



Economic Commission for Europe**Inland Transport Committee****Working Party on Intermodal Transport and Logistics****Sixty-seventh session**

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Item 8 of the provisional agenda

Activities of the Economic Commission for Europe**Inland Transport Committee and its subsidiary bodies****Inclusion of the Inland Transport Committee's Climate Action Plan in the Work Programme of the Working Party on Intermodal Transport and Logistics****Note by the secretariat****I. Introduction**

1. The Inland Transport Committee (ITC) at its eighty-sixth session adopted its Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (ITC Climate Strategy). It also invited its Working Parties to report on the implementation of the Strategy biennially as per the initial ITC Climate Action Plan.
2. In view of the above, the Working Party on Intermodal Transport and Logistics (WP.24) may wish to consider how to incorporate the actions assigned to it in the ITC Climate Action Plan in its long-term and biennial work programmes.
3. This document in section II lists the actions from the ITC Climate Action Plan assigned to WP.24.
4. In section III, this document lists the agreed four clusters with their descriptions of the long-term 2020-2030 programme of work and makes suggestions as to whether the climate actions can be considered included under the existing clusters.
5. Finally, in section IV, this document presents the agreed 2024-2025 programme of work and makes suggestions for inclusion of actions from the ITC Climate Action Plan in accordance with the suggestions made in section III as specific work programme activity and accomplishment.

II. Inland Transport Committee's Climate Action Plan

6. Table I below contains actions from the ITC Climate Action Plan assigned to WP.24.
7. There are altogether 14 actions which WP.24 should address. Of them, 10 actions are directly assigned to WP.24, in majority of case as one of the working parties responsible for

their implementation. In two cases, WP.24 is the only working party responsible for the action.

Table I
ITC Climate Action Plan – activities of relevance to WP.24

<i>Action number</i>	<i>Specific action</i>	<i>Target year</i>	<i>ASI pillar addressed</i>	<i>Responsible bodies</i>
1	Assess regularly actions taken in support of implementation of this Strategy, and address climate change whenever feasible, through annual sessions or dedicated seminars or workshops and report it	From 2024, annually	Avoid/ Shift/ Improve	ITC and all its subsidiary bodies
3	Assess the feasibility and potential benefits of modal shift goals, if appropriate for individual Member States when developing their own national strategies, in cooperation with all relevant stakeholders (i.e. shippers and logistical companies)	2027	Shift	WP.5 / WP.24 / SC.1 / SC.2/ SC.3
6	Enable hybrid attendance and participation, including for decision making purposes	2027	Avoid	All subsidiary bodies
8	Consider additional parameters in the AGTC assisting electrification or use of alternative fuels or energy solutions at the network and amend the instrument if appropriate	2035	Improve	WP.24
9	Accelerate accession and implementation of the AGC/AGTC AGTC-Protocol so that intermodal transport infrastructure is developed enabling a shift to rail or inland waterways and monitor progress in infrastructure improvements	2040	Shift/ Improve	WP.24/SC.2/S C.3
10	Enable instruments similar to AGTC for use by United Nation Member States from outside of ECE region	2040	Shift/ Improve	WP.24/SC.2/ SC.3/WP.5
18	Elaborate and support implementation of policy recommendations surrounding low- and zero-carbon technologies, such as electric vehicles and their charging infrastructure for passenger, freight and intermodal movements	2028	Avoid/Shi ft/ Improve	WP.5/WP.24/ WP.29/SC.1
20	Elaborate policy solutions for minimizing ‘empty runs’ and to create incentives for transport users to make informed choices and for operators to optimize their services	2035	Avoid/ Improve	SC.1/SC.2/WP .24/WP.5
21	Elaborate policy solutions for intermodal city logistics, urban physical internet	2035	Improve	WP.5/WP.24

