


Economic Commission for Europe

Inland Transport Committee

Working Party on Intermodal Transport and Logistics
Sixty-second session

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Report of the Working Party on Intermodal Transport and Logistics on its sixty-second session

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I. Attendance

1. The Working Party on Intermodal Transport and Logistics (WP.24) held its sixty-second session from 30 October to 1 November 2019 in Geneva. The meeting was chaired by Mr. Massimo Costa (Italy).
2. The session of the Working Party was attended by the following Economic Commission for Europe (ECE) member States: Austria, Croatia, Czech Republic, Denmark, Georgia, Germany, Greece, Italy, Lithuania, Poland, Romania, the Russian Federation, Serbia, Switzerland and Turkey. The following non-ECE member States attended the session: the People's Republic of China, India and Mongolia. The following United Nations Regional Commission was present: United Nations Economic and Social Commission for Asia and the Pacific (ESCAP). The following United Nations specialized agency was present: International Labour Office (ILO).
3. The European Union (EU) was represented.
4. The following intergovernmental organization was represented: Eurasian Economic Commission.
5. The following non-governmental organizations were represented: International Road Transport Union (IRU) European Railway ISAC, the International Cargo Handling Coordination Association (ICHCA) International and the International Union of Combined Road/Rail Transport Companies (UIRR).
6. The representatives from the private sector were from Freight Village RU and Hupac Intermodal SA.

II. Adoption of the Agenda (agenda item 1)

7. The Working Party on Intermodal Transport and Logistics (WP.24) adopted the agenda for its sixty-second session as contained in ECE/TRANS/WP.24/144.

III. Forum on Sustainable Transport Connectivity between Europe and Asia in the framework of the ECE Working Party on Intermodal Transport and Logistics (agenda item 2)

8. The ECE and ESCAP secretariats organized the Forum on Sustainable Transport Connectivity between Europe and Asia in the framework of the WP.24. The Forum was held at the request of the Bureau of the Inland Transport Committee (ITC) further to the ITC decision of eighty-first session (Geneva, 19-22 February 2019) requesting the ECE secretariat to seek cooperation from ESCAP to explore together with the ITC Bureau possibilities to co-organize consultations in Geneva in the most cost-effective manner between ECE and ESCAP member States and open to all ECE and ESCAP member States on sustainable transport connectivity and ask the secretariat, in cooperation with the ITC Bureau, to present the results to the 82nd session of the ITC and formulate proposals for future cooperation.
9. The Forum resulted in the exchange of information on efforts undertaken to strengthen interregional sustainable transport connectivity in the context of intermodal transport and logistics, including infrastructure connectivity, operational connectivity, as well as safety, security and environmental concerns of integrated intermodal transport and logistics.
10. The participating ECE and ESCAP member States were able to exchange information on the efforts undertaken to create conditions for improving intermodal transport and logistics in international inland transport supporting the Euro-Asian connectivity. Country exchanges were opened with information on the variety of legal instruments established under the auspices of the United Nations to support sustainable transport connectivity, in particular on infrastructure agreements, transport facilitation conventions and conventions addressing transport safety and environmental and health concerns.

11. The exchanges showed that:

- United Nations transport legal instruments offer the necessary basis for countries to improve sustainable transport connectivity; this requires accession to and implementation of these instruments;
- When it comes to GHG emissions and other pollution transport is part of the problem and must therefore be part of the solution. A number of cooperation in the area of decarbonization and other sustainable transport policies exists within the framework of United Nations but also within bilateral and region-to-region cooperation and their usage should be encouraged;
- Various infrastructure projects crucial to improving Euro-Asian freight transport were in development, among them: improvement to various railway lines, expansion and construction of intermodal terminals and port facilities, as well as ferry connections across Black and Caspian Seas;
- Infrastructure bottlenecks exists among others in the context of infrastructure failure due to extraordinary conditions and need to be addressed by infrastructure adaptation to changing conditions and/or construction of alternative paths;
- Digitalization of transport documents, innovation in railways and increasing railway competitiveness vis-à-vis other transport modes remain top challenges;
- Digitalization of certificates for phytosanitary and veterinary inspection is considered important, while there is an existing cooperation within the framework of trade facilitation under UN/CEFACT that could be further explored;
- Unified Railway Law can be instrumental in improving rail competitiveness, laws such as on contract for carriage of goods by rail between Europe and Asia or seamless crossing of borders by rolling stock were referred to;
- Incentive schemes to promote intermodal transport and/or support measures for combined transport are also seen instrumental to improving rail competitiveness vis-à-vis road transport;
- Transport security is important to sustainable transport connectivity; international cooperation is required to enhancing transport security and cybersecurity; European Rail Information Sharing and Analysis Center (ER-ISAC) which offers an inclusive cybersecurity platform for coordinated preventative action by rail infrastructure managers and railway undertakings in Europe is an example of such cooperation.

