenda.

37. The Working Party had fruitful discussions on the topic that should be addressed during its next year’s workshop. It was agreed that a strategic topic should be chosen that covers the needs and challenges that all regions face to develop intermodal transport and gives the opportunity to illustrate innovative approaches and efficient solutions. Therefore, the Working Party decided that next year’s workshop should focus on “operational challenges of regional intermodal transport and innovative solutions.”

## **X. Intermodal transport terminals (agenda item 9)**

*Documentation:* ECE/TRANS/WP.24/2017/3

38. The Working Party recalled that during its fifty-seventh session 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 available facilities. In addition, during its fifty-eighth session, the secretariat prepared document ECE/TRANS/WP.24/2015/5 that sets out the structure of the proposed study. The Working Party asked the secretariat to review other similar studies before proceeding with the intermodal study. During its last session, the secretariat prepared document ECE/TRANS/WP.24/2016/2 that summarized

the work in other studies. However, during its last session the Working Party agreed that it would be important for a pilot study to be undertaken in a member State to identify whether the information that is required for the study is available in those member States that were not in the scope of the European Commission or of UNESCAP studies. The Government of Turkey volunteered to perform a pilot project in the country looking at terminals on their territory. The Working Party considered document ECE/TRANS/WP24/2017/3 kindly prepared by Turkey and illustrates the results of this pilot project in Turkey.

39. The Working Party agreed with the proposal made by the secretariat that it should not reinvent the wheel while preparing this study and it should use all existing information and work in order to accomplish this task. Furthermore, the Working Party welcomed the cooperation between the secretariat, the UIRR and Europlatforms in order to prepare a common template/questionnaire for collecting all relevant data. This template will be used by the secretariat for countries where information is not available. It was agreed that UIRR and Europlatforms would provide the secretariat all available information from their members in order to finalize this study. Furthermore, the secretariat informed the Working Party on another initiative being undertaken by Working Party on Transport Trends and Economics (WP.5) concerning the development of an International Transport Infrastructure Observatory. This Observatory is being developed on a GIS platform and one of its major objectives is the collection of data on logistics centres and intermodal terminals. The study on intermodal transport terminals could take advantage of this initiative and also be prepared on in GIS.

40. The Working Party took note of the information provided and requested the secretariat to provide more information on the development of the study at its next session.

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

*Documentation:* ECE/TRANS/WP.24/2015/5

41. The Working Party recalled that at its fifty-eighth session asked the secretariat that more detailed guidelines on how to prepare national master plans on freight transport and logistics should be prepared on the basis of document ECE/TRANS/WP.24/2015/5, with external support and incorporating comments received from member States and relevant intergovernmental institutions. At its last session, the Working Party acknowledged the progress of the work on National Master Plans and asked the secretariat to continue assessing options on how best to take this work forward to a full study.

42. The Working Party agreed that the work on guidelines on how to prepare national master plans should be based on the following principles:

- The main idea is to prepare a handbook of good practices on how to prepare national master plans on freight transport and logistics;
- This handbook should take advantage of all the information available including of the national policy measures to promote intermodal transport provided to the secretariat by the ECE member States;
- It is not about comparing or benchmarking countries policies but rather about creating awareness on the value that such master plans can bring to national freight transport and logistics sector and therefore to national economies;
- The handbook should summarize the principles based on which different countries from different regions prepared their national master plans and it should be enriched

with as many as possible case studies/good practices in order to ensure its role as a handbook.

43. The Working Party having agreed on the above-mentioned principles requested the secretariat to start preparing this handbook and if it is possible to present a first draft at its next session.

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

### **A. Trends and performance in the industry**

44. The Working Party was informed by the representative of UIRR on recent trends and developments in the industry and especially on the incident of Rastatt. Rastatt definitely shows the urgent need for effective international coordination of rail freight services by national ministries and infrastructure managers, with the strong support of the European Commission. The lessons learned are:

- (a) The scale of the disruption, both in terms of duration and its impact on international services;
- (b) The absence of robust international crisis management tools;
- (c) The lack of viable, alternative routes, particularly on neighbouring networks, with both national obstacles and language requirements for train drivers preventing the unrestricted use of such routes.

