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Report of the Working Party on Intermodal Transport and Logistics at the sixty-fourth session
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I. Attendance

1. The Working Party on Intermodal Transport and Logistics (WP.24) held its sixty-fourth session from 20 to 22 October 2021. It was held as a hybrid meeting with participation in-person at the Palais des Nations in Geneva and virtual participation through Interprefy platform with the simultaneous English-French-Russian interpretation. The meeting was chaired by Ms. Julia Elsinger (Austria).
2. The session of the Working Party was attended by the following Economic Commission for Europe (ECE) member States: Austria, Azerbaijan, Czech Republic, Finland, France, Georgia, Germany, Greece, Hungary, Lithuania, Russian Federation, Switzerland and Ukraine. The following United Nations specialized agency was present: International Labour Office (ILO).
3. The European Union (EU) was represented.
4. The following intergovernmental organization was present: International Union of Railways. The following non-governmental organizations was represented: International Road Transport Union (IRU).
5. The following non-governmental organizations were present: Brough Marine Limited, International Federation of Freight Forwarders Associations, Motorists Services Organisation of Zimbabwe.
6. The representatives from the private sector were from Ady, Hupac Intermodal SA, JSC UTLC ERA and Lineas and Schweizerische Trassenvergabestelle TVS. Independent experts from ETS Consulting and La Plate-Forme Intermodale were present.
7. Representatives of the academia attended sector attended the session at the invitation of the secretariat: Institute for Construction and Infrastructure Management, Moscow State University, Russian University of Transport, Wegener Center for Climate and Global Change of University of Graz.

II. Adoption of the Agenda (agenda item 1)

8. The Working Party on Intermodal Transport and Logistics (WP.24) adopted the agenda for its sixty-fourth session as contained in ECE/TRANS/WP.24/148.

Documentation

ECE/TRANS/WP.24/148

III. Session's workshop: Recent actions and projects in support of sustainable development of intermodal transport and logistics (agenda item 2)

9. WP.24 held, in the framework of its current session, a workshop on recent actions and projects in support of sustainable development of intermodal transport and logistics.
10. The workshop was founded on the consideration that availability of good practice and knowledge in the implementation of specific actions and measures as well as understanding the positive impact they had on the sector can be a valuable input for governments and national experts in prioritizing their own work for further advances in the sector. The workshop also built further on the actions and measures included in the Handbook for national master plans for freight transport and logistics.
11. Background information on the workshop and its programme is contained in Informal document No.1 (Oct 2021).
12. The workshop considered various measures and solutions to increase the freight transport and logistics sector's efficiency, enhance its environmental performance, create

decent jobs, improve professionalism and workers' competences and increase resilience. The workshop agreed that:

- Intermodal transport with railway as its backbone is the solution to make freight transport become more climate neutral;
- Rail transport needs to change to become borderless, flexible, seamless, faster and easier;
- Solutions do exist to transform the sector through standardization, digitalization, automation, or increase in interoperability. The transformation also requires investment in adequate standardized infrastructure both on railway lines as well as terminals;
- Achieving the infrastructure parameters in terms of train length, weight and loading gauge across complete corridors or networks is a must to increase the efficiency of rail transport and make it more competitive vis-à-vis road transport. The implementation of agreements such as the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) appear still valid;
- Understanding the future demand for rail capacity, plan for it and establish a fund for adequate enhancement and for its necessary maintenance are essential;
- Decent employment and gender equality have not yet been achieved in the sector. More focus and attention should be given to assess these elements in the rail and intermodal sectors;
- Knowledge and training gaps exist in particular on intermodal transport. Future transport staff, if inadequately trained, would not be able to foster the development of intermodal transport. This needs to change, all levels of education need to be equipped with learning material and tools on intermodal transport;
- Intermodal and rail transport will fail to deliver on its role if they are not made resilient;
- Bypass lines should be determined for the main rail lines or corridors so that traffic would not be fully disrupted in case of emergencies or unpreventable incidents. Preparedness for effective contingency situation management should be improved;
- Investment decisions for achieving resilience should be based on systematic methodologies that help optimally improve resilience taking into consideration future uncertainties;
- Encouraging resilience investment also requires the elaboration of a business case for resilience – understating the costs of inaction leading to potential disruption or damage versus costs of resilience investment;
- Achieving more flexibility in intermodal transport based on rail is also a crucial response measure to support more elasticity in supply chains.

Documentation

Informal document No.1

IV. European Agreement on Important International Combined Transport Lines and Related Installations (agenda item 3)

(a) Status of the Agreement

13. The secretariat informed WP.24 of no change to the status AGTC which had 33 Contracting Parties at the time of the sixty-fourth session. Detailed information on the AGTC is available at www.unece.org/trans/wp24/welcome.html.

14. WP.24 had initiated a process at its sixty-second session to clarify issues and inconsistencies identified by the secretariat in preparation of a new consolidated version of

the AGTC (inconsistencies between adopted amendment proposals and the consolidated text and inconsistencies arising from the adopted amendment proposals). In this process, the secretariat had been requested to establish communication with the Contracting Parties concerned and clarify the issues. At the previous session, WP.24 welcomed the progress of clarification of some issues and requested its secretariat to continue this work on pending issues. At the current session, the secretariat informed WP.24 on its communication with Contracting Parties and updated on issues clarified.

