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INLAND TRANSPORT COMMITTEE

Working Party on Combined Transport

**REPORT OF THE WORKING PARTY ON COMBINED TRANSPORT
AT ITS THIRTY-EIGHTH SESSION
(7-9 October 2002)**

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REPORT

ATTENDANCE

1. The Working Party held its thirty-eighth session from 7 to 9 October 2002 under the chairmanship of Mrs. M. Masclee (Netherlands) and the vice-chairmanship of Mr. M. Viardot (France).
2. The session was attended by representatives from the following countries: Belgium; Bulgaria; Czech Republic; France; Germany; Hungary; Netherlands; Poland; Romania; Russian Federation; Slovenia; Switzerland; Turkey.
3. The United Nations Conference on Trade and Development (UNCTAD) was represented.
4. The following inter-governmental organizations were represented: European Conference of Ministers of Transport (ECMT); Organization for Cooperation of Railways (OSZhD).
5. The following non-governmental organizations were represented: International Container Bureau (ICB); International Union of Railways (UIC); International Union of Combined Road/Rail Transport Companies (UIRR); International Road Transport Union (IRU); International Organization for Standardization (ISO).
6. On the invitation of the secretariat, a representative of the “Groupement Européen du Transport Combiné” (GETC) participated at the session.

ADOPTION OF THE AGENDA

Documentation: TRANS/WP.24/96.

7. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/WP.24/96).

ADOPTION OF THE DECISIONS TAKEN AT THE THIRTY-SEVENTH SESSION OF THE WORKING PARTY

Documentation: TRANS/WP.24/95.

8. The Working Party adopted the decisions taken at its thirty-seventh session on the basis of the draft report prepared by the secretariat in consultation with the Chairperson (TRANS/WP.24/95).

EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES AND RELATED INSTALLATIONS (AGTC)

(a) Status of the AGTC Agreement

Documentation: ECE/TRANS/88/Rev. 1; C.N.729.2002.TREATIES-2.

9. The Working Party noted that as of 1 October 2002 the following 24 countries are Contracting Parties to the AGTC Agreement: Austria; Belarus; Belgium; Bulgaria; Croatia; Czech Republic; Denmark; France; Georgia; Germany; Greece; Hungary; Italy; Luxembourg; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Slovenia, Switzerland and Turkey. The Working Party took note that Kazakhstan has acceded to the Agreement with effect from 9 October 2002 (Depositary Notification C.N.729-2002. TREATIES-2). Finland has signed the AGTC Agreement, but has not yet become a Contracting Party.

10. Up-to-date information on the status of the AGTC Agreement as well as of other United Nations treaties developed and/or administered by the UNECE may be obtained from the UNECE web site of the UNECE Transport Division (www.unece.org/trans - Legal instruments). Parts of this information are only available through subscription.

11. The Working Party invited in particular, Finland, the Republic of Moldova, Ukraine and Yugoslavia to undertake all necessary steps with a view to becoming Contracting Parties to the Agreement as soon as possible and requested the secretariat to contact the countries in question to inquire about their intention to ratify the Agreement.

12. The Working Party took note that the secretariat would contact countries in the Caucasus and Central Asian region, not yet Contracting Parties to the Agreement, with a view to inviting them to accede to the Agreement as soon as possible as had been done for the European Agreement on Main International Railway Lines (AGC).

13. The Working Party welcomed the publication of a paper based updated map of the AGTC network prepared by the secretariat. It requested the secretariat to continue its efforts to provide the map of the AGTC network in an interactive electronic format, possibly linked to an electronic interactive file containing the standards and parameters published in the so-called “Yellow Book”, and to make it available on the UNECE Transport Division web site.

(b) Amendments proposed to the AGTC Agreement

Documentation: TRANS/WP.24/96, annexes 1 and 2; TRANS/WP.24/2002/10.

14. The Contracting Parties to the AGTC Agreement represented at the Working Party adopted unanimously the amendments proposed by Norway and Slovenia respectively, as contained in document TRANS/WP.24/2002/96, annexes 1 and 2 with some minor modifications. The adopted amendments are contained in annex 1 and annex 2 to this report.