<i>Action number</i>	<i>Specific action</i>	<i>Target year</i>	<i>ASI pillar addressed</i>	<i>Responsible bodies</i>
25	Work towards efficient and seamless multimodal transport data and information digitalization and monitor progress	2040	Shift/ Improve	WP.24
26	Develop methodological and analytical tools to support national efforts further to and based on existing tools such as For Future Inland Transport Systems (ForFITS), Sustainable Inland Transport Connectivity Indicators (SITCIN), and the International Transport Infrastructure Observatory (ITIO-GIS)	From 2024 onwards	Avoid/ Shift/ Improve	ITC and all its WPs
29	Optimize infrastructure networks by better utilization of ITS or traffic management system for road, rail, intermodal transport	2030	Avoid/ Improve	SC.1/SC.2/WP .24
30	Work towards reducing pathing conflicts by elaborating solutions for equal and fair use of the railway network by freight and passenger transport	2030	Improve	SC.2/WP.24
31	Ensure the safe and secure deployment of low- and zero-carbon modes, technologies for vehicles and their charging infrastructure	Continuous	Shift/ Improve	WP.15/WP.29, with contributions from WP.1, WP.5 and other WPs

8. It should be noted that actions numbered 1 and 6 are of administrative nature and as such do not need to be included in the long-term and 2024-25 programmes of work.

III. Long term programme of work and climate actions

9. Table II presents the long-term 2020-2030 programme of work and attempts to determine if the actions from the ITC Climate Action Plan can be addressed within any of the four clusters of the WP.24 long-term programme of work. A commentary is provided whether or not the action can be included without changes to the clusters' description.

Table II

WP.24 long-term programme of work and climate actions

<i>Clusters of work of the 2020-2030 programme of work</i>	<i>Relevant actions from ITC Climate Action Plan and commentary</i>
<p>(a) Monitoring, review and updating of the AGTC Agreement and the Protocol to AGTC</p> <p>Under this cluster the work on managing the United Nations legal instruments on intermodal transport should continue. In particular, and in line with the ITC Strategy until 2030, point IV action A, WP.24 should ensure that the AGTC Agreement and the AGTC Protocol are relevant and up-to-date. WP. 24, as part of this cluster, should also promote the accession to both legal</p>	<p>Action 8 [additional parameters in AGTC] – possible further development of AGTC is fully covered under this cluster; key words for it are “work on managing AGTC”, “AGTC relevant and up-to-date”.</p> <p>Action 9 [acceleration of accession] – work on accession is fully covered; key words are “promotion of accession”.</p>

<i>Clusters of work of the 2020-2030 programme of work</i>	<i>Relevant actions from ITC Climate Action Plan and commentary</i>
instruments, as well as monitor their implementation in the Contracting Parties.	Action 10 [availability of instruments such as the AGTC to countries outside of ECE region] – promotion of the AGTC to other regions is not covered.
(b) Policies and measures in support of intermodal transport	Action 3 [assessment of benefits from modal shift goals for individual member states] – review of work on development of intermodal transport falls within the review of implementation of the ECMT Consolidated Resolution on Combined Transport; key word “review”.
Under this cluster, and in line with the ITC Strategy until 2030, point IV action D, WP.24 should continue the elaboration of measures to promote efficiency of intermodal transport as part of a sustainable transport system, and discuss and address bottlenecks in intermodal transport services at the pan-European level. WP.24 should also monitor, as part of this cluster, the enforcement and review of the ECMT Consolidated Resolution on Combined Transport adopted by ECMT in Bucharest in 2002 (CEMT/CM (2002)3/Final).	Action 25 [seamless multimodal transport data and information digitalization] – data and information digitalization is fully covered under this cluster; key words “efficiency of intermodal transport”.
	Action 29 [optimization of transport networks] – ITS, traffic managements systems fall within measures to promote efficiency of intermodal transport, key word “efficiency”.
	Action 30 [path conflicts] – such bottlenecks and addressing them falls within this cluster, key words “discuss and address bottlenecks in intermodal transport services”.
(c) Review and monitoring of emerging issues in freight transport and logistics	Action 18 [policy recommendations on low- and zero-carbon technologies] – road transport electrification in the context of intermodal transport as an emerging issue is fully covered by WP.24 under this cluster; key words are “emerging freight transport and logistics issues and prepare analytical outputs”.
Under this cluster, and in line with the ITC Strategy until 2030, point IV actions B and D, WP.24 should discuss and analyse emerging freight transport and logistics issues and prepare analytical outputs. WP.24 should monitor concepts, design, weights and dimensions of loading units used in intermodal transport in accordance with ITC Resolution No. 241 adopted on 5 February 1993. It should also analyse technical and organizational measures to optimize terminal, transshipment and logistical procedures allowing for cost-effective handling procedures of loading units including the manner in which intermodal terminals work or how the freight forwarders markets work. WP.24 may also consider possibilities for reconciliation and harmonization of liability regimes governing intermodal transport operations in a pan-European context.	Action 20 [minimise empty runs] – any technical and operational measures to optimize intermodal transport are covered under this cluster; key words are “optimize logistics procedures” Minimisation of empty runs falls therefore within this cluster.
	Action 21 [city logistics] – intermodal solutions for city logistics are covered under this cluster; key words are “emerging freight transport and logistics issues and prepare analytical outputs”.
	Action 26 [methodological and analytical tools in support of national efforts] – such tools fall within emerging issues for which analytical outputs are prepared, key words “prepare analytical outputs”.

