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Inland Transport Committee

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Report of the Working Party on Intermodal Transport and Logistics at the sixty-fifth session

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I. Attendance

1. The Working Party on Intermodal Transport and Logistics (WP.24) held its sixty-fifth session on 17 October in the morning and from 19 October in the afternoon to 21 October 2022. It was held as a hybrid meeting with participation in-person at the Palais des Nations in Geneva and virtual participation through Zoom platform with the simultaneous English-French-Russian interpretation. The meeting was chaired by Ms. Julia Elsinger (Austria).
2. The session of the Working Party was attended by the following Economic Commission for Europe (ECE) member States: Armenia, Austria, Czechia, Denmark, Germany, Greece, Italy, Latvia, Lithuania, Poland, Portugal, Russian Federation, Slovakia, Spain, Switzerland, Türkiye and United Kingdom of Great Britain and Northern Ireland.
3. The European Union (EU) was represented.
4. The following United Nations specialized agency was present: International Labour Organization (ILO).
5. The following non-governmental organizations were present: International Road Transport Union (IRU), Federation of Freight Forwarders Associations (FIATA), Greater Caspian Association, ICHCA Australia, International Chamber of Shipping and International Coordinating Council on Trans-Eurasian Transportation (CCTT).
6. The representatives from the private sector and other entities included: ARMS SRL, Hupac Intermodal SA, Association of Forwarding and Logistics CZ, Exis technologies, PKP CARGO S.A., Rail Cargo Austria AG (ÖBB), Iran National Inventions and Innovation Team, ReLOG3P SRL, “Calea Ferată din Moldova” (CFM), Brough Marine Limited and Rete Autostrade Mediterranee Logistica.
7. The representative from the Trans-European Railway (TER) Project was present.

II. Adoption of the Agenda (agenda item 1)

8. The Working Party on Intermodal Transport and Logistics (WP.24) adopted the agenda for its sixty-fifth session as contained in ECE/TRANS/WP.24/150.

Documentation

ECE/TRANS/WP.24/150

III. Session’s workshop (agenda item 2)

9. WP.24 held two workshops in the framework of the current session. The first of them focused on information and document digitalization in intermodal sector while the other concentrated on the exchanges of good practice and innovative solutions as well as approaches taken to freight transport and logistics automation.

(a) National experience and challenges faced with intermodal transport document digitalization

10. This workshop was founded on the WP.24 need for a more in-depth insight on issues and challenges surrounding document and information digitalization in intermodal freight transport.
11. Background information on the workshop and its programme is contained in Informal documents No. 1 and No. 4 (Oct 2022).
12. The workshop discussed efforts taken in digitalization at various levels, as follows:
 - Regional level: the European Union Regulation (EU) 2020/1056 on electronic freight transport information, the approach chosen under this regulation and the progress in its implementation as well as digitalization challenges in the Greater Caspian Region,

- International agreement level: the operationalization of the Additional Protocol to the CMR concerning the electronic consignment note,
- Country level: German specification of standardized data exchange, and
- Enterprise level: INTERTRAN project by the Russian Railways and HUPAC Intermodal digital information exchanges and platforms.

13. The workshop stressed the following:

- Digitalization needs to be strategically planned and actively managed to be successful,
- Data standardization, consistent data structures, and interoperability are key to digitalization,
- Common and widely accepted data reference models such as UN/CEFACT or such resulting from negotiations and deliberations of conventions administrative committees or special intergovernmental bodies should be applied,
- Data protocols or relevant ecosystems are needed so that not all but relevant information is shared with relevant stakeholders,
- Integrity of the digital systems must not be compromised – no data can be modified without the knowledge and certification/authentication by concerned actors,
- Legal obligations are necessary for public administration to accept digital documents to incentivize business to invest or speed up digitalization, and
- Exchange of digitalization projects and their consideration is important to promoting harmonized approaches. WP.24 should play a role in facilitating the exchanges.

(b) Automation in freight transport and logistics

14. This workshop offered an opportunity for WP.24 to review the efforts taken in automating the freight transport and logistics sector by various players with the aim to provide the necessary insight to WP.24 whether it should engage in the development of a handbook on automation. This handbook should facilitate embracing automation in the sector at various levels by different stakeholders, including business and public administration.

15. Background information on the workshop and its programme is contained in Informal documents No. 2 and No. 5 (Oct 2022).

16. The workshop informed about various projects piloted in countries, group of countries, companies or consortia to better embrace automation in freight transport, intermodal and logistics sector. It covered successfully implemented solutions (at maritime terminals, inland terminals, or railways) as well as solutions in testing phases. It offered insight into benefits from correctly approached automation, as well as possible automation pitfalls. It presented how virtual simulations through digital twins can help find solutions to optimize transport and logistics processes in the physical world. Last but not least, it discussed impacts from automation on the workforce and how the “human element” should be considered in automating the freight transport and logistics industry. The workshop showed the following:

- Automation requires a business case, proper management approach and stakeholder dialogue including workers and/or unions. For terminals, specific size, cargo volumes/turnover, functionality or capacity gains need to be achieved for investments in automation to pay off,
- Automation should be tailored-made to the needs. There are various levels at which automation can be introduced, for example: automation of vehicles/equipment at terminals, automated systems for entry and exit from terminals, digital twins, data and information exchange platforms, paperless train management, track and trace, digital seals, etc. Some of the automated solutions can be implemented independently of others. The companies or industry should, however, develop and follow a strategic business plan for automation,

- Not all automation solutions would lead to productivity gains compared to manual handling processes, for example in considering automated versus manually operated terminals. At the same time, automated processes result in more constant productivity over time. Savings can also be achieved in maintenance, as automated vehicles which operate at more constant speeds can have a longer lifespan,
- For some automation solutions to be successful, they require the alignment of the entire sector, for example with digital automated coupling, or digital rail platforms for the exchange of information. Interoperable solutions based on widely accepted industry standards need to be prioritized,
- Automation may bring more safety to the sector if it is appropriately managed. It can replace unsafe or hardship human activities. The interaction between technology and workers, especially at terminals, needs to be defined and controlled to avoid safety incidents. The separation between manual and automated container operation should therefore be applied at terminals,
- As technology is expected to develop and improve, the pace of automation uptake in the sector is expected to increase. Automation would thus become more accessible including for small- and medium-sized enterprises. As its role would increase, workforce and society at large need to be prepared to embrace it effectively,
- Cybersecurity is at the heart of automation. Proper approaches need to be taken towards securing Information Technology (IT) systems. The workforce needs to be trained against cyber-attacks such as phishing,
- Humans should be in control of automation and manage it so that it benefits society at large, and
- Automation should be managed hand-in-hand with reskilling, retraining or upskilling the workforce. Job restructuring should be planned and managed to help workers qualify in time for new requirements in a more automated work environment.