15. WP.24 took note of the further progress in the clarification of issues. It welcomed the information that communication was established with almost all concerned Contracting Parties. It requested the secretariat to continue the clarification process on issues that remain pending. The secretariat was also requested to get in contact with Contracting Parties and at the same time the European Union (EU) member states to explore if differences established between the AGTC and the Trans-European Transport Network (TEN-T) railway lines and related installations (see further item IV(c)) require updates to the AGTC through the relevant amendment procedure.

(b) Amendment proposals

16. The secretariat informed WP.24 about the issuance of the depository notification on 9 September 2021 confirming the acceptance of the amendment proposals adopted by WP.24 at its sixty-third session on 30 October 2020 as contained in the Annex of ECE/TRANS/WP.24/147. This amendment would enter into force on 9 December 2021.

17. Croatia, Poland, Georgia and the Russian Federation presented their proposals for amendments to the AGTC as contained respectively in ECE/TRANS/WP.24/2021/1, ECE/TRANS/WP.24/2021/2, ECE/TRANS/WP.24/2021/3 and ECE/TRANS/WP.24/2021/4.

18. In accordance with Article 15 of the AGTC, WP.24 considered these amendment proposals and decided as follows:

- 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.

19. 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.

Documentation

ECE/TRANS/WP.24/2021/1, ECE/TRANS/WP.24/2021/2, ECE/TRANS/WP.24/2021/3, ECE/TRANS/WP.24/2021/4

(c) Implementation of the Agreement

20. WP.24 had agreed at its sixty-third session to work towards the development of a mechanism through which it could understand the degree of the implementation of the AGTC, not only concerning the designation of the network lines but also their development vis-à-vis the technical standards and performance parameters. The establishment of such a mechanism was also encouraged through the ITC-adopted resolution for strengthening the intermodal freight transport.

21. The secretariat presented a proposal for such a mechanism as provided in ECE/TRANS/WP.24/2021/5. The proposal differentiates between (a) a monitoring mechanism for the AGTC lines and related installations vis-à-vis their technical parameters through creation of an inventory in a Geographical Information System (GIS) environment and its periodic – possibly every 3-years – update through electronic forms, and (b) a mechanism to assess the achievement of the performance targets referred to in the Agreement. The secretariat also recalled the existence of an AGTC inventory in the past as a

“Yellow Book” and invited WP.24 to consider returning to the good practice of maintaining an up-to-date inventory for the AGTC lines and related installations. Finally, the secretariat presented its initial work on digitalizing the AGTC in GIS environment.

22. 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.

23. 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 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.

24. Moreover, further to a request at the previous session that AGTC and TEN-T railway lines and related installations as well as their technical standards and operational parameters are compared and presented for discussion at the current session, the secretariat introduced ECE/TRANS/WP.24/2021/6, ECE/TRANS/WP.24/2021/7, ECE/TRANS/WP.24/2021/8, ECE/TRANS/WP.24/2021/9, which present comparisons respectively between TEN-T and AGTC lines, TEN-T and AGTC terminals, TEN-T and AGTC ports and TEN-T and AGTC technical and operational parameters.

25. The Vice-Chair informed WP.24 on the revision process which the TEN-T regulation was undergoing since 2019 and was expected to be finalised before the end of 2021. This revision process for rail aimed at increasing the potential of rail transport and should lead to generating greater use of rail infrastructure.

26. WP.24 took note of the information on the differences between the AGTC and TEN-T for EU member States as well as the brief information on the TEN-T regulation revision process.

27. 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.

28. WP.24 also expressed interest to be informed about the results of the TEN-T regulation revision process with regard to aspects of its interest.

Documentation

ECE/TRANS/WP.24/2021/5, ECE/TRANS/WP.24/2021/6, ECE/TRANS/WP.24/2021/7, ECE/TRANS/WP.24/2021/8, ECE/TRANS/WP.24/2021/9

(d) Core network

29. WP.24 discussed the creation of a core network in the AGTC further to the call in the ITC-adopted resolution for strengthening intermodal freight transport to identify a core intermodal network in the AGTC for which special procedures be put in place for operation during emergency situations including pandemics.

30. WP.24 requested the secretariat to contact AGTC Contracting Parties and request them to identify a line or lines crossing through their territories, which possibly should be given the status of core line on which special procedures would be used in case of emergency.

31. The Contracting Parties should further be requested to propose what the special procedures should entail.

V. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement (agenda item 4)

(a) Status of the Protocol

32. The secretariat informed WP.24 of no change to the status of the Protocol on Combined Transport on Inland Waterways to the AGTC (AGTC Protocol), which had 9 Contracting Parties at the time of the sixty-fourth session. Detailed information on the AGTC Protocol is available at www.unece.org/trans/wp24/welcome.html.

(b) Amendment proposals

33. The secretariat informed WP.24 that it had not received any amendment proposals.

(c) Implementation of the Protocol

34. WP.24 had agreed at its previous sessions to first work on a possible mechanism for understanding the implementation of the AGTC, and once such was successfully developed, it would consider preparing a similar tool for the AGTC Protocol.

