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Inland Transport Committee

Working Party on Intermodal Transport and Logistics

Fifty-seventh session

Geneva, 10–11 November 2014

Item 1 of the provisional agenda

Adoption of the agenda

Annotated provisional agenda for the fifty-seventh session^{1, 2}

To be held at the Palais des Nations, Geneva
starting at 3.00 p.m. on Monday, 10 November 2014

I. Provisional agenda

Note: The session of the Working Party on Intermodal Transport and Logistics (WP.24) will be held back-to-back with the fifty-eighth session of the Working Party on Inland Water Transport (SC.3) (12–14 November 2014). Details and documentation for the session of SC.3 are available at www.unece.org/trans/main/sc2/sc3.html.

1. Adoption of the Agenda.

¹ For reasons of economy, delegates are requested to bring copies of all relevant documents to the session. There will be no documentation available in the conference room. Before the session, documents may be downloaded from the UNECE Transport Division's website www.unece.org/trans/wp24/welcome.html. On an exceptional basis, documents may also be obtained by e-mail (wp.24@unece.org) or by fax (+41 22 917 0039). During the session, official documents may be obtained from the UNOG Documents Distribution Section (Room C.337, third floor, Palais des Nations).

² Delegates are requested to complete the registration form available for download at the UNECE Transport Division's website www.unece.org/trans/registfr.html. It should be transmitted to the UNECE secretariat no later than one week prior to the session by e-mail (wp.24@unece.org) or by fax (+41 22 917 0039). Upon arrival at the Palais des Nations, delegates should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact the secretariat by telephone (ext. 740 30). For a map of the Palais des Nations and other useful information, see website www.unece.org/meetings/practical.htm.

2. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC):
 - (a) Status of the AGTC Agreement and adopted amendment proposals;
 - (b) Amendment proposals (updating and extending the AGTC network);
 - (c) Amendment proposals (Minimum infrastructure and performance standards).
3. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement:
 - (a) Status of the Protocol;
 - (b) Amendment proposals.
4. Code of Practice for Packing of Cargo Transport Units (CTU Code).
5. Climate change and intermodal transport:
 - (a) Mitigation;
 - (b) Adaptation;
 - (c) Diesel Engines.
6. Intelligent transport systems and technological developments in intermodal transport.
7. Annual themes on Intermodal Transport:
 - (a) Follow-up to the 2013 workshop on weights and dimensions of intermodal transport units (ITU);
 - (b) 2014 Theme: Role of freight forwarders and logistics in intermodal transport chains;
 - (c) Selection of a theme for substantive discussions in 2015.
8. Intermodal transport terminals.
9. Preparing National Master Plans on freight transport and logistics.
10. New developments and best practices in intermodal transport and logistics:
 - (a) Trends and performance in the intermodal transport and logistics industry;
 - (b) Activities of the European Commission in intermodal transport and logistics;
 - (c) Pan-European developments in intermodal transport and transport policies;
 - (d) Intermodal transport statistics.
11. Activities of the UNECE Inland Transport Committee and its subsidiary bodies.
12. Election of officers.
13. Date and venue of next session.
14. Summary of decisions.

II. Annotations

1. Adoption of the Agenda

The first item to be considered is the adoption of the agenda.

Documentation: ECE/TRANS/WP.24/134

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

(a) Status of the AGTC Agreement and adopted amendment proposals

The AGTC Agreement has currently 32 Contracting Parties.³ Detailed information on the AGTC Agreement, including the up-to-date and consolidated text of the Agreement (ECE/TRANS/88/Rev.6), a map on the AGTC network, an inventory of compliance with AGTC standards as well as relevant Depositary Notifications are available at www.unece.org/trans/wp24/welcome.html.

In 2011, the Working Party adopted amendment proposals to Annex I of the AGTC Agreement modifying names of cities and border crossing points in Kazakhstan (ECE/TRANS/WP.24/129, paras. 34–35 and annex). These proposals have not yet been transmitted to the depositary of the AGTC Agreement due to other pending amendment proposals that, once adopted, could then be consolidated into a comprehensive package of amendment proposals.

Documentation: ECE/TRANS/88/Rev.6

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

The Working Party will be informed about the status of amendment proposals considered at its fifty-second session. For reference, see ECE/TRANS/WP.24/2009/1 for Armenia, Georgia and Turkmenistan and ECE/TRANS/WP.24/2009/4 for Denmark, Germany and Sweden (ECE/TRANS/WP.24/125, paras. 29–31).