Documentation

Informal document No. 1, Informal document No. 2, Informal document No. 4 and Informal document No. 5

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

(a) Status of the Agreement

17. The secretariat informed WP.24 of no change to the status of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) which had 33 Contracting Parties at the time of the sixty-fifth session. Detailed information on the AGTC is available at www.unece.org/trans/wp24/welcome.html.

18. The secretariat informed delegates about its efforts in collaboration with the Regional Advisor for Transport at the Economic Commission for Europe (ECE) aimed at promoting the ECE infrastructure agreements, among them AGTC, in Caucasus and Central Asian countries.

19. Türkiye informed about the intension to set up an agreement on intermodal transport among the countries of the Organization of the Turkic States. Türkiye suggested that AGTC is promoted in the cooperation on intermodal transport at the Organization of the Turkic States.

20. The secretariat reminded delegates that WP.24 had initiated a process at its sixty-second session to clarify issues and inconsistencies identified by the secretariat in preparation of a new consolidated version of the AGTC (inconsistencies between adopted amendment proposals and the consolidated text and inconsistencies arising from the adopted amendment proposals). In this process, the secretariat had been requested to establish communication with the Contracting Parties concerned and clarify the issues. The secretariat

informed about its communication with the Contracting Parties on the remaining issues, as well as issues arising from differences between AGTC and the Trans-European Transport Network (TEN-T) for railway lines and related installations. On the latter, views were shared that these differences should be addressed once the ongoing revision of the TEN-T regulations was concluded, expected for January 2024. The secretariat presented then ECE/TRANS/WP.24/2022/1 which contains a draft consolidated text of the AGTC and incorporates amendments adopted to date and indicates the outstanding issues which to date could not be addressed.

21. WP.24 welcomed the elaboration of the new consolidated text of the AGTC reflecting the accepted amendment proposals. WP.24 also agreed, despite a few outstanding issues, to publish this new consolidated text in 2022. This new publication should list all the relevant notes on amendments it contains.

22. WP.24 requested then the secretariat to continue working with the Contracting Parties on clarifying the remaining issues as well as with the Contracting Parties and member states of the European Union on the issues arising from the differences between the AGTC and TEN-T railway lines.

(b) Amendment proposals

23. The secretariat informed WP.24 about the issuance of the depository notification on 22 June 2022 on the WP.24-adopted amendment proposals at its sixty-fourth session as contained in the Annex 1 of ECE/TRANS/WP.24/149. These proposals should be deemed accepted if by 22 December 2022 no objection has been received by the Secretary-General from any Contracting Party directly concerned by these amendments. These amendments would then enter into force on 22 March 2023.

24. Lithuania and Denmark presented their proposals for amendments to the AGTC as contained respectively in ECE/TRANS/WP.24/2022/2, informal document No.7 as supplement to ECE/TRANS/WP.24/2022/2 and ECE/TRANS/WP.24/2022/17.

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

- Adopted unanimously the proposed amendments from Lithuania to Annex I concerning the lines C 14 and C-E 75 under both Lithuania and Latvia, and to Annex II, sections A and C concerning respectively the modification to the list of terminals and to the gauge interchange stations, and
- Adopted unanimously the proposed amendments from Denmark to Annex I concerning line C45/1 under Denmark, and to Annex II sections A, B and C, respectively to modify the list of terminals, and to exclude the border crossing point and the ferry link Göteborg (SJ) – Frederikshavn (DSB).

26. Moreover, given the amendment proposal from Denmark, WP.24 concluded that the adopted amendment from Denmark involves deletion of the line C45/1 under Sweden.

27. Finally, regarding the remaining amendment proposals, WP.24 invited the concerned Contracting Parties to consult on the proposals further and to report back on these consultations at the next session.

28. WP.24 asked the secretariat to forward the adopted amendments to the Office of Legal Affairs in New York. For clarity, the adopted amendments are provided in Annex I to this report.

29. Lithuania informed then WP.24 about the future plans related to its rail network development for the international carriage of cargo in the period 2026–2030, when the Rail Baltica project will be completed and the Rail Baltica lines should start being operational. Rail Baltica was considered the largest Baltic-region infrastructure project in many years which would connect the Baltic states and bridge the missing link of the North Sea – Baltic Sea core network corridor on the 1435mm gauge. This project was expected to provide new opportunities for freight logistics as it would create a new economic logistical corridor in the region.

30. Lithuania also informed about the opening of a regular international cargo transportation from Kaunas Intermodal Terminal to Duisburg and to the ports of Trieste and Monfalcone in Italy. Lithuania also reported on its plans to develop a 1435mm gauge connection between Kaunas and Klaipėda hopefully as part of the extended core network of TEN-T.

(c) Implementation of the Agreement

31. WP.24 had agreed at its previous session to establish a monitoring mechanism for the AGTC lines and related installations vis-à-vis their technical parameters by creating the AGTC inventory in a Geographic Information System (GIS) environment. The mechanism should possibly be completed before the sixty-sixth session in 2023 by which time data should be pooled into the GIS environment from other existing databases or submitted directly and validated by the Contracting Parties. The secretariat reported on the progress achieved in the establishment of the inventory. In particular, the secretariat informed about the sources for pooling the data into the inventory. It also proposed a direct way for updating the information in the inventory on the missing parameters. At the same time, also a solution would be prepared to use excel table for updates should this be the preferred way for the AGTC focal points. Finally, the secretariat informed that solutions would still be explored on how to pool data on the terminals into the inventory.

32. WP.24 took note of the progress made in developing the inventory and thanked the secretariat for its work.

33. WP.24 discussed then the availability of data in the Contracting Parties for measuring the performance targets referred to in the AGTC. In this regard, the secretariat presented ECE/TRANS/WP.24/2022/3, which contains the results of the survey and the research undertaken on the availability of data necessary to assess the performance targets.

34. WP.24 took note of the fact that only 11 Contracting Parties responded to the survey and from those responding, at best, only about half of the Contracting Parties were collecting data on the weight and length of the trains and for the stop times at the border crossing points. For other parameters, these were available even in a smaller number of Contracting Parties.

35. WP.24 also took note of the information provided by Germany on the lack of a central mechanism available in Germany for collecting data or information from private railway undertakings or private terminal operators. Germany drew attention of WP.24 to the sensitivity of these data for private sector.

36. Germany also referred to the use of the real traffic data for the assessment of the train performance and was unsure how representative such data could be to this end.

37. Considering the views expressed, WP.24 requested the secretariat to disseminate the survey again to all those Contracting Parties which had not responded to it initially. WP.24 also requested the secretariat to invite entities which may have established any mechanism for data collection on performance to present them at the future sessions.

