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Working Party on Intermodal Transport and Logistics

Sixty-third session

Geneva, 28–30 October 2020

Item 8 of the provisional agenda

Activities of the ECE Inland Transport Committee and its subsidiary bodies

Implementation of the ITC Strategy and the activities of the Working Party on Intermodal Transport and Logistics

Note by the secretariat

I. Background

At its 82nd session, the Inland Transport Committee (ITC) welcomed ongoing alignment activities by its Working Parties (WPs), in response to its invitation to its subsidiary bodies to take follow-up actions to align their work with the ITC strategy (ECE/TRANS/288, paras. 15 (a) and (c)). ITC also decided to request the secretariat, in close cooperation with WPs and in consultation with the Bureau to prepare a report on alignment activities of WPs and possible future activity for its consideration at the eighty-third session (ECE/TRANS/294, para 19).

In response to the ITC decision, the secretariat prepared a document for consideration of the ITC Bureau at its session on 14 July 2020. This document presents a status of work in implementing the ITC Strategy and formulates next steps to further advance the implementation.

The ITC Bureau considered this document and requested the secretariat to share it for comments with all WPs or their Chairs.

In response to the ITC Bureau request, this current document presents excerpts from the ITC Bureau document on issues of relevance to the work of the Working Party on Intermodal Transport and Logistics (WP.24). WP.24 is invited to reflect on the status of implementation and the proposed next steps and formulate its comments for consideration by the ITC Bureau.

II. Excerpts from the ITC Bureau document on the implementation of ITC Strategy on issues of relevance to WP.24

Note: Text in bold addresses issues which are not yet part of the WP.24 work programme.

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
4	Actions from the Strategy's adoption decision		
4.1	<p>Align WPs workplans with the Strategy</p> <p>The ITC Chair and Transport Director sent a letter of 26 June 2019 to all WPs and ACs Chairs to request alignment of WPs work to the Strategy.</p> <p>Secretariat made presentations to WPs on the Strategy.</p> <p>WPs and ACs were to submit their suggestions for work alignment by latest mid-2020.</p> <p>[.....]</p> <p>- WP.24: It initially agreed on its programme aligned with the Strategy. WP.24 supports integrated intermodal connectivity for freight transport/mobility. Intermodal passenger mobility is not supported.</p> <p>[.....]</p> <p>A coherent plan aligning WPs work should be developed.</p> <p>Outstanding elements are:</p> <p>- intermodal passenger transport and mobility is not explicitly covered in WP.24 ToR.</p> <p>- green transport activities are as such not mandated to any of the WPs.</p>	<p>Develop a coherent alignment plan for consideration of ITC (through ITC Bureau) to cover the outstanding elements:</p> <p>- intermodal passenger transport and mobility to WP.24 (possibly through the creation of a Group of Experts (GoE) on Intermodal Passenger Transport; such GoE could complement not duplicate the work of THE PEP as it would cover all inland modes of transport and cover also intercity intermodality).</p> <p>- green transport to be led/reviewed by a WP (please see also task 5.23, point 6).</p>	<p>ITC secretariat and all WPs secretaries</p>
5.1	<p>Service and administer legal instruments</p> <p>Relevant WPs/ACs administer the legal instruments under their purview. As part of this work, WPs assess and/or review legal instruments under its purview, e.g. WP.30 at its 154th session, started an assessment of the 17 legal instruments under its purview, including, but not limited to, the possibility to amend them (see ECE/TRANS/WP.30/308, paragraph 6 and ECE/TRANS/WP.30/2020/1).</p> <p>As part of the measures to facilitate understanding and implementation of the legal instruments, the WPs/ACs attempt to ensure availability of the global instruments in all six UN official languages.</p>	<p>1. Continue to administer and amend as necessary the legal instruments, this also includes the review, assessment and proposed updates and modernization as well as strategy for new accession and re-implementation.</p> <p>2. Work towards securing a mandate from the General Assembly or the ECOSOC for translation of documents related to the legal instruments with global scope in all six UN official languages.</p>	<p>1. WPs/ACs secretaries</p> <p>2. ITC secretariat</p> <p>3-4. Relevant WPs/ACs secretaries</p>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p>Relevant WPs/ACs work together to ensure necessary consistency between specific legal instruments, e.g. WP.15 and WP.29 on vehicle regulations R105 for dangerous goods vehicles or WP.15 and WP.1 on road signs related to dangerous goods.</p> <p>Relevant WPs issue recommendations for enhanced alignment of national laws with the legal instruments (e.g. WP.15 recommended alignment of national laws on transport of dangerous goods with ADR, to facilitate effective implementation of ADR and improvement of road safety. It encouraged ITC to adopt this recommendation)</p>	<p>3. Continue the collaboration for ensuring consistency between specific legal instruments.</p> <p>4. Continue issuing recommendations on the implementation of the legal instruments and explore ways for enhanced monitoring of their application.</p>	
5.3 Amend the legal instruments with geographical and procedural barriers (by 2025)	<p>ADR Agreement: “European” removed from the title of agreement. Although the Agreement was already open for accession by all UN Member States, it is understood that this amendment may facilitate accession from those for which the reference “European” could be perceived as an obstacle. This amendment will enter into force on 1 January 2021.</p> <p>WP.1 has already informally rejected the changes to eligibility provisions in the “European Supplements” to both 1968 Conventions. Nevertheless, prior to 2025, WP.1 will undertake further discussions concerning amending final clauses in those and other legal instruments.</p>	<p>Identify legal instruments whose geographical or procedural barriers could be removed for opening up the instrument to global accession and include into the action plans.</p>	WPs/ACs secretaries
5.4 Review relationship of the existing legal instruments and make recommendations (by 2022)	<p>This priority remains to be addressed by WPs.</p>	<p>Review in clusters by modes of transport (road, rail, inland waterways, intermodal) the relationship between the existing legal instruments and make recommendations. If needed and deemed appropriate either for strategic purposes or because the demand of business environment, such recommendations, their adoption and their possible implementation could take place at earlier stages.</p>	WPs secretaries