15. The Working Party noted that the secretariat would transmit the adopted amendment proposals to the Secretary-General of the United Nations in his capacity as depositary of the Agreement. Once the amendments had gone through the legal acceptance procedure in accordance with Article 15 of the Agreement, the secretariat would prepare a consolidated version of the AGTC Agreement, including all amendments adopted to date.

16. The Working Party considered a proposal submitted by the Russian Federation about the development of a Euro-Asian Agreement on the main routes of international combined transport based on the structure of the AGTC Agreement (TRANS/WP.24/2002/10).

17. The representative of Turkey explained that these main routes should also include the southern corridor, linking Europe to Central Asia through Bulgaria, Turkey, Iran, etc.

18. The Working Party felt that the concept of linking the European and Asian combined transport networks should be pursued with the aim of promoting and facilitating further combined transport operations between the two continents. In this context, the Working Party was of the view that such work should be based on the already existing provisions and standards contained in the AGTC Agreement. The Working Party emphasized that further work in this field should include all

corridors linking Europe with Asia. The Working Party requested the secretariat to invite the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP), interested countries and other relevant intergovernmental organizations, in particular OSZhD, to explore together, as soon as possible, how this aim could be realized.

(c) Inventory of existing AGTC standards and parameters

Documentation: UNECE Publication and parameters (“Yellow Book”) and Corr. 1 and 2 (www.unece.org/trans/new_tir/wp24/pub/html).

19. The Working Party recalled the publication in 2000 of the so-called “Yellow Book”, an inventory of existing AGTC and AGC standards and parameters covering the year 1997. The Working Party took note that the next planned up-date of the “Yellow Book” is scheduled for 2005 covering data from the year 2002. In order to realize this target, work on updating the data contained in the “Yellow Book” should already start in 2003.

20. The Working Party took note of Corrigendum 2 to the “Yellow Book” pertaining to data on Romania.

PROTOCOL ON COMBINED TRANSPORT ON INLAND WATERWAYS TO THE EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES AND RELATED INSTALLATIONS (AGTC)

Documentation: ECE/TRANS/122 and Corr. 1 and 2; TRANS/WP.24/79; Informal document No. 13 (2002).

21. The Working Party recalled that, on the occasion of the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997), the Protocol to the AGTC Agreement has been signed by the following 12 UNECE member countries: Austria; Czech Republic; Denmark; France; Germany; Greece; Hungary; Italy; Netherlands; Portugal; Romania and Switzerland. Subsequently, the Protocol has been signed by Luxembourg on 29 April 1998, Slovakia on 29 June 1998 and Bulgaria on 28 October 1998.

22. As of 1 July 2002, the Protocol has the following seven Contracting Parties: Bulgaria; Czech Republic; Denmark; Luxembourg; Netherlands; Romania and Switzerland. It will come into force following ratification by at least five States, of which three States are linked, in a continuous manner, by the waterways identified in the Protocol.

23. Amendment proposals submitted to the Working Party at its twenty-ninth session by France, Hungary and Romania (Informal document No. 1 (1998); TRANS/WP.24/79, para. 20) as well as amendment proposals transmitted by the Government of Bulgaria to the secretariat may be considered by the Working Party as soon as the Protocol enters into force.

24. The final text of the Protocol to the AGTC Agreement (in English, French and Russian) is contained in document ECE/TRANS/122 and Corr.1 (F) and Corr.2 (R). Up-to-date information on the status and the text of the Protocol may be obtained from the UNECE Transport Division web site (www.unece.org/trans - Legal instruments). Part of this information is only available through subscription.

25. The Working Party encouraged all concerned Contracting Parties to the Agreement to accede to the Protocol as soon as possible in order that the Protocol will come into force and the above amendment proposals can be considered.

26. In this context, the Working Party took note of a presentation by the Dutch transport research institute TNO on the development of palletized transport over short distances by barge in the Netherlands (Informal document No. 13 (2002)).

ROLE OF RAILWAYS IN THE PROMOTION OF COMBINED TRANSPORT

Documentation: TRANS/SC.2/2002/9; TRANS/WP.24/2002/4; TRANS/WP.24/2002/3; TRANS/WP.24/2002/2; TRANS/WP.24/2002/1; TRANS/WP.24/2001/8; TRANS/WP.24/2001/7; TRANS/WP.24/2001/6; TRANS/WP.24/2001/5; TRANS/WP.24/2001/4; TRANS/WP.24/2001/3; TRANS/WP.24/2001/2; TRANS/WP.24/2001/1; Informal document No. 10 (2002); Informal document No. 1 (2001); Informal document No. 3 (2001); Informal document No. 4 (2001); Informal document No. 5 (2001); Informal document No. 6 (2001).

