Working Party on Intermodal Transport and Logistics

Groupe de travail du transport intermodal et de la logistique

Рабочая группа по интермодальным перевозкам и логistique

Geneva, 21-22 October 2013

Monday, 21 October: 14.30-17.30 hours
Tuesday, 22 October: 10-13 hours + 15-18 hours
### Adoption of the agenda

(ECE/TRANS/WP.24/132) (E,F,R)

<table>
<thead>
<tr>
<th>Agenda item</th>
<th>21 October 2013</th>
<th>(14.30-17.30 hours)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Adoption of the agenda</td>
<td></td>
</tr>
<tr>
<td>2 (a)</td>
<td>Trends and performance in intermodal transport</td>
<td></td>
</tr>
<tr>
<td>2 (b)</td>
<td>Activities of the European Commission</td>
<td></td>
</tr>
<tr>
<td>2 (c)</td>
<td>Pan-European developments</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>2013 Theme: Weights and dimensions of intermodal transport units (see Programme)</td>
<td></td>
</tr>
</tbody>
</table>

Reception: 17.45 hours (Office S 410, door S2, 4th floor)

### 22 October 2013  (10.00-18.00 hours)

| 5           | Conclusions and follow-up: Weights and dimensions |
| 2 (d)       | Sustainable developments + intermodal transport |
| 3           | National intermodal transport policies |
| 4 + 6       | Follow-up 2012 theme – New theme for 2014 |
| 7 + 8       | AGTC Agreement and AGTC Protocol on inland waterways |
| 9           | IMO/ILO/UNECE Code of Practice for packing of containers |
| 10          | Activities of Inland Transport Committee |
| 11          | Election of officers |
| 12          | Programme of work, biennial evaluation and work plan |
2. New developments and best practices in intermodal transport

(a) Trends and performance in intermodal transport and logistics
   • Presentations: UIRR, UIC, EIA (hand-outs), etc.

(b) Activities of the European Commission
   • Presentation: DG MOVE

(c) Pan-European developments
   • Intermodal transport - Inf. doc. WP.24 No. 2 (2013): Turkey
   • Agreement on Dry Ports - Inf. doc. WP.24 No. 3 (2013): Secretariat
2013 WP.24 Theme

5. Weights and dimensions of intermodal transport units in a pan-European context

Background note by the WP.24 Group of Experts
ECE/TRANS/WP.24/2013/1
5. **2013 Theme: Weights and dimensions of intermodal transport units in a pan-European context**
   - Follow-up discussions
   - Recommendations of WP.24

2. **New developments and best practices in intermodal transport**
   (d) **Sustainable development and intermodal transport**
   - Rio+20 Outcome document: The future we want: Secretariat
   - «For Future Inland Transport Systems»: Secretariat
   - Diesel engine exhausts - Inf. doc. WP.24 No. 1 (2013): Secretariat
3. National policy measures to promote intermodal transport (1)

- Information for 2012 / 2013:
  Austria, Belgium, Bulgaria, Czech Republic, France, Germany, Lithuania, Poland, Romania, Serbia, Slovakia, Slovenia, Spain, Switzerland, Turkey, Ukraine

- On-line database
  - 16 countries
  - 11 policy measures
  - English, French and Russian

http://apps.unece.org/NatPolWP24/
3. National policy measures to promote intermodal transport (2)

Information available for 11 policy measures:

(1) Importance of intermodal transport in national transport policy
(2) National and international policy coordination
(3) Costs and prices
(4) Infrastructure (networks, terminals and logistics centers)
(5) Interoperability
(6) Financial and fiscal support measures
(7) Regulatory support measures
(8) Transport operations
(9) Market monitoring
(10) Fostering of innovations
(11) Support for intermodal operators

3. National policy measures to promote intermodal transport (3)
3. National policy measures to promote intermodal transport (4)

- Continuing activity of WP.24
- Requirements:
  - Info from countries (pre-filled questionnaires)
  - Regular update (next survey: 2015)
  - Translation (E,F,R)
- Next status report: Autumn 2015

