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

Geneva, 20–22 October 2021

Item 1 of the provisional agenda

**Adoption of the agenda****Annotated provisional agenda for the sixty-fourth session\* \*\***

To be held at the Palais des Nations, Geneva,  
starting at 10 a.m. on Wednesday, 20 October 2021

**I. Provisional agenda**

1. Adoption of the Agenda.
2. Session's workshop: Recent actions and projects in support of the sustainable development of intermodal transport and logistics.
3. European Agreement on Important International Combined Transport Lines and Related Installations.
  - (a) Status of the Agreement.
  - (b) Amendment proposals.
  - (c) Implementation of the Agreement.
  - (d) Core network.

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\* For reasons of COVID-19, delegates are requested to bring copies of all relevant documents to the session. There will be no documentation available in the conference room. Before the session, documents may be downloaded from the UNECE Sustainable Transport Division's website <https://unece.org/transport/events/wp24-working-party-intermodal-transport-and-logistics-64th-session>.

\*\* Delegates are requested to register online at the following address: <https://uncdb.unece.org/app/ext/meeting-registration?id=IrU2KH>. Participation is possible both in-person and virtually. To take part in the session in-person, delegates are kindly requested to additionally register at <https://indico.un.org/event/35148>. Upon arrival at the Palais des Nations, delegates should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact the secretariat by telephone (+41 22 917 2432) or by e-mail ([wp.24@unece.org](mailto:wp.24@unece.org)). For a map of the Palais des Nations and other useful information, see website <https://unece.org/practical-information-delegates>.

4. Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations.
  - (a) Status of the Agreement.
  - (b) Amendment proposals.
  - (c) Implementation of the Protocol.
5. Policies and measures in support of intermodal transport.
  - (a) Measures to promote efficiency of intermodal transport and bottlenecks in intermodal transport services at the pan-European level.
  - (b) National policy measures to promote intermodal transport.
6. Emerging issues in freight transport and logistics.
  - (a) Issues, trends and performance in the industry.
  - (b) National Master Plans on freight transport and logistics.
  - (c) Pan-European developments in policies.
  - (d) Annual themes on Intermodal Transport and Logistics.
7. Code of Practice for Packing of Cargo Transport Units.
8. Activities of the United Nations Economic Commission for Europe Inland Transport Committee and its subsidiary bodies.
9. Programme of work.
10. Other Business.
11. Date and venue of next session.
12. Summary of decisions.

## II. Annotations

### 1. Adoption of the Agenda

The Working Party on Intermodal Transport and Logistics (WP.24) is invited to adopt the agenda for its sixty-fourth session.

#### Documentation

ECE/TRANS/WP.24/148

### 2. Session's workshop: Recent actions and projects in support of the sustainable development of intermodal transport and logistics

At its last session, WP.24 endorsed its Handbook for national master plans for freight transport and logistics, which contains a list of recommended actions to develop freight transport and logistics in a sustainable way. Sharing of good practices in the implementation of these actions, and the impact they have on the development of the sector, can be determinantal for various countries in understanding how to move forward effectively in further developing the sector. Among these actions, the workshop should also share good practice on making transport infrastructure more resilient to climate change and on high-level integration of climate change considerations in transport planning and operational processes.

Informal document No.1 provides the background and objective for the workshop and includes its programme.

#### Documentation

Informal document No.1

### 3. European Agreement on Important International Combined Transport Lines and Related Installations

#### (a) Status of the Agreement

The European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement), at the time of preparation of this agenda, had 33 Contracting Parties<sup>1</sup>. Detailed information on the AGTC Agreement is available at [www.unece.org/trans/wp24/welcome.html](http://www.unece.org/trans/wp24/welcome.html). With reference to the Inland Transport Committee's (ITC) adopted resolution for strengthening the intermodal freight transport, which among others invites further accession to the AGTC Agreement, WP.24 may wish to consider ways for promoting these further accessions.

