



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

Geneva, 28–30 October 2020

Report of the Working Party on Intermodal Transport and Logistics at its the sixty-third session
Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1-5	3
II. Adoption of the agenda (agenda item 1)	6-7	3
III. Session's workshop: Intermodal transport and logistics' role in making cities and human settlements inclusive, safe, resilient and sustainable (agenda item 2)	8-10	3
IV. European Agreement on Important International Combined Transport Lines and Related Installations (agenda item 3)	11-21	4
A. Status of the Agreement.....	11-14	4
B. Amendment proposals	15-20	5
C. Implementation of the Agreement	21	5
V. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement (agenda item 4).....	22-24	6
A. Status of the Protocol.....	22	6
B. Amendment proposals	23	6
C. Implementation of the Protocol	24	6
VI. Policies and measures in support of intermodal transport (agenda item 5).....	25-52	6
A. Measures to promote efficiency of intermodal transport and bottlenecks in intermodal transport services at the pan-European level	25-46	6
B. National policy measures to promote intermodal transport	47-52	9
VII. Emerging issues in freight transport and logistics (agenda item 6).....	53-72	9
A. Issues, trends and performance in the industry	53-64	9
B. National Master Plans on freight transport and logistics	65-68	10
C. Pan-European developments in policies	69	11

D.	Annual themes on Intermodal Transport and Logistics	70-73	11
VIII.	Code of Practice for Packing of Cargo Transport Units (agenda item 7).....	74-80	11
IX.	Activities of the ECE Inland Transport Committee and its subsidiary bodies (agenda item 8)	81-85	12
X.	Programme of work (agenda item 9).....	86-88	13
XI.	Election of Officers for 2021-2022 (agenda item 10)	89	13
XII.	Other Business (agenda item 11).....	90	13
XIII.	Date and venue of next session (agenda item 12)	91	13
XIV.	Summary of decisions (agenda item 13).....	92	13
Annex			
	European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement) - Amendment proposals		14

I. Attendance

1. The Working Party on Intermodal Transport and Logistics (WP.24) held its sixty-third session from 28 to 30 October 2020. It was held as a hybrid meeting with participation in-person at the Palais des Nations in Geneva on 30 October, with the simultaneous English-French-Russian interpretation via Interprefy platform and virtual participation through WebEx on 28 and 29 October, in English only. The meeting was chaired by Mr. M. Costa (Italy).

2. The session of the Working Party was attended by the following Economic Commission for Europe (ECE) member States: Austria, Croatia, Czech Republic, Georgia, Germany, Greece, Italy, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Slovenia and Switzerland. The following non-ECE member States attended the session: Mongolia. The representative from the Regional authorities, Verband Region Stuttgart was present. The following United Nations specialized agencies were present: International Labour Office (ILO), United Nations Conference on Trade and Development (UNCTAD) and United Nations Human Settlements Programme.

3. The European Union (EU) was represented.

4. The following non-governmental organizations were represented: International Road Transport Union (IRU), the International Cargo Handling Coordination Association (ICHCA), AbsolutAssets, Architecture Life Sagl, Associazione Fercargo, BDO Operational excellence, ETS Consulting, ICHCA International, International Federation of Freight Forwarders Associations (FIATA), POLIS, UIC and World Shipping Council.

5. The representatives from the private sector were from Corporate Couriers Logistics, GEO-SPATIAL SOLUTIONS Ltd, Freight Village RU, Hupac Intermodal SA, IMT, JSC UTLC ERA, KeyLine Logistics Co. Ltd., Movmi, Systematica, tbw research GesmbH, Tel Aviv DOT and thinkport VIENNA - smart urban logistics lab. The independent expert from Economic Development Agency c/o City of Dortmund was present.

II. Adoption of the Agenda (agenda item 1)

6. WP.24 adopted the agenda for its sixty-third session as contained in ECE/TRANS/WP.24/146.

7. WP.24 regretted that its current session suffered from a considerable reduction in the allocation of the conference service by the United Nations Office in Geneva versus the previously accepted service level. WP.24 stressed the importance the official intergovernmental deliberations have to the promotion of intermodal transport and in making transport and logistics more sustainable in countries of the Economic Commission for Europe (ECE) region. To this end, WP.24 expressed dissatisfaction that the cuts impacted its deliberations. It expressed a hope that such situation would not be repeated in the future.

III. Session's workshop: Intermodal transport and logistics' role in making cities and human settlements inclusive, safe, resilient and sustainable (agenda item 2)

8. WP.24 held, in the framework of the current session, a workshop on Intermodal transport and logistics' role in making cities and human settlements inclusive, safe, resilient and sustainable.

9. The workshop was founded on the following considerations:

- Urban freight transport plays an essential role in cities development and prosperity, as it delivers the numerous goods to where they are purchased, further processed or consumed;

- Urban freight transport is responsible for negative impacts on citizens' health and wellbeing due to air and noise emissions it generates and due to road safety risk it creates;
- Urban freight transport requires solutions that maximise transport access and connectivity and at the same minimise negative externalities transport operations create.