38. WP.24 took note and thanked the European Commission for making a presentation about the TEN-T regulation revision process. WP.24 noted in particular (i) the new network structure (extended core network), (ii) the introduction of a new standard for combined transport profile for semi-trailers (P400) which appears similar to the AGTC parameter for loading gauge, (iii) the inclusion of the operational performance targets and expressed interested in understanding how they would be measured in the future, as well as (iv) the next steps in the revision process i.e. foreseen adoption of the revised regulation in the 2nd half of 2023 and its possible entry into force in January 2024.

(d) Core networks

39. WP.24 had requested the secretariat at the last session to contact Contracting Parties to the AGTC in order to ask them to identify a line or lines crossing through their territories, which possibly should be given a status of a core line on which special procedure would be used in case of emergencies. To this end, the secretariat presented ECE/TRANS/WP.24/2022/4 which contains suggestions received for core lines and special procedures. It was noted that only very few countries responded with suggestions on the core

lines and related procedures. A point was also made that the designation of core lines can only be done once specific procedures are elaborated. With regard to the procedures, EU member states informed about the availability of the RNE Handbook for International Contingency Management.

40. In the discussion, suggestions were made to give focus to setting up a special procedure for cross-border communication in case of emergency.

41. Following the discussion, WP.24 agreed to invite the secretariat to contact the Contracting Parties on the issue of core lines and special procedure and request their views on special procedure for cross-border communication in case of emergencies.

Documentation

ECE/TRANS/WP.24/2022/1, ECE/TRANS/WP.24/2022/2, ECE/TRANS/WP.24/2022/3, ECE/TRANS/WP.24/2022/4, ECE/TRANS/WP.24/2022/17, Informal document No. 7.

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

(a) Status of the Protocol

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

(b) Amendment proposals

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

(c) Implementation of the Protocol

44. WP.24 had recognized at its previous session the growing misalignment between the AGTC Protocol and the AGN and invited the Working Party on Inland Water Transport (SC.3) to hold a joint conference to consider solutions to the misalignment challenge.

45. The secretariat informed WP.24 on the organization of a joint workshop on container transport on inland waterways and a roundtable on the promotion of the AGTC Protocol which had been held back-to-back with the sixty-sixth session of SC.3 on 12 October 2022. The secretariat also introduced ECE/TRANS/SC.3/2022/1-ECE/TRANS/WP.24/2022/14, ECE/TRANS/SC.3/2022/2-ECE/TRANS/WP.24/2022/15 and ECE/TRANS/SC.3/2022/3-ECE/TRANS/WP.24/2022/16 which were prepared to support the discussions at the round table and contain a note concerning the existing misalignments between the AGTC Protocol and AGN, a draft ITC resolution on facilitating the development of container transport on inland waterways and a draft road map for accession to the AGTC Protocol.

46. The secretariat reported then on the outcomes of the roundtable and detailed the views on the potential for developing combined transport on inland waterways, the challenges that such a development has been facing, the support measures that may be required by the industry, as well as good practices and lessons learned. The secretariat also referred to the barrier in acceding to the AGTC Protocol and suggested that the prepared road map may be helpful to interested countries to go through the accession process.

47. The secretariat also told WP.24 about the interest in aligning AGN and AGTC Protocol to which end a joint SC.3-WP.24 mechanism should be established. Finally, the secretariat informed WP.24 about the positive SC.3 consideration of the draft resolution on facilitating the development of container transport on inland waterways and SC.3 decision requesting its secretariat to submit the resolution to ITC for adoption subject to the WP.24 agreement.

48. WP.24 thanked the secretariat for the information on the outcomes of the round table and for the efforts in organizing it and the workshop. It welcomed the preparation of the road map for the accession to the AGTC Protocol and invited interested countries to apply it.

WP.24 also welcomed the preparation of the draft resolution and agreed that it is submitted to ITC for adoption.

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

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

(i) Intermodal issues along Euro-Asian Transport Links

50. The secretary to the Working Party on Transport Trends and Economics (WP.5) informed WP.24 on further efforts taken to operationalize EATL corridors. This was further to the information provided at the previous session on the interest of five governments to develop and pilot on Euro-Asian Transport Link (EATL) Route 3 a Corridor Coordination Management Mechanism (CCMM) and a Corridor Performance Review (COPR) Mechanism. In particular, he spoke about an expert round table held in the framework of the WP.5 thirty-fifth session and organized jointly with the Economic Cooperation Organization (ECO). This event focused on considering the operational rail capacity of the Trans-Caspian and Almaty-Istanbul corridors. He also informed about the WP.5 decision to establish a coordination committee further to the request made at the round table by participating railway companies and customs administrations from countries on both corridors. This coordination committee, in the format of a Group of Friends of the WP.5 Chair would gather periodically to exchange views and information on inter alia the following issues: (i) remaining technical interoperability issues, (ii) the establishment of a unified time schedule and tariffs for both corridors; (iii) the development of a marketing plan for the corridors which could serve as a basis to attract higher interest from private sector operators and freight forwarders as well as help boost digitalization efforts of transport and customs documents. Given the importance of intermodal transport for the operationalization of both corridors, the WP.5 secretariat announced its readiness to closely coordinate efforts with the WP.24 secretariat as well as to provide an update on progress made at WP.24 next session.

51. The Russian Federation noted the need for collaboration mechanisms for managing international corridors. In this regard, the work done in the framework of the Organization for Cooperation of Railways (OSJD) was referred to which resulted in developing methodologies for the management of international inland corridors connecting Europe and Asia. The Russian Federation called for collaboration with OSJD under the WP.5 coordination committee and for their use of the documents for supporting corridor management, developed in OSJD, under the lead of the Russian Federation and China for OSJD corridor one.

52. FIATA welcomed the establishment of corridor coordination committee under WP.5 and expressed its willingness to join and support the coordination effort.

53. WP.24 noted the information provided by the WP.5 secretary, Russian Federation and FIATA and invited the WP.5 secretary to transmit this information from the Russian Federation and FIATA to WP.5 and its Chair. WP.24 also asked the WP.5 secretary to report on progress in operationalization of the EATL corridors at its next session.

54. The WP.5 secretary informed then WP.24 about the International Transport Infrastructure Observatory (ITIO-GIS.org) developed under the auspices of WP.5 and a start of the test phase open to interested stakeholders. The ITIO offers a Geographic Information System (GIS) based platform operating as a virtual marketplace for attracting financing for national, regional, and inter-regional transport infrastructure projects. The WP.5 secretariat invited WP.24 delegates to consider becoming ITIO test users, to start exploring its many functionalities and provide feedback to the secretariat on their user experience as a basis for

further improvement and development of the platform. A username and password can be requested from the WP.5 secretariat.