WP.24 had initiated a process at its thirty-second session aimed at clarification of 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. As a result of this process, a number of Contracting Parties tabled amendment proposals at the previous sessions. Some other Contracting Parties required more time to work with the secretariat for clarifying the inconsistencies. The secretariat will inform WP.24 on progress made in clarifying the remaining inconsistencies.

<sup>1</sup> Albania, Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg, Montenegro, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Switzerland, Turkey, Turkmenistan and Ukraine.

**(b) Amendment proposals**

The secretariat will inform WP.24 about the status of amendment proposals adopted by WP.24 at its sixty-third session on 30 October 2020 as contained in Annex of ECE/TRANS/WP.24/147.

WP.24 will be then invited to consider 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 containing amendment proposals submitted by Croatia, Georgia, Poland and the Russian Federation to the Annex I and/or Annex II of the AGTC Agreement.

Moreover, as the ITC-adopted resolution for strengthening the intermodal freight transport encourages the Contracting Parties to the AGTC Agreement and the Protocol to AGTC to identify core intermodal networks in both instruments, accompanied by special procedures for operations on those core networks during emergency situations including pandemics, WP.24 may wish to commence a discussion on the identification of the core networks.

**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**

WP.24 agreed at its previous session 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. Establishment of such mechanism was also encouraged through the ITC-adopted resolution for strengthening the intermodal freight transport. A proposal for such a mechanism is contained in ECE/TRANS/WP.24/2021/5.

WP.24 will be invited to consider the proposed mechanism with a view to adopt it and commence a process of implementation review for the AGTC Agreement.

Moreover, further to the recognition 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 possibly achieved through the implementation of the Trans-European Transport Network (TEN-T) for railway lines, WP.24 requested 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.

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

WP.24 is invited to reflect on the results of the comparisons and discuss if the identified differences require any updates to the AGTC Agreement. It may then also contemplate on how TEN-T railway lines implementation can be considered in the implementation review of the AGTC Agreement.

Finally, WP.24 also agreed to work towards digitalizing the AGTC network in Geographical Information System (GIS) managed by ECE Sustainable Transport Division. In this regard, the secretariat will present digitalization efforts as facilitated in other projects.

**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**

The ITC-adopted resolution for strengthening the intermodal freight transport encourages the Contracting Parties to the AGTC Agreement and its Protocol to identify core intermodal networks in both instruments, accompanied by special procedures for operations on those core networks during emergency situations including pandemics. To this end, WP.24 may

wish to commence a discussion on the identification of the core networks with focus on AGTC Agreement first.

#### **4. Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations**

##### **(a) Status of the Protocol**

The Protocol on Combined Transport on Inland Waterways to the AGTC Agreement (AGTC Protocol), at the time of preparation of this agenda, had nine Contracting Parties<sup>2</sup>. Detailed information on the AGTC Protocol is available at [www.unece.org/trans/wp24/welcome.html](http://www.unece.org/trans/wp24/welcome.html). The number of Contracting Parties remains unchanged for more than ten years. To this end, WP.24 may wish to consider ways for promoting the accession to the Protocol, also taking into account that the ITC-adopted resolution for strengthening the intermodal freight transport invites more accessions.

##### **(b) Amendment proposals**

WP.24 took note at its sixty-second session of additional differences between the European Agreement on Main Inland Waterways of International Importance (AGN Agreement) and the AGTC Protocol regarding European inland waterways and ports included in both instruments. WP.24 further invited Contracting Parties to the AGTC Protocol to consider submission of an official amendment proposal to aligning the text of the AGTC Protocol to the AGN Agreement. Given that no amendment proposals have been made since the sixty-second session, WP.24 may wish to explore ways to change this situation.

##### **(c) Implementation of the Protocol**

WP.24 agreed at its previous sessions to first work on a possible mechanism for understanding the implementation of the AGTC Agreement, and once such has been successfully developed, it would consider preparing a similar tool for the AGTC Protocol. Therefore, further to its discussion and decisions under item 3 (c), WP.24 may wish to commence a discussion on an implementation mechanism for the AGTC Protocol.