27. The Working Party recalled the results of the Joint Meeting of the Working Party and the Working Party on Rail Transport (SC.2) that took place on 19 April 2001 as contained in document TRANS/WP.24/2001/8.

28. The Working Party had preliminarily considered that follow-up actions resulting from the meeting should focus on the following issues:

- Partnership models, including agreements, best practices and key performance indicators taking into consideration the question of free competition and anti-trust regulations;

- Costing, pricing and subsidies focusing on the specific elements which make up each of these economic parameters, what factors influence each of the elements and how an optimization of the elements can assist in promoting combined transport;
- Facilitation of border crossing procedures, harmonization of frontier controls and interoperability in international transport;
- Harmonization of civil liability regimes in multimodal transports.

29. At its thirty-sixth session, the Working Party took note of Informal document No. 8 (2001) (reproduced as official document TRANS/WP.24/2002/1) presented by its Vice-Chairman outlining three concrete avenues for further studies: (a) Interoperability; (b) Terminals and (c) Incentive scheme.

30. The Working Party had agreed to establish two informal ad hoc expert groups addressing: (a) Partnership models and best practices in combined transport and (b) combined transport terminal efficiency (TRANS/WP.24/93, paras. 39-41). The Terms of Reference of the two ad hoc expert groups are contained in document TRANS/WP.24/2002/2.

31. The Working Party had also agreed that, in order to make progress on these issues, it was essential to develop practical measures that could possibly be linked to the existing legal instruments administered by the Working Party, i.e. the AGTC Agreement and its Protocol on Inland Water Transport.

32. The Working Party considered in detail the proposals of the informal ad hoc expert group on combined transport terminal efficiency contained in document TRANS/WP.24/2002/4 and took the following decisions:

- (a) Relevant provisions of the AGTC Agreement should differentiate between accompanied and unaccompanied transport.
- (b) Work on the use of electronic mapping has already been initiated. Thus no further action was deemed necessary for the time being.
- (c) The AGTC Agreement should contain guidelines on the overall planning and zoning principles concerning combined transport terminals in order to optimize construction and utilization of such terminals.

(d) A recommendation should be included into the AGTC Agreement on incentives in combined transport allowing for increased weights and masses for such transports. However, it might be premature to include such a recommendation in view, inter alia, of the ongoing process to extend the Agreement to new countries.

(e) Terminals in the AGTC Agreement should be categorized to provide information on the types of terminals (i.e. simple terminal, gateway terminal, etc.) and on the facilities offered by such terminals (Customs facilities, dangerous goods, etc.).

(f) Information about the level of information technology available at terminals should be included in the Agreement. This could possibly also be included in the categories of terminals described under point (e).

(g) Security aspects should be elaborated in line with the general discussions on this issue to be undertaken by the Working Party.

(h) Opening and operating hours of combined transport terminals determine to a large extent the level of service available for combined transport. This could possibly also be included in the categories of terminals described under point (e). It should be considered to include recommendations on this issue in the AGTC Agreement.

(i) The majority of delegations present were of the view that a recommendation to use incentives concerning the easing of driving bans and restrictions, such as weekend and holiday driving bans, should be discussed further and possibly included in the AGTC Agreement.

(j) The AGTC Agreement should contain a recommendation that Customs, sanitary, veterinary and phyto-sanitary controls, as a general rule, should be carried out in the combined transport terminals in order to reduce further interventions in the transport chain.

33. On this basis, the Working Party requested the informal ad hoc expert group on combined transport terminal efficiency to prepare concrete proposals for amendments to the AGTC Agreement for consideration at its next session.

34. The Working Party also considered in detail the findings of the informal ad hoc expert group on partnership models and best practices as contained in Informal document No. 10 (2002) and took the following decisions:

(a) A model Memorandum of Understanding to be made available to Contracting Parties to the AGTC Agreement should be developed as an example on how, at Governmental level, combined transport can be supported.

(b) It would be of value to develop a list of elements considered to be essential for inclusion in a partnership agreement at the operational partner level. However, it should be ensured that such a list should not address issues considered as being of a commercial nature.