More detailed background information on the workshop is included in Informal document WP.24 No. 1 (2020). It also details the programme of the workshop.

10. The workshop considered various policy-, logistics- and technology-based measures and practices to support development of urban freight transport in a sustainable way. The workshop agreed that:

- The principle bodies responsible for managing freight urban transport should be city administrations in charge of the entire metropolitan area;
- City administrations should receive the necessary political, financial, and where appropriate regulatory support from national authorities; they should be given the necessary flexibility in application of the most suitable solutions, as there are no-one-fits all solutions;
- City administrations may be benefiting from collaboration in the networks of cities, to which end they may establish city logistics networks;
- City administrations should closely work with academia and/or private sector partners in pursuit for innovative solutions; entities such as catalysts or incubators may be created to assist the innovative solutions uptake in cities;
- City administrations should involve public and seek public consensus for developing city logistics;
- Logistics-based measures should be facilitated through proving and/or supporting their business-case rather than simply application of bans for competing logistics operations;
- Specific application of logistics- and technology-based measures may receive support through financial incentives programmes, especially at an early stage of their application;
- Changes to land-use planning of city districts should incorporate effective, business-case-proven solutions for freight transport in the districts;
- More technological progress is needed, among others to decrease price for the uptake of the existing sustainable logistics-supportive technologies, to improve their business-case;
- Logistics physical internet/containerization appears as a promising concept which could further transform logistics and facilitate city logistics; development of international standards should aid development of physical internet; and
- Solutions supporting efficient freight transport such as e.g. decarbonization pricing can help establish business-case for more sustainable logistics.

Documentation

Informal document WP.24 No. 1 (2020)

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

(a) Status of the Agreement

11. The secretariat informed WP.24 of an accession by Turkmenistan to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement), which brought the total number of Contracting Parties to 33.

12. WP.24 welcomed the accession by Turkmenistan to the AGTC Agreement.

13. WP.24 had initiated a process at its previous session to clarify issues and inconsistencies identified by the secretariat in preparation of a new consolidated version of the AGTC Agreement (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. To this end, the secretariat informed WP.24 on its communication and presented Informal document WP.24 No. 2 (2020) containing the consolidated revisions and an update on issues clarified.

14. WP.24 welcomed the progress in clarification of issues. It requested then the secretariat to continue the clarification process through informal communication where there is the necessary response from countries. For countries, where there is no response to the informal communication, the secretariat was requested to send official letters through their Permanent Missions in Geneva.

Documentation

Informal document WP.24 No. 2 (2020)

(b) Amendment proposals

15. The secretariat informed WP.24 about the issuance of the depository notification on 28 August 2020 confirming the acceptance of the amendment proposals adopted by WP.24 at its sixty-second session on 31 October 2019 as contained in Annex I of ECE/TRANS/WP.24/145. This amendment would enter into force on 28 November 2020.

16. Austria, Czech Republic and Switzerland presented their proposals for amendments to the AGTC Agreement as contained in ECE/TRANS/WP.24/2020/1, annexes I, II and III respectively. Also, Germany and Serbia presented their amendment proposals as contained in ECE/TRANS/WP.24/2020/9, annexes I and II respectively. Finally, Greece presented its amendment proposals as contained in ECE/TRANS/WP.24/2020/10.

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

- Adopted unanimously the proposals from Austria, Czech Republic, Germany and Greece as proposed;
- Adopted unanimously the proposals from Serbia with exception of the proposal to the amendment for line C710 in Croatia. WP.24 believed this proposal for amendment should be considered together with a proposal for amendment expected from Croatia;
- Consider the proposal from Switzerland upon receipt of possible proposals for amendments from France and Italy. WP.24 requested the secretariat to work with France and Italy in this regard.

18. WP.24 asked then 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 to this report.

19. WP.24 further agreed that once the inconsistencies in the AGTC Agreement are corrected, possibly through additional proposals for amendments, future accepted amendments should only be submitted periodically to the Office of Legal Affairs by the secretariat, i.e. when a suitable number of such amendments have been accepted, indicatively every five years.

20. WP.24 noted the information from the Russian Federation on its proposal for amendments to the AGTC Agreement and requested the secretariat to work with the Russian Federation to table an official document at the next session.

Documentation

ECE/TRANS/WP.24/2020/1, ECE/TRANS/WP.24/2020/9, ECE/TRANS/WP.24/2020/10

(c) **Implementation of the Agreement**

21. Discussion under this item is reflected in VI.(a)(i).

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

(a) **Status of the Protocol**

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

(b) **Amendment proposals**

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

(c) **Implementation of the Protocol**

24. WP.24 agreed to first work on a possible mechanism for understanding the implementation of the AGTC Agreement (as mentioned in VI.(a)(i)), and once such has been successfully developed, it would consider preparing a similar tool for the AGTC Protocol.