35. In this regard, the secretariat referred to the so-called Blue Book. It provides an inventory of existing and envisaged standards and parameters of E-waterways and ports in Europe and shows, on a comparable basis, the available inland navigation infrastructure parameters in Europe as compared to the minimum standards and parameters prescribed in the European Agreement on Main Inland Waterways of International Importance (AGN).

36. Considering the intended alignment between the AGN and the AGTC Protocol, the Blue Book in principle could serve the purpose to monitor progress in the implementation of the Protocol. At the same time, the secretariat indicated the challenge of growing misalignment between the two instruments, which result from amendments to AGN with no corresponding amendments, when appropriate, to the AGTC Protocol.

37. 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.

VI. Policies and measures in support of intermodal transport (agenda item 5)

(a) Measures to promote efficiency of intermodal transport and bottlenecks in intermodal transport services at the pan-European level

38. Within this item, WP.24 continued its deliberations concerning issues such as (i) Intermodal issues along Euro-Asian Transport Links, (ii) Intelligent transport systems and technological developments, (iii) Intermodal transport terminals and (iv) Intermodal transport and the TIR Convention.

(i) Intermodal issues along Euro-Asian Transport Links

39. The secretary to the Working Party on Transport Trends and Economics (WP.5) informed WP.24 on progress made in the establishment of corridor management groups for selected Euro-Asian Transport Links (EATL) corridors as a way to assist further corridor operationalization. More specifically, he reported on the interest expressed by the Governments of Azerbaijan, Georgia, Turkey, Kazakhstan and Ukraine to develop and pilot

an EATL Route 3 Corridor Coordination Management Mechanism (CCMM) and a Corridor Performance Review (COPR) Mechanism.

40. The WP.5 secretary also informed WP.24 about outcomes from the ongoing United Nations Development Account's project on developing a set of Sustainable Inland Transport Connectivity Indicators (SITCIN). He explained the elaboration of a set of 215 relevant indicators (across rail, road, inland waterway and intermodal transport). He noted that these indicators provide a tool for countries to assess their degree of external connectivity in terms of transport, logistics, interoperability, border crossing and trade processes. He invited WP.24 delegates to consider using these indicators in order to self-assess the performance of their intermodal transport and logistics systems and their interoperability with those in neighbouring countries. An online SITCIN user platform and e-learning course were being developed to facilitate use of the indicators. It was expected that these tools be made available by the end of 2021 in all three ECE working languages.

41. Last but not least, the WP.5 secretary informed delegates about progress made, in the framework of WP.5, of the development of an International Transport Infrastructure Observatory (ITIO). The ITIO offers a GIS based platform operating as a virtual marketplace for attracting financing for national, regional, and interregional transport infrastructure projects. ECE member States and multilateral development banks operating in the ECE region would be invited to start using the Observatory in a test phase which would be launched in autumn 2021.

42. WP.24 took note of the information provided on EATL, SITCIN and ITIO. It requested an update at its next session on CCMM and COPR on EATL Route 3. It then requested information for accessing the SITCIN user platform and e-learning course as well as ITIO once available.

(ii) *Intelligent transport systems and technological developments*

43. The secretariat informed WP.24 about the adoption by the Inland Transport Committee (ITC) at its eighty-third session in 2021 of a Road Map until 2025 on Intelligent Transport Systems (ITS) to which WP.24 provided input under action 12 - Enhancing the modal integrator's role of ITS. The secretariat further informed that WP.24 should report to the secretary to the World Forum for Harmonization of Vehicle Regulations (WP.29) in his capacity of the ITS focal point on its activities that support the implementation of the ITS Road Map for its action 12.

44. WP.24 took note of this information and requested the secretariat to report on its activities relevant to the implementation of the Road Map.

45. WP.24 continued then with information exchanges on the digitalization of documents in support of intermodal transport and on its possible role to assist the documents digitalization efforts as well as to accelerate automation in intermodal transport.

46. In this context, WP.24 was informed about the ongoing implementation of EU Regulation 2020/1056 on electronic freight transport information (eFTI), its focus on inland modes of transport, its links to maritime, air transport and customs as well as its linkages with the processing of data in relation to international conventions governing the agreements on the contract of carriage in different modes of transport. The presentation explained the challenges faced in the mapping of business concepts or the use of definitions for establishing reference models for multimodal transport operations which would serve the data interoperability purpose. The presentation also explained how eFTI platforms should be used in the future by economic operators wishing to exchange electronic freight transport data. Consideration was made on how WP.24 could assist in addressing the challenges, by contributing to alignment of processes and definitions.

47. WP.24 noted the intervention and agreed it should consider how to proceed with a more comprehensive debate about challenges and ideas for solutions in the field of transport document digitalization and its underpinning data interoperability.

(iii) *Intermodal transport terminals*

48. WP.24 had recognized at its last session the limited interests for creating additional information source on intermodal terminals and freight villages. At the same time, it had

agreed that the locations of the intermodal terminals listed in the AGTC should be digitalized. Therefore, WP.24 welcomed the information and progress on digitalizing AGTC terminals in the GIS environment as part of the process to establish the AGTC inventory.