(c) The informal ad hoc expert group should endeavor to develop standards for best practices to be included in the AGTC Agreement before considering this question in detail.

35. On this basis, the Working Party requested the informal ad hoc expert group on partnership models and best practices to prepare concrete proposals for amendments to the AGTC Agreement for consideration at its next session.

36. The Working Party took note of document TRANS/SC.2/2002/9 transmitted by the European Community on the status and implementation of a European Community Directive on interoperability. The Working Party invited the Working Party on Rail Transport (SC.2) to provide information on the discussion of this issue at its next session.

37. The Working Party had an initial discussion on costing, pricing and subsidies in combined transport with the aim of defining the possible scope of work that the Working Party could undertake in this field. It agreed that, in order to define clearly which issues should be addressed, the secretariat, in cooperation with the vice-chair and concerned international organizations, should identify relevant issues to be considered without entering into commercial matters.

POSSIBILITIES FOR RECONCILIATION AND HARMONIZATION OF CIVIL LIABILITY REGIMES GOVERNING COMBINED TRANSPORT

Documentation: TRANS/WP.24/2000/3; UNCTAD/SDTE/TLB/2 (available on request from the secretariat).

38. The Working Party recalled that its programme of work contains as a priority item, the “... analysis of possibilities for reconciliation and harmonization of civil liability regimes governing combined transport operations.” Following a request by the Inland Transport Committee to investigate existing difficulties for combined transport operations (ECE/TRANS/128, para. 86), the Working Party decided to further consider possible difficulties arising from differences in modal

liability regimes and/or gaps in full coverage during combined transport operations (TRANS/WP.24/1999/1).

39. The secretariat had organized two hearings in 1999 and 2000 with the participation of government representatives and representatives of the interested intergovernmental organizations as well as international organizations representing the interests of trade and industry. The results of these hearings are contained in document TRANS/WP.24/2000/3.

40. At its thirty-fifth session, the Working Party requested the secretariat to explore the possibilities of aligning the liability clauses of the legal instruments governing European overland transport, in particular road and rail transport (TRANS/WP.24/91, para. 47).

41. At its thirty-seventh session, the Working Party considered a discussion paper prepared by the ad hoc expert group containing an overview of the various possibilities for harmonization of the liability rules and outlining proposals for further action in this field (TRANS/WP.24/2002/6).

42. The Working Party felt that, taking account of the developments in the various international fora and the requirements of the users of combined and multimodal transport in the UNECE region, further work in this field should focus, at this stage, on developing a civil liability regime for multimodal transport in the UNECE region based on an overland transport approach, possibly including short-sea shipping. The Working Party requested the secretariat to initiate a process to draft a legal instrument for this purpose.

43. The Working Party was informed by the secretariat that the ad hoc expert group had considered a first draft for a Convention for multimodal overland transport. The draft will be elaborated further before being submitted to the Working Party, taking into account the development in this field within other intergovernmental organizations, in particular the United Nations Commission on International Trade Law (UNCITRAL) and the United Nations Commission on Trade and Development (UNCTAD). The ad hoc expert group invited the Working Party to provide it with its preliminary views concerning the inclusion of short-sea shipping and to provide the group with guidance concerning the limits of liability that should be prescribed.

44. The Working Party welcomed the work undertaken by the ad hoc expert group. It requested the group to pursue the preparation of a draft Convention for multimodal overland transport covering the UNECE region and to present the draft to the Working Party as soon as possible. The ad hoc expert group should make due consideration of initiatives taken at a global level in this field.

45. The Working Party also supported the inclusion of short-sea shipping in the draft Convention.

46. The Working Party felt that the question of the liability limit should be considered in more detail by the ad hoc expert group. Some participants were of the view that an alignment of the provisions governing road and rail transport would provide the necessary basis for a solution. It was also mentioned that the ad hoc expert group should take account of existing standard terms and conditions developed by the industry.

47. The Working Party was informed about the work of UNCTAD in the field of multimodal transport, in particular a feasibility study on a new international legal instrument in this field. For this purpose the UNCTAD secretariat has issued a questionnaire to canvass the views of all parties involved in multimodal transport. Interested parties can find more information about the feasibility study and the questionnaire on the following web site:

<http://www.unctad.org/en/subsites/multimod/mt1home.htm>.