- WP.24 road map (ECE/TRANS/WP.24/2009/5):
  Annual theme (topic) for substantive discussions
  - 2010 Inland water transport
  - 2011 Terminals and logistics centres
  - 2012 Intelligent transport systems
  - 2013 Weights and dimensions of intermodal transport units
  - 2014 (yet to be decided - agenda item 6)

- Annual procedure:
  - Group of volunteers: Background note early summer
  - WP.24 discussions (lead country/organization) autumn
  - Follow-up event/meeting (technical visit) following spring
  - WP.24 conclusions following autumn
ITS and intermodal transport (2)

Discussions and conclusions at WP.24 (6-7 November 2012)

ITS requirements

- accessible (one stop shop)
- reliable (well-functioning)
- safe and secure
- affordable
- allow transparent operations (tracking and tracing)
- compatible with uni-modal systems (interfaces)
- internationally acceptable
- interoperable

Workshop on ITS solutions and best practices

Brussels, 15-16 May 2013
Host: Federal Public Service (FPS)
      Mobility and Transport (Belgium)
Chair: Mr. H. Maillard

Review of best practices and ITS solutions
- Freight forwarding, logistics
- Road, rail, IWT
- Safety and environment
6. Theme for substantive discussions in 2014

• Possible themes (WP.24 road map of 2009):
  - Opportunities and challenges of inland waterways (done in 2010)
  - Role of terminals (done in 2011)
  - Responses by Governments and industry to counter the economic crisis
  - Land transport strategies of maritime ports: Intermodal transport and dry ports in Europe

• Proposal of WP.24 (2012 session)
  - City logistics and intermodal transport
  - Role of freight forwarders in intermodal transport chains
7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(a) Status of AGTC Agreement and adopted amendment proposals

(b) Amendment proposals
   (updating and extension of the AGTC network)

(c) Amendment proposals
   (minimum infrastructure and performance standards)
6. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

- Contracting Parties
- Depositary Notifications
- Text of AGTC Agreement
- Map (AGC+AGTC network)
- Inventory of standards

www.unece.org/trans/wp24/welcome
7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(a) Status of AGTC Agreement and adopted amendment proposals

Updated text of AGTC Agreement: ECE/TRANS/88/Rev.6 (E,F,R)
7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

• 32 Contracting Parties

Albania, Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg, Republic of Moldova, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Switzerland, Turkey, Ukraine
7. **European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)**

- AGC and AGTC
- Map of networks

7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

- Inventory of standards

<table>
<thead>
<tr>
<th>Railway Line:</th>
<th>C-E 25</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country</td>
<td>Section of Line</td>
</tr>
<tr>
<td>Belgium</td>
<td>Bruxelles - Arlon - Sterpenich (- Kleinbettingen)</td>
</tr>
<tr>
<td>Luxembourg</td>
<td>(Sterpenich) - Kleinbettingen - Luxembourg - Bettembourg (- Thionville)</td>
</tr>
<tr>
<td>France</td>
<td>Bettembourg - Mulhouse</td>
</tr>
<tr>
<td>France</td>
<td>Mulhouse - Basel</td>
</tr>
<tr>
<td>France</td>
<td>Mulhouse - Besançon</td>
</tr>
<tr>
<td>France</td>
<td>Besançon - Dole</td>
</tr>
<tr>
<td>France</td>
<td>Dole - Dijon</td>
</tr>
<tr>
<td>Switzerland</td>
<td>Mulhouse - Basel - Olten - Bern - Brig - Domodossola</td>
</tr>
<tr>
<td>Italy</td>
<td>(Brig) - Domodossola - Arona</td>
</tr>
<tr>
<td>Italy</td>
<td>Arona - Novara</td>
</tr>
<tr>
<td>Italy</td>
<td>Novara - Milano</td>
</tr>
<tr>
<td>Italy</td>
<td>Milano - Genova</td>
</tr>
</tbody>
</table>
7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(b) Amendment proposals (updating /extension of AGTC network)

- Kazakhstan (ECE/TRANS/WP.24/2011/4) - adopted by WP.24 in 2011
7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(b) Amendment proposals (updating /extension of AGTC network)

- Armenia, Georgia, Turkmenistan – pending (ECE/TRANS/WP.24/2009/1)
7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(b) Amendment proposals (updating /extension of AGTC network)
- Denmark, Germany, Sweden - pending (ECE/TRANS/WP.24/2009/4)

