

PROMOTING SUSTAINABLE FREIGHT TRANSPORT AND LOGISTICS

Future prosperity requires, amongst other things, that the flow of goods is seamless. This can be possible only if the freight transport and logistics industry is able to organise, coordinate and move these flows in an efficient and optimized manner. This means that freight transport operations need to be fast, safe (for humans, animals and plants health), secure and at the lowest costs possible for customers and the public at large. The latter requires minimising freight transport and logistics sector externalities.

UNECE assists countries in establishing efficient freight transport and logistics. It assists in the creation of stable conditions and enabling environments for business, while at the same time facilitating the availability and maintenance of the necessary infrastructure and reducing the environmental and social pressure from freight transport. Intermodal transport is the solution to reduce the environmental pressures by moving transport to more efficient means of transport – from road to rail and waterways.

A comprehensive set of policy advice for making freight transport and logistics develop in a sustainable way can be found in the UNECE Handbook for national master plans for freight transport and logistics https://unece.org/sites/default/files/2021-05/2017186_E_web.pdf



NATIONAL INTERMODAL POLICY MEASURES



UNECE maintains an on-line database that provides comparable information for 19 UNECE member States on 11 national policy measures to promote intermodal transport. It includes information on the importance of intermodal transport in the respective national transport policy, financial, fiscal and regulatory support measures as well as information on market monitoring at national level.

<http://apps.unece.org/NatPolWP24/default.aspx>

UNECE LEGAL INSTRUMENTS

The European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) provides the technical and legal framework for the development of efficient international intermodal and combined road/rail transport infrastructure and services in Europe. The AGTC determines important European railway lines used for intermodal transport and identifies important terminals, border crossing points and ferry links. It also establishes international infrastructure standards for railway lines and terminals and prescribes international minimum performance standards for intermodal and combined transport services (benchmarks).

Entry into force: 20 October 1993. Contracting Parties: 33 States.

The Protocol on Combined Transport on Inland Waterways to the AGTC establishes uniform requirements for the use of European inland waterways by intermodal and combined transport services. Its objective is to make container and RO-RO transport on European inland waterways and coastal routes more efficient and attractive to customers. Its geographical scope is in line with the E waterways network established by the European Agreement on Main International Waterways of International Importance (AGN).

Entry into force: 29 October 2009. Contracting Parties: 9 States



CODE OF PRACTICE FOR THE PACKING OF CARGO TRANSPORT UNITS (CTU CODE)



The CTU Code, elaborated under the auspices of the International Maritime Organization (IMO), the International Labour Organization (ILO) and the UNECE, offers guidance on the safe packing of cargo transport units to those responsible for the packing and securing of the cargo, to those whose task it is to train people who pack such units as well as to controlling authorities and surveyors.

The CTU Code can be used as a reference base for national regulations and could become a model for internationally harmonized legislation in this field, should such requirements arise.

The current version of the CTU Code is an update of the 1997 IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units

<https://unece.org/transportintermodal-transport/imoilounece-code-practice-packing-cargo-transport-units-ctu-code>

INTERMODAL TRANSPORT

Efficient, clean, safe and affordable land transport is one of the key policy objectives of UNECE member countries. This requires not only a good organization of road, rail and inland water transport, but also entails measures to facilitate a shift of long-haul freight traffic away from roads to railways and to inland waterways. The objective is to free up road capacity, tackle traffic congestion and arrive at a smaller carbon footprint. For most terminal movements and for last mile deliveries in door-to-door transport services, road transport is indispensable. Therefore, freight arriving by rail and inland waterways often needs to be transhipped using containers and other intermodal transport units.

HOW TO GET INVOLVED?

The principle intergovernmental body on intermodal transport in UNECE region is the UNECE Working party on Intermodal Transport and Logistics (WP.24).

WP. 24 is open to all UNECE member States, other interested UN member States, concerned intergovernmental and nongovernmental organizations as well as invited experts.

For more information, contact the UNECE secretariat.

Further information on this and much more is available at:
<https://unece.org/transport/intermodal-transport>