48. The Working Party was also informed about the latest development concerning the work of UNCITRAL in developing a new legal instrument covering transport of goods by sea. The draft instrument, contained in UNCITRAL document A/CN.9/WG.III/WP.21 contains door-to-door provisions, meaning that it will have a multimodal scope.

49. The Working Party reiterated its view that it should be ensured that a new legal instrument developed by UNCITRAL would not be in conflict with and not endanger the proper functioning of existing uni-modal legal instruments and the trade practices established by such instruments. It also encouraged UNCITRAL to take due account of the concerns expressed by inland transport experts.

50. The Working Party underlined that all efforts are being made to ensure an effective cooperation between the relevant United Nations agencies involved in this field, such as UNECE, UNCTAD and UNCITRAL and requested the secretariat to participate, to the extent possible, in all relevant activities of UNCITRAL.

51. The Working Party encouraged all Governments and relevant organizations to participate in the UNCITRAL work. It invited the UNCITRAL secretariat to facilitate their participation by scheduling the discussions on the door-to-door issue in such a way that as many of the interested parties as possible could participate in the relevant sessions.

ACTIVITIES AND DEVELOPMENTS IN UNECE MEMBER COUNTRIES, OF UNECE BODIES AND OTHER ORGANIZATIONS OF INTEREST TO THE WORKING PARTY

Documentation: Informal documents No. 11, 12 and 14 (2002).

(a) New developments in the field of combined transport in UNECE member countries

52. The Working Party was informed by the delegates of Hungary and Poland on recent developments in combined transport in their respective countries (Informal documents No. 12 and 14 (2002)).

53. The Working Party was informed by the delegate of Romania of the adoption of a new tax scheme that would exempt operators of combined transport from tax on reinvested profit.

54. The delegate of the Russian Federation informed the Working Party about the role of the Russian railways in the development of the Asian Land Transport Infrastructure Development (ALTID) project developed under the auspices of ESCAP where demonstration container trains are being operated via the Northern Euro-Asian corridor and branches thereto.

55. The Working Party was informed by the delegate of Turkey about activities undertaken on the Southern Euro-Asian corridor in the framework of the Economic Cooperation Organization (ECO).

56. The Working Party took note of Informal document No. 11 (2002) providing information about a combined transport optimization tool developed by the German Institute of Shipping Economics and Logistics (ISL). The Working Party expressed an interest in receiving further information about this development at one of its future sessions.

(b) Activities of subsidiary bodies of the UNECE Inland Transport Committee (ITC)

Documentation: TRANS/WP.24/2002/13; (www.unece.org/trans/welcome).

57. The Working Party noted the invitation to contribute to the scheduled updating of the so-called “Blue Book” on parameters of inland waterways with additional parameters deriving from the Protocol to the AGTC on Inland Waterways. The Working Party invited Governments to submit their contributions to the secretariat in this respect, in particular information on lines and terminals listed in the AGTC Agreement connected to inland waterway transport infrastructure.

58. The Working Party also took note of the activities undertaken by the Working Party on Customs Questions affecting Transport (WP.30) concerning harmonization of Customs transit procedures for rail transport at a pan-European level. The Working Party has prepared a draft conventions on international Customs transit procedures for the carriage of goods by rail covering the area of the SMGS Agreement, including a Recommendation on the use of the SMGS Consignment as a Customs rail transit declaration.

59. The Working Party considered document TRANS/WP.24/2002/13 concerning transport and security. The Working Party took note that discussions of these issues are ongoing in the International Maritime Organization (IMO) and the International Standardization Organization (ISO). In particular, the use of intelligent sealing devices in combination with the unique global owners code for containers administered by the International Container Bureau (BIC) was considered to provide important elements to improve security. After an in-depth discussion, the Working Party decided to await the finalization of the discussions in other international organizations before undertaking further discussions of the issue in relation to European overland combined transport. Nevertheless, the Working Party noted that the question of security and safety provisions for terminals should be monitored closely. The Working Party requested the secretariat to prepare a synthesis of the initiatives in this field with relevance to combined transport for its next session. The Working Party invited Governments and non-governmental organizations to submit their contributions on this issue to the secretariat, in particular on work that is being done in their respective countries or organizations on safety and security in combined transport.