Comments and proposals from Denmark and Germany
7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(c) Amendment proposals

(minimum infrastructure and performance standards)

Documentation:

- Survey on relevance of AGC and AGTC technical parameters
  ECE/TRANS/WP.24/2009/2

- Review of technical characteristics of AGC and AGTC rail networks
  ECE/TRANS/WP.24/2010/2

- Review of operational targets in AGTC Agreement
  ECE/TRANS/WP.24/2010/3

- Comments of DG MOVE and further work
  ECE/TRANS/WP.24/2012/5
7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)
(c) Amendment proposals

Review of technical characteristics of AGC + AGTC rail networks

- Objective: To align AGC+AGTC infrastructure standards with modern rail technologies and technical requirements
- Comparisons has been made for 30 technical parameters:
  - AGC (Annex II) - TER
  - AGTC (Annex III)- EIM (technical strategy)
  - TSI (EU) - FERRMED (standards)
  - TAR (ESCAP) - County proposals (TRANS/WP.24/2005/5)
- Compiled by secretariat in ECE/TRANS/WP.24/2010/2
Table 1

INFRASTRUCTURE PARAMETERS FOR MAIN INTERNATIONAL RAILWAY LINES

<table>
<thead>
<tr>
<th></th>
<th>Existing lines which meet the infrastructure requirements and lines to be improved or reconstructed</th>
<th>B1 For passenger traffic only</th>
<th>B2 For passenger and goods traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Number of tracks</td>
<td>-</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>2. Vehicle loading gauge</td>
<td>UIC B</td>
<td>UIC C1</td>
<td>UIC C1</td>
</tr>
<tr>
<td>3. Minimum distance between track centres</td>
<td>4.0 m</td>
<td>4.2 m</td>
<td>4.2 m</td>
</tr>
<tr>
<td>4. Nominal minimum speed</td>
<td>160 km/h</td>
<td>300 km/h</td>
<td>250 km/h</td>
</tr>
<tr>
<td>5. Authorized mass per axle:</td>
<td>22.5 t</td>
<td>-</td>
<td>22.5 t</td>
</tr>
<tr>
<td>Locomotives (≤300 km/h)</td>
<td>17 t</td>
<td>17 t</td>
<td>17 t</td>
</tr>
<tr>
<td>Rail cars and rail motor sets (≤300 km/h)</td>
<td>16 t</td>
<td>-</td>
<td>16 t</td>
</tr>
<tr>
<td>Carriages</td>
<td>16 t</td>
<td>-</td>
<td>16 t</td>
</tr>
<tr>
<td>Wagons</td>
<td>20 t, 120 km/h</td>
<td>20 t</td>
<td>20 t</td>
</tr>
<tr>
<td>140 km/h</td>
<td>18 t</td>
<td>-</td>
<td>18 t</td>
</tr>
<tr>
<td>6. Authorized mass per linear metre</td>
<td>8 t</td>
<td>-</td>
<td>8 t</td>
</tr>
<tr>
<td>7. Test train (bridge design)</td>
<td>UIC 71</td>
<td>-</td>
<td>UIC 71</td>
</tr>
<tr>
<td>8. Maximum gradient</td>
<td>-</td>
<td>35 mm/m</td>
<td>12.5 mm/m</td>
</tr>
<tr>
<td>9. Minimum platform length in principal stations</td>
<td>400 m</td>
<td>400 m</td>
<td>400 m</td>
</tr>
<tr>
<td>10. Minimum useful sitting length</td>
<td>750 m</td>
<td>-</td>
<td>750 m</td>
</tr>
<tr>
<td>11. Level crossings</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

* UIC: International Union of Railways.