55. The WP.5 secretary also presented a set of Sustainable Inland Transport Connectivity Indicators (STCIN), which were developed under the auspices of WP.5 and were made available for self-use by governments to measure the economic, environmental, and social sustainability of their inland transport systems, including road, rail, and inland waterways. The SITCIN set was integrated into an online multilingual SITCIN user dashboard (SITCIN.org). Also, an eLearning course had been developed on the use of the SITCIN.

56. Member States participating in WP.24 were invited to use SITCIN and by doing so identify areas for improving transport performance at all levels. A username and password can be requested from the WP.5 secretariat.

57. WP.24 took note of the information provided on both ITIO and SITCIN and invited interested countries to contact the WP.5 secretariat.

(ii) Intelligent transport systems and technological developments

58. Further to the decision at the previous session, WP.24 held in the framework of the current session a workshop on national experience and challenges faced with intermodal transport document digitalization. Taking into account the outcomes of the workshop, WP.24 agreed to continue exchanging on information and document digitalization regularly at its annual sessions. WP.24 requested the secretariat to introduce a self-standing item in the agenda – 5(a)(iii) – on information and document digitalization. At the advice of Germany, WP.24 also requested its secretariat to prepare for the next session in 2023 in collaboration with Germany a framework on information and document digitalization. This framework should list and discuss topics relevant to information and document digitalization for consideration by WP.24. As one of those topics, digitalization of documents accompanying the road or rail consignment notes should be included.

59. WP.24 also discussed the outcomes of its second workshop on automation in freight transport and logistics. Given the outcomes, WP.24 agreed to start a process for elaborating a handbook on automation in freight intermodal transport and logistics sector. To this end, it requested the secretariat to work together with interested country representatives to elaborate an annotated outline for the handbook for consideration at the next session. WP.24 also requested the secretariat to introduce into the WP.24 agenda a self-standing item – 5(a)(iv) – on the handbook on automation in freight intermodal transport and logistics. With this decision, the existing item 5(a)(iv) on intermodal transport and the TIR Convention should be renumbered to 5(a)(v).

60. WP.24 requested then its Chair and the secretariat to reflect its work in the areas of digitalization and automation in the ITC Road Map until 2025 on Intelligent Transport System (ITS) under action 12 on enhancing the modal integrator's role of ITS.

(iii) Intermodal transport terminals

61. WP.24 had noted at the last session that location information about the AGTC terminals was to be included in the AGTC inventory. On this basis WP.24 decided to discontinue maintaining this sub-item separately in the agenda of future meetings. As stated above, item 5(a)(iii) would be assigned to information and document digitalization.

(iv) Intermodal transport and the TIR Convention

62. The TIR secretariat informed WP.24 about new developments on the application of TIR system to intermodal transport. In particular, information was provided on TTIEXB's workshop organized in the afternoon of 17 October 2022 to raise awareness of the freight transport sector about the benefits that the TIR system and especially the electronic TIR (eTIR) could bring to intermodal transport operations.

63. The workshop which was open to the participation of WP.24 delegations focused on: (i) illustrating TIR application in intermodal transport and presenting also the benefits from this application for the freight sector and customs authorities; (ii) highlighting a number of case studies on complex scenarios of intermodal transport and showcasing how the TIR system, and especially eTIR, can facilitate and enhance intermodal transport in addition to

eliminating waiting times at borders; (iii) demonstrating operational challenges that many stakeholders dealing with intermodal transport such as freight forwarders, operators of logistics centres, or intermodal terminals, customs authorities, trucking industry, postal services can be facing and how they can be addressed with the use of the eTIR; and (iv) identifying the new possibilities that the eTIR brought to the TIR system of benefit to intermodal transport.

64. WP.24 thanked the TIR secretariat for their efforts in promoting the TIR system for intermodal transport.

(b) National policy measures to promote intermodal transport

65. At its previous session, WP.24 had agreed that reporting on the national policy measures for promoting intermodal transport should be facilitated so that an increased number of countries would report or simply update changes in the measures. WP.24 had requested the secretariat to explore options for facilitating reporting. In this regard, the secretariat presented ECE/TRANS/WP.24/2022/5 which explores options for facilitated reporting and provides further reflections for consideration by WP.24.

66. The document differentiates between simple solutions such as use of MS Forms for dissemination of surveys and development of dedicated, tailor-made tools for reporting. The later solution would require dedicated funding for the tool's development and future maintenance.

67. The document further proposes WP.24 to consider paying more attention to analysing the national policy measures. In this regard, WP.24 could reflect if reporting on national policy measures could be altered in a way allowing to automatically identify measures: (i) for which objectives and issues should be further discussed by WP.24 and possibly adjusted, or (ii) which potentially could be further strengthened by WP.24 to achieve better results. Finally, it also suggests refocusing the survey and not to collect information through the survey if such is collected under other items of the agenda such as on implementation of AGTC or AGTC Protocol.

68. WP.24 reflected on the proposals and agreed to apply simple solutions such as MS Forms for reporting. It then agreed to request a group of volunteers to examine redesigning the survey, on the one hand, to refocus it so that duplicated collection of information is prevented and, on the other hand, to alter it in a way to allow for automatic identification of measures to which WP.24 could give more attention in the future.

69. Switzerland expressed its readiness to work with the secretariat and other interested delegations on the survey and to make proposals for the next session.

Documentation

ECE/TRANS/WP.24/2022/5

VII. Emerging issues in freight transport and logistics (agenda item 6)

(a) Issues, trends and performance in the industry

70. The ITC-adopted resolution for strengthening the intermodal freight transport calls upon WP.24 to undertake various actions. In addition to the actions already referred to above with regard to the AGTC and the AGTC Protocol, and with regard to automation and document digitalization, the resolution 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 the 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.

71. In this context, for setting the appropriate targets for intermodal transport, WP.24 had requested the secretariat to prepare a document listing the existing shares of intermodal

transport per country. To this end, the secretariat presented ECE/TRANS/WP.24/2022/6 which discusses indicators which could serve as a basis for setting up the targets. Among these indicators, it should be noted that the unitization rate indicator is compiled from existing regulated data collection for the individual modes, and then adjusted to be as comparable as possible. The secretariat pointed to challenges in using the unitisation rate and suggested that it is applied in combination with rail modal share. The secretariat also pointed to the fact the unitisation rate is produced by Eurostat for EU countries only and that it would need to explore other available sources, possibly UIC, for the production of this indicator for other countries of the ECE region. In any case, the secretariat suggested to set targets for increased rail unitization in increased rail modal share. The secretariat informed then that an alternative solution would comprise a direct collection of data from the ECE member states such as the annual number of containers/cargo transport units carried by rail or similar.

72. The Czech Republic presented its approach to collecting statistics on intermodal transport operations.

73. After consideration, WP.24 requested the secretariat to prepare for the next meeting a document with information on rail unitization rate and rail modal share for ECE countries.