12. The undergoing reform of the United Nations and the work undertaken on the operationalization of Euro-Asian transport corridors and other corridors by the ECE Working Party on Transport Trends and Economics (WP.5), in accordance with its mandate, can be key factors in considering future steps. In this regard, the secretariat was requested to share the information from the Forum with the next session of WP.5, the Working Party on Road Transport (SC.1) and the Working Party on Rail Transport (SC.2) and to forward through the ITC Bureau the results of the Forum and abovementioned proposals made at the Forum to eighty-second session of the ITC and to consider further actions in accordance with the ITC decision of its eighty-first session (Geneva, 19-22 February 2019).

13. The background information on the Forum was contained in Informal document No.1. while the detailed programme was issued in Informal document No.5. All the presentations have been uploaded on the ECE website at: www.unece.org/trans/wp24/wp24-pres-docs/2019.html.

Documentation

Informal document No.1 and Informal document No.5

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

(a) Status of the Agreement and adopted amendment proposals

14. The secretariat informed WP.24 of no change to the status of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement) which had 32 Contracting Parties at the time of the sixty-second session¹. Detailed information on the AGTC Agreement is available at www.unece.org/trans/wp24/welcome.html.

15. The secretariat presented WP.24 the Informal document No.3, which contains the new consolidated version of the AGTC Agreement - the draft of ECE/TRANS/88/Rev.7. The consolidation was issued as informal document due to the fact that in preparing the new consolidated text based on the amendments, which entered into force, the secretariat identified a number of issues and/or inconsistencies, which in view of the secretariat require clarification and or rectification through necessary amendments. The secretariat explained these issues.

16. WP.24 thanked the secretariat for the work done in preparing the draft consolidated text and for identifying issues for further consideration. It agreed that the identified issues and possible inconsistencies have to be clarified on a one-by-one basis with countries concerned. To this end, it requested the secretariat to establish communication with the countries concerned – Contracting Parties to the AGTC Agreement – and to clarify the issues and inconsistencies. When necessary, countries - Contracting Parties to the AGTC Agreement - should submit proposals for amendments to the sixty-third session in 2020.

Documentation

Informal document No.3

(b) Amendment proposals (updating and extending the network)

17. The Russian Federation presented its proposal for amendments to the AGTC Agreement as contained in ECE/TRANS/WP.24/2019/1 and ECE/TRANS/WP.24/2019/3. These amendments propose the inclusion in the AGTC Agreement of: (i) important railway lines for intermodal transport; (ii) new important terminals; (iii) new border crossing points; and (iv) a new ferry link.

18. The Russian Federation further clarified the numbering of the two new lines listed in ECE/TRANS/WP.24/2019/1 to be numbered respectively as C 20/4 and C 20/5 and be included in the list after the line numbered C 20/3.

19. In accordance with Article 15 of the AGTC Agreement, WP.24 considered these amendment proposals and adopted them unanimously and asked that they be forwarded to the Office of Legal Affairs in New York. The adopted amendments are provided in annex I to this report.

Documentation

ECE/TRANS/WP.24/2019/1, ECE/TRANS/WP.24/2019/3

¹ 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.

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

(a) Status of the Protocol

20. The secretariat informed WP.24 of no change to the status of the Protocol on Combined Transport on Inland Waterways to the AGTC Agreement (AGTC Protocol), which had 9² Contracting Parties at the time of the sixty-second session. Detailed information on the AGTC Protocol is available at www.unece.org/trans/wp24/welcome.html.

(b) Amendment proposals

21. WP.24 agreed at its previous session to consider differences between the European Agreement on Main Inland Waterways of International Importance (AGN Agreement) and the AGTC Protocol regarding European inland waterways and ports included in both instruments. To this end, the secretariat presented ECE/TRANS/WP.24/2019/2 which:

(i) reiterates differences between AGN Agreement and AGTC Protocol presented in ECE/TRANS/SC.3/2015/3-ECE/TRANS/WP.24/2015/12 and offers clarification on the interpretation of the amendments which resulted from the adoption of ECE/TRANS/SC.3/2015/3- ECE/TRANS/WP.24/2015/12 and its official acceptance as issued through depository notification C.N.713.2016.TREATIES-XI.E.2.a (section II of ECE/TRANS/WP.24/2019/2), and

(ii) establishes additional differences between both instruments due to amendments accepted to AGN Agreement and presented in ECE/TRANS/SC.3/2017/3 (section III of ECE/TRANS/WP.24/2019/2).

22. WP.24 considered the interpretation of the accepted amendment proposal and agreed with it. The agreed interpretation is provided in annex II to this report and is to be inserted into the next consolidation of the AGTC Protocol.

23. WP.24 took then note of the additional differences. It invited Contracting Parties to the AGTC Protocol to consider submission of an official amendment proposal to aligning the text of the AGTC Protocol to the AGN Agreement to the sixty-third session in 2020.

Documentation

ECE/TRANS/WP.24/2019/2

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

24. The secretariat reported on the implementation of a registration form for downloading the CTU Code from the ECE website in March 2019. Since then some 900 users registered to download the CTU Code.

25. The secretariat informed about its initial examination for funding needed to develop a CTU Code mobile application. A simple application could be developed for a budget of between US Dollars 10,000 to 15,000. At the same time, the budget could increase significantly if complex cargo recognition functions were chosen.

26. The secretariat also informed that while the software development for the application can be considered as a rather uncomplicated undertaking, the preparation of the text of the CTU Code for its usage in the application would require some thinking.