49. The secretary to WP.5 and the Group of Experts on Benchmarking Transport Infrastructure Construction Costs (WP.5/GE.4) told WP.24 about the Group's mandate extension until 2022 with a twofold aim: (i) to collect more and better quality data from a larger group of countries on their transport infrastructure construction costs across all inland modes and (ii) to prepare additional benchmarking analysis of transport infrastructure maintenance and operation costs in road and rail sectors. WP.24 recognised that the response rate to the questionnaire on infrastructure construction costs of intermodal terminals had been quite limited given that most intermodal terminals are private sector rather than government owned and managed. In this light, WP.24 decided to recommend to WP.5/GE.4 not to spend efforts in the development of an additional questionnaire on maintenance and operation costs of intermodal terminals as it would likely not produce any better results. WP.24 did however support the suggestion to raise awareness about the WP.5/GE.4 mandate and activities and agreed to try to support geographical expansion of the Group and its data findings leading to a more data rich final report to be presented by the WP.5/GE.4 at the WP.5 session in 2022.

(iv) *Intermodal transport and the TIR Convention*

50. WP.24 continued its discussion on intermodal transport and the TIR Convention started at the previous session with the focus on which legs of intermodal transport the TIR system could be successfully applied or would bring some competitive advantages. In the regard, the TIR secretariat introduced Informal document No.3 (Oct 2021) on the implementation of the intermodal aspects of the TIR procedure.

51. IRU then explained the advantages of carriage of goods under the cover of the TIR Carnet which the intermodal transport carriage could potentially benefit from.

52. WP.24 took note of the fact that the TIR Convention could be implemented and used in intermodal transport operations as long as one leg of the journey is made by road. In this regard, WP.24 encouraged interested actors performing multimodal transport operations to contact the TIR secretariat to obtain more details on the application of the TIR system to intermodal transport or for conducting pilot projects.

(b) National policy measures to promote intermodal transport

53. At its previous session, WP.24 had taken note with dissatisfaction of the fact that only seven countries were ready to provide updates to the policy measures to promote intermodal transport in accordance with the former European Conference of Ministers of Transport (ECMT) Consolidated Resolution on Combined Transport. WP.24 had further agreed to discuss the ECMT Consolidated Resolution on Combined Transport.

54. The secretariat summarized the content of the Resolution as contained in ECE/TRANS/WP.24/2021/10.

55. In discussion, WP.24 agreed that the Resolution contains valid recommendations for promotion of intermodal transport. WP.24 also agreed that reporting on the national policy measures for promoting intermodal transport should be facilitated as far as possible so that increased number of countries would report or simply update changes in the measures. In this regard, WP.24 requested the secretariat to explore options for facilitating reporting, either through direct changes to the existing information in the national policy measures database or by circulation of already available information with request for update or other options and to report back at the next session.

Documentation

ECE/TRANS/WP.24/2021/10

VII. Emerging issues in freight transport and logistics (agenda item 6)**(a) Issues, trends and performance in the industry**

56. WP.24 reflected on the tasks to support improvements in the industry as contained in the ITC-adopted resolution for strengthening the intermodal freight transport. These tasks concern increased automation in the sector, enhanced document digitalization underpinned by data interoperability, setting up appropriate targets for the market share of intermodal transport in freight sector and a plan for achieving the targets, and support to collaborative networks for flexible transport planning processes and integration of modes.

57. 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.

58. 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.

59. 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.

60. 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.

61. WP.24 called upon its focal points to ensure active participation in the intersessional work, in particular by providing good quality information on collaborative networks and in assisting secretariat in preparing the next year workshop.

62. The secretary of WP.5 informed WP.24 about the main recommendations prepared so far by the Informal Multidisciplinary Advisory Group Meeting on Transport Responses to the COVID-19 Crisis established under WP.5 auspices in immediate response to the COVID-19 pandemic as contained in ECE/TRANS/WP.5/2020/10/Rev.1. He informed on the extension of the mandate for the Advisory Group for one more year until 2022 by ITC at its session in February 2021. On that occasion ITC had also called upon the secretariat to enhance cooperation between working parties, and between the ITC and other specialized agencies of the United Nations System, including IMO and ICAO. Such collaboration should aim at delivering a more coordinated outputs and help achieving more interoperability. In immediate follow up to this request, the WP.5 secretariat had held in June 2021 an Advisory Group session with participation of ICAO and IMO as well as several of the Chairs and Vice Chairs of mode specific Working Parties, including the WP.24 Chair. This additional round of consultations had resulted in the identification of five clusters of recommendations:

(a) To prioritize at international level human centred approach and thus recognize the key role of transport workers in keeping supply chains up and running;

(b) To evaluate how COVID-19 induced “temporary” measures (temporary extension of validity of permits and documents or temporary exemptions and facilitations measures) could

be turned into emergency protocols to be used in case of future emergency situations including pandemics;

(c) To assess, at the level of existing international legal instruments, how infrastructure agreements such as AGTC, AGR, AGC and AGN could serve as the backbone for the identification of critically important routes and nodes that need to remain operational under any circumstances and how in the framework of the International Convention on the Harmonization of Frontier Controls of Goods for instance, criteria could be defined for land border crossings that need to stay open at any time in order to enable the international transport of essential cargo and supplies;

(d) To consider having pandemic/emergency preparedness as a recurrent agenda item for the forthcoming sessions of ECE mode-specific working parties (SC.1, SC.2, SC.3, WP.24 and WP.30); and

(e) To build further on the work done by the Informal Advisory Group so far and explore whether the resilience of the inland transport system to future pandemics or external shocks could be enhanced through the development of a concept for contingency planning for rail, road, intermodal and inland waterway sectors.