Documentation: ECE/TRANS/WP.24/2009/4, ECE/TRANS/WP.24/2009/1

(c) Amendment proposals (Minimum infrastructure and performance standards)

The Working Party may wish to decide on the need and the procedure to revise the technical infrastructure parameters contained in annexes III and II of the AGTC and AGC Agreements respectively (see ECE/TRANS/WP.24/2012/5, paras. 7–15) on the basis of official document ECE/TRANS/WP.24/2010/2. In addition, the Working Party may wish to review the status of the AGTC operational standards (ECE/TRANS/WP.24/2010/3) and decide on their possible update on the basis of official document ECE/TRANS/WP.24/2014/1–ECE/TRANS/SC.2/2014/1. These documents had been prepared by the secretariat in cooperation with the secretariat of Working Party on Rail Transport (SC.2) and the European Railway Agency.

³ 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.

Documentation: ECE/TRANS/WP.24/2014/1–ECE/TRANS/SC.2/2014/1, ECE/TRANS/WP.24/2012/5, ECE/TRANS/WP.24/2010/2, ECE/TRANS/WP.24/2010/3

3. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement

The objective of the Protocol is to make container and ro-ro transport on inland waterways and coastal routes in Europe more efficient and attractive to customers. The Protocol establishes a legal framework that lays down a coordinated plan for developing intermodal transport services on pan-European inland waterways and coastal routes, in line with those in the European Agreement on Main Inland Waterways of International Importance (AGN Agreement), based on specific internationally agreed parameters and standards.

The Protocol identifies 14,700 km of E waterways and transshipment terminals that are important for regular and international intermodal transport in Austria, Belgium, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. It also stipulates technical and operational minimum requirements of inland waterways and terminals in ports that are required for competitive container and ro-ro transport services.

In 2012, the secretariat published the second revised edition of the so-called “Blue Book” containing an inventory of the European E waterway and ports network (ECE/TRANS/SC.3/144/Rev.2). The revised “Blue Book” as well as the latest UNECE map of European inland waterways will be available at the session.

Documentation: ECE/TRANS/SC.3/144/Rev.2

(a) Status of the Protocol

The Working Party may wish to recall that the Protocol to the AGTC Agreement had come into force on 29 October 2009 and had been signed by 15 countries. So far, 9 countries have ratified the Protocol.⁴ See ECE/TRANS/122 and Corrs.1 and 2 for the text of the Protocol.⁵ Detailed information, including the text of the Protocol and relevant Depository Notifications are available on the website of the Working Party.⁶

The Working Party may recall that the Inland Transport Committee (ITC) had encouraged concerned Contracting Parties to the AGTC Agreement to accede to the Protocol as soon as possible. It may, therefore, wish to provide guidance on how to facilitate accession of further countries.

Documentation: ECE/TRANS/122 and Corrs.1 and 2

(b) Amendment proposals

The Working Party may recall that the ITC had requested the Working Party to consider and decide on amendment proposals to the Protocol that had previously been submitted (ECE/TRANS/200, para. 93; ECE/TRANS/WP.24/119, paras. 46–50).

⁴ Bulgaria, Czech Republic, Denmark, Hungary, Luxembourg, Netherlands, Romania, Serbia, Switzerland.

⁵ It should be noted that only the text kept in custody by the Secretary-General of the United Nations, in his capacity as depositary of the AGTC Agreement, constitutes the authoritative text of the Agreement.

⁶ www.unece.org/trans/wp24/welcome.html.

Based on any information provided by Bulgaria, France, Hungary and Romania, the Working Party may wish to consider the remaining amendment proposals as previously submitted in ECE/TRANS/WP.24/117, para. 58 and TRANS/WP.24/97, para. 23, including those related to geo-political changes and a change of name of the Working Party (ECE/TRANS/WP.24/2010/6, paras. 11–12) with a view to their formal adoption in accordance with articles 13, 14 and 15 of the Protocol.

Following consideration of secretariat note ECE/TRANS/WP.24/2012/4 at its last session, the Working Party will also be informed by the secretariat of ways to possibly align annexes I and II of the Protocol with the revised AGN Agreement.