27. ICHCA International presented data and examples of incidents/accidents resulting from inappropriate loading of cargo in CTUs. Many of these events could be prevented – and many lives saved – if loading of CTUs was done in accordance with the CTU Code. ICHCA International puts much effort in promoting the CTU Code among industry. ICHCA

² Bulgaria, Czech Republic, Denmark, Hungary, Luxembourg, Netherlands, Romania, Serbia and Switzerland.

International called upon WP.24 to promote the CTU Code too and to facilitate access to it by developing the mobile application. ICHCA further advised that its industry grouping had started work on some important related outcomes including base material to support a possible mobile application.

28. The secretariat reminded WP.24 that proposed ECE Group of Experts on CTU Code, whose terms of reference were adopted by WP.24 at the sixty-first session, has among its tasks the development of the application. The secretariat informed WP.24 that the administrative process to officially establish the Group was ongoing. The secretariat reminded WP.24 that the establishment of the Group requires acceptance of intergovernmental bodies of ECE, ILO and International Maritime Organisation (IMO). While ECE and IMO agreed to the establishment of the Group of Experts respectively by the Inland Transport Committee and the Maritime Safety Committee at their meetings in February and June 2019, the consideration and decision of ILO Sectoral Advisory Bodies was still pending.

29. ILO explained that its respective bodies would next meet in 2021, possibly in January, and would be informed of the development with regards to the establishment of the Group of Experts. ILO further requested information on the availability of the budget needed for the development of the technical inputs to be considered by the Group including a consultant as a resource person. ILO informed that unavailability of funding for the work may result in lack of support by the ILO Sectoral Advisory Bodies to the establishment of the Group of Experts. ILO further informed that internal informal consultations suggested that no revision of the CTU Code was necessary.

30. The secretariat explained the planned *modus operandi* for the work by the proposed Group of Experts, if established, and to be hosted by ECE – experts from members States and industry participating in the work on voluntary basis at the expenses of their organisations; no planned hiring of a consultant, and secretariat services, including meeting rooms, interpretation and document translation to be provided by ECE for the work of the Group of Experts. The technical inputs would all be coordinated by ECE, in accordance with its usual working practices.

31. WP.24 took note of the communication sent by the ILO to ECE secretariat on April 2019 in response to the letter from ECE from March 2019 reaffirming that the ILO currently does not have the mandate to approve the terms of references of the ECE-proposed Group of Experts in accordance with its administrative procedures and of its suggestion to address the CTU Code possible deficiencies through changes to the informative material related to the CTU Code.

32. WP.24 also took note of the communication between ECE and IMO of March 2019. Further to that communication, Maritime Safety Committee considered at its June 2019 meeting and endorsed the terms of reference for the Group of Experts and authorized the IMO secretariat to participate in the work of the Group (as already stated in para 28).

33. WP.24 took note of the information provided. It clarified its position that the work of the Group of Experts, if established, should focus on necessary updates of the CTU Code rather than its entire revision as well as on the preparation of the text of the CTU Code for use in the mobile application.

34. WP.24 requested a start of pre-work to assess which areas need to be prioritised in the updates and start thinking of text usage in the mobile application in an informal manner with two meetings to be held in 2020, while waiting for the completion of the formal ILO and ECE administrative processes necessary for the starting of the Group of Experts as mentioned above. This pre-work should not pre-empt or restrict in any way the work or the terms of reference should the Group of Experts be established.

35. WP.24 took note that the attendance as the observer of the ILO secretariat into the informal pre-work does not constitute during that time a mandate nor tripartite participation of the agency.

36. The Russian Federation informed WP.24 that it would present materials for consideration by the Group of Experts and that it stands ready to join the informal group. At the same time the Russian Federation appealed to the secretariat to endeavour to provide

translation and interpretation into all ECE official languages for the work of the informal group.

37. The secretariat informed WP.24 that it would endeavour to arrange a meeting room in Geneva to hold the informal meetings and identify potential resources for the translation of documents, however, current resource restrictions and renovation works may not allow for this. It thus asked for member States to consider hosting the meetings and providing relevant services.

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

38. The secretariat informed WP.24 about the outcomes of work of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes (Group of Experts). The secretariat presented the methodology chosen by the Group of Experts to identify areas of higher potential risk from climate change to transport infrastructure. It presented maps illustrating the higher risk areas overlain with road and rail networks. A special focus was given to the lessons learned and recommendations of the report.

39. In its recommendations, the Group of Experts invited ECE working parties administering the infrastructure agreements, among them WP.24, that networks and nodes of the agreements would be geo-coded in Geographical Information System (GIS). Countries were invited to provide the geo-coded information. Countries were also invited to participate in the censuses carried out under the Working Party on Transport Statistics so that traffic flows would be known and geo-coded. The Group of Experts also made suggestions on specific further work to enlarge the knowledge on climate change transport impact analysis and identification of suitable adaptation measures for transport assets and operations.

40. WP.24 took note of the work of the Group of Experts and the recommendation to provide networks of the infrastructure agreements in GIS. It requested the secretariat to address ECE member States, and in particular Contracting Parties to the AGTC Agreement and request GIS data (shapefiles), where available, on the AGTC lines and related installations. The secretariat was requested to report on progress in receiving such data at the next meeting.