63. WP.24 welcomed these recommendations and confirmed its interest to be consulted and involved in the implementation of these recommendations, in particular in relation to building resilience of the intermodal transport and logistics sector.

64. The WP.6 secretary presented WP.6 activities over the last 12 months. This covered geospatial applications of transport statistics such as the ECE E-Road and E-Rail Censuses, ongoing work on mainstreaming big data sources into official statistics production, and new ways to disseminate ECE statistics.

65. Delegates were encouraged to help the secretariat obtain census data for more countries by reaching out within their administrations. The WP.6 secretary emphasized that WP.6 stood ready for any requests for statistical cooperation with WP.24 regarding measuring intermodal transport.

66. WP.24 welcomed the presentation and requested WP.6 and its secretariat collaboration on exploring the options for measuring performance of intermodal transport. It also requested collaboration for analysing intermodal transport chains to identify where more intermodal transport could take place.

(b) National Master Plans on freight transport and logistics

67. At its previous session, WP.24 had approved the handbook for national master plans for freight transport and logistics and requested the secretariat to publish it. The published handbook is available at <https://unece.org/info/Transport/Intermodal-Transport/pub/356755> in English. The secretariat informed WP.24 that the handbook's Russian version should be published in early 2022. WP.24 called then upon countries focal points to widely promote the handbook. Finally, in view of completion of the work on the handbook, WP.24 decided to end this item in the agenda.

(c) Pan-European developments in policies

68. The European Commission informed about the European Green Deal and how it commits EU member States to reduce transport emissions by 90% by 2050 compared to 1990 levels. Member States have taken a commitment to cut overall greenhouse gas emissions by 55% by 2030 in the European Climate Law. The pathway for the transport sector to achieve this target has been set out in the European Sustainable and Smart Mobility Strategy, adopted in December 2020, including 10 flagships, specific targets for 2030 and 2050 and an action plan.

69. Flagship 4 of the Strategy is dedicated to greener freight transport and the relevant targets include significant increase of the use of waterborne and rail transport. To achieve these, a range of policy measures are needed to facilitate and incentivise intermodal solutions, including:

- Revision of the TEN-T Guidelines (planned for December 2021) with measures to enhance terminal capacity on the TEN-T multimodal network. The Connection Europe Facility remains the main instrument to finance these developments;
- Revision of the EU ETS framework and the Energy Taxation Directive (part of the Fit for 55 package, adopted in July 2021) and Eurovignette Directive (agreement achieved, adoption process being finalised at the time of the WP.24 sixty-fourth session) with measures to adjust price incentives and gradually internalise external costs;
- NAIADES III Action plan (adopted June 2021) to boost the role of inland waterway transport;
- Revision of the Rail Freight Corridor Regulation (ongoing at the time of the WP.24 sixty-fourth session) to manage better rail freight capacity;
- Revision of the Combined Transport Directive (ongoing at the time of the WP.24 sixty-fourth session) to establish rules for supporting and incentivising intermodal operations;
- Revision of the Weights and Dimensions Directive (to be launched at the time of the WP.24 sixty-fourth session) to address, inter alia, interoperability of road and other modes;
- CountEmissionsEU (to be launched at the time of the WP.24 sixty-fourth session) to establish the standard measurement of the carbon footprint of transport and logistics operations, allowing comparison of single or multimodal transport options;
- Regulation (EU) 2020/1056 on electronic freight transport information (implementation ongoing at the time of the WP.24 sixty-fourth session, deadline 2025) which provides rules for electronic exchange of cargo related information between transport operators and authorities.

70. WP.24 thanked the European Commission for this detailed information.

(d) Annual themes on Intermodal Transport and Logistics

71. Further to the discussion under item VII (a) above, WP.24 confirmed that it would organise two half a day workshops during its next sixty-fifth session in 2022. The workshop in the morning session would focus on experience and challenges faced with transport document digitalization, including the aspect of data interoperability. The workshop in the afternoon session should provide a forum for discussion on good practice, innovation and challenges with automation in freight intermodal transport and logistics. WP.24 repeated the appeal to its focal points for their active involvement in the preparation of the workshops.

VIII. Code of Practice for Packing of Cargo Transport Units (agenda item 7)

72. The secretariat reported on the collection of information on users of the Code of Practice for Packing of Cargo Transport Units (CTU Code). This information is obtained from the implementation of a registration form for downloading the CTU Code from the ECE website. WP.24 thanked for this information. It requested that time series are reported at the next session, and that the downloads are also presented by geographic regions, so as WP.24 could better understand the interest in the CTU Code in developing countries.

73. The secretariat presented then the initial results of the informal pre-work to the Group of Experts on the CTU Code concerning two tasks. This pre-work was undertaken during 2021 in accordance with WP.24 decision at its previous sessions (ECE/TRANS/WP.24/147, para 80) and further to the absence of the consideration towards the establishment of the Group of Experts by the Sectoral Advisory Bodies of the International Labour Organisation (ILO) at their fourth seating on 13-15 January 2021.