Documentation: ECE/TRANS/WP.24/2012/4, ECE/TRANS/WP.24/2010/6

4. Code of Practice for Packing of Cargo Transport Units (CTU Code)

The Working Party will be informed of the adoption of the CTU Code by ITC in its seventy-sixth session in February 2014 and the progress made in creating a searchable website for the CTU Code. This website will be finalized and hosted by the UNECE after the adoption of the Code by the respective governing bodies of the International Maritime Organization (IMO) and the International Labour Office (ILO) – the co-developers of the Code. The Governing Board of the ILO is expected to adopt the Code in November 2014 while the Maritime Safety Committee 93 of IMO approved the Code in May 2014.

5. Climate change and intermodal transport

(a) Mitigation

The Working Party will be informed by the secretariat about the developments in the For Future Inland Transport Systems (ForFITS) project during 2013–2014. The Working Party may wish to discuss and consider implementation of ForFITS tool in Intermodal Terminals/nodes.

(b) Adaptation

The secretariat will inform the Working Party about the UNECE publication. In addition, the Working Party may wish to be informed about the continuation of the work of the Group of Experts on climate change impacts and adaptation to international transport networks and it may wish to consider suggesting in group's work plan issues relevant to intermodal transport.

Documentation: UNECE Publication on Climate Change Impacts and Adaptation for International Transport Networks

(c) Diesel Engines

The Working Party will be informed by the secretariat about the discussion paper prepared by the secretariat.

The Working Party may wish to consider the discussion paper, provide guidance for disseminating its findings and possible follow-up on issues relevant to intermodal transport.

Documentation: UNECE Publication “Diesel engine exhausts: Myths and realities”

6. Intelligent transport systems and technological developments in intermodal transport

The Working Party may wish to discuss developments and consider presentations made by experts on intelligent transport systems or other technological developments related to intermodal transport.

7. Annual themes on Intermodal Transport

(a) Follow-up to the 2013 workshop on weights and dimensions of intermodal transport units (ITU)

As decided by the Working Party at its last session and in line with the road map on future work and operation of the Working Party (ECE/TRANS/WP.24/133, paras. 29–38; ECE/TRANS/WP.24/125, paras. 21 and 40–41), a follow-up workshop to the 2013 Theme: Weights and dimensions of intermodal transport units was held at Paris on 6 and 7 February 2014. The Working Party may wish to be informed about this workshop (ECE/TRANS/WP.24/2014/2).

Documentation: ECE/TRANS/WP.24/2014/2

(b) 2014 Theme: Role of freight forwarders and logistics in intermodal transport chains

As decided by the Working Party at its last session and in line with its road map on future work and operation (ECE/TRANS/WP.24/131, paras. 35–36; ECE/TRANS/WP.24/125, paras. 18–22 and 40–41), the theme for substantive discussion at the present session is “Role of freight forwarders and logistics in intermodal transport chains”. The discussions were prepared at a workshop, hosted by the Government of Belgium (12 and 13 June 2014, Brussels). Following this workshop, ECE/TRANS/WP.24/2014/3 was prepared as a background document for the discussions which highlights the primary discussion points of the workshop for consideration by the Working Party.

Documentation: ECE/TRANS/WP.24/2014/3

(c) Selection of a theme for substantive discussions in 2015

The Working Party may wish to decide on a theme for its session in 2015. A background document was prepared by the secretariat considering as possible theme the “Intermodality leads to Sustainability” for consideration by the Working Party (ECE/TRANS/WP.24/2014/4).

Documentation: ECE/TRANS/WP.24/2014/4

8. Intermodal transport terminals

The Working Party may wish to recall that during its thirty-seventh session (18–19 April 2002) it had established a group of experts to consider measures to increase the efficiency of combined transport terminal operations. On the basis of its findings (TRANS/WP.24/2002/4) the Working Party recommended that provisions on terminals contained in the AGTC should be reviewed and new provisions should be included.

The Working Party may wish also to recall that during its fifty-fourth session (2–3 November 2011), “The Role of terminals and logistics centres for intermodal transport” was discussed as the theme for substantive discussion. The session considered best practices in the planning, construction and operation of intermodal terminals, logistics centres and

freight villages. The session also noted that the AGTC Agreement contained listings of important terminals in annex II as well as minimum performance standards that had been developed in the 1990s and may need to be reviewed and brought in line with the latest developments.

The Working Party may wish to consider document ECE/TRANS/WP.24/2014/5 prepared by the secretariat and provide guidance on concrete follow-up activities that could be undertaken to support the development of seamless international rail and intermodal transport operations at the pan-European level through the development of intermodal terminals.