(c) **Activities of the European Commission (EC), the European Conference of Ministers of Transport (ECMT) and the Organization for Railways Cooperation (OSZhD)**

60. No information has been made available to the Working Party by the EC and the ECMT.

61. The Working Party was informed about the activities of the Organization for Railways Cooperation (OSZhD) in the field of combined transport as described in a conference room paper distributed by OSZhD.

(d) **Activities of other organizations**

62. The Working Party was informed by the International Standardization Organization (ISO) that it had been decided to undertake a revision of the ISO standard 668, Series 1 on freight containers "Classification, dimensions and ratings". The revision will only relate to the rating of containers and not to weights and dimensions.

63. The Working Party was informed about the current activities of the International Union of Railways (UIC). UIC is engaged in a number of quality initiatives, including a logbook for quality initiatives and projects concerning train monitoring, a customer checklist for the Trans-European Freight Network and a joint project with UIRR on combined transport infrastructure capacity.

64. The Working Party was also informed about the activities of the International Union of Combined Road/Rail Transport Companies (UIRR). UIRR is working on the follow-up to the European Commission White Book, the Marco Polo project and a project of raising awareness about combined transport.

65. The representative of the International Road Transport Union (IRU) informed the Working Party about a project exploring the Rolling Highway techniques, including lorry drivers' safety, monitoring of experiments with new railway wagons for Rolling Highway and a project on the transfer potential from road to combined transport over distances of more than 500 km.

FOLLOW-UP TO THE 1997 REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

Documentation: ECE/AC.21/2002/2; ECE/AC.21/2002/3; ECE/RCTE/CONF.3/FINAL; ECE/RCTE/CONF.2/FINAL.

66. The Working Party recalled the outcome of the Regional Conference on Transport and the Environment held in Vienna from 12 to 14 November 1997. In particular, the Conference had adopted a Declaration and a Programme of Joint Action (POJA) (ECE/RCTE/CONF./2/FINAL; ECE/RCTE/CONF./3/FINAL). The Working Party also recalled that it had prepared earlier two background documents for the Conference on the promotion of combined transport to foster a sustainable transport policy in Europe (TRANS/WP.24/R.85/Rev.1; TRANS/WP.24/R.80/Rev.1).

67. The Working Party took note of the outcome of the second High-level Meeting on Transport, Environment and Health (Geneva, 5 July 2002) which decided on the consolidation of the activities under POJA and the London Charter on Transport, Environment and Health into a new Transport, Environment and Health Pan-European Programme (THE PEP).

68. Detailed information on all activities undertaken by the UNECE on the follow-up to the Vienna and London conferences is available at the UNECE POJA website (www.unece.org/poja).

TERMINOLOGY IN COMBINED TRANSPORT

Documentation: UNECE Publication (www.unece.org/trans/new_tir/wp24/pub/html).

69. The Working Party recalled the publication of the glossary of terms used in combined transport, prepared jointly by the European Commission (EC), the European Conference of Ministers of Transport (ECMT) and the UNECE secretariat. The glossary contains a detailed, though not exhaustive list of definitions applied in the framework of combined transport in Europe.

70. The definitions are available in four languages: English, French, Russian and German. The glossary is available on the UNECE Transport Division web site (www.unece.org/trans/new_tir/wp24/-Publications). The Working Party took note that the glossary has been translated into the official languages of the European Union and that these language versions will be made available on the web site of the European Commission, DG TREN. The secretariat will also attempt to have the glossary translated into Arabic and Chinese, the other official languages of the United Nations.

71. The Working Party expressed the view that the glossary was an important tool in the promotion of and in the training on combined transport. The Working Party considered that the glossary should be updated regularly with the aim of including additional terms used. Interested parties were encouraged to provide the secretariat with information about new terms for inclusion into the glossary.

PROGRAMME OF WORK FOR 2003 TO 2007

Documentation: TRANS/WP.24/96, annex 3; TRANS/WP.24/2002/11; TRANS/WP.24/2002/12.

72. The Working Party considered documents TRANS/WP.24/2002/12 submitted by the chairperson and TRANS/WP.24/2002/11 prepared by the secretariat on the future organization and scope of the Working Party. In this context, the Working Party also considered how to align and improve the harmonization of work with other international organizations, in particular the European Conference of Ministers of Transport (ECMT) and how to facilitate the work of Governments in this respect.

