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

Geneva, 4–5 October 2010

Item 1 of the provisional agenda

Adoption of the agenda**Annotated provisional agenda for the fifty-third session^{1,2}**

To be held at the Palais des Nations, Geneva
starting at 14.30 on Tuesday, 4 October 2010

I. Provisional agenda

1. Adoption of the agenda.
2. New developments and best practices in intermodal transport and logistics.
3. 2010 Theme: Opportunities and challenges for intermodal transport by inland waterways.
4. National policy measures to promote intermodal transport.

¹ Delegates are requested to complete the registration form available for download at the UNECE Transport Division's website <<http://www.unece.org/trans/registfr.html>>. It should be transmitted to the UNECE secretariat no later than one week prior to the session by e-mail (wp.24@unece.org) or by fax (+41 22 917 0039). 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 (ext. 740 30 or 734 57). For a map of the Palais des Nations and other useful information, see website <<http://www.unece.org/meetings/practical.htm>>.

² For reasons of economy, 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 Transport Division's website <<http://www.unece.org/trans/wp24/welcome.html>>. On an exceptional basis, documents may also be obtained by e-mail (wp.24@unece.org) or by fax (+41 22 917 0039). During the session, official documents may be obtained from the UNOG Documents Distribution Section (Room C.337, third floor, Palais des Nations).

5. European Agreement on Important International Combined Transport Lines and Related Installations:
 - (a) Status of the AGTC Agreement and adopted amendment proposals;
 - (b) Amendment proposals (updating and extension of the AGTC network);
 - (c) Amendment proposals (minimum infrastructure and performance standards).
6. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement:
 - (a) Status of the Protocol;
 - (b) Amendment proposals.
7. Civil liability regimes in intermodal transport.
8. IMO/ILO