<i>Clusters of work of the 2020-2030 programme of work</i>	<i>Relevant actions from ITC Climate Action Plan and commentary</i>
	Action 31 [safe and secure deployment of low- and zero-carbon modes] – see action 18

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

Under this cluster, WP.24 regularly reviews and updates in collaboration with relevant intergovernmental bodies of IMO and ILO the Guidelines for Packing of Cargo in Intermodal Transport Units.

10. Regarding the 12 actions from the ITC Climate Action Plan, they can be considered to fall within the existing clusters, as follows: three actions under cluster (a), four actions under cluster (b) and five actions under cluster (c).

11. It is believed that the available cluster description contains the necessary wording to accommodate these specific actions except for action 10 for which a phrase on promotion of the AGTC/AGTC Protocol to countries outside of the ECE region could be added.

12. At the same time, given the adoption of the ITC Climate Strategy, WP.24 may consider it appropriate to refer to the new Strategy in the descriptions of clusters in the same way the ITC Strategy until 2030 is referred therein.

13. WP.24 may therefore consider the following addition under its long-term programme of work clusters (bold and italics for added text, strikethrough for deletion):

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

Under this cluster the work on managing the United Nations legal instruments on intermodal transport should continue. In particular, and in line with the ITC Strategy until 2030, point IV action A *and the ITC Climate Strategy*, WP.24 should ensure that the AGTC ~~Agreement~~ and the AGTC Protocol are relevant and up-to-date. WP. 24, as part of this cluster, should also promote the accession to both legal instruments, as well as monitor their implementation in the Contracting Parties. *WP.24 should also promote AGTC/AGTC Protocol and their solutions to countries outside of ECE region.*

(b) Policies and measures in support of intermodal transport

Under this cluster, and in line with the ITC Strategy until 2030, point IV action D *and the ITC Climate Strategy*, WP.24 should continue the elaboration of measures to promote efficiency of intermodal transport as part of a sustainable transport system, and discuss and address bottlenecks in intermodal transport services at the pan-European level. WP.24 should also monitor, as part of this cluster, the enforcement and review of the ECMT Consolidated Resolution on Combined Transport adopted by ECMT in Bucharest in 2002 (CEMT/CM (2002)3/Final).

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

Under this cluster, and in line with the ITC Strategy until 2030, point IV actions B and D *and the ITC Climate Strategy*, WP.24 should discuss and analyse emerging freight transport and logistics issues and prepare analytical outputs. WP.24 should monitor concepts, design, weights and dimensions of loading units used in intermodal transport in accordance with ITC Resolution No. 241 adopted on 5 February 1993. It should also analyse technical and organizational measures to optimize terminal, transshipment and logistical procedures allowing for cost-effective handling procedures of loading units including the manner in which intermodal terminals work or how the freight forwarders markets work. WP.24 may

also consider possibilities for reconciliation and harmonization of liability regimes governing intermodal transport operations in a pan-European context.

IV. 2024-2025 programme of work and climate actions

14. Table III presents the 2024-2025 programme of work and offers commentaries as to potential inclusion of the actions of the ITC Climate Action Plan assigned to WP.24 as work programme activities and accomplishments (bold and italics for added activities or accomplishments).