VIII. Intermodal issues along Euro-Asian Transport Links (agenda item 7)

41. The Forum on Sustainable Transport Connectivity between Europe and Asia in the framework of the ECE Working Party on Intermodal Transport and Logistics (agenda item 2) discussed the intermodal transport and logistics along Euro-Asian Transport Links.

42. In addition, the secretariat informed WP.24 that its sister Working Party on Transport Trends and Economics (WP.5), who was mandated to continue its work on the operationalization of Euro-Asian Transport Corridors, wishes to consult WP.24 on ideas on how the corridor operationalisation could be further developed following the completion of the EATL phase III project. In case of WP.24, relevant ideas in support of intermodal transport and logistics along the Euro-Asian Transport Corridors could be provided.

43. WP.24 took note of the request. It requested secretariat to collect such ideas in writing after the meeting from WP.24 focal points.

44. The Secretariat further provided information on the ongoing implementation of a United Nations Development Account's project on developing a set of Sustainable Inland Transport Connectivity Indicators (SITCIN).

45. The project comprises: (i) developing initial set of Sustainable Inland Transport Connectivity Indicators, (ii) conducting fact-finding missions to review national transport and logistics situation, resulting in five 'national connectivity reports', (iii) holding national policy dialogue meetings to validate the reports, (iv) organising tailor-made national capacity building programmes and (v) concluding inter-regional forum.

46. SITCIN were designed to cover the three pillars of sustainable development. They are to measure connectivity for road and rail transport, inland waterways as well as intermodal transport.

47. WP.24 took note of the project and requested update on the implementation of the project at the next session.

IX. Review of National Transport and Logistics Systems (agenda item 8)

48. The secretariat had received funds in the last years from the Russian Federation in order to prepare studies that evaluate the existing transport and logistics systems of different countries. The secretariat updated WP.24 on the status of studies undertaken in Kazakhstan and Kyrgyzstan.

X. Intelligent transport systems and technological developments in intermodal transport (agenda item 9)

49. In line with the ECE road map for promoting the use of Intelligent Transport Systems (ITS) that contains 20 global actions for 2012-2020 (ECE publication “ITS for sustainable mobility”, 2012), WP.24 should be informed about, discuss and provide a platform for exchange of information and best practice on how modern information and communication technologies can assist in making intermodal transport systems attractive and “seamless” among different modes of transport.

50. In this context, the secretary of the Working Party on Automated/autonomous and Connected Vehicles (GRVA), and a focal point of the ECE Sustainable Transport Divisions on Intelligent Transport Systems/Automated Vehicles, presented the ITC activities and of its working parties related to ITS. In particular, he highlighted some key developments concerning vehicle automation, such as the adoption by the Global Forum for Road Traffic Safety (WP.1) of a Resolution on the deployment of highly and fully automated vehicles in road traffic and the adoption by the World Forum for the Harmonization of Vehicle Regulations (WP.29) of the Framework document on automated/autonomous vehicles, which is of relevance also to heavy duty vehicles.

51. He further informed about the activities related to Data Storage Systems for Automated Driving aimed at serving the purpose of registering the status of the vehicle and interactions with the driver, research, in use vehicle monitoring, legal responsibilities and liability issues as well as highlighted their relevance to the freight industry and intermodal transport.

52. The ITS Roadmap was defined until 2020 and ITC and its working parties may wish to update it, in particular to support more effectively the ITC Strategy until 2030.

53. The Russian Federation informed WP.24 about the INTERTRAN project within which framework a unified information technology is developed for electronic exchange of documents between the railway and ports. The project is implemented in cooperation with state regulatory authorities. The Russian Federation requested WP.24 to give more attention to the issue of digitalization of transport documents.

54. The European Commission recommended, should more attention be given to the issue of transport document digitalization, that synergies are further developed in collaboration with the ECE Trade Division, e.g. the UN/CEFACT Programme.

55. WP.24 requested the secretariat to explore the synergies and to report back at the next session.

Documentation

ECE publication “Intelligent Transport Systems (ITS) for sustainable mobility” (2012)

XI. Annual themes on Intermodal Transport and Logistics (agenda item 10)

56. WP.24 had agreed at its previous session to hold its one-day workshop during the sixty-second session on “Intermodal transport and logistics’ role in making cities and human settlements inclusive, safe, resilient and sustainable.” At the request of the ITC Bureau and decision to replace the agreed workshop with the Forum on Sustainable Transport Connectivity between Europe and Asia in the framework of the ECE Working Party on Intermodal Transport and Logistics during the current session (agenda item 2), the workshop needed to be postponed to the sixty-third session in 2020. WP.24 reiterated its decision to hold above-mentioned workshop in 2020 and requested the secretariat to organise it.

XII. Intermodal transport terminals (agenda item 11)

57. International Union of Combined Road/Rail Transport Companies (UIRR) presented Rail Facility Portal (<https://railfacilitiesportal.eu/>) developed in the project initiated by the European Commission to map and categorize types of terminals and other available facilities for European Union countries. The Rail Facilities Portal provides quick access to information on all kinds of rail facilities, in particular rail freight facilities, e.g. for the planning of rail services.