45. The Working Party also took note of the presentation made by the representative of GETC on one global system of transport without barriers, for the industries, the climate, mankind or for human beings, the air, the milk and the blood.

46. The Working Party requested 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 and other United Nations entities**

47. The Working Party was informed by the secretariat about the ongoing activities of the European Commission that affect intermodal transport. The College of Commissioners adopted its proposal to improve Directive 92/106/EC concerning Combined Transport at its meeting on 8 November 2017.

48. The proposed revision will:

- (a) Extend the scope to all Combined Transport operations, domestic and border-crossing, performed involving rail, inland waterways and/or maritime shipping;
- (b) Clarify the definition of Combined Transport and assist enforcement through clear requirements;
- (c) Aid the introduction of productivity enhancing digital technologies by mandating the standardized identification of loading units using the BIC-and ILU-Codes;
- (d) Prescribe a regime to facilitate the construction of missing transshipment terminals and the upgrading of existing ones;

(e) Enable state aid measures to compensate the competitiveness gap caused by regulatory imbalances among the different modes of transport;

(f) Establish a reliable scheme for data collection, reporting and the cooperation of competent Member State authorities.

49. The Working Party took note of the information provided by the secretariat on activities by the European Commission and requested the secretariat and the European Commission to provide more updated information at its next session.

### **C. Pan-European developments in policies**

50. No presentations were made under this agenda item.

### **D. Intermodal transport statistics**

51. A half-day workshop on collecting rail statistics took place in the framework of Working Party on Transport Statistics (WP.6) in June. The challenges of data collection due to rail market liberalization were discussed. The session also covered developments on the revision on the Glossary. In addition, several capacity-building workshops focused on improving data availability, sharing country best practices and UNECE's role in Sustainable Development Goals 3, 9 and 11 took place in Ashgabat (September 2016), Podgorica (October 2017), Astana (October 2017) and Ljubljana (November 2017).

52. The Working Party took note that:

(a) Intermodal statistics are available only from existing legal frameworks for each transport mode;

(b) Non-harmonized weight concept exists (road uses gross weight, rail + inland waterways (IWW) use gross-gross weight, maritime uses estimated gross-gross weight);

(c) Non-harmonized collection of container data exists (road: large containers and other containers; IWW+rail: all containers and swap bodies; maritime only large containers).

53. 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. National policy measures to promote intermodal transport (agenda item 12)**

54. This agenda item was discussed in conjunction with agenda item 10.

## **XIV. Intermodal transport and the TIR Convention (agenda item 13)**

55. The Working Party was informed by the secretariat on the role that TIR convention can play on Intermodal transport. A case study was presented on this topic. In general, whether or not a subcontractor can be assigned by an authorized TIR Carnet holder to perform part of a TIR transport, depends on the national legislation of the country concerned. It is a fact that some Contracting Parties allow, with the consent of their national

guaranteeing association, some authorized TIR Carnet holders to subcontract part or the entire TIR transports to a selected number of pre-screened third-party transport operators, whereas others do not. In any case, the use of a subcontractor does not relieve the TIR Carnet holder from his liability in accordance with Article 11, paragraph 2. The case study can be found at the following link: [www.unece.org/tir/news/161017.html](http://www.unece.org/tir/news/161017.html).

56. The Working Party took note of information provided by the secretariat on the role that TIR convention can play on Intermodal transport and asked the secretariat to report on further developments at its next session.

## **XV. Activities of the UNECE Inland Transport Committee and its subsidiary bodies (agenda item 14)**

*Documentation:* ECE/TRANS/254

57. The secretariat informed the Working Party that the Committee at its seventy-eighth session had recognised the need to adapt to new realities and dynamics in the strategic environment within which the Committee operates. It had decided that the secretariat should draft a strategy paper on the priorities and the main directions in consultation with the Bureau, the Chairs of the subsidiary bodies and the Administrative Committees of transport conventions under the purview of the Committee. The Committee had the opportunity to review the advance version of the Executive Summary of the Strategy Paper (ECE/TRANS/2017/R.1) which included the main findings and recommendations, in order to consider ways to enhance the role and impact of the Committee and its subsidiary bodies vis-à-vis emerging challenges and opportunities globally.