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**

25. Within this item, WP.24 continued its deliberations concerning the following issues: (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*

26. WP.24 considered the latest developments in the work on the operationalisation of Euro-Asian Transport Links (EATL), ie. following (i) the Forum on Sustainable Transport Connectivity between Europe and Asia held in the framework of its previous session, and (ii) the submission of its ideas, as contained in the Informal document No.3 (Oct 2020), on how the corridor operationalisation could be further developed after the completion of the EATL phase III project.

27. In this regard, the secretary to the Working Party on Transport Trends and Economics (WP.5) informed WP.24 on proposed ways for the operationalization of Euro-Asian Transport Corridors and the outcomes of the WP.5 discussion. The proposed way suggested establishment of corridor management groups for selected corridors, where there would be specific interest from countries along the corridors. WP.5 had agreed to continue consider the best ways for supporting enhanced EATL operationalization. It had requested its secretariat to explore in a cost-effective way the interests from countries, private sector and/or academia in establishing the corridor management groups and/or present their views on the EATL operationalisation. The WP.5 secretariat would organise further consultation in this regard.

28. WP.24 considered these outcomes in view of its proposal contained in Informal document WP.24 No. 3 (2020) that EATL operationalisation can be enhanced building upon accession to, and implementation of, the AGTC Agreement. WP.24 reiterated that designation and development of the AGTC network so as to ensure that it meets the technical characteristics, performance parameters and minimum operational standards would aid operationalisation of the network in general but also the specific lines from Europe to Asia.

29. In this regard, WP.24 agreed to work towards a development of a mechanism through which it could understand the degree of the implementation of the AGTC Agreement, not only concerning the designation of the network lines but also their development vis-à-vis the technical standards and performance parameters. WP.24 agreed that a proposal for such a mechanism should be elaborated by a group of volunteers supported by the secretariat and, as relevant, in collaboration with other ongoing initiatives. The proposal should be submitted to the next session for discussion. Delegations interested in joining this group of volunteers should contact the secretariat after the meeting.

30. WP.24 also agreed to work towards digitalizing the AGTC network in Geographical Information System (GIS) managed by ECE Sustainable Transport Division. The secretariat informed that this effort would be possibly facilitated through ongoing projects of the Division.

31. WP.24 further recognized that for the ECE member states that are at the same time members of the European Union, the implementation of the AGTC Agreement can be achieved through the implementation of the Trans-European Transport Network (TEN-T) for railway lines. WP.24 requested therefore that a document comparing AGTC/AGC and TEN-T railway lines, as well as their technical standards and operational parameters is prepared taking into consideration related work being done in this area within ECE.

32. WP.24 requested the secretariat to inform the Inland Transport Committee (ITC) through its Bureau about its future work supporting the strengthened implementation of the AGTC Agreement, and through it contributing to the EATL operationalization.

33. WP.24 considered then outcomes from the ongoing United Nations Development Account's project on developing a set of Sustainable Inland Transport Connectivity Indicators (SITCIN). WP.24 welcomed the focus SITCIN project put on helping countries in assessing the implementation of the Sustainable Development Goals and their commitments under the Vienna Programme of Action for Landlocked Developing Countries.

Documentation

Informal document WP.24 No. 3 (2020)

(ii) Intelligent transport systems and technological developments

34. WP.24 considered briefly Informal document WP.24 No. 8 (2020) on a revision of the ECE Road Map on Intelligent Transport Systems (ITS). The secretary to the World Forum for Harmonization of Vehicle Regulations (WP.29) in his capacity of the ITS focal point introduced this document and the review process.

35. The revision of the Road Map was undertaken further to the decision of the ITC at its eighty second session in February 2020 (ECE/TRANS/294 para 32). In the review, inputs are sought from all relevant working parties and subsidiary bodies. An online tool had been made available by the ITS focal point for incorporating changes and comments in the review. Input from WP.24 was particularly expected on Action 15 of the Road Map – “Enhancing the modal integrator’s role of ITS”.

36. WP.24 requested the secretariat to provide access to the online tool and invited interested WP.24 delegations to provide their comments and suggestions by Friday 6 November 2020. As all changes are viewable directly in the file in real time, delegates were asked to review the changes made to Action 15 by 9 November.

37. WP.24 continued then its discussion on the digitalization of documents in intermodal transport. This discussion had been started at the previous session with the presentation by the Russian Federation on their INTERTAN project within which framework a unified information technology is developed for electronic exchange of documents between the railway and ports.

38. As part of the discussion, the Secretary of the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) presented the base principles of dematerialization and the work of UN/CEFACT. He reminded that the dematerialization of paper documents is technically easy; however, in order to reap the full benefits of the electronic information, it must be harmonized within the sector of activity but also into the

context of a global supply chain. He demonstrated the whole-of-supply-chain approach of UN/CEFACT with its Buy-Ship-Pay model, the Multi-Modal Transport Reference Data Model and briefly described some of the dematerialized processes and code lists. He reminded that most of the needs of intermodal transport have already been dematerialized within the UN/CEFACT models and invited WP.24 to further work with UN/CEFACT on any specific needs in dematerialization processes.