74. The initial results are contained in ECE/TRANS/WP.24/2021/11 which summarizes the expert exchanges in the first informal meeting on 27-28 May 2021 and in Informal document No. 2 with summary from the second informal meeting on 29-30 September 2021.

75. With regard to task one, in the informal pre-work a number of issues/elements have been identified for possible prioritization for updates in the CTU Code. Nonetheless, further, more detailed discussion and analysis would be necessary on these issues/elements to conclude on the prioritization for updates. Also, more discussion was needed as far as task two on the mobile application is concerned. Therefore, guidance was sought from WP.24 on modalities to continue the work on both tasks.

76. 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.

77. WP.24 also appreciated the support given by the Russian Federation in facilitating the informal meetings of experts during the informal pre-work.

Documentation

ECE/TRANS/WP.24/2021/11, Informal document No.2

IX. Activities of the ECE Inland Transport Committee and its subsidiary bodies (agenda item 8)

78. The secretariat briefed WP.24 on the decisions of relevance to its work taken by the ITC at its eighty-third session (February 2021). WP.24 took note of the request put forward by the ITC asking for a progress report on actions that advance the implementation of the ITC Strategy.

79. WP.24 requested its Chair and the secretariat to keep ITC abreast of its activities that contribute to the implementation of the Strategy.

X. Programme of work (agenda item 9)

80. WP.24 reviewed the implementation of its biennial 2020-2021 programme of work further to the information contained in ECE/TRANS/WP.24/2021/12 as presented by the Chair. WP.24 noted with satisfaction that it achieved majority of its expected accomplishments while a few others were partly archived.

81. 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.

82. WP.24 also considered the comparison prepared by the Chair and Vice-Chair with support of the secretariat of its Terms of Reference against the long-term programme of work as contained in ECE/TRANS/WP.24/2021/13. WP.24 welcomed the conclusions from the comparison. 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.

Documentation

ECE/TRANS/WP.24/2021/12, ECE/TRANS/WP.24/2021/13

XI. Other Business (agenda item 10)

83. There were no issues raised under this item.

XII. Date and venue of next session (agenda item 11)

84. The secretariat informed WP.24 that its sixty-fifth session was tentatively scheduled to take place in Geneva from 19 to 21 October 2022.

XIII. Summary of decisions (agenda item 12)

85. 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.

Annex I

European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement) - Amendment proposals

Adopted by the Working Party on Intermodal Transport and Logistics at its sixty-fourth session on 21 October 2021 further to the proposal made by Croatia, Poland, Georgia and the Russian Federation:

I. Proposed by Croatia

AGTC Annex I, Railway lines of importance for international combined transport:

(21) Croatia

To exclude/delete the following line:

C 710 (Središće–) Čakovec–Varaždin–Koprivnica–Osijek–Erdut (–Subotica)

Countries concerned; Republic of Serbia, Republic of Slovenia.

To add the following line:

C-E 702 (Središće–) Čakovec–Varaždin–Koprivnica–Osijek–Erdut (–Bogojevo)

Countries concerned; Republic of Serbia, Republic of Slovenia

II. Proposed by Poland

AGTC Annex I, Railway lines of importance for international combined transport:

(13) Sweden

To update the existing line as follows:

C-E 59 Malmö–Ystad (– Świnoujście)

Countries concerned: Sweden and Poland

(16) Poland

To update the existing line as follows:

C-E 59 (Ystad–) Świnoujście–Szczecin Poznan Wrocław –
 ----- Kostrzyn – Zielona Gora -----
Jelcz-Laskowice ----- Opole - Chalupki (–Bohumin)
Brzeg -----

Countries concerned: Poland

III. Proposed by Georgia

AGTC Annex I, Railway lines of importance for international combined transport:

(33) Turkey

To update the existing line as follows:

C–E 692 Cetinkaya–Erzurum–Kars–Dogu Kapi (–Akhuryan)

To include the following line:

C–E 690 Kars (–Akhalkalaki)

Countries concerned: Armenia, Georgia

(35) Armenia

To include the following line:

C–E 692 (Sadakhlo–) Ayrum–Gyumri–Akhuryan (–Dogu Kapi)

Countries concerned: Georgia, Turkey

(37) Georgia

To include the following lines:

C–E 60 $\frac{\text{Batumi}}{\text{Poti}}$ – Tbilisi – Gardabani (–Beyuk-Kyasik)

C–E 690 (Kars –) Akhalkalaki–Tbilisi

C–E 692 (Ayrum –) Sadakhlo–Tbilisi

Countries concerned: Armenia, Azerbaijan, Turkey

AGTC Annex II, A. Terminals of importance for international combined transport

To add the following four terminal(s) under Georgia:

Poti

Batumi

Tbilisi – Junction

Akhalkalaki

AGTC Annex II, B. Border crossing points of importance for international combined transport

To modify the following border crossing point(s):

Gardabani (JSC Georgian Railway) - Beyuk –Kyasik (Azerbaijan Railways CJSC)

Sadakhlo (JSC Georgian Railway) – Ayrum (CJSC South Caucasus Railway)