58. WP.24 took note of the presentation. It requested the secretariat to disseminate among non-EU ECE member States the questionnaire for Intermodal Transport Terminals and Freight Villages, as reviewed at the sixty-first session, and to collect data from these countries similar to the information available in the Rail Facility Portal. The secretariat was further requested to work with UIRR on exploring possibilities for providing access to information on terminals for the entire ECE region in a way which would be welcome by all countries.

59. The secretariat reported on the work of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs, who among other tasks, should develop a questionnaire for collection of data on construction costs for intermodal terminals and collect and analyse these data.

60. The Group of Experts would appreciate assistance of WP.24 in finalization of the mentioned questionnaire and the collection of data.

61. WP.24 took note of this request. It invited the secretariat to circulate the draft questionnaire for comments to WP.24 focal points.

XIII. Preparing National Master Plans on freight transport and logistics (agenda item 12)

62. At its previous session, WP.24 approved the structure suggested for the draft handbook for preparing national master plans on freight transport and logistics and requested the secretariat to develop the first draft of the handbook. To this end, the secretariat presented Informal document No 2, which contains an advanced version of the draft handbook.

63. ILO welcomed the draft handbook, in particular its section I.1.3 on working conditions in the sector of freight transport and logistics. ILO expressed its readiness to contribute to this section of the handbook working in collaboration with the secretariat.

64. WP.24 appreciated the progress made in preparation of the handbook. It called upon WP.24 focal points to send specific comments in writing to the secretariat after the session. The focal points were also requested to send specific case studies to the secretariat which could populate the chapter 5 of the handbook and their proposals for specific actions for chapter 4.

Documentation

Informal document No. 2

XIV. New developments and best practices in intermodal transport and logistics (agenda item 13)

(a) Trends and performance in the industry

65. There was no briefing under this agenda item.

(b) Activities of the European Commission and other United Nations entities

66. The European Commission reported on the work to develop a Regulation obliging national authorities to accept freight information presented by operators in electronic format under certain respected conditions. The draft Regulation was under review by the EU co-legislators. It was expected to be finalised before the end of 2019. The Regulation should start applying however only as of 2025 or 2026, depending on the final decision by the legislators.

67. All freight transport legislation in road, rail, inland waterways and aviation is to be concerned by that Regulation. To ensure interoperability and facilitate information exchange, including in the context of multimodal transport operations, the Regulation provides for the establishment of a common data set.

68. Such common data was to be developed on the basis of a common multimodal data model, taking into account not only internationally agreed standards for eCMR data specifications, but also those developed for the other transport modes, as well as for dangerous goods, as developed by another working group under the umbrella of UN/CEFACT.

69. The multimodal data model was planned to be developed in close consultation with its main expert group in the area - the Digital Transport and Logistics Forum - whose experts are also actively involved in the UN/CEFACT digitalisation working groups and project groups, including on the eCMR and dangerous goods telematics.

70. Either directly or through these experts, the European Commission would continue to follow up related developments under the UN/CEFACT framework and the informal group on eCMR, as proposed during the October 2019 session of SC.2.

71. WP.24 took note of the information. It requested an update on this work at the next session.

(c) Pan-European developments in policies

72. There was no briefing under this agenda item.

(d) Intermodal transport statistics

73. The secretary of the Working Party on Transport Statistics gave an update on their work, including the newly published Glossary for Transport Statistics 5th edition with a dedicated chapter on terminology for intermodal transport, monitoring of the transport-related Sustainable Development Goals and challenges with monitoring the indicator 9.1.2, and using the E-Road and E-Rail censuses for applications such as intermodal split and modal shift analysis. In addition, he also mentioned relevant ECE publications on inland transport and the consideration of a new future collection of intermodal statistics by ECE, e.g. tracking containerization, based on the data of containers.

74. WP.24 thanked for the information provided. WP.24 noted that collection of statistics for intermodal transport is a challenge. It suggested that focus is given to general indicators.

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

75. In accordance with a decision of ITC, WP.24 continues work from the former European Conference of Ministers of Transport (ECMT) in: (a) monitoring and analysis of

national measures to promote intermodal transport; (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).

76. Comparable information for 16 ECE member States was available at the time of the meeting in English, French and Russian (<http://apps.unece.org/NatPolWP24/>).

77. WP.24 had decided at its fifty-sixth session to continue ensuring that the information was kept up-to-date and had requested at its sixty-first session that the questionnaire be resent to member States in 2019.

78. The secretariat informed WP.24 about the distribution of the questionnaire to the WP.24 focal points with a letter of 3 April 2019 and a requested deadline for returning the questionnaires of 31 May 2019. It also informed about a reminder sent on 4 June 2019 to WP.24 focal points to return the completed questionnaire. Despite the reminder only six countries returned the questionnaire (Austria, Belarus, Czech Republic, Germany, Lithuania and Switzerland).

79. WP.24 took note of the information provided by the secretariat. It requested the secretariat to update the electronic platform with the policy measures received. It urged WP.24 focal point who have not submitted the completed questionnaires to do so without any further delay.