39. WP.24 welcomed the information provided. It agreed to carry on information exchange on the digitalization of documents in support of intermodal transport and to look more closely into opportunities for supporting the digitalization effort at the next sessions.

Documentation

Informal document WP.24 No. 8 (2020)

(iii) Intermodal transport terminals

40. At its previous session, WP.24 had considered Rail Facility Portal (<https://railfacilitiesportal.eu/>) presented by International Union of Combined Road/Rail Transport Companies (UIRR). WP.24 also had requested the secretariat to disseminate among non-EU ECE member States the questionnaire for Intermodal Transport Terminals and Freight Villages, as reviewed at the sixty-first session, and to collect data from these countries similar to the information available in the Rail Facility Portal. The secretariat had been further requested to work with UIRR on exploring possibilities for providing access to information on terminals for the entire ECE region in a way which would be welcome by all countries.

41. The secretariat informed WP.24 on its dissemination of the questionnaire on 3 March 2020. It further informed that it had not received any completed questionnaires by the time of the current session. The secretariat believed that such a response may possibly be interpreted as limited interests in creating additional information source on intermodal terminals and freight villages. At the same time, the secretariat suggested that the location of the intermodal terminals listed in the AGTC Agreement should be digitalized along with the AGTC lines in the ECE GIS.

(iv) Intermodal transport and the TIR Convention

42. Further to its interests in the case studies on the intermodal aspects of TIR Convention, WP.24 considered Informal document WP.24 No. 4 (2020) with such case studies. It further considered presentations by: (i) the TIR secretariat on the TIR system, eTIR system, including its architecture and messages, countries interest in connections to the eTIR system and application of eTIR system in intermodal transport, and (ii) IRU on TIR for intermodal transport.

43. WP.24 took note of the information that the paper TIR procedure had not been much used for intermodal transport (except for Ro Ro) while the eTIR project is an opportunity to make the eTIR procedure more relevant for intermodal transport.

44. WP.24 recognized open questions such as (i) how the eTIR accompanying document could be handled in the case of intermodal transport; and (ii) how the eTIR procedure would be suspended for legs of the transport on international waters or when procedures providing greater facilitation are available for certain modes of transport; and how the eTIR procedure would be resumed.

45. WP.24 reflected on the proposal of the TIR secretariat for collection of information on procedures and documents used for customs purposes in various intermodal transport scenarios. WP.24 agreed that a relevant template developed by the TIR secretariat be disseminated to WP.24 delegations through its secretariat to collect the desired information.

46. WP.24 also agreed that the discussion on this topic should continue at the next sessions, especially with regard to the results of the analysis on which legs of intermodal transport the TIR system could be successfully applied or would bring some competitive advantages.

Documentation

Informal document WP.24 No. 4 (2020)

(b) National policy measures to promote intermodal transport

47. In accordance with a decision of ITC, WP.24 continues work from the former European Conference of Ministers of Transport (ECMT) in: (a) monitoring and analysis of national measures to promote intermodal transport; and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).

48. Comparable information for 19 ECE member States is currently available in English, French and Russian (<http://apps.unece.org/NatPolWP24>).

49. The secretariat informed that in addition to the six completed questionnaires received before the sixty-second session, one additional completed questionnaire was received from the Russian Federation as a response to its reminder sent at the request of WP.24 after the sixty-second session on 3 March 2020.

50. ECE/TRANS/WP.24/2020/2, ECE/TRANS/WP.24/2020/3 and ECE/TRANS/WP.24/2020/4 present the up-to-date information on measures collected through the questionnaire from the seven countries (Austria, Belarus, Czech Republic, Germany, Lithuania, the Russian Federation and Switzerland). This information was also included in the electronic platform.

51. WP.24 expressed its dissatisfaction with the fact that only seven countries were ready to provide updates to the policy measures.

52. WP.24 agreed then to discuss the ECMT Consolidated Resolution on Combined Transport at the next session. To this end, it requested the secretariat to table it for the next session as an official document.

Documentation

ECE/TRANS/WP.24/2020/2, ECE/TRANS/WP.24/2020/3, ECE/TRANS/WP.24/2020/4

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

53. WP.24 recognized that 2020 was marked by the COVID-19 pandemic, which caused not only an immense pressure on health systems and production lines but, due to mobility restrictions and border closures, it also had disrupted the international transport of essential supplies among ECE member countries, in particular in the first phase of response to the pandemic.

54. In this context, WP.24 welcomed the initiative of its Chair supported by the secretariat to have organized an informal virtual meeting of the Friends of the Chair on 26 June 2020, which had discussed the COVID-19 impacts on intermodal transport and logistics and its role in the aftermath to the pandemic. WP.24 appreciated the outcomes of Friends of the Chair meeting as contained in ECE/TRANS/WP.24/2020/5.