Table III

WP.24 2024-2025 programme of work and climate actions

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

Activities:	Expected accomplishments:
WP.24 ensures that the AGTC and the Protocol to AGTC are relevant and up to date	The AGTC lines and facilities are kept up to date in GIS
WP.24 promotes accession to the two legal instruments	Amendments proposals are considered and adopted if appropriate
WP.24 monitors the implementation of the two legal instruments	One more accession to the AGTC and one to the Protocol to AGTC are achieved
WP.24 supports the establishment of joint management of the Protocol to AGTC and the European Agreement on Main Inland Waterways of International Importance (AGN)	Monitoring mechanism is used to assess the AGTC implementation, the development of a monitoring mechanism for the Protocol to AGTC has started Work has started on the joint management of the Protocol to AGTC and AGN

Possible additions under this cluster:

Relevant to action 8:

Commentary: It is noted that action 8 is marked for implementation until 2035 in the ITC Climate Action Plan and hence could be reflected only in the future biennial work programmes, unless it is believed this action should be prioritized. In terms of including this action in the biennial work programme, there appears no need for formulating a specific activity on considering additional parameters of network as this work falls within the activity of maintaining the AGTC relevant. At the same time, a specific accomplishment on the review of AGTC parameters could potentially be added. Possible text for the accomplishment could read:

Review of the AGTC infrastructure parameters for the network of important international combined lines has started

Relevant to action 9:

Commentary: It is noted that action 9 is marked for implementation until 2040 in the ITC Climate Action Plan. At the same time, promotion of accession is included in the biennial work programme as a specific activity and accomplishment already. Therefore, there appears no need for any text modification neither now nor in the future.

Relevant to action 10:

Commentary: It is noted that action 10 is marked for implementation until 2040 in the ITC Climate Action Plan, thus WP.24 does not need to prioritize it for immediate attention. A specific activity/accomplishment related to promotion of AGTC/AGTC Protocol solutions can be envisaged therefore only in the future biennial work programmes. A possible text for the activity and accomplishment could read respectively as follows:

WP.24 promotes AGTC solutions to countries outside of the ECE region

A workshop on promoting AGTC solutions was held for countries from another region*(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 been accomplished; if appropriate, discussion on target achievement has started.
WP.24 identifies and promotes new approaches to carrying out intermodal transport operations	Monitoring of the ECMT Consolidated resolution is more effective; more countries report on their work compared to previous round of reporting
WP.24 monitors the enforcement and reviews the ECMT Consolidated Resolution on Combined Transport adopted by ECMT	

Possible additions under this cluster:

Relevant to action 3:

Commentary: It is noted that action 3 is marked for implementation until 2027 in the ITC Climate Action Plan, hence, it is one of the more urgent actions. At the same time, the review of intermodal transport development is part of the activity on ECMT Consolidated Resolution on Combined Transport. In addition, WP.24 under the ongoing work programme is considering targets for market share of intermodal transport to which end it formulated a specific accomplishment. This work can thus contribute potentially to the implementation of action 3. Therefore, there appears no need for any text modifications.

Relevant to action 25:

Commentary: It is noted that action 25 is marked for implementation until 2040 in the ITC Climate Action Plan. At the same time, digitalization is included as part of the activity on promoting efficiency of intermodal transport. Also, an accomplishment on further advancing digitalization is included. Therefore, this action appears to be already fully reflected in the biennial work programme, thus, there is no need for any text modification.

Relevant to action 29:

Commentary: It is noted that action 29 is marked for implementation until 2030 in the ITC Climate Action Plan, hence, this is another of the more urgent actions. Nevertheless, work was undertaken by WP.24 on automation in intermodal freight transport and logistics which encompasses ITS as well as traffic/terminal management system. This work is part of the activity on promoting efficiency of intermodal transport and the accomplishment on advancing automation. Therefore, this action appears to be already fully reflected in the biennial work programme, thus, there is no need for any text modification.