58. Also, the Committee welcomed the discussion on increasing the Committee's role at the meeting of the Chairs of its working bodies on a rapidly changing global environment. Considered ways to increase the influence of the Committee and its working parties in addressing current challenges and opportunities in a global context, in accordance with the resolution of ministers of the seventy-ninth Committee session of 21 February 2017, including by inclusion in the terms of reference of the Working Parties, issues in implementing transport-oriented Sustainable Development Goals. In this regard, the Working Parties should consider preparing contributions to the draft strategy of the ITC that will be considered by the Committee at its session in 2018, and, if necessary, also road maps for the implementation of the Sustainable Development Goals.

59. The Working Party took note of the information provided by the secretariat on the ITC strategy paper and requested the secretariat to provide information of ITC decisions at its next session.

## **XVI. Programme of work and biennial evaluation for 2018-2019 and Work Plan for 2018-2022 (agenda item 15)**

### **A. Draft programme of work and biennial evaluation for 2018-2019**

*Documentation:* ECE/TRANS/WP.24/2017/4

60. The Working Party was informed by the secretariat about its efforts in order to revitalize the Working Party sessions, its work and its agenda. It noted that these efforts were rewarded. During this year's session, there was an eighty per cent increase on the number of countries participated (eighteen this year comparing to an average of ten for the last three years). Also, there was a seventy per cent increase on the number of participants

(fifty-four participants this year comparing to an average of thirty-one for the last three years). Furthermore, there was a ninety-five per cent increase in the number of speakers at the workshop (thirteen speakers this year comparing to an average of six speakers for the last three years). However, the secretariat pointed out that further efforts are needed in order to further increase the number of countries and the total number of participants attending the sessions. Concrete outputs, new agenda items, day-long workshops and a session that should last three days are some of the actions proposed by the secretariat.

61. The Working Party recalled that in the past, the Working Party sessions were two every year, then they became one of two days per year. The Working Party noted the increased number of countries and participants attended the session, welcomed the efforts made by the secretariat in order to revitalize its work and approved the secretariat's proposal to increase the number of days per session from two to three.

62. Furthermore, the Working Party recalled that, at its fifty-eighth session on 30 November and 1 December 2015, it had approved indicators of achievement for measuring its expected accomplishments in 2016 and 2017 (ECE/TRANS/WP.24/137, para. 94). In accordance with the decision of the ITC to review its programme of work every two years, the next review being in 2018, the Working Party reviewed and adopted as amended its programme of work for 2018-2019 as well as the relevant parameters for its biennial evaluation. The draft programme of work for 2018-2019 and the expected accomplishment indicators are contained in document ECE/TRANS/WP.5/2017/4.

## **B. Draft work plan for 2018-2022**

63. The Committee during its seventy-eighth session (23-26 February 2016, Geneva) noted (ECE/TRANS/254, para. 159) that the four-year work plan has proven very useful in the past in providing mandates for the work of the Committee's subsidiary bodies in even years, acting as a "bridge" that covers the months between the end of a programme biennium and the approval by the Committee of the programme of work for the next biennium. However, following changes in the format of the programme of work that took place in 2015, that contribution of the four-year work plan should no longer be performed. In light of this development, the Committee decided to discontinue this document in the future.

## **XVII. Date and venue of next session (agenda item 16)**

64. The Working Party's sixty-first session is tentatively scheduled to take place in Geneva from 28-30 November 2018.

## **XVIII. Summary of decisions (agenda item 17)**

65. The Working Party adopted the list of main decisions of its thirtieth session and requested the secretariat and the Chair to prepare the full and complete report for circulation to the members of the Working Party for comments on items other than those in the list of main decisions.

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