55. At its current session and with support of a panel moderated by the Chair and attended by the representatives from Austria, Georgia, UNCTAD, FIATA, Associazione Fercargo and Hupac International, WP.24 discussed the developments and impacts from the evolving pandemic, response measures and prospects for the freight transport. It also assessed COVID-19 recovery measures and changes to supply chains.

56. In the discussion, WP.24 confirmed the majority of the lessons learned from COVID-19 as reflected in ECE/TRANS/WP.24/2020/5. It also confirmed the need for recovery measures that create conditions for increasing the competitiveness of intermodal transport in particular versus road transport, and warned of unwarranted subsidies to road transport, which distort the transport market.

57. WP.24 recognized that the pandemic influenced governments on the necessity to digitalize transport documents. Digitalization should be part of the very needed transport optimization process in both operations and infrastructure.

58. WP.24 also recognized that the pandemic may result in more diversification and local sourcing for supply chains. Such a development may have a positive impact on transport in a medium term. In the short term, due to renewed lockdowns in response to the new increased wave of COVID-19 infections in autumn of 2020, a further economic slowdown with negative impact on transport was expected.

59. WP.24 considered then a draft resolution on strengthening intermodal freight transport. It approved the resolution and requested the secretariat to present it to the ITC for adoption at its session in 2021.

60. UIC presented findings from the “2020 Report on Combined Transport” which compiles up-to-date information on rail/road combined transport volumes for the year 2019, for all market segments, and gathers the market participants’ assessment of market structures and future developments. The Report focuses on the presentation of regional disparities between selected regions of Europe, as well as on intermodal loading units (ILU), which are examined with regard to their use in combined transport. It also gives an overview on the role of terminals in the combined transport chain, their capacities and services offered.

61. The Report shows that shares of rail freight and particularly of combined transport have increased from 2009 to 2018, especially international combined transport. Combined transport with its growth figures was a key driver in order to achieve the 30by2030 objectives for the rail sector as a reliable system even in times of crisis. This message was endorsed also by the positive outlook of the sector for 2022 to 2024 regarding volume and revenues.

62. The Report was published by UIC in collaboration with UIRR.

WP.24 thanked UIC for the presentation of its Report findings and welcomed the preparation of the Report and the role of UIC together with UIRR in promoting and advocating for combined transport.

63. Finally, the secretary of the Working Party on Transport Statistics (WP.6) made a presentation that covered two principal topics. The first was how short-term data are being collated and disseminated in order to track the COVID-19 impact on transport volumes. The second highlighted the importance of the UNECE E-Road and E-Rail traffic censuses that are conducted every five years. Further transport visualisations were shown, based on existing data sources, that can be used to compare transport modes in specific transport corridors and identify modal shifting opportunities.

64. WP.24 thanked for the information provided. It recognized the various possibilities for data analysis and its visualisation for lines digitalized in GIS.

Documentation

ECE/TRANS/WP.24/2020/5

(b) National Master Plans on freight transport and logistics

65. At its previous session, WP.24 had reviewed and welcomed the draft handbook for national master plans for freight transport and logistics. WP.24 had also requested additional inputs to the handbook, in particular to populate it with specific policy measures in support of the implementation of the national master plans.

66. At the current session, the secretariat presented ECE/TRANS/WP.24/2020/6, and ECE/TRANS/WP.24/2020/7 to WP.24. The first of the documents deliberates on the importance of the logistics sector for the national economies, discusses the role of the governments in freight transport and logistics as well as informs of good practices from ECE member countries in preparing freight transport and logistics master plans. The second document contains the proposal for the guidelines for the development of national master plans for freight transport and logistics and policy measures in support of the implementation of the national master plans. This information has been further consolidated in the Informal document WP.24 No. 5 (2020) which presents the full handbook.

67. WP.24 approved the handbook and thanked all actors involved in its elaboration process. It requested the secretariat to issue the handbook as an ECE publication in 2020.

68. ILO expressed its appreciation for having been given the opportunity to contribute to the ECE's work related to the handbook for national master plans for freight transport and logistics.

Documentation

ECE/TRANS/WP.24/2020/6, ECE/TRANS/WP.24/2020/7, Informal document WP.24 No. 5 (2020)

(c) Pan-European developments in policies

69. There was no briefing under this item.

(d) Annual themes on Intermodal Transport and Logistics

70. The secretariat presented Informal document WP.24 No. 6 (2020) with a proposal for a theme for the 2021 workshop. In view of the elaboration of the handbook for national master plans for freight transport and logistics, the secretariat proposed to focus the 2021 workshop on sharing of experience from the implementation of specific actions, as recommended in the handbook, and on an assessment of the action's impact on the development of the freight transport and logistics sector. The theme would thus be a workshop in support of the sustainable development of intermodal transport and logistics.

71. The secretariat further proposed to extend the discussion to actions in other areas of relevance to the development of intermodal transport and logistics, such as resilience of transport to climate change. In this context, the secretariat reported on the work of the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport who, among other things, seeks to understand the needs of various audiences on integration of climate change considerations in transport planning and operational processes.