Documentation: ECE/TRANS/WP.24/2014/5

9. Preparing National Master Plans on freight transport and logistics

The Working Party may wish to recall that during its fifty-first session (19–20 March 2009), it had addressed the topic of modern transport chains, national logistics master plans and the role of governments on the design and management of freight and intermodal transport. The secretariat, in cooperation with a virtual expert group on transport chains and logistics and contributions from the Groupement Européen du Transport Combiné (GETC) and Austria (Informal documents WP.24 Nos. 5 and 6 (2008)), had prepared a study on the design and management of freight and intermodal transport and the role of governments (ECE/TRANS/WP.24/2008/4).

The Working Party may wish to further discuss the role that WP.24 could play on the development of national freight transport and logistics master plans based on ECE/TRANS/WP.24/2014/6.

Documentation: ECE/TRANS/WP.24/2014/6

10. New developments and best practices in intermodal transport and logistics

(a) Trends and performance in the intermodal transport and logistics industry

The Working Party may wish to exchange views on past and future trends and developments in intermodal transport and logistics in UNECE member countries on the basis of information provided by the International Union of Combined Road/Rail Transport Companies, the International Union of Railways and other international organizations and industries.

Documentation: Informal documents

(b) Activities of the European Commission in intermodal transport and logistics

The Working Party may wish to be informed about recent activities and plans for future work of the European Commission (DG MOVE) on intermodal transport and logistics.

(c) Pan-European developments in intermodal transport and transport policies

The Working Party may wish to be informed by participants on recent developments in their countries, including new Government policies and business measures affecting intermodal transport.

Audio-visual aids and short written documentation would be welcomed and could be distributed by the secretariat, if received in time before the session. Delegations wishing to make presentations should inform the secretariat, at least, a few days before the session.

Documentation: Informal documents

(d) Intermodal transport statistics

The Working Party may wish be informed by the secretariat on the latest developments in Task Force on InterModal Transport Statistics in developing a system to allow the calculation of traffic data for international intermodal transport flows. The Task Force consists of Eurostat, Eurostat member States, private sector experts, and was mandated by Eurostat's Coordination Group for Statistics Transport and has been extended to the end of 2015.

On the basis of an informal document outlining the present status of work in this field, the Working Party may have an exchange of views on the possibilities of collecting data at the pan-European level.

Documentation: Informal documents

11. Activities of the UNECE Inland Transport Committee and its subsidiary bodies

Participation of non-ECE countries, Contracting Parties to UNECE conventions, in the activities of ITC and its subsidiary bodies

The Working Party will be informed about the main decisions of the seventy-sixth session of ITC (25–27 February 2014) on issues of interest to the Working Party.

At this session, a closed session (for government delegates only) of the Chairs of ITC's subsidiary bodies was organized. The session was dedicated to discussing the participation of non-ECE countries that are also Contracting Parties to the UNECE transport conventions and agreements in the Working Parties and other intergovernmental bodies of UNECE. The Committee decided, inter alia, to request the secretariat to transmit the issues at stake to the Working Parties for discussion and to collect and consolidate their views and current practices for the consideration of the ITC at its seventy-seventh session. The Working Party is invited to continue its discussions on the issue and to provide guidance to the secretariat. To facilitate this task, an Informal document, outlines the various applicable Terms of Reference and Rules of Procedure and their relevance for the current discussion.

Documentation: Informal documents

12. Election of officers

The Working Party may wish to elect a Chair and possibly (a) Vice-Chair(s) for its sessions in 2015 and 2016.

13. Date and venue of next session

The Working Party may wish to decide on the date for its session in 2015.

The secretariat has tentatively scheduled the fifty-ninth session for 30 November–1 December 2015 at the Palais des Nations (Geneva). This session would be held back-to-back with the Working Party on Rail Transport (SC.2).

14. Summary of decisions

In line with established practice (TRANS/WP.24/63, para. 54) and in accordance with the decision of the ITC (ECE/TRANS/156, para. 6), at the end of the session the Chair will make a brief summary of the decisions taken. Following the session, the secretariat, in cooperation with the Chair, will establish a report on the outcome of the session for transmission to the ITC at its next session (February 2015).

III. Tentative timetable

Monday, 10 November	3.00 – 6.00 p.m.	Items 1–5
Tuesday, 11 November	10.00 – 13.00 a.m.	Items 6–8
	3.00 – 6.00 p.m.	Items 9–14