Relevant to action 30:

Commentary: It is noted that action 30 is marked for implementation until 2030 in the ITC Climate Action Plan. It is also noted that work on eliminating pathing conflicts falls within the activity on identification and addressing bottlenecks. WP.24 in its workshop on ways to create demand for intermodal transport and for analysing potential for modal shift held in 2023 underscored the importance of the issue of fair allocation of rail network capacity for the development of intermodal transport. It however agreed that its sister Working Party on Rail Transport should lead this work. If so, there would be no need for any text modifications.

(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	One additional issue identified
WP.24 explores feasibility studies for container transport on inland waterways along the Euro-Asian Transport links	Discussion on feasibility for container transport on inland waterways along the Euro-Asian Transport links has started
	The handbook for supporting automation in the sector has been developed

Possible additions under this cluster:

Relevant to action 18/31:

Commentary: It is noted that action 18 is marked for implementation until 2030 and action 31 is marked as continuous in the ITC Climate Action Plan. At the same time, work on road transport electrification in the context of intermodal transport is part of the activity on identification of emerging issues. Moreover, WP.24 agreed at the sixty-sixth session to consider the role that intermodal terminals could play for providing charging infrastructure for electric light- and heavy-duty vehicles and exchange possible developments in this regard. Hence, WP.24 started work on this activity. In addition, depending on the outcomes of the discussion expected at the sixty-seventh session, WP.24 may be in position to formulate a specific accomplishment for this work element.

Relevant to action 20:

Commentary: It is noted that action 20 is marked for implementation until 2035 in the ITC Climate Action Plan. Minimization of empty runs is part of work on technical and operational measures to optimize intermodal transport. As such, no specific activity was included in the ongoing work programme on this issue. Given however the implementation deadline, there is no urgency for reflecting this action in the ongoing biennial work programme unless otherwise decided by WP.24. Therefore, in case WP.24 would wish to prioritize it, or otherwise for reflecting it in the future biennial work programmes, the following activity and accomplishment can be formulated:

WP.24 explores and analyses options for minimizing empty runs

Work on minimization of empty runs has started

Relevant to action 21:

Commentary: It is noted that action 21 is marked for implementation until 2035 in the ITC Climate Action Plan. City logistics is part of the activity on identification of emerging issues. It is then noted that WP.24 organized in 2020 a workshop on intermodal transport and logistics' role in making cities and human settlements inclusive, safe, resilient and sustainable. Based on the outcomes of the workshop, WP.24 could formulate, if appropriate, a specific future accomplishment on city logistics.

Relevant to action 26:

Commentary: It is noted that action 26 is marked for implementation as continuous in the ITC Climate Action Plan. Methodological and analytical tools in support of national efforts are regularly developed by WP.24 as part of preparation of analytical outputs such as e.g. handbooks. In the ongoing work programme, an accomplishment on a handbook on automation in intermodal freight transport and logistics is included. As such, new analytical outputs in support of action 26 can be formulated in the future biennial work programmes in connection with analyses done on emerging issues in intermodal freight transport and logistics as well as linked with outcomes of analysis on the role of terminals for charging road vehicles used in intermodal transport, or the work on empty runs or city logistics.

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

Activities:	Expected accomplishments:
WP.24 reviews CTU Code	CTU Code has been (partially) updated

15. With current activities and accomplishments, WP.24 has been working and can report to ITC on progress achieved with implementation of actions 3, 9, 18, 25, 26 and 29 of the ITC Climate Action Plan, hence 50 per cent of all the substantial actions assigned to it. In addition, actions 18/31 were being considered by WP.24 to understand possible outputs. This good result should not come across as a surprise to anybody given that WP.24 played an active role in contributing to formulation of the ITC Climate Strategy and its Action Plan.

16. It is then noted that for action 30, the Working Party on Rail Transport was identified as the lead entity for this work.

17. With regard to the actions 8, 10, 20, 21 for which specific outputs may need to be formulated, and mindful of their implementation target years provided in the ITC Climate Action Plan, WP.24 should plan for their implementation as appropriate. Should any of these actions be prioritized for implementation, this should be done with a full understanding of capacity needed for it versus available capacity. Where prioritization or acceleration of work is envisaged, avenues for increasing capacity through extrabudgetary resources should also be explored.