73. The Working Party expressed support of reconsidering the organization and working methods for its sessions, including the possibility of organizing back-to-back sessions with ECMT in one and the same location. However, some concerns were expressed regarding the possibilities of coordinating government attendance in such back-to-back sessions. The Working Party requested

the secretariat to prepare a document on this issue, also containing the above-mentioned concerns, in conjunction with its programme of work for consideration by the Inland Transport Committee and to include therein also considerations on the scope of activities of the Working Party based on the issues listed in Informal document No. 22 (2002). The draft document will be circulated to member Governments and organizations for consultation.

74. The Working Party adopted its programme of work covering the years 2003 to 2007 as contained in annex 3 to this report for approval by the Inland Transport Committee.

OTHER BUSINESS

Date of next session

75. The Working Party decided to convene its next session on 14 and 15 April 2003. The deadline for transmission of official documents to be translated is 5 January 2003.

ADOPTION OF THE REPORT

76. The Working Party adopted the report of the thirty-eighth session of the Working Party.

Annex 1

**EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED
TRANSPORT LINES AND RELATED INSTALLATIONS
(AGTC Agreement)**

Amendment proposals transmitted by Norway

Adopted by the Working Party on 9 October 2002

Countries directly concerned, in accordance with Article 15, paragraph 3 of the AGTC Agreement, are marked with an asterix ^(*) if these countries are Contracting Parties to the Agreement as of 1 July 2002.

AGTC Annex I

Add the following railway lines:

Norway

“C-47 Narvik- (Vassijaure)”

“C-48 Trondheim-Hell- (Storlien)”

Sweden

“C-47 (Narvik-) Vassijaure-Gällivåre-Boden-Ånge-Hallsberg”

“C-48 (Hell-) Storlien-Östersund-Ånge”

Countries directly concerned: Norway ^(*), Sweden ^(*).

AGTC Annex II

Add the following terminals:

Norway

“Narvik”

“Trondheim”

Add the following border crossing points:

“Vassijaure (JBV/Banverket)”

“Storlien (JBV/Banverket)”

Countries directly concerned: Norway ^(*/), Sweden ^(*/).

Annex 2

**EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED
TRANSPORT LINES AND RELATED INSTALLATIONS
(AGTC Agreement)**

Amendment proposals transmitted by Slovenia

adopted by the Working Party on 9 October 2002

Countries directly concerned, in accordance with Article 15, paragraph 3 of the AGTC Agreement, are marked with an asterix ^(*) if these countries are Contracting Parties to the Agreement as of 1 July 2002.

AGTC Annex I

Amend railway line C-E 69 to read as follows:

Hungary

“C-E 69 Budapest- Székesfehérvár-~~Boba~~-Hodoš
Murakeresztú-(Kotoriba-)”

Slovenia

“C-E 69 Hodoš-Murska Sobota-Ormož-Pragersko-Zidani Most-Ljubljana-Divača-Koper”
(Čakovec-) Središče

Countries directly concerned: Croatia^(*), Hungary^(*), Slovenia^(*).

AGTC Annex II

Add the following border crossing point:

“Hodoš (SZ/MAV)”

Countries directly concerned: Hungary^(*), Slovenia^(*)

Annex 3

PROGRAMME OF WORK FOR 2003 TO 2007

PROGRAMME ACTIVITY 02.9: COMBINED TRANSPORT

Promotion of combined and multimodal transport

Priority: 1

Description: Consideration of legal, administrative, documentary, technical, economic and environmental aspects of combined and multimodal transport with a view to the development of measures to promote combined and multimodal transport as well as the maximum utilization of equipment, infrastructure and terminals used for such transport.

Work to be undertaken: The Working Party on Combined Transport will pursue the following activities:

CONTINUING ACTIVITIES

(a) Review and updating of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) with a view to:

- Extending the AGTC network to all UNECE member countries concerned taking account of the work already undertaken by ESCAP and the OSZhD;
- Taking into account new developments in transport markets (demands and requirements), including new east-west traffic flows;
- Implementing and, whenever feasible, improving existing standards and operational parameters;
- Raising environmental, energy and safety standards.

Priority: 1

Output expected in 2003:

Adoption of an extended AGTC network covering all UNECE member countries in Central Asia and the Caucasus.