72. WP.24 welcomed the idea for the workshop presented by the secretariat. It requested that the workshop's session related to climate change covers both mitigation and adaptation aspects of climate change.

73. The secretariat requested WP.24 delegations to inform at their earliest convenience about their willingness to speak at the next workshop and present their actions and their impact assessment for the development of sustainable intermodal freight transport and logistics.

Documentation

Informal document WP.24 No. 6 (2020)

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

74. 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.

75. ICHCA International presented a CTU Code – quick guide as issued in Informal document WP.24 No. 9 (2020). The CTU Code – quick guide including container packing checklist which was elaborated by its sponsoring organizations – Container Owners Association, Global Shippers Forum, ICHCA, TT Club and World Shipping Council – is meant to help the shipping industry improve packing processes of cargo transport units (CTU). The motivation for the sponsoring organisations to prepare the quick guide and to promote the CTU Code was the analysis by the TT Club, which showed that 66 per cent of incidents related to cargo damage are caused or exacerbated by poor packing practices, including such things as: load distribution, cargo securing, classification, documentation, declaration or ineffective data transfer. Cost to the transport and logistics industry from these incidents were estimated in excess of 6 billion US dollars annually.

76. WP.24 welcomed the work done on the CTU Code – quick guide with the container packing checklist. WP.24 saw this as a good material to facilitate the work of the Group of Experts on CTU Code, in particular on the development of a CTU Code mobile application.

77. The secretariat informed WP.24 that the requested pre-work which had to result in an assessment of the sections of CTU Code which should have been prioritised in the updates and in solutions for a possible CTU Code's text usage in a mobile application could not take place. A meeting to deliver on the pre-work scheduled to take place on 27 and 28 May 2020 had to be cancelled due to COVID-19 pandemic outbreak.

78. The Russian Federation presented ECE/TRANS/WP.24/2020/8 which proposes specific updates to the CTU Code. In particular, it proposes to add in Chapter 5 categories for acceleration coefficients for rail transport, and to elaborate further in Chapter 6 the permitted loads on container walls also for cases when the entire loading volumes are not used. It suggests revising sections 2.3.4-2.3.6 and 2.3.8 as well as 2.4.2, 2.4.4, 2.4.5 and 4.4.3 to 4.4.6. It offers specific additions to 3.1.4, 3.3.6 and 4.1.3.

79. ILO informed WP.24 that the Sectoral Advisory Bodies could possibly be convened from 13 to 15 January 2021, pending Governing Body decision at its 340 Session (2-12 November 2020) and that ILO would communicate the Governing Body's decision to the ECE Secretariat as soon as feasible. The decision on establishment of the Group of Experts is contingent on the recommendation of the ILO Sectoral Advisory Bodies.

80. WP.24 agreed to proceed with the work, either in the formal Group of Experts if this would be formally established in January 2021 or in the informal pre-work as agreed at the previous session. WP.24 requested the secretariat to proceed accordingly.

Documentation

ECE/TRANS/WP.24/2020/8, Informal document WP.24 No. 9 (2020)

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

81. The secretariat informed WP.24 about the main decisions of the eighty-second session of ITC and the 2020 ITC Bureau meetings on issues of its interests, in particular decisions related to the implementation of the ITC Strategy. In this context, the Informal document WP.24 No. 7 (2020) was presented on the status of work in implementing the ITC Strategy of relevance to WP.24. The document also informs of possible next steps to advance implementation of the ITC Strategy for consultation with WP.24, in particular a step suggesting an establishment of a Group of Experts on Intermodal Passenger Transport to report partially/fully to WP.24. The document also informs about the decision of WP.5 who was of the view that intermodal passenger transport at urban level is covered in its work programme under the cluster of sustainable urban mobility. WP.5 believed therefore that there was no need for the establishment of a group of experts on intermodal passenger transport. WP.5 was also ready to work on intermodal passenger transport beyond city level if mandated by ITC.

82. WP.24 considered the Informal document No.7 as well as the decision of WP.5. WP.24 reiterated its role and expertise on freight transport and therefore it fully supported the view of WP.5 for it to work on intermodal passenger transport in both the urban and intercity context. WP.24 requested the secretariat to inform the ITC through its Bureau of its decision.

83. The secretariat also informed about the adoption by ITC of its revised Rules of Procedure and Terms of Reference as well as that both documents were contingent on additional approvals.

84. Finally, the secretariat briefly informed about the work of a newly established Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport. The Group is tasked with (i) raising awareness, building capacity and integrating knowledge from countries and scientific community on climate change impact assessment and adaptation for transport, and (ii) further advancing the state of knowledge, the analysis of climate change

impacts on inland transport and identification of suitable and costs-effective adaptation measures. In addition to the information provided under point VII.(d), the secretariat informed that the Group of Experts would issue a simple survey to collect information from transport professionals on the future climate change impacts on transport they would be interested to understand. The secretariat advised WP.24 to take part in the simple survey.

