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**Economic Commission for Europe****Inland Transport Committee****Eightieth session**

Geneva, 20-23 February 2018

Item 2 of the provisional agenda

**Intermodality: The key to sustainable transport and mobility****Concept note and draft programme of the policy segment****“Intermodality: The key to sustainable transport and mobility”****Note by the secretariat***Summary*

The Bureau, at its June 2017 meeting, agreed that the policy segment of the first day of the eightieth session of the Committee should be devoted to the topic “Intermodality: The key to sustainable mobility”. This document outlines the main objectives and messages that this year’s policy segment should achieve and/or raise awareness about by addressing this horizontal theme.

**I. Policy context: Intermodality leads to sustainability**

1. Following the adoption in 2015 of the Sustainable Development Goals, the international community has increased attention on the role of sustainable transport and mobility in helping humanity revert to a virtuous path of sustainability and achieving the Sustainable Development Goals. There is a growing global awareness that intermodality is one of the cornerstones of sustainable freight transport and urban mobility.
2. Furthermore, the ministerial resolution “Embracing the new era for sustainable inland transport and mobility” that was signed on 21 February 2017 on the occasion of the seventieth anniversary of the Inland Transport Committee, *urged* “Member States of the United Nations to further improve intermodal transport services and to effectively integrate transport modes in order to achieve the Sustainable Development Goals (SDGs)”.

3. Through the choice of the theme of its policy segment, ITC contributes to the realization of the aspiring goals of the 2030 Agenda for Sustainable Development by seeking to analyse:

(a) Main policies and strategies that lead to sustainable urban mobility and public transport including cycling and walking;

(b) Key factors and measures that promote intermodal transportation of freight including border crossing facilitation, increase of railways competitiveness and enhanced cooperation among the different stakeholders;

(c) The way that intermodality leads to economic, environmental and social sustainability.

## **II. Intermodal freight transport and passenger mobility: Some challenges and opportunities**

4. Meeting the goals and targets of the international community within the 2030 time frame will require the implementation of policies and measures that promote efficient, clean, safe and affordable inland transport. A seamless combination of different modes of transport for passengers and freight makes transport safer, more efficient, and often faster and less costly.

5. For long-haul freight traffic, this entails an optimal combination of road (for the first and last mile of transport) and railways / inland waterways in between. The vision uses railways / inland waterways as the main transport mode with road transport as the distribution facilitator (city logistics - electric distribution vans - cargo trams): and in parallel, free up road capacity and tackle traffic congestion to improve the daily lives in cities that would be cleaner and more environmentally friendly.

6. For passenger mobility, the challenge is to develop sustainable urban mobility and public transport that includes cycling and walking, and integrated services facilitating and encouraging passengers to use them. With six out of ten people expected to live in cities by 2030, it is essential to identify strategies and policies to promote sustainable urban mobility and public transport. A key component in the needed policy mix is moving away from individual motorized transport, with the objective to mitigate pollution, congestion and safety risks. Mobility as a service could be, under certain conditions, the key to achieving this objective.

7. Intelligent transport systems could be another facilitator towards intermodal freight transport and passenger mobility. Connecting infrastructure, vehicles and users optimizes the flow of information, and traffic and mobility management. The technological innovation could enhance connectivity and therefore facilitate intermodal transport operations, by improving their environmental footprint.

8. With these considerations in mind, the high-level policy segment will take a holistic approach towards intermodal freight transport and passenger mobility in achieving the Sustainable Development Goals, especially Goals 3, 8, 9, 11 and 13. Special attention will be given to governance issues; the need for enhancing, for instance, cooperation among the railway undertakings in order to establish long haul integrated services; and the need for cities to adopt and design integrated public transport systems that would ensure accessibility and affordability for all their citizens.