74. On collaborative networks, WP.24 had requested the secretariat to collect information on good practice available in providing support to collaborative networks for flexible transport planning processes, integration of modes and for strengthening the voice of the intermodal industry. In this regard, the secretariat introduced ECE/TRANS/WP.24/2022/7 which sets out the information received from ECE countries for consideration by WP.24 and its further action in this regard. The document discusses (i) examples of booking platforms for integrating stakeholders of intermodal transport, (ii) hubs and standards allowing for seamless communication and thus integration of stakeholders, and (iii) interests groups formed for strengthening the voice of intermodal industry to support mutual exchanges and learn from each other.

75. WP.24 considered the good practice collected and agreed to continue discussing booking platforms and data hubs and standards under the item on information and document digitalization. WP.24 also agreed that it would continue providing a platform for the mutual exchanges on good practices and the creation of knowledge in the field of intermodal transport and in this way continue supporting the strengthening of the voice of the intermodal sector. Last but not least, WP.24 decided to support self-learning and development of e-courses to be integrated under the new LearnITC platform (see below). In this regard, WP.24 delegations were invited to collaborate with the secretariat to prepare a module on combined transport, as well as to explore development of other courses.

76. At its last session, WP.24 had considered recommendations formulated within the work of the Multidisciplinary Advisory Group on Transport Responses to COVID-19 (IMAG) to increase transport system resilience to pandemics. WP.24 had welcomed these recommendations and confirmed its interest in working on the implementation of these recommendations, in particular concerning resilience of intermodal transport and logistics. In this context, the WP.5 secretary informed WP.24 that also ITC at its eighty-fourth session in February 2022 welcomed the IMAG's recommendations as well as an action plan for the recommendations' implementation. The WP.5 secretary mentioned then three types of actions in the plan for possible address by WP.24. In fact, many of these actions refer to WP.24 activities stemming from the ITC resolution on strengthening intermodal transport, among them target setting for intermodal transport share, support to collaborative networks, elaboration of procedures for emergency situations and designating core networks and digitalization and automation.

77. The WP.5 secretary also spoke about the concept note for further information exchange and possible contingency planning for rail, road, and inland waterways. WP.5 at its thirty-fifth session had endorsed the proposal by the secretariat to identify and invite interested countries to participate on a voluntary basis in a pilot project aimed at developing an International Contingency Management system for road, rail or inland waterways (IWW) on a specific segment of a corridor. To this end, WP.5 secretariat invited WP.24 delegates to inform the WP.5 secretariat should they wish to benefit from such efforts aimed at enhancing

the resilience of the inland transport sector to and preparedness for future pandemics and/or international emergency situations which could be funded through an available XB project.

78. WP.24 invited WP.5 secretary to report at its next session in 2023 on the potential pilot projects aimed at developing an International Contingency Management system for road, rail or inland waterways (IWW) on a specific segment of a corridor.

79. FIATA informed WP.24 about its recent work and market assessment regarding intermodal transport and logistics. In particular, FIATA covered topics such as (i) on diversion of transport routes due to ongoing crisis, (ii) on rail transport issues which demonstrate need for coordinated infrastructure response, (iii) on shortage of truck drivers, (iv) on congestion at borders, and (v) on increasing freight rates in road transport. FIATA stressed that intermodal and multimodal transport has been increasingly in the spotlight throughout recent crises, from the pandemic and the ensuing maritime crisis to the existing situation. Because of the crises there is a clear need to greater coordination so that the capacity provided by different modes can be utilized effectively. Last but not least, FIATA continues to work on technological and legal interoperability with its Paperless FIATA Bill of Lading, and is looking into how it can be further used to support intermodal land transport in East-West trades.

80. The secretariat presented a newly set up e-learning platform - LearnITC (learnitc.unece.org) and a dedicated course for self-learning on how to develop freight transport and logistics in a sustainable way. This course was prepared based on the Handbook for national master plans for freight transport and logistics.

81. WP.24 welcomed the development of LearnITC and the course on freight transport and logistics. It invited WP.24 delegations to register on and use the self-learning platform.

82. The secretary of the Working Party on Transport Statistics (WP.6) presented WP.6 activities over the last 12 months and plans for the near future. This included exploring data for electric vehicle public charging infrastructure, improving geospatial statistics applications, as well as better dissemination of ECE statistics through innovative data stories.

83. The secretariat presented also options for geospatial analysis for intermodal transport chains to identify links on which more intermodal transport could take place. To this end, WP.24 and WP.6 secretariats presented ECE/TRANS/WP.24/2022/8 which contains examples of possible analysis. WP.24 invited delegations interested in the geospatial analysis to contact the secretariat.

(b) Pan-European developments in policies.

84. The WP.5 secretary presented ECE/TRANS/WP.5/2022/2 on taking stock of new trends towards electric vehicle charging infrastructure. The document, whose elaboration was mandated to WP.5 by ITC, provides an overview of preliminary ideas for a stronger role of ITC, WP.5 in its role as a think-tank of ITC, and that of other Working Parties in relation to the electric vehicle charging infrastructure topic. WP.24 was informed that in relation to its own work and mandate, the document preliminarily recommends the establishment, under WP.24, of a workflow on general trends and developments for commercial EVs including eLDVs and eHDVs and their charging infrastructure, including in the context of terminalization of freight transport and logistics processes. To this end, WP.5 invited WP.24 to consider taking up such a task and if agreeable to report to ITC on this development.

85. WP.24 appreciated the presentation, however, it noted that such a task concerning road transport only should be rather the focus of the Working Party on Road Transport. At the same time, WP.24 agreed to look at this issue from the perspective of intermodal transport and thus what could be a role played by intermodal terminals in providing charging infrastructure to eLDVs used for last mile deliveries, ie. from the intermodal terminal to the customer.

86. The European Commission reported on its activities in relation to the topic of multimodality. In particular, key overarching policy frameworks adopted in the European Union, and whose aim is to promote and facilitate multimodality, were referred to. Among them, the European Green Deal, EU Strategy for Data, Sustainable and smart mobility strategy, and Green Freight Package. The EC also informed about its ongoing work to revise

the Combined Transport Directive so that it can better respond to the current market situation. The EC also informed how, through the revision of the TEN-T regulation, multimodality is to be further supported as well as on the importance of the Regulation on Electronic Freight Transport Information (eFTI) to make freight transport, including multimodal transport more efficient. Last but not least, the EC informed about its Digital Transport and Logistics Forum, which is instrumental in supporting the implementation of eFTI and assist in the development of corridor freight information systems.

87. WP.24 thanked the European Commission for this update.

(c) Annual themes on Intermodal Transport and Logistics

88. WP.24 considered ideas for themes on which workshops could be organized in the framework of its sixty-sixth session in 2023. It agreed to hold two half-day workshops during its next session in 2023. The first of the workshops should focus on sharing good practice in promoting intermodal transport to create more demand for it. The second workshop should discuss country experience in analysing the potential for modal shift from road to railway and inland waterways. The geospatial analysis for modal shift should be included in the second workshop.