#### **5. Policies and measures in support of intermodal transport**

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

Within this item, WP.24 may wish to continue 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:**

At its sixty-third session, WP.24 was briefed by the secretary to the Working Party on Transport Trends and Economics (WP.5) on proposed ways for the operationalization of Euro-Asian Transport Corridors and the outcomes of the WP.5 discussion. In particular, the proposed way suggested establishment of corridor management groups for selected corridors, where there would be specific interest from countries along the corridors following intergovernmental consultations. In this context, the WP.5 secretary will brief WP.24 on the developments in WP.5 work on the operationalization of Euro-Asian Transport Corridors.

<sup>2</sup> Bulgaria, Czech Republic, Denmark, Hungary, Luxembourg, Netherlands, Romania, Serbia and Switzerland.

Under this item, WP.24 may also consider outcomes from the ongoing United Nations Development Account's project on developing a set of Sustainable Inland Transport Connectivity Indicators (SITCIN).

(ii) Intelligent transport systems and technological developments:

At its previous session, WP.24 agreed, further to information received on UN/CEFACT, 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 current session. WP.24 also contributed to an update of the ECE Road Map on Intelligent Transport Systems (ITS) in 2020. In this context, and taking into account that the ITC-adopted resolution for strengthening the intermodal freight transport encourages WP.24 to help accelerate automation in intermodal transport and to support the transport documents digitalization efforts, WP.24 is invited to consider specific activities to advance its work in these areas.

(iii) Intermodal transport terminals:

WP.24 recognized at its last session limited interest for creating additional information sources on intermodal terminals and freight villages. At the same time, it was suggested that the locations of the intermodal terminals listed in the AGTC Agreement should be digitalized along with the AGTC lines in the ECE GIS. The secretariat will address this point when presenting the ECE Sustainable Transport Division networks digitalization efforts.

(iv) Intermodal transport and the TIR Convention:

At its previous session, WP.24 agreed that the discussion on intermodal transport and the TIR Convention should continue at the next sessions, especially with regard to the results of the analysis by the TIR secretariat 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 will provide further information for consideration by WP.24.

## **(b) National policy measures to promote intermodal transport**

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; (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).

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

At its previous session, WP.24 took note with dissatisfaction that only seven countries were ready to provide updates to the policy measures. WP.24 further agreed to discuss the ECMT Consolidated Resolution on Combined Transport at the next session and requested it is tabled as official document. ECE/TRANS/WP.24/2021/10 contains the ECMT Consolidated Resolution on Combined Transport.

### **Documentation**

ECE/TRANS/WP.24/2021/10

## **6. Emerging issues in freight transport and logistics**

### **(a) Issues, trends and performance in the industry**

Recent times have been marked by the COVID-19 pandemic. It has caused not only an immense pressure on health systems and production lines but, due to mobility restrictions and border closures, it also has disrupted the international transport of essential supplies among ECE member countries, in particular in the first phase of response to the pandemic. WP.24 took an active role in discussing the COVID-19 impacts on intermodal transport and logistics and its role in the aftermath to the pandemic. This work led to elaboration of a draft

resolution for strengthening the intermodal freight transport and its approval by WP.24 at the sixty-third session followed by its adoption by ITC in February 2021.

The ITC-adopted resolution calls upon WP.24 to undertake various actions. In addition to the actions already referred under items 3 and 4 related to the AGTC Agreement and the AGTC Protocol, and item 5 (a)(ii) with regard to automation and document digitalization, the resolutions requests WP.24 to work on (i) data interoperability for improved transparency and network integration with the aim of improving the bundling of services in freight transport, (ii) appropriate targets for the market share of intermodal transport in freight sector and a plan for achieving the targets, and (iii) support to collaborative networks for flexible transport planning processes and integration of modes and for strengthening the voice of the intermodal industry. WP.24 may wish to discuss on these actions and agree on possible outputs to be aimed at under those actions.