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
5.5 Identify additional necessary legal instruments	Under this priority the need for instruments in support of existing legal instruments is discussed. Instruments such as on facilitation of visa for professional drivers or border crossing facilitation in extraordinary situations including pandemics are considered.	Further advance the discussions on basis of the analysis under 5.4.	Relevant WPs secretaries
5.6 Finalize three new legal instruments under development Explore new legal instruments (from 2020)	[.....] Exploration of new legal instruments should continue.	[.....] 2. Organise brainstorming session on the exploration of new legal instruments in inland transport.	[.....] 2. Relevant WPs secretaries with involvement of ITC secretariat
5.9 Prepare new training materials, standards and competency criteria (from 2022)	New training materials are to be developed subject to availability of extrabudgetary funding. Additional standards and competency criteria are also to be developed in WPs, in form of handbooks, amendments to legal instruments, or new legal instruments	[.....] 2. Continue development of handbooks, standards and competency criteria in WPs.	[.....] 2. WPs secretaries
5.16 Identify, foster and facilitate the introduction of new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030	[.....] Relevant WPs look into possibilities to provide E-networks and facilitates of the infrastructure agreements (e.g. WP.24 for AGTC Agreement) on the GIS platform. SC.2 and WP.24 are also looking into update and renewal of the joint AGC/AGTC tool on infrastructure parameters. [.....] WP.24 is regularly discussing technical/technological and organizational measures in intermodal transport and logistics with the aim to assist further optimization in this field. WP.24 is working towards digitalization of CTU Code to make the practices of safe and secure cargo packing available through a mobile app. [.....]	[.....] 2. Update of the AGC/AGTC tool on infrastructure parameters 3. Continue considering and supporting technical/technological developments in road, rail, inland waterway and intermodal transport. 4. Work towards digitalization of the CTU Code. [.....]	[.....] 2. SC.2 and WP.24 secretary 3. SC.1, SC.2, SC3 and WP.24 secretaries 4. WP.24 secretary [.....]

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
5.20 Support integrated intermodal connectivity and mobility (from 2020) including TEM, TER, intermodal and logistics	WP.24 supports the work on intermodal transport and logistics to contribute to enhancing transport connectivity. Work to be extended to cover passenger intermodality (please see 4.1) [.....]	1. Continue the work on intermodal transport and logistics in line with the WP.24 programme of work as aligned with the Strategy. [.....]	1. WP.24 secretary [.....]
5.22 Support interregional inland transport connectivity and corridors (from 2019)	[.....] As part of this work, and further to decisions of ITC and the ITC Bureau, the WP.24 secretariat together with ESCAP secretariat organized a forum on sustainable transport connectivity between Europe and Asia in the framework of the 62 nd session of WP.24 (28 Oct-1 Nov 2019). In the future, in line with its mandate, terms of reference and solid track records of achievements in this field WP.5 could continue to serve as a platform for the promotion of interregional transport. In this regard, an annually (or bi-annually) recurring connectivity Forum could be held as part of WP.5, inviting other UN RCs to collaborate in organising it. Other WPs would contribute to these fora through their regular activities in support of transport connectivity.	[.....]	[.....]
5.23 Promote sustainable transport and urban mobility by new tools and activities (from 2019) (THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility)	[.....]	1. Continue work on sustainable transport and urban mobility with renewed focus through WP.24. [.....] 3. Establish GoE on intermodal passenger transport under WP.24 (please see also 4.1). [.....] 5. Report annually to ITC on transport aspects related to the circular economy and green transport. 6. Review green transport initiatives within a working party bringing together the initiatives of the division.	1. WP.5 and WP.24 secretaries and the THE PEP secretariat [.....] 3. WP.24 secretary [.....] 5. All relevant WPs secretaries 6. ITC secretariat

When reflecting on the status of ITC strategy implementation and on the next steps, and while formulating its comments, WP.24 may wish to take into account the comments formulated by its sister Working Party on Transport Trends and Economics (WP.5), at its 33rd session (Geneva, 7-9 September 2020) with regards to tasks 4.1/5.23 as follows: *The Working Party also noted that the document in paragraph 5.23 suggest that intermodal passenger transport is not covered in the work programme of any working party. The Working Party was of the view that intermodal passenger transport at urban level is covered in its work programme under the cluster of sustainable urban mobility. To this end, the Working Party believed there was no need for the establishment of a group of experts on intermodal passenger transport. The work on intermodal passenger transport beyond city level could possibly also be addressed by the Working Party, if so, agreed by the Inland Transport Committee.*