Done 31 May 1985
AGTC Infrastructure Parameters (Annex III)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>A at present</th>
<th>Target values</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Number of tracks</td>
<td>(not specified)</td>
<td>(not specified)</td>
</tr>
<tr>
<td>2. Vehicle loading gauge</td>
<td>UIC B(^2)</td>
<td>UIC C (^2)</td>
</tr>
<tr>
<td>3. Minimum distance between track centres (^1)</td>
<td>4.0 m</td>
<td>4.2 m</td>
</tr>
<tr>
<td>4. Nominal minimum speed</td>
<td>100 km/h(^1)</td>
<td>120 km/h(^1)</td>
</tr>
<tr>
<td>5. Authorized mass per axle:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wagons ≤ 100 km/h</td>
<td>20 t</td>
<td>22.5 t</td>
</tr>
<tr>
<td>≤ 120 km/h</td>
<td>20 t</td>
<td>20 t</td>
</tr>
<tr>
<td>6. Maximum gradient (^1)</td>
<td>(not specified)</td>
<td>(not specified)</td>
</tr>
<tr>
<td>7. Minimum useful siding length</td>
<td>600 m</td>
<td>750 m</td>
</tr>
</tbody>
</table>

\(^1\) Not of immediate relevance for combined transport, but recommended for efficient international combined transport.

\(^2\) UIC: International Union of Railways.

\(^1\) Minimum standards for combined transport trains (see annex IV).
### AGC and AGTC minimum infrastructure parameters

*(ECE/TRANS/WP.24/2012/5, Annex)*

<table>
<thead>
<tr>
<th>No.</th>
<th>Parameter</th>
<th>EC (DG MOVE) comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Number of tracks</td>
<td>...</td>
</tr>
<tr>
<td>2.</td>
<td>Loading gauge</td>
<td>to be aligned with TSI</td>
</tr>
<tr>
<td>3.</td>
<td>Distance between track centers</td>
<td>to be aligned with TSI</td>
</tr>
<tr>
<td>4.</td>
<td>Minimum speed (nominal)</td>
<td>to be aligned with TSI</td>
</tr>
<tr>
<td>5.</td>
<td>Mass per axle (loco. Carriages, wagons)</td>
<td>ok</td>
</tr>
<tr>
<td>6.</td>
<td>Mass per linear meter</td>
<td>...</td>
</tr>
<tr>
<td>7.</td>
<td>Test train</td>
<td>ok</td>
</tr>
<tr>
<td>8.</td>
<td>Gradient</td>
<td>ok</td>
</tr>
<tr>
<td>9.</td>
<td>Platform length (in principal stations)</td>
<td>ok</td>
</tr>
<tr>
<td>10.</td>
<td>Useful siding length (750 m)</td>
<td>to be aligned with TSI</td>
</tr>
<tr>
<td>11.</td>
<td>Level crossings</td>
<td>...</td>
</tr>
</tbody>
</table>
**Possible additional parameters**  (mainly based on TSI of EU)

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.</td>
<td>Nominal track gauge (1435 mm, 1520 mm, etc.)</td>
</tr>
<tr>
<td>13.</td>
<td>Minimum radius of curvature</td>
</tr>
<tr>
<td>14.</td>
<td>Cant (rate of change, cant deficiency)</td>
</tr>
<tr>
<td>15.</td>
<td>Equivalent conicity</td>
</tr>
<tr>
<td>16.</td>
<td>Rail inclination</td>
</tr>
<tr>
<td>17.</td>
<td>Railhead profile</td>
</tr>
<tr>
<td>18.</td>
<td>Switches and crossings</td>
</tr>
<tr>
<td>19.</td>
<td>Track stiffness</td>
</tr>
<tr>
<td>20.</td>
<td>Track resistance to applied loads</td>
</tr>
<tr>
<td>21.</td>
<td>Structures resistance to applied loads</td>
</tr>
<tr>
<td>22.</td>
<td>Track geometrical quality and limits on isolated defects</td>
</tr>
<tr>
<td>23.</td>
<td>Electrical characteristics</td>
</tr>
<tr>
<td>24.</td>
<td>Platforms (various values)</td>
</tr>
<tr>
<td>25.</td>
<td>Stabling tracks</td>
</tr>
<tr>
<td>26.</td>
<td>Fixed installations (toilet discharge, water restocking, etc.)</td>
</tr>
<tr>
<td>27.</td>
<td>Ballast pick-up</td>
</tr>
<tr>
<td>28.</td>
<td>Power source</td>
</tr>
<tr>
<td>29.</td>
<td>Train control</td>
</tr>
<tr>
<td>30.</td>
<td>Design frequency of trains (by type)</td>
</tr>
</tbody>
</table>
7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(c) Amendment proposals