Inclusion into the AGTC Agreement of new East-West combined transport lines.

- (b) Review and analysis of possibilities to develop inter-regional combined transport services, including the use of the Trans-Siberian railway. Priority: 2

Output expected in 2003:

Report to be prepared as the basis of information provided by concerned UNECE member Governments and international organizations.

- (c) Monitoring of the efficiency of various modes of transport of relevance for combined transport operations. Analysis of ways to implement a harmonized set of best practices and partnership models for combined rail/road transport. Priority: 1

Output expected in 2003:

Review of the efficiency of various modes of transport of relevance for combined transport in the sessions of the Working Party and cooperation with other relevant subsidiary bodies of the Inland Transport Committee. Final report by an informal Ad hoc expert group on best practices and partnership models.

- (d) Analysis of data requirements for transshipment and handling requirements, of marking, coding and identification systems for means of transport and loading units in combined transport, including the promotion of electronic data processing, with a view to improving the flow of information among the various operators and to allow for a better integration of production and distribution systems (logistics) using combined transport techniques. Priority: 2

Output expected in 2003:

Review and analysis of standardized data systems for combined transport operations with a view to possibly preparing international recommendations on this subject.

- (e) Monitoring of weights and dimensions of loading units used in combined transport in accordance with resolution No. 241 adopted by the Inland Transport Committee on 5 February 1993. This includes consideration of possibilities for standardization of loading units and the compliance with safety regulations. Priority: 1

Output expected in 2003:

Review of the issues based on one annual report to be prepared by the UNECE secretariat on latest developments in this field.

(f) Monitoring of technical and organizational measures to optimize terminal and transshipment procedures allowing for more cost-effective handling procedures of loading units. Analysis of possibilities to improve efficiency and quality of terminal operations in combined transport.

Priority: 2

Output expected in 2003:

Report to be prepared on the basis of information provided by UNECE member Governments and international organizations. Final report by an informal ad hoc expert group on efficiency and quality of terminal operations in combined transport.

(g) Analysis of economic and environmental aspects of combined transport, including administrative measures and activities of the transport industry, with a view to promoting sustainable transport development.

Priority: 1

Output expected in 2003:

Follow-up to the 1997 Regional Conference on Transport and the Environment (Vienna, 12 to 14 November 1998) on the basis of the Programme of Joint Action adopted at the Conference, to be determined in accordance with the decisions taken by the Joint Meeting on Transport and the Environment and inter-secretariat consultations.

(h) Monitoring by the secretariat on behalf of the Working Party of the following subjects for consideration by the Working Party upon specific request only:

- Translation of the combined transport terminology into Arabic, Chinese and Spanish in order to contribute to the dissemination of the joint ECMT, EC and UNECE glossary of terms used in this field;

- Combined transport techniques and operations (including inland waterways and coastal shipping techniques) as a basis for a possible international compendium of measures for the safe handling and temporary storage of dangerous goods;

- National approval procedures for containers and swap-bodies in the framework of relevant conventions, such as the CSC Convention, with a view to better harmonizing such procedures;
- New services and technologies in combined and intermodal transport, including sea/inland waterways and sea/land interfaces, and the use of bimodal road/rail vehicles with a view to be able to analyse the potential of combined transport. Priority: 2

Output expected in 2003:

Report(s) to be prepared by the secretariat as a basis for discussion by the Working Party, as appropriate.

ACTIVITIES OF A LIMITED DURATION

- (i) Analysis of possibilities for reconciliation and harmonization of liability regimes governing combined transport operations. Priority: 1

Output expected in 2003:

Review of relevant activities undertaken by international organizations and, if appropriate, preparation of a draft legal instrument for multimodal overland transport covering the UNECE region.

- (j) Analysis of the consequences on the organization of combined transport in Europe resulting from the development of combined transport services on interregional rail links between Europe and Asia. This includes the organization of an inter-regional meeting harmonizing the legal and administrative work carried out by relevant international organizations in Europe and Asia (e.g. ESCAP, UNCTAD, EC, OSZhd). Priority: 2

Output expected in 2003:

Based on work carried out by ESCAP, study on the feasibility of an intergovernmental meeting, jointly organized with ESCAP, in Central Asia or the Caucasus to agree on common measures to facilitate combined transport services along the interregional links.