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

80. The secretary to TIR Executive Board informed WP.24 about the latest developments within this Board on the use of the TIR procedure for intermodal transport and possible approaches for the future. He explained in detail the provisions stipulating options of the use of TIR procedure for the non-road portion of the journey.

81. He invited interested partners to join forces in promoting the use of TIR Convention in intermodal transport. He also informed about preparation of a study on the Intermodal aspects of TIR Convention, which should be finalized in early 2020 and would be tabled for consideration by WP.24 at its next meeting.

82. Finally, he informed about availability of case studies on the Intermodal aspects of TIR Convention, which could be discussed at the next WP.24 session.

83. WP.24 took note of the information provided. It expressed interests in the case studies and requested to discuss them as part of the agenda of the sixty-third session in 2020. To this end, it requested both secretariats to prepare this discussion.

XVII. Activities of the ECE Inland Transport Committee and its subsidiary bodies (agenda item 16)

84. The secretariat informed WP.24 about the main decisions of the eighty first ITC session (Geneva, 19–22 February 2019), in particular on the adoption of the ITC Strategy until 2030. The implementation of the Strategy requires involvement of all the working parties, subsidiary bodies of ITC. To this end, the WP.24 Chair received a letter from the ITC Chair in the end of June 2019 inviting WP.24 to assist implementation of the strategy by proposing a concrete work plan aligning with the agreed long-term actions of the strategy.

85. Poland speaking as Vice-Chair of ITC stressed the role of ITC as the United Nations Platform for regional and global transport inland conventions, for supporting new technologies and innovations in inland transport, for regional, interregional and global inland transport policy dialogue and for promoting regional and interregional transport connectivity and mobility. Poland also stressed that in carrying out its role, ITC looks to strengthen its partnerships with key stakeholders in the transport sector. ILO supports that the ITC is the United Nations platform for regional and global inland transport.

86. WP.24 took note of the information. The decisions on the WP.24 work programme are reflected in item XVIII.

Documentation

ECE/TRANS/288

XVIII. Programme of work (agenda item 17)

87. WP.24 considered the decision of the Inland Transport Committee, who at its eighty first session, requested the secretariat to discontinue the preparation of programmatic documents with a biennial coverage previously adopted by the Committee, including on evaluation and monitoring, since they would no longer be relevant for the new programmatic cycle. WP.24 further considered Informal document No.4 containing draft programme of work. On its basis, as well as taking into consideration the 'long-term actions' and 'priority actions until 2030' of the ITC Strategy until 2030, WP.24 initially agreed on the four main clusters for its long-term work plan (2020-2030) as well as specific activities and expected accomplishments under each cluster for its biennial 2020-2021 programme of work. The initially agreed long-term and biennial work programmes are provided in annex III to this report.

88. The Russian Federation stated that it did not have the possibility to comprehensively examine the Informal document No.4 because it was submitted for examination by WP.24 only two days before the beginning of the sixty-second session (28 October 2019). WP.24 agreed that the Russian Federation would provide comments to the programme of work as contained in annex III to this report at the sixty-third session in 2020.

Documentation

Informal document No.4

XIX. Other Business (agenda item 18)

89. There were no issues raised under this item.

XX. Date and venue of next session (agenda item 19)

90. The secretariat informed WP.24 about the tentative schedule for sixty-third session. It was scheduled from 28 to 30 October 2020 in Geneva.

XXI. Summary of decisions (agenda item 20)

91. WP.24 adopted provisionally its report of the sixty-second session. Requested editorial changes would be incorporated by the Chair and Vice-Chair with the support of the secretariat by 15 November 2019.

Annex I

European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement) - Amendment proposals

Adopted by the Working Party at its sixty-second session on 31 October 2019 further to the proposal made by the Russian Federation:

AGTC Agreement Annex I:

Add the following railway lines after C 20/3:

C 20/4 (Braniewo-) Mamonovo – Dzerzhinskaya Novaya – Sovetsk (Pagėgiai)/Chernyshevskoe (Kybartai)

C 20/5 (Skandawa-) Zheleznodorozhny – Chernyakhovsk – Sovetsk (Pagėgiai)/Chernyshevskoe (Kybartai)

AGTC Agreement Annex II, Section A:

Add the following terminals:

- Dzerzhinskaya Novaya (Kaliningrad terminal and logistics centre)
- Chernyakhovsk (Chernyakhovsk terminal and logistics centre)
- Vorsino (“Vorsino” terminal and logistics centre).

AGTC Agreement Annex II, Section B:

Add the following border crossing points of importance for international combined transport:

- Chernyshevskoe (RZD) – Kybartai (LG)
- Sovetsk (RZD) – Pagėgiai (LG)
- Braniewo (PKP) – Mamonovo (RZD)
- Skandawa (PKP) – Zheleznodorozhny (RZD)

AGTC Agreement Annex II, Section D:

Add the following ferry links/ports forming part of the international combined transport network:

- Sassnitz – Baltiysk (Germany – Russian Federation)

Annex II

Clarification on the interpretation of the amendments which resulted from the adoption of ECE/TRANS/SC.3/2015/3 - ECE/TRANS/WP.24/2015/12 and its official acceptance as issued through depository notification C.N.713.2016.TREATIES-XI.E.2.a (section II of ECE/TRANS/WP.24/2019/2)

The following interpretation was agreed upon:

(a) regarding the terms “trunk” versus “main” to replace “trunk” to “main” in the text of Annex I of the AGTC Protocol concerning the numbering of inland waterways of international importance (paragraphs 3, 4 and 5);

(b) regarding additional waterways suitable to combined transport, to add only additional waterways suitable for combined transport in countries listed in the AGTC Protocol, hence to add to:

(3) Netherlands, after C-E 11 Amsterdam-Rijn-Canal the new inland waterway C-E 11-02 Lekkanaal;

and

(14) Romania, after C-E 80 Danube, the new inland waterway C-E 80-05 Danube-Bucuresti Canal.