Gantiadi (JSC Georgian Railway) – Veseloe (RZD)

To add the following border crossing point(s):

Poti Port (JSC Georgian Railway) – Chornomorsk Sea Port (UZ)

Batumi Port (JSC Georgian Railway) – Chornomorsk Sea Port (UZ)

Poti Port (JSC Georgian Railway) – Port of Varna (BDZ)

Batumi Port (JSC Georgian Railway) – Port of Varna (BDZ)

Poti Port (JSC Georgian Railway) – Port Kavkaz (RZD)

To replace the border crossing point Kars (TCDD) – Akhalkalaki (GR) with Kartsakhi (JSC Georgian Railway) – Canbaz (TCDD)

AGTC Annex II, C. Gauge interchange stations of importance for international combined transport

To add the following gauge interchange station(s):

		<i>Interchange technique applied</i>	
Stations between railway systems with different rail gauges	Countries concerned	Change of wagon axles/bogies	Transshipment of loading units by crane/other handling equipment
Akhalkalaki***	Georgia – Republic of Turkey	X	X

AGTC Annex II, D. Ferry links/ports forming part of the international combined transport network

To add the following ferry link(s)/port(s):

Poti – Chornomorsk (Georgia – Ukraine)

Batumi – Chornomorsk (Georgia – Ukraine)

Poti – Kavkaz (Georgia – Russian Federation)

IV. Proposed by the Russian Federation

AGTC Annex I, Railway lines of importance for international combined transport:

(30) Belarus

Modify the existing line as follows:

C 95/2 (Zaverezhe-) Ezjarysca–Vicebsk–Orsha - Žlobin-Slovechno (-Berezhest)
Minsk

Countries concerned: Belarus, Russian Federation

(32) Russian Federation

Modify the existing lines as follows:

C–E 20 (Orsha-) Krasnoye-Smolensk-Moskva-Nizhniy Tyumen Novgorod-Ekaterinburg-

Kurgan–Petukhovo (–Mamlyutka–Petropavlovsk–Kara–Guga–) Isilkul

-Omsk- Novosibirsk-Krasnoyarsk-Tayshet-Irkutsk-Khabarovsk

-Ulan-Ude- Zaudinsky– Karimskaya
Naushki (–Sukhe – Bator) Zabaikalsk (–Manchzhuria)

-Khabarovsk- Baranovsky - Nakhodka-Vostochnaya-Ussuriysk-Grodekovo (-Suifenhe)
Hasan(–Tumangan)

C-E 30 (Topoli-) Valuiki-Liski-Rtischevo-Sizran-Samara-Orenburg-Kanisay (-Iletsk I)

Countries concerned: Kazakhstan, Russian Federation

C-E 50 (Krasnaya Mogila-) Gukovo-Likhaya-Volgograd-Aksaraiskaya (-Diny Nurpeisovoi)

Countries concerned: Kazakhstan, Ukraine, Russian Federation

C-E 593 (Kvashino-) Uspenskaya-Rostov na Donu

Countries concerned: Ukraine, Russian Federation

C 95/2 St. Petersburg-Dno-Novosokol’niki-Zaverezhe (-Ezjarysca)

Countries concerned: Belarus, Russian Federation

C-E 99 Ryazan-Kochetovka I-Gryazi-Krasnodar-^{Veseloe (-Gantiadi)}
Novorossiysk-Kavkaz

Countries concerned: Russian Federation

(38) Kazakhstan

Modify the existing line as follows:

C-E 30 (Kanisay) Iletsk I-Kandagach

Countries concerned: Kazakhstan, Russian Federation

AGTC Annex II, A. Terminals of importance for international combined transport

Replace Kleschtchikha (Novosibirsk) with Kleschikha (Novosibirsk) in the English version.

AGTC Annex II, B. Border crossing points of importance for international combined transport

Replace Orenburg (RZD) - Iletsk-I (KTZ) with Kanisay (RZD)-Iletsk-I (KTZ).

And replace in the Russian version «Казахские железные дороги» на «Казахстанские железные дороги».

AGTC Annex II, D. Ferry links/ports forming part of the international combined transport network

Include the following ferry lines:

Kavkaz - Poti (Russian Federation - Georgia)

Kavkaz - Samsun (Russian Federation - Turkey)

Kavkaz - Varna (Russian Federation - Bulgaria)

Annex II

Biennial 2022–2023 programme of work

As adopted by the Working Party on Intermodal Transport and Logistics at its sixty-fourth session on 22 October 2021

(a) *Monitoring, review and updating of the AGTC Agreement and the Protocol to AGTC*

Activities:	Expected accomplishments:
WP.24 ensures that the AGTC Agreement and the Protocol to AGTC are relevant and up-to-date	AGTC lines and facilities are kept up-to-date in GIS Amendments proposals are considered and adopted if appropriate
WP.24 promotes accession to the two legal instruments	One more accession to AGTC Agreement and two to the Protocol to AGTC are achieved
WP.24 monitors the implementation of the two legal instruments	Monitoring mechanism is used to assess AGTC implementation, monitoring mechanism for Protocol to AGTC is developed
WP.24 considers core networks	Discussion on the core networks has started