Documentation

ECE/TRANS/WP.24/2022/6, ECE/TRANS/WP.24/2022/7, ECE/TRANS/WP.24/2022/8

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

89. The secretariat reported on the collection of information on users of the Code of Practice for Packing of Cargo Transport Units (CTU Code) for the last 12 months and in comparison, with the previous 12 months. This information is obtained from the registration data from the downloading of the CTU Code from the ECE website. WP.24 thanked the secretariat for this information.

90. WP.24 considered then the results of the pre-work to the Group of Experts on the CTU Code. This pre-work had continued during 2022 in accordance with WP.24 decision at its previous session (ECE/TRANS/WP.24/149, para 76) and further to the absence of the recommendation towards the establishment of the Group of Experts by the Sectoral Advisory Bodies of the International Labour Organisation (ILO) at their session on 13-15 January 2021.

91. The secretariat presented briefly the outcomes from the informal pre-work as described in ECE/TRANS/WP.24/2022/9 and, for task 1, are detailed in ECE/TRANS/WP.24/2022/10, ECE/TRANS/WP.24/2022/11 and ECE/TRANS/WP.24/2022/12.

92. The secretariat invited WP.24 to provide comments on specific text updates proposed to the CTU Code as reflected in ECE/TRANS/WP.24/2022/10, ECE/TRANS/WP.24/2022/11 and ECE/TRANS/WP.24/2022/12. These comments should be sent to the secretariat preferably by the end of February 2023.

93. The secretariat also informed about the progress made in agreeing on the approach under task 2, that is on how to present text of the CTU Code on the application in the useful way and the focus chosen on common cargo types carried in CTUs.

94. Finally, the secretariat informed about a few issues remaining for discussion under task 1 and the need for continuation of work for task 2 to prepare mapping of text and elaboration of scripts to be used in the application for presenting the CTU Code guidelines for packing of common cargo types.

95. In view of the remaining work, experts involved in the informal pre-work recommended the work to continue.

96. ILO informed WP.24 that the meeting of the ILO Sectoral Advisory Bodies would be convened from 18-20 January 2023, and that this meeting could be requested to revisit the

proposal to formally start the work on updating the CTU Code through the formal Group of Experts. The decision on establishment of the Group of Experts is contingent on the recommendation of the ILO Sectoral Advisory Bodies. ILO invited the ECE secretariat to contact ILO secretariat to participate in the meeting of the Sectoral Advisory Bodies as an observer.

97. WP.24 thanked experts participating in the informal pre-work for the progress made on both tasks 1 and 2 and in particular for elaborating the detailed proposal for CTU Code text updates. Given the information from ILO, WP.24 agreed to proceed with the work, either in the formal Group of Experts if formally established subject to a positive decision in January 2023 by ILO Sectoral Advisory Bodies or in the informal pre-work as agreed in the past. WP.24 requested the secretariat to proceed accordingly and to present the progress made on the proposed updates to the CTU Code and on the CTU Code application at its sixty-sixth session in 2023.

Documentation

ECE/TRANS/WP.24/2022/9, ECE/TRANS/WP.24/2022/10, ECE/TRANS/WP.24/2022/11, ECE/TRANS/WP.24/2022/12

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

98. The secretariat briefed WP.24 on the decisions of relevance to its work taken by the ITC at its eighty-fourth session (February 2022), including the letter received by WP.24 Chair from the ITC Chair and the Sustainable Transport Division's Director on the follow-up to the ITC eighty-fourth session.

99. First of all, WP.24 took note of the request put forward by the ITC asking for a progress report on actions that advance the implementation of the ITC Strategy and requested its chair in collaboration with the secretariat to provide relevant updates stemming from its work and decisions taken at the sixty-fifth session.

100. Secondly, WP.24 noted the reference made to the endorsement by ECOSOC of the revised ITC Terms of Reference on 16 February 2022 (E/RES/2022/2), and following it, the entry into force of ITC Rules of Procedure (RoP) as contained in ECE/TRANS/294, annex III. Given the fact that WP.24 has not developed its own RoP, WP.24 was requested to consider whether it would wish to apply the new ITC RoP, identify compelling reasons for using ECE RoP or would prefer to propose to ITC approval of its own RoP.

101. In this regard, the secretariat presented ECE/TRANS/WP.24/2022/13 which was prepared to help WP.24 consider the applicability of new ITC RoP to its sessions. This document also shows where modifications could be made to ITC RoP to tailor them to WP.24.

102. WP.24 thanked its Chair and the secretariat for preparing ECE/TRANS/WP.24/2022/13. After having considered it, WP.24 agreed that it would like its sessions to be governed by tailor-made WP.24 RoP. To this end, WP.24 reviewed the text of its draft RoP, agreed to it with the amendment to the quorum provision changing it to one-fifth under Rule 23, and asked the secretariat to submit the prepared WP.24 RoP to ITC for adoption. For clarity, the prepared WP.24 RoP are contained in Annex II below.

103. Thirdly, WP.24 noted the request for inputs to the elaboration of (i) ECE Road Safety Action Plan for the Decade of Action for Road Safety 2021-2030 for adoption by ITC at its eighty-fifth session in 2023, (ii) ECE document on the activities in the field of information and computerization technologies and intelligent transport systems, and (iii) ITC paper on climate change mitigation activities and action-oriented options for ITC and its subsidiary bodies.

104. WP.24 thanked the secretariat for preparing the Informal document No.3 which discusses possible inputs from WP.24 on each of the topics. WP.24 agreed with the proposals made and requested its secretariat to provide the agreed inputs to the ITC secretariat.

Documentation

ECE/TRANS/WP.24/2022/13, Informal document No.3

X. Election of officers for 2023–2024 (agenda item 9)

105. WP.24 elected Ms. J. Elsinger (Austria) as its Chair and Ms. P. Tomkova (Czech Republic) as its Vice-Chairs for its sessions in 2023 and 2024.

XI. Other Business (agenda item 10)

106. ILO informed WP.24 that it would convene at the end of 2023 a sectoral “Technical meeting on decent and sustainable work in the inland waterways sector” and that more info would be provided in due course.

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

107. The secretariat informed WP.24 that its sixty-sixth session was tentatively scheduled to take place in Geneva from 18 to 20 October 2023.

108. The Chair reminded WP.24 that its next session be organized as in-person meeting as there are no extrabudgetary resources available to cover the expenses of a hybrid meeting.

XIII. Summary of decisions (agenda item 12)

109. WP.24 adopted provisionally its report of the sixty-fifth 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-hour silence period, which would be notified to all Permanent Missions in Geneva by the office of the ECE Chef de Cabinet. The decisions would be adopted with the unbroken closure of the silence procedure.