85. WP.24 thanked the secretariat for the information provided. It also agreed that the survey be disseminated by its secretariat.

Documentation

Informal document WP.24 No. 7 (2020)

X. Programme of work (agenda item 9)

86. At its previous session, WP.24 initially had agreed on the four main clusters for its long-term work programme (2020-2030) as well as specific activities and expected accomplishments under each cluster for its biennial 2020-2021 programme of work. WP.24 had further agreed that the Russian Federation may provide comments to the initially agreed programmes of work at the current session. The Russian Federation informed it had no further comments to the programmes.

87. P.24 also agreed that no further adjustments were necessary to its long-term and biennial programmes of work at this point.

88. Finally, WP.24 decided to compare its Terms of Reference against the long-term programme of work to understand if they would require any alterations. WP.24 requested that a group of volunteers with the support of the secretariat prepare the comparison for the next session. Delegations interested in joining this group of volunteers should contact the secretariat after the meeting.

XI. Election of Officers for 2021-2022 (agenda item 10)

89. WP.24 elected Ms. J. Elsinger (Austria) as its Chair and Ms. P. Tomkova (Czech Republic) as its Vice-Chair for its sessions in 2021 and 2022. At the same time, WP.24 thanked Mr. M. Costa (Italy) for his terms as a Chair and wished him all success in his endeavours following his retirement in 2021.

XII. Other Business (agenda item 11)

90. There were no issues raised under this item.

XIII. Date and venue of next session (agenda item 12)

91. The secretariat informed WP.24 that its sixty-fourth session was tentatively scheduled to take place in Geneva from 20 to 22 October 2021.

XIV. Summary of decisions (agenda item 13)

92. WP.24 adopted provisionally its report of the sixty-third 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

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-third session on 30 October 2020 further to the proposal made by Austria, Czech Republic, Germany, Greece and Serbia:

I. Proposed by Austria

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

(15) Austria:

To add the following section to the line C-E 55 before Linz:

(Horní Dvořiště-) Summerau

Other Contracting Parties concerned: Czech Republic.

To delete the following section from the line C-E 551:

(Horní Dvořiště-) Summerau

Other Contracting Parties concerned: Czech Republic.

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

Austria

To add the following terminal: Güterzentrum Wien Süd

To exclude the following terminal: Wien Nordwestbahnhof

II. Proposed by Czech Republic

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

(17) Czech Republic:

To add the following section to the line C-E 55 after Praha:

Horní Dvořiště (-Summerau)

Other Contracting Parties concerned: Austria.

To modify the existing line as follows:

C-E 59 (Chalupki-) Bohumín-Ostrava

Other Contracting Parties concerned: Poland.

To delete the following line:

C-E 551 Praha - Horní Dvořiště (-Summerau)

Other Contracting Parties concerned: Austria

AGTC Annex II, A. Terminals of importance for international combined transport:**Czech Republic:**

To add the following terminals:

Česká Třebová, Havířov, Paskov, Přerov, Ústí nad Labem

To exclude the following terminal:

Praha Žižkov

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

To modify the existing border crossing points as follows:

Chalupki (PKP) - Bohumín **(SZCZ)**

Schirnding (DB) - Cheb **(SZCZ)**

Bad Schandau (DB) - Děčín **(SZCZ)**

Bernhardsthal (OBB) – Břeclav **(SZCZ)**

Summerau (OBB) - Horní Dvořiště **(SZCZ)**

Zebrzydovice (PKP) - Petrovice u Karviné **(SZCZ)**

Zawidów (PKP) - Frýdlant v Čechách **(SZCZ)**

Medzylesie (PKP) - Lichkov **(SZCZ)**

Čadca (ŽSR) - Mosty u Jablunkova **(SZCZ)**

Lúky pod Makytou (ŽSR) - Horní Lideč **(SZCZ)**

Kúty (ŽSR) - Lanžhot **(SZCZ)**

Contracting Parties concerned: Czech Republic, Poland, Germany, Austria, Slovakia

III. Proposed by Germany**AGTC Annex I, Railway lines of importance for international combined transport:****(9) Germany**

To modify the existing lines as follows:

C-E 451 (Gedser-) Rostock-Berlin- $\frac{\text{Halle}}{\text{Leipzig}}$ -Erfurt-Nürnberg-Passau (-Wels)

Other Contracting Parties concerned: Denmark, Austria

C 45/1 (Padborg-) Flensburg-Hamburg

Other Contracting Parties concerned: Denmark

Countries concerned: Sweden

To exclude/delete the following line:

C-E 51 (Gedser-) Rostock-Berlin- $\frac{\text{Halle}}{\text{Leipzig}}$ -Erfurt-Nürnberg

Other Contracting Parties concerned: Denmark

(13) Sweden

To modify the existing line as follows:

C-E 45 (Kornsjo-) Göteborg-Malmö (-København)