9. The following questions may guide the debate:

(a) For intermodal freight transport:

- In order to increase railways competitiveness what kind of actions / policies / initiatives are required?
  - How can we increase railway undertakings cooperation while designing, operating and promoting international rail services?
  - How can railways serve and promote door-to-door delivery by taking advantage of road and inland waterways efficiencies and productivity?
  - How can the different regional organizations with focus on transport – especially in the Europe and Asia region- enhance their cooperation and ensure intermodal transport development?
  - How can we better monitor and evaluate the implementation of different legal regimes such as Annex 9 of the Harmonization Convention that lead to the increase of railways competitiveness therefore to the efficiency of intermodal transport services?
  - Could the computerization of transport documents further facilitate the development of intermodal transport?
  - Could the preparation of guidelines for preparing national freight transport and logistics master plans, or deciding how and where to construct and operate intermodal terminals / freight villages / logistics centres further enhance governmental efforts to promote freight intermodality?
  - Should we consider city logistics as part of the public transport network (cargo trams), and in parallel, design and construct cargo stations, promote the use of electric distribution vans, etc?
- (b) For intermodal passenger mobility:
- Should we consider - and design as is- cities' public transport networks as integrated part of national transport networks?
  - Is a sustainable public transport and urban mobility network considered the one that offers a mobility solution to citizens after five minutes of walking?
  - Should/could mobility as a service, car and bike sharing be part of public transport design and development?
  - Instead of constructing more parking spaces, should cities spend these budgets on promoting cycling, walking and car sharing?
  - Should sustainable public transport offer or promote a door-to-door ticket (home - car sharing - bus - tram - bike sharing - work)?
  - What role should technology (e-ticketing) and intelligent transport systems play in promoting sustainable urban mobility and public transport?
  - Is it all about cultures or services offering?

### **III. The role of the UNECE Inland Transport Committee in promoting intermodal transport and mobility**

10. The issue of intermodality for both freight and passengers is addressed by several Working Parties from different perspectives:

- The Working Party on Intermodal Transport and Logistics works on the promotion and facilitation of intermodal freight transport by administering the European

Agreement on Important International Combined Transport Lines and Related Installations, and on other relevant topics such as national master plans on freight transport and logistics, intermodal transport terminals, etc.;

- The Working Party on Transport Trends and Economics, being the think tank of the Committee has addressed in the past (workshop, research and publication) the topic of the sustainable urban mobility and public transport and the important role that intermodality plays while designing and implementing such systems;
- Others, such as the Working Party on Road Transport, the Working Party on Rail Transport and the Working Party on Inland Water Transport by promoting the important role of each mode in an intermodal transport chain;
- The more specialised Working Party on the Transport of Dangerous Goods and the Working Party on Customs Questions affecting Transport address intermodality by facilitating intermodal freight transport while addressing dangerous goods and border crossings.

11. The Transport, Health and Environment Pan-European Programme (THE PEP), the tripartite partnership to which the Sustainable Transport Division provides the transport pillar, actively promotes sustainable urban mobility and public transport that includes cycling and walking.

12. Sustainable mobility and transport have been at the core of the work of the Inland Transport Committee that comprehensively covers all modes of inland transport, and that ensures a high level of efficiency, safety and environmental performance of international transport by road, rail, inland waterways and intermodal transport. Intermodality carries the potential to unlock the future of sustainable transport and mobility at international, regional and local/city levels and as such contributes to meeting the expected Sustainable Development Goals. Based on the above, “Intermodality: The key to sustainable transport and mobility” is a very important and timely theme to be addressed with a holistic approach.

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## IV. Draft Programme: Policy segment

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### **“Intermodality: The key to sustainable transport and mobility”**

**20 February 2018**

**11.00 a.m. - 6.00 p.m.**

**Salle XII**

**Palais des Nations, Geneva**

11.00-11.20 *Opening and welcome speeches*

11.20-13.00 *Session I: Intermodality leads to sustainability*

This session will discuss the role of a holistic approach to sustainable transport and mobility across transport modes in achieving the Sustainable Development Goals. Special attention will be given to governance issues, the need for international coordination and harmonization and identifying the distinct advantages of intermodality vis-à-vis single-mode approaches and initiatives. Government delegates will be given the possibility to share their experience and their plans to implement relevant Sustainable Development Goals, especially Goals 8, 9 and 11.

13.00-15.00 *Break*

15.00-16.10 *Session II: Intermodal freight transport*

This session will review innovative solutions aimed at facilitating trade and optimizing inland transport vehicle movements and logistics operations across various modes internationally and at the city level. Government delegates will be given the possibility to share their experiences.

16.10-16.40 *Coffee break*

16.40-17.50 *Session III: Intermodal passenger mobility*

This session will focus on smart solutions across various modes for managing mobility for passengers in increasingly dense urban environments, including public transport and smart individual mobility. Government delegates will be given the possibility to share their experience.

17.50-18.00 *Moderator’s conclusions*

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