WP.24 may also wish to discuss the outcomes of the informal consultations of Chairs and Vice-Chairs of the Working Parties on Road Transport (SC.1), Rail Transport (SC.2), WP.24 and Customs Questions Affecting Transport (WP.30) on inland transport sector preparedness for pandemics as well as the third and fourth sessions of the Multidisciplinary Advisory Group on Transport Responses to COVID-19 also attended by the WP.24 Chair. To this end, the Chair supported by the secretariat will report on the outcomes.

WP.24 will be then invited to consider any recent activities on intermodal transport and logistics if such are brought to its attention by stakeholders such as the European Commission, international organisations and non-governmental organisations.

Finally, the secretariat will inform about recent developments in transport statistics of relevance to WP.24.

**(b) National Master Plans on freight transport and logistics**

At its previous session, WP.24 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>. WP.24 may wish to call upon its focal points to widely promote the Handbook.

**(c) Pan-European developments in policies.**

WP.24 is invited to exchange views on recent developments in pan-European policies for intermodal transport and logistics.

**(d) Annual themes on Intermodal Transport and Logistics**

WP.24 is invited to consider ideas for a theme on which a workshop could be organized in the framework of its sixty-fifth session in 2022. Taking into account, that the ITC-adopted resolution specifies a number of activities for WP.24 to focus on, including on transport document digitalisation, handbook for automation, or the activities referred to in item 6 (a), WP.24 may wish to agree to explore in detail one or more of these topics during the 2022 workshop.

## **7. Code of Practice for Packing of Cargo Transport Units**

The secretariat will report 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 UNECE website.

WP.24 will be then invited to consider the initial results of the pre-work to the Group of Experts on the CTU Code. 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.

WP.24 will be invited in particular to discuss ECE/TRANS/WP.24/2021/11 which contains the report of the first informal meeting on 27-28 May 2021 while the Informal document No. 2 is to contain the report of the second informal meeting planned for late September 2021.

WP.24 may then wish to agree on the modalities for continuation of the work undertaken in the informal pre-work on sections of the CTU Code to be prioritized for updates and on the CTU Code mobile application. In doing so, WP.24 should consider the decision cycle of the ILO Sectoral Advisory Bodies.

**Documentation**

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

**8. Activities of the United Nations Economic Commission for Europe  
Inland Transport Committee and its subsidiary bodies**

The secretariat will inform WP.24 about the main decisions of the eighty-third session of ITC and the 2021 ITC Bureau meetings on issues of interests to WP.24, in particular ITC decisions related to the WP.24 areas of work, including on the implementation of the ITC Strategy.

**9. Programme of work**

At its previous session, WP.24 confirmed its initial agreement for 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.

As the biennial 2020-2021 programme of work is to be concluded at the current session and a new biennial 2022-2023 programme of work should be adopted, WP.24 is invited to consider ECE/TRANS/WP.24/2021/12 which contains a review of 2020–2021 accomplishments and a proposal for specific activities and expected accomplishments for 2022–2023 biennium.

WP.24 also decided to compare its Terms of Reference against the long-term programme of work to understand if they would require any alterations. ECE/TRANS/WP.24/2021/13 contains such a comparison for consideration by WP.24.

**Documentation**

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

**10. Other Business**

At the time of drafting this provisional agenda, there were no proposals under this item.

**11. Date and venue of next session**

The sixty-fifth session of WP.24 is tentatively scheduled to take place in Geneva from 19 to 21 October 2022.

**12. Summary of decisions**

WP.24 will be invited to review and adopt the decisions taken at the sixty-fourth session.



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### III. Tentative timetable

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Wednesday, 20 October	10 a.m.-1 p.m.	Items 1-2
	3-6 p.m.	Item 2
Thursday, 21 October	10 a.m.-1 p.m.	Items 3-4
	3-6 p.m.	Items 5
Friday, 22 October	10 a.m. – 1 p.m.	Items 6-7
	3-6 p.m.	Items 8-12

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