Other Contracting Parties concerned: Norway, Denmark, Germany, Austria, Italy

(14) Denmark

To renumber the line C-E 530 to C-E 451 as follows:

C-E 451 Nykøbing-Gedser (-Rostock)

Other Contracting Parties concerned: Germany, Austria

To modify the existing lines as follows:

C-E 45 (Malmö-) København-Nykøbing-Rødby (-Puttgarden)

Other Contracting Parties concerned: Norway, Germany, Austria, Italy

Countries concerned: Sweden

C 45/1 (Göteborg-) Frederikshavn-Arhus
København –Fredericia-Padborg (-Flensburg)

Other Contracting Parties concerned: Germany,

Countries concerned: Sweden

(16) Poland

To modify the existing line as follows:

C-E 30 Zgorzelec-Wroclaw-Katowice-Kraków-Przemysl-Medyka (-Mostika)

Other Contracting Parties concerned: Ukraine

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

To add the following border crossing point:

Malmö (SJ) – København (DSB)

Contracting Parties concerned: Denmark

Countries concerned: Sweden

To exclude the following border crossing point:

Helsingborg (SJ) – København (DSB)

Contracting Parties concerned: Denmark

Countries concerned: Sweden

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

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

København – Helsingborg (Denmark-Sweden)

Contracting Parties concerned: Denmark

Countries concerned: Sweden

IV. Proposed by Greece

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

To add the following line:

C-E 853 Larissa-Volos [-Latakia (Syrian Arab Republic)]

Other Contracting Parties concerned: -

Countries concerned: Syrian Arab Republic

To modify the existing lines as follows:

C 85/2 Thessaloniki-Amindeo-Mesonisi-Kafkasos (-Kremenica)

Other Contracting Parties concerned: -

Countries concerned: North Macedonia

C 85/3 Igoumenitsa-Kalabaka-Palaiofarsalos-Larissa-Volos [-Latakia (Syrian Arab Republic)]

Other Contracting Parties concerned: -

Countries concerned: Syrian Arab Republic

“C 70/2 Strymonas–Alexandroupolis–Pythion $\frac{(-Uzunköprü)}{Dikea (-Svilengrad)}$ ”.

Other Contracting Parties concerned: Turkey

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

To modify the list of terminals as follows:

Alexandroupolis

Thessaloniki

Igoumenitsa

Volos

Thriassio Freight Center

Ikonio

Patras (important terminal for international combined transport for multimodal freight transport /transportation by ship to/from Italy)

Other Contracting Parties concerned: Bulgaria, Italy

Countries concerned: Syrian Arab Republic, North Macedonia

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

To modify the list of border crossing points as follows:

Kulata (BDZ) – Promachon (OSE)

Gevgelia (CFARYM) – Idomeni (OSE)

Dikea (OSE) – Svilengrad (BDZ)

Kristallopigi (OSE) –...(-HSH)

Patras/Igoumenitsa (OSE) – Brindisi (FS)

Patras/Igoumenitsa (OSE) – Trieste (FS)

Patras/Igoumenitsa (OSE) – Ancona (FS)

Patras/Igoumenitsa (OSE) – Bari (FS)

Volos (OSE) – Latakia (CFS)

Pythion (OSE) – Uzunköprü (TCDD)

To add the following border crossing:

Kafkasos (OSE) – Kremenica (CFARYM)

Other Contracting Parties concerned: Bulgaria, Italy and Turkey

Countries concerned: Syrian Arab Republic, North Macedonia

V. Proposed by Serbia

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

(23) Serbia

To modify the existing line as follows:

C-E-79 Belgrade - Prijepolje/Vrbnica (- Bijelo Polje, Bar)

Other Contracting Parties concerned: Montenegro

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

To modify the list of terminals as follows:

Belgrade - ZIT Belgrade

Belgrade - NELT

Belgrade - Port of Belgrade

Smederevo - Port of Smederevo

Prahovo - Port of Prahovo

Senta - Port of Senta

Sremska Mitrovica - Port of Sremska Mitrovica

Novi Sad - Port of Novi Sad

Sabac - Port of Šabac

Pancevo - Port of Pancevo.

Port of Bogojevo

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

To add the following border crossing point(s):

Prijepolje/Vrbnica (IŽS) - Bijelo Polje (ŽICG). This border crossing point should be added after Dimitrovgrad (IŽS) - Dragoman (BDZ).

To modify the existing border crossing point(s) to read as follows:

Kelebija (MAV) - Subotica (IŽS)

Preševo (IŽS) - Tabanovce (CFAYM),

General Janković (UNMIK Railways) - Volkovo (CFARYM)

Dimitrovgrad (IŽS) - Dragoman (BDZ)

Stamora Moravita (CFR) - Vrsac (IŽS)

Erdut (HZ) - Bogojevo (IŽS)

Tovarnik (HZ) - Sid (IŽS)

Other Contracting Parties concerned: Hungary, Bulgaria, Romania, Croatia

Countries concerned: North Macedonia.