Proposed WP.24 actions (ECE/TRANS/WP.24/2012/5, paras. 7-15)

- Review of present AGC+AGTC infrastructure parameters/standards
- Additional parameters to be added? Which?
  - both for AGC and AGTC?
  - Passenger and/or-freight?
- Technical interoperability within AGC and AGTC
  - AGC and AGTC: Coordinated plan for development and construction of railway lines of major international importance at pan-European level
- Group of volunteers to prepare amendment proposals?
8. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement

(a) Status of the Protocol

- Text of AGTC Agreement: ECE/TRANS/122 and Corrs. 1 and 2 (E,F,R)
- 9 Contracting Parties: Bulgaria, Czech Republic, Denmark, Hungary, Luxembourg, Netherlands, Romania, Serbia, Switzerland
- Signature: Austria, France, Germany, Greece, Italy, Portugal, Slovakia
8. **Protocol on Combined Transport on Inland Waterways to the AGTC Agreement**

(b) Amendment proposals ECE/TRANS/WP.24/2010/6 (E)
     ECE/TRANS/WP.24/2008/9 (E,F,R)

- **Accepted:** Austria (WP.24 on 5.10.2010 (ECE/TRANS/127, para. 50)
- **Pending:** Bulgaria, Croatia, France, Hungary, Romania
- **Pending:** UNECE secretariat
  - geo-political changes (Yugoslavia)
  - modification of name of Working Party
- **Pending:** alignment with AGN Agreement
  ECE/TRANS/WP.24/2012/4 8 Lay-out of IWT and ports
  - new AGN network adopted by SC.3 on 12 October 2012
8. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement

(b) Amendment proposals

Alignment of AGN and Protocol to AGTC

- Inland waterways
  - AGN by inland waterway
  - Protocol by country

- IWT ports and terminals in ports
  - AGN P ports
  - Protocol C-P and C terminals

Approach towards harmonization

Blue Book database: Inventory of AGN inland water network
8. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement

(b) Amendment proposals

Informal document WP.24 No. 5 (2013) Blue Book database (on-line)
9. Revision of the IMO/ILO/UNECE Guidelines for packing of cargo in intermodal transport units (cargo transport units)

Documentation: ECE/TRANS/WP.24/2013/2
Informal documents WP.24 No. 4 and 6
Final draft of the Code of Practice:

- 1996: Developed and adopted by IMO, ILO and UNECE (WP.24)
- 2010: WP.24 decided to contribute to review and update guidelines in cooperation with ILO and IMO
- 2011-2013: Group of Experts (Palais des Nations, Geneva)
10. Activities of UNECE Inland Transport Committee

Working Party on Transport Trends and Economics (WP.5)
- Climate change impact and adaptation
- Euro-Asian transport links (EATL) project

Working Party on Rail Transport (SC.2)
- Work towards unified railway law (Joint Declaration)
  www.unece.org/trans/main/sc2/sc2.html

Working Party on Inland Water Transport (SC.3)
- Amendments of the AGN inland water network
- Harmonization of professional requirements in IWT

Election of a Chair

Possibly, election of a Vice-Chair
12. Draft programme of work, biennial evaluation and work plan

(a) Draft programme of work and biennial evaluation
   • Draft programme of work (2014-2015)
   • Biennial evaluation (2012-2013)
     • Indicators of achievement (targets 2014-2015)
     • Actual performance measures (2012-2013)

Documentation: ECE/TRANS/WP.24/2013/5

(b) Draft work plan for 2014-2018

Documentation: ECE/TRANS/WP.24/2013/6

Terms of Reference (ToR) of the Working Party:
ECE/TRANS/WP.24/2011/9
www.unece.org/trans/wp24/tor_en.html
13. **Date and venue of next session**

   Scheduled for 10-11 November 2014


14. **Summary of decisions**

   Draft report available for participants: early November 2013 (English)

Further information:

www.unece.org/trans/wp24
United Nations
Economic Commission for Europe
(UNECE)

Palais des Nations, Geneva (Switzerland)