The latter has been also added to the AGTC Protocol with a separate amendment accepted (see ECE/TRANS/WP.24/2015/7).

(c) regarding additional ports, to add only new ports suitable for combined transport (marked in the Blue Book as ports with equipment for handling containers or for serving Ro-Ro ferries) in countries listed in the AGTC Protocol, hence to add to:

(1) France:

after C-P 02-03 Lille (Deûle, 42.0 km), new ports:

C-P 05–07 Centre and West (Schelde, 22.0 km)

C-P 05–08 Centre and West (Canal du Centre, 10.0 km)

(2) Belgium:

after C-P 01-04, Liège (Meuse, 113.7 km), new port:

C-P 01–04 bis Liège (Albert Canal, 9.6 km),

after C-P 03-04 Gent (Terneuzen-Gent Kanaal, 4.6 km), new port:

C-P 04–03bis Willebroek (Bruxelles-Schelde Canal, 61.3 km)

(3) Netherlands:

before the existing ports, new ports:

C-P 01–03–02 Veghel (Zuid-Willemsvaart, 24.0 km),

C-P 01–09 bis Venlo (Maas, 108.0–111.0 km),

C-P 01–09 ter Meerlo/Wanssum (Maas, 133.0 km)

C-P 01–09 quinquies Cuijk (Maas, 167.0 km)

C-P 01–10 ter Waalwijk (Bergsche Maas, 236.0 km)

after C-P 10-01 Rotterdam (Nieuwe Maas, 1002.5 km), new ports:

C-P 10–02 bis Gorinchem (Merwede, 956.0 km)

C-P 11–02 Beverwijk (Noordzeekanaal, 4.5 km)

after C-P 12-01 Nijmegen (Waal, 884.6 km), new ports:

C-P 12-04 Kampen (Geldersche IJssel, 106.8 km)

C-P 70-01 ter Hengelo (Twentekanaal, 45.1 km)

C-P 70-01-02 Alphen aan den Rijn (Oude Rijn, 39.5 km)

(6) Czech Republic:

after C-P 20-17 Mělník (Elbe, 834.4 km), new port:

C-P 20-18 Týnec nad Labem (Elbe, 933.7 km)

(12) Serbia:³

New ports:

C-P 80-01-02 Senta (Tisza, 122.0 km)

C-P 80-47 bis Bačka Palanka (Danube, 1295.0 km)

C-P 80-47 ter Novi Sad (Danube, 1253.5 km)

C-P 80-48 bis Pančevo (Danube, 1152.8 km)

(13) Bulgaria:

replace C 80-01 Vidin (Danube, 790.2 km) to

C-P 80-52 bis Vidin (Danube, 790.0 km) and after new ports:

C-P 80-53 bis Oriahovo (Danube, 678.0 km)

C-P 80-58 bis Silistra (Danube, 375.5 km)

(16) Ukraine:

before C-P 40-05 Kyiv (Dnipro, 856.0 km), new port:

C-P 40-02-02 Mykolaiv sea port (Pivdenny Buh, 35.0 km);

(d) regarding changes to the description of ports, to replace the description of ports available in AGTC Protocol, as per their description provided in the AGN Agreement, as follows:

C-P 10-09-02 Swiss Rhine Ports (Schweizerische Rheinhäfen) (Rhine, 159.38–169.95 km)

C-P 10-43 Pagny (Saône, 192.75 km)

C-P 20-15 Děčín (Elbe, 737.3 and 739.3 km)

C-P 20-16 Ústí nad Labem (Elbe, 761.5 and 764.0 km)

C-P 20-17 Mělník (Elbe, 834.4 km)

C-P 50-01-01 Perm (Kama, 2 260.0 km)

C-P 50-02-01 Moskva Northern Port (Kanal imeni Moskvi, 46.0 km)

C-P 50-02-03 Moskva Southern Port (Kanal imeni Moskvi, 0.0 km, Moskva River 151.0 km, from its confluence with Oka River)

C-P 50-03 Podporozhie (Volgo-Baltijskiy Waterway, 1 054.0 km)

C-P 50-06 Nizhniy Novgorod (Volga, 905.0 km)

C-P 50-07 Kazan (Volga, 1 311.0 km)

³ The amendment from Yugoslavia to Serbia needs to be legalized. This amendment should be legalized together with the amendment to the name of the Working Party in Articles 13, 14 and 15 from the Working Party on Combined Transport to the Working Party on Intermodal Transport and Logistics.