Annex I

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

Adopted by the Working Party on Intermodal Transport and Logistics at its sixty-fifth session on 20 October 2022 further to the proposals made by Denmark and Lithuania:

I. Proposed by Denmark

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

Under (14) Denmark:

To modify the existing line C 45/1 as follows:

C 45/1 (Malmø)-København-Fredericia-Padborg (-Flensburg)

Contracting parties concerned: Germany and Denmark

Other countries concerned: Sweden

AGTC, Annex II, Installations important for international combined transport

A. Terminals of importance for international combined transport

To modify the list of terminals as follows:

Denmark

Taulov Padborg

Høje Tasstrup

B. Border crossing points of importance for international combined transport

To exclude the following border crossing point:

Göteborg (SJ) – Frederikshavn (DSB)

Contracting parties concerned: Denmark

Other countries concerned: Sweden

D. Ferry links/ports forming part of the international combined transport network

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

Göteborg - Frederikshavn (Sweden-Denmark)

Contracting parties concerned: Denmark

Other countries concerned: Sweden

II. Arising from the proposal from Denmark

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

Under (13) Sweden:

To delete line C 45/1 Göteborg (–Frederikshavn)

Contracting parties concerned: Denmark

Other countries concerned: Sweden

III. Proposed by Lithuania

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

Under (34) Lithuania:

To update lines C 14 and C-E 75 as follows:

C 14 Radviliškis – Panevėžys – Rokiškis (– Eglaine)

Contracting Parties concerned: Latvia, Lithuania

C-E 75 (Trakiszki [Trakiškė]–) Mockava–Šeštokai–Kazlų Rūda–Kaunas
(Palemonas)–Radviliškis–Šiauliai–Joniškis (–Meitene)

Contracting Parties concerned: Latvia, Lithuania and Poland

Under (43) Latvia:

To update lines C 14 and C-E 75 as follows:

C 14 $\frac{\text{(Riga –Krupšils)}}{\text{(Rokiškis–)Eglaine}}$ – Daugavpils– Indra (– Bigosovo)

Contracting Parties concerned: Latvia and Lithuania

C-E 75 (Valga–) Lugaži–Rīga–Jelgava–Meitene (–Joniškis)

Contracting Parties concerned: Latvia and Lithuania

AGTC, Annex II, Installations important for international combined transport

A. Terminals of importance for international combined transport

To modify the list to read as follows:

Lithuania

Draugystė (Klaipėda)

Kaunas (Palemonas)

Šeštokai

Mockava

Vaidotai (Vilnius)

C. Gauge interchange stations of importance for international combined transport

To update the gauge interchange stations as follows:

<i>Stations between railway systems with different rail gauges</i>	<i>Countries concerned</i>	<i>Interchange technique applied</i>	
		<i>Change of wagon axles/bogies</i>	<i>Transshipment of loading units by crane/other handling equipment</i>
Šeštokai***	Lithuania	–	X
Mockava****	Lithuania	X	X
Trakiszki	Poland	–	–
Kaunas (Palemonas)	Lithuania	–	X

*** Transshipment station, but not a border crossing point.

**** Transshipment of liquid petroleum products.

Annex II

Rules of Procedures for Working Party on Intermodal Transport and Logistics

As prepared by the Working Party during its sixty-fifth session.

Chapter I Participation

Rule 1

(a) ECE member States participate at the sessions of Working Party on Intermodal Transport and Logistics (WP.24) as full members with voting rights.

(b) Non-ECE Member States have the right to participate as full members to the segments of the WP.24 session that deal with legal instruments to which they are contracting parties and remain in a consultative capacity in other parts.

(c) States that do not fall under subparagraphs (a) and (b) may participate in the WP.24 sessions in a consultative capacity.

(d) Specialized agencies, intergovernmental organizations and non-governmental organizations in consultative status with the Economic and Social Council, may, in accordance with Rule 1(d) of the Rules of Procedure of the Inland Transport Committee (ITC), participate in a consultative capacity in the WP.24 session in discussions that the WP.24 may hold on any matter of particular concern to those agencies or organizations.

(e) Non-governmental organizations not in consultative status with the Economic and Social Council may, subject to the approval of the WP.24 and respecting the principles set forth in Economic and Social Council resolution 1996/31, parts I and II, participate with consultative status in discussions that WP.24 may hold on any matter of interest to these organizations.

(f) Consultations with specialized agencies and the International Atomic Energy Agency (IAEA) shall be conducted in accordance with Rule 51 of the Rules of Procedure of the Economic Commission for Europe (ECE).

(g) Consultations with non-governmental organizations shall be conducted in accordance with Rules 52 and 53 of the Rules of Procedure of ECE. Non-governmental organizations with consultative status under paragraph (d) shall be treated as non-governmental organizations included on the list.

Chapter II Sessions

Rule 2

Sessions of WP.24 shall be held on dates fixed by WP.24, after consultation with the secretariat, at previous meetings.

Rule 3

Sessions shall ordinarily be held at the United Nations Office at Geneva (UNOG). WP.24 may, with the concurrence of ITC, decide to hold a particular session elsewhere. In that case, the relevant United Nations rules and regulations shall apply.

Rule 4

The secretariat shall, at least forty-two days before the commencement of a session of WP.24, distribute a notice of the opening date of the session, together with a copy of the provisional

agenda. The basic documents relating to each item appearing on the provisional agenda of a session shall be transmitted not less than forty-two days before the opening of the session, provided that in exceptional cases the secretariat may, for reasons to be stated in writing, transmit such documents not less than twenty-one days before the opening of the session.

Chapter III

Agenda

Rule 5

The provisional agenda for each session shall be drawn up by the secretariat in consultation with the Chair.

Rule 6

The provisional agenda for any session shall include:

- (a) Items arising from previous sessions of WP.24;
- (b) Items proposed by the ECE or its Executive Committee (EXCOM);
- (c) Items proposed by ITC;
- (d) Items proposed by any member of the Committee, or non-member of the Committee which may propose items that are related to legal instruments to which they are contracting parties;
- (e) Items proposed by a specialized agency in accordance with the agreements of relationship concluded between the United Nations and such agencies; and
- (f) Any other items which the Chair or the secretariat see fit to include.

Rule 7

The first item upon the provisional agenda for each session shall be the adoption of the agenda.

Rule 8

WP.24 may amend the agenda at any time during the session.

Chapter IV

Representation

Rule 9

Each full member, as defined in rule 1, shall be represented on WP.24 by an accredited representative.

Rule 10

A representative may be accompanied to the sessions of WP.24 by alternate representatives, advisers and experts and, when absent, he or she may be replaced by an alternate representative.

Rule 11

(a) Each full member shall submit the names of a representative, alternate representatives and experts to the secretariat at the latest one week before the opening of the session.