(b) *Policies and measures in support of intermodal transport*

Activities:	Expected accomplishments:
WP.24 promotes efficiency of intermodal transport, and addresses identified bottlenecks	Work on document digitalization, and sector automation has progressed
WP.24 serves as a knowledge platform for intermodal transport and exchange of experience	Discussion on targets for market share of intermodal transport in freight transport has advanced Monitoring of the ECMT Consolidated resolution is more effective
WP.24 identifies and promotes new approaches to carrying out intermodal transport operations	Discussion on the use of TIR carnet in the intermodal transport operations has resulted in specific recommendations
WP.24 monitors the enforcement and reviews the ECMT Consolidated Resolution on Combined Transport adopted by ECMT	

(c) *Review and monitoring of emerging issues in freight transport and logistics*

Activities:	Expected accomplishments:
WP.24 identifies emerging freight transport and logistics issues and analyses them	Work on data interoperability and collaborative networks has been analysed and specific activities have started The preparation of a handbook for supporting automation in the sector has started

(d) *Review and update of the IMO/ILO/ECE Guidelines for Packing of Cargo in Intermodal Transport Units*

Activities:	Expected accomplishments:
WP.24 reviews IMO/ILO/ECE Guidelines for Packing of Cargo in Intermodal Transport Unit	Areas of CTU Code have been prioritized for updates

Annex III

Terms of reference of the Working Party on Intermodal Transport and Logistics

As amended by the Working Party on Intermodal Transport and Logistics at its sixty-fourth session on 22 October 2021

The Working Party on Intermodal Transport and Logistics (WP.24) acts within the framework of the policies of the United Nations and the Economic Commission for Europe (hereafter ECE) and under the general supervision of the Inland Transport Committee (hereafter ITC) and in conformity with the Terms of Reference of ECE (E/ECE/778/Rev.45).

WP.24 operates in accordance with the Guidelines for the establishment and functioning of Working Parties within ECE as approved by the ECE Executive Committee at its fourth meeting on 14 July 2006 (ECE/EX/1). These guidelines refer to its status and characteristics, including the review of its mandate and extension every 5 years, its membership and officers, its methods of work and its secretariat provided by the ECE Sustainable Transport Division.

WP.24 carries out activities in support of the objective of the ECE transport subprogramme to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport. In this context, WP.24 leads activities aimed at making freight transport more sustainable and climate neutral, in particular by increasing the share of intermodal freight transport in freight transport, whereby freight is moved in one and the same loading unit or road vehicle using successively two or more modes of transport without handling the freight in changing modes. These WP.24 activities are also aimed at supporting the implementation of the ITC Strategy until 2030, in particular related to tasks such as (i) servicing and administering legal instruments related to intermodal transport, (ii) developing training material, standards and competency criteria for intermodal transport, (iii) identifying, fostering and facilitating introduction of new intermodal technologies, and (iv) supporting integrated regional and interregional intermodal connectivity.

Given this general context, more specifically WP.24:

- (a) Monitors, reviews and updates the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and the Protocol on Combined Transport on Inland Waterways to the AGTC Agreement, promotes accession to both instruments and monitors their implementation.
- (b) Elaborates measures to promote efficiency of intermodal transport, identifies and addresses bottlenecks in intermodal transport services.
- (c) Monitors enforcement and reviews of the European Conference of Ministers of Transport (ECMT) Consolidated Resolution on Combined Transport adopted by the ECMT in Bucharest in 2002 (CEMT/CM (2002)3/Final) and provides a forum for sharing best practices and partnership models for intermodal transport operations (road, rail, inland water transport and short-sea shipping).
- (d) Discusses and analyses technical, institutional and policy aspects and emerging issues in efficient intermodal transport.
- (e) Further analyses the organization of intermodal transport services on interregional rail links between Europe and Asia.
- (f) Monitors and exchanges best practices on new concepts, design, weights and dimensions of loading units used in intermodal transport in accordance with resolution No. 241 adopted by the Inland Transport Committee on 5 February 1993 and considers possibilities for standardization of loading units and their compliance with safety regulations.
- (g) Analyses technical and organizational measures to optimize terminal, transshipment and logistical procedures allowing for cost-effective handling of loading units.

- (h) Considers possibilities for reconciliation and harmonization of liability regimes governing intermodal transport operations in a pan-European context.
- (i) Analyses modern supply chains to understand better production and distribution patterns to provide good basis for decision-makers in countries on transport demand, modal choice as well as on efficient intermodal transport regulations and infrastructures while taking into account transport safety and security requirements.
- (j) Reviews and updates the IMO/ILO/UNECE Guidelines for Packing of Cargo in Intermodal Transport Units.

In undertaking its activities, WP.24 invites representatives of regional economic integration organizations, intergovernmental and non-governmental organizations to participate in its meetings in consultative capacity in consideration of any matter of particular concern to them.

WP.24 may also organise workshops, seminars or roundtables in the area of its expertise and in support of its specific activities.

Finally, WP.24 shall take measures to ensure that the necessary liaison is maintained with other organs of the United Nations, in particular sister Regional Commissions, and the specialized agencies. It should also closely collaborate with its sister Working Parties i.e. other ITC subsidiary bodies and other ECE bodies on matters of common interest.
