

Working Party on Intermodal Transport and Logistics (WP.24)
Sixty-fourth session
Geneva, 20-22 October 2021

Items for decision under silence procedure

Decisions submitted to silence procedure following the formal session WP.24 with remote participation

<i>Agenda item</i>	<i>Document No (link)</i>	<i>Decision</i>
3 (b)	<p>https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-1e.pdf</p> <p>https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-2e_0.pdf</p> <p>https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-03e.pdf</p> <p>https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-4e.pdf</p>	<p>In accordance with Article 15 of the AGTC, WP.24 considered these amendment proposals and decided as follows:</p> <ul style="list-style-type: none">- Adopted unanimously the proposals from Croatia, Poland and the Russian Federation as proposed; and- Adopted unanimously the proposal from Georgia with the exception of the proposal to the amendment for the line C-E 99 in Georgia. It was requested that interested Parties consult on it and inform about the results of these consultations at the next meeting. <p>WP.24 asked the secretariat to forward the adopted amendments to the Office of Legal Affairs in New York. For clarity, the adopted amendments are provided in Annex I to this report.</p>
3 (c)	<p>https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-05e%20%281%29.pdf</p> <p>https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-06e.pdf</p>	<p>WP.24, following its consideration of the proposal, agreed to establish the monitoring mechanism for the AGTC lines and related installations vis-à-vis their technical parameters by creating the AGTC inventory in GIS environment. Such a mechanism should be established, if possible, in the period until the sixty-sixth session in 2023. During this time, the data should be pooled into the GIS environment from the existing databases, updating it with data that could not be pooled by using the electronic forms and validating the inventory. The secretariat was requested to manage this process. The secretariat should also report on the progress achieved in setting up the inventory at the next session. Finally, WP.24 confirmed on the interval of 3 years for future updates on changes to the AGTC lines and related installations in the inventory.</p> <p>As far as the mechanism for assessing the achievement of the AGTC performance targets is concerned, WP.24 requested the secretariat to collect information on the availability of data for assessing the performance in order to be in a position to take an</p>

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	https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-7e_0.pdf	<p>informed decision at the next session. More specifically the secretariat should (i) collect, possibly through a survey, information on the availability of relevant performance data in the Contracting Parties, (ii) explore if any such data is collected through the Working Party on Transport Statistics or planned to be collected, and (iii) research what data on performance is made available through various ongoing projects undertaken by various industry associations.</p>
	https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-8e%20%281%29.pdf	<p>WP.24 requested the secretariat, in its work on clarifying the necessary updates to the AGTC (see item IV(a)) to explore with Contracting Parties and at the same time the European Union member States if differences established between the AGTC and the TEN-T railway lines and related installations require updates to the AGTC through the relevant amendment procedure.</p>
	https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-09e.pdf	
4 (c)		<p>WP.24 recognized the growing misalignment challenge between the two instruments and agreed that a conference be held jointly with the Working Party on Inland Water Transport (SC.3) to consider this challenge and find solutions to it. The secretariat was requested to organise such a conference jointly with the SC.3 secretariat, if possible, in 2022. It should be held preferably back to back to regular sessions.</p>
6(a)		<p>WP.24 agreed that it would require more deep insight on the issue of transport document digitalisation and the challenges faced at national as well as international levels in addition to the information considered under item VI(a)(ii). WP.24 agreed that during its next session a workshop could be organized to share national experience and challenges faced with transport document digitalization used in intermodal transport.</p> <p>WP.24 further agreed that it could possibly support the industry on automation by issuing a handbook on automation in freight transport and logistics. To this end, WP.24 decided to organise a workshop at the next session during which experience, good practices and innovation could be shared with regard to automation and which could offer a forum for discussion on this subject as well as explore on the demand from the industry and countries for the handbook incorporating available good practice as well as proven benefits from automation.</p> <p>As far as setting the appropriate targets for intermodal transport share is concerned, WP.24 requested the secretariat to work with the secretariat of the Working Party on Transport Statistics (WP.6) to prepare a document for the next session listing the existing shares of intermodal transport per country. This document should then serve as a basis for WP.24 in defining the targets for increasing the shares of intermodal transport.</p> <p>With regard to the task on the collaborative networks, WP.24 requested the secretariat to collect information from countries on good practice available in this area, and to consolidate these good practices in the document for consideration at the next session.</p>

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7	https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-11e.pdf	WP.24 took note of the information provided. Having considered then the decision cycle of the ILO Sectoral Advisory Body, WP.24 agreed to prolong the informal pre-work on the two tasks for one more year and requested progress report on the results achieved during this period.
8		WP.24 requested its Chair and the secretariat to keep ITC abreast of its activities that contribute to the implementation of the Strategy.
9	https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-12e.pdf https://unece.org/sites/default/files/2021-08/ECE-TRANS-WP.24-2021-13e.pdf	WP.24 considered then a proposal for 2022-2023 programme of work prepared by the Chair and Vice-Chair with the support of the secretariat and adopted it as contained in Annex II. It then welcomed the proposal for the amendment of the Terms of Reference and adopted the amended Terms of Reference as contained in Annex III. WP.24 requested the secretariat to submit the amended Terms of Reference to next session of ITC for its approval.
12		WP.24 adopted provisionally its report of the sixty-fourth session. Decisions from this report, in accordance with the decision of ECE Executive Committee at its meeting on 5 October 2020 need to undergo a 72 hours silence period, which would be notified to all Permanent Missions in Geneva by the office of the ECE Chef de Cabinet. The decisions would be adopted with the unbroken closure of the silence procedure.