(b) The secretariat shall prepare a provisional list of above-mentioned persons scheduled to attend the session and make it available to the permanent missions and permanent observer missions to the United Nations Office at Geneva two working days before the opening of the session.

(c) The secretariat shall prepare a list of the names of all persons attending the session and make it available to them at the end of the session.

Chapter V Officers

Rule 12

(a) WP.24 shall, every two years, elect a State from among the ECE member States, as the Chair who shall hold office for a maximum of two consecutive terms and until the term of office of its successor commences. The representative of the elected State will be the Chair. WP.24 will also, at the same meeting, elect up to two ECE member States whose representatives will become Vice-Chairs for the same period.

(b) Nominations for the positions referred to in paragraphs (a) above will be submitted to the secretariat, if possible, ten days before the start of the session during which elections will be conducted.

Rule 13

If the Chair is absent from a meeting, or any part thereof, one of the Vice-Chairs, designated by the Chair, shall preside.

Rule 14

If the Chair or Vice-Chairs ceases to represent his or her State, the new representative of that State will become the new Chair or Vice-Chair for the unexpired portion of the term. If the Chair or Vice-Chair can no longer hold office, the alternate representative will become the new Chair or Vice-Chair for the unexpired portion of the term.

Rule 15

The Vice-Chair acting as Chair shall have the same powers and duties as the Chair.

Rule 16

The Chair or the Vice-Chair acting as Chair shall participate in the meetings of WP.24 in this capacity and not as the representative of their State. WP.24 shall admit an alternate representative to represent that member in the meetings of WP.24 and to exercise its right to vote.

Chapter VI Subsidiary bodies

Rule 17

With the endorsement of ITC and the approval of EXCOM, WP.24 may establish subsidiary bodies, such as teams of specialists, as it deems necessary for the performance of its functions and shall define the powers and composition of each of them. Such autonomy as may be necessary for the effective discharge of the technical responsibilities laid upon them may be delegated to them.

Rule 18

WP.24 shall prepare the terms of reference for its subsidiary bodies and recommend them to ITC for adoption.

Rule 19

Subsidiary bodies should consult those entities identified in Rule 1 according to the procedures set out in that Rule²

**Chapter VII
Secretariat****Rule 20**

The Executive Secretary shall act in that capacity at all meetings of WP.24 and of its subsidiary bodies. He or she may appoint another member of the staff to take his/her place at any meeting.

Rule 21

A representative of the secretariat may at any meeting make either oral or written statements concerning any question under consideration.

Rule 22

The secretariat shall be responsible for the necessary arrangements being made for the meetings of WP.24 and its subsidiary bodies.

**Chapter VIII
Conduct of business****Rule 23**

The Chair may declare a meeting open and permit the debate to proceed when at least one fifth of the members of WP.24 are present. The presence of one fifth of ECE member States shall be required for any decision to be taken.

Rule 24

In addition to exercising the powers conferred upon him/her elsewhere by these rules, the Chair shall declare the opening and closing of each meeting of WP.24, shall direct the discussion, ensure the observance of these rules, and shall accord the right to speak, put questions to the vote, and announce decisions. The Chair may also call a speaker to order if his/her remarks are not relevant to the subject under discussion.

Rule 25

During the discussion of any matter a representative may raise a point of order. In this case the Chair shall immediately state his/her ruling. If it is challenged, the Chair shall forthwith submit his/her ruling to WP.24 for decision and it shall stand unless overruled.

Rule 26

During the discussion of any matter a representative may move the adjournment of the debate. Any such motion shall have priority. In addition to the proposer of the motion, one representative shall be allowed to speak in favour of, and one representative against, the motion, after which the motion shall be put to the vote immediately.

Rule 27

A representative may at any time move the closure of the debate whether or not any other representative has signified his wish to speak. Not more than two representatives may be

² This rule cannot be considered as implying, between the non-governmental organizations with general consultative status with ECOSOC, any discrimination contrary to the decision and rules of the General Assembly or the Economic and Social Council.

granted permission to speak against the closure, after which the motion shall be put to the vote immediately.

Rule 28

WP.24 may limit the time allowed to each speaker, if it is considered in the interest of ensuring an orderly session.

Rule 29

Principal motions and resolutions shall be put to the vote in the order of their submission unless WP.24 decides otherwise.

Rule 30

When an amendment revises, adds to or deletes from a proposal the amendment shall be put to the vote first, and if it is adopted, the amended proposal shall then be put to the vote.

Rule 31

If two or more amendments are moved to a proposal, WP.24 shall vote first on the amendment furthest removed in substance from the original proposal, then, if necessary, on the amendment next furthest removed and so on, until all the amendments have been put to the vote.

Rule 32

WP.24 may, at the request of a representative, decide to put a motion or proposal to the vote in parts. If this is done, the text resulting from the series of votes shall be put to the vote as a whole.

**Chapter IX
Voting****Rule 33**

Each full member of WP.24 shall have one vote.

Rule 34

Decisions of WP.24 shall normally be taken by consensus. In the absence of consensus, decisions of WP.24 shall be made by a majority of the full members present and voting.

For the purpose of these rules, the phrase “members present and voting” means members casting an affirmative or negative vote. Members which abstain from voting are considered as not voting.

Rule 35

WP.24 shall take no action in respect of any country without the agreement of the Government of that country.

Rule 36

WP.24 may vote by show of hands. If any representative requests a roll call, a roll call shall be taken in the English alphabetical order of the names of the full members.

Rule 37

All elections shall be decided by secret ballot, unless, in the absence of any objection, WP.24 decides to proceed without taking a ballot on an agreed candidate or slate.

Rule 38

If a vote is equally divided upon matters other than elections, a second vote shall be taken. If this vote also results in equality, the proposal shall be regarded as rejected.

**Chapter X
Languages**

Rule 39

English, French and Russian shall be the working languages of WP.24.

Rule 40

Interventions made in any of the working languages shall be interpreted into the other working languages.

**Chapter XI
Records**

Rule 41

As soon as possible, the text of all reports, resolutions, recommendations and other formal decisions made by WP.24 and its subsidiary bodies shall be communicated to the participants listed in Rule 1.

**Chapter XII
Publicity of meetings**

Rule 42

The meetings of WP.24 shall ordinarily be held in public. WP.24 may decide that a particular meeting or meetings shall be held in private.

**Chapter XIII
Reports**

Rule 43

WP.24 shall submit to ITC a full report on its activities and plans, including those of any subsidiary bodies, once a year.

**Chapter XIV
Amendments and suspensions**

Rule 44

Any of these rules of procedure may be amended or suspended by WP.24 provided that the proposed amendments or suspensions are adopted by ITC and approved by EXCOM and do not attempt to set aside the WP.24's terms of reference.