C-P 50-08	Uljanovsk (Volga, 1 528.0 km)
C-P 50-09	Samara (Volga, 1 738.0 km)
C-P 50-10	Saratov (Volga, 2 165.0 km)
C-P 50-11	Volgograd (Volga, 2 551.0 km)
C-P 50-12	Astrakhan, sea port (Volga, 3 051.0 km)
C-P 80-60	Braila (Danube, 168.5-172.0 km)
C-P 80-61	Galati (Danube, 76.0 Mm – 160.0 km).

Annex III

Long-term and 2020-2021 programmes of work

II. Objectives of the Working Party on Transport Trends and Economics

1. The main objective of WP.24 is to strengthen the frameworks for sustainable intermodal transport and logistics operations and the intermodal transport and logistics policies in the region as well as enhance cooperation of ECE member countries on intermodal transport and logistics through the exchange of experiences and good practices.

III. Possible clusters of work and long-term (2020-2030) programme of work

2. In view of its past activities, and taking into account the ITC Strategy until 2030, WP.24 agreed on four key clusters for its work:

(a) Monitoring, review and updating of the AGTC Agreement and the Protocol to AGTC

Under this cluster the work on managing the United Nations legal instruments on intermodal transport should continue. In particular, and in line with the ITC Strategy until 2030, point IV action A, WP.24 should ensure that the AGTC Agreement and the AGTC Protocol are relevant and up-to-date. WP. 24, as part of this cluster, should also promote the accession to both legal instruments, as well as monitor their implementation in the Contracting Parties.

(b) Policies and measures in support of intermodal transport

Under this cluster, and in line with the ITC Strategy until 2030, point IV action D, WP.24 should continue the elaboration of measures to promote efficiency of intermodal transport as part of a sustainable transport system, and discuss and address bottlenecks in intermodal transport services at the pan-European level. WP.24 should also monitor, as part of this cluster, the enforcement and review of the ECMT Consolidated Resolution on Combined Transport adopted by ECMT in Bucharest in 2002 (CEMT/CM (2002)3/Final).

(c) Review and monitoring of emerging issues in freight transport and logistics

Under this cluster, and in line with the ITC Strategy until 2030, point IV actions B and D, WP.24 should discuss and analyse emerging freight transport and logistics issues and prepare analytical outputs. WP.24 should monitor concepts, design, weights and dimensions of loading units used in intermodal transport in accordance with ITC Resolution No. 241 adopted on 5 February 1993. It should also analyse technical and organizational measures to optimize terminal, transshipment and logistical procedures allowing for cost-effective handling procedures of loading units including the manner in which intermodal terminals work or how the freight forwarders markets work. WP.24 may also consider possibilities for reconciliation and harmonization of liability regimes governing intermodal transport operations in a pan-European context.

(d) Review and update of the IMO/ILO/ECE Guidelines for Packing of Cargo in Intermodal Transport Units

Under this cluster, WP.24 regularly reviews and updates in collaboration with relevant intergovernmental bodies of IMO and ILO the Guidelines for Packing of Cargo in Intermodal Transport Units.

V. Biennial 2020-2021 programme of work and evaluation

The 2020-2021 biennial programme sets forth activities for implementation within the coming biennium. The activities are defined within the clusters of the long-term programme of work. The activities are listed together with expected accomplishments which are defined to help WP.24 evaluate its achievements.

(a) Monitoring, review and updating of the AGTC Agreement and the Protocol to AGTC

<i>Activities:</i>	<i>Expected accomplishments</i>
WP.24 ensures that the AGTC Agreement and the Protocol to AGTC are relevant and up-to-date	AGTC lines and facilities are made available in GIS
WP.24 promotes accession to the two legal instruments	Amendments proposals are considered and adopted if appropriate
WP.24 monitors the implementation of the two legal instruments	One more accession to AGTC Agreement and two to the Protocol to AGTC are achieved
	Work on monitoring mechanism has started

(b) Policies and measures in support of intermodal transport

<i>Activities:</i>	<i>Expected accomplishments</i>
WP.24 promotes efficiency of intermodal transport, and addresses identified bottlenecks	Mechanism for identification of bottlenecks is established
WP.24 serves as a knowledge platform for intermodal transport and exchange of experience	Review of the Resolution is undertaken
WP.24 identifies and promotes new approaches to carrying out intermodal transport operations	Discussion on the use of TIR carnet in the intermodal transport operations has started
WP.24 monitors the enforcement and reviews the ECMT Consolidated Resolution on Combined Transport adopted by ECMT	

(c) Review and monitoring of emerging issues in freight transport and logistics

<i>Activities:</i>	<i>Expected accomplishments</i>
WP.24 identifies emerging freight transport and logistics issues and analyses them	At least one additional issue is identified, and its analysis has started
	The handbook for preparation of national master plans for freight transport and logistics is elaborated

(d) Review and update of the IMO/ILO/ECE Guidelines for Packing of Cargo in Intermodal Transport Units

<i>Activities:</i>	<i>Expected accomplishments</i>
WP.24 reviews IMO/ILO/ECE Guidelines for Packing of Cargo in Intermodal Transport Unit	The review of the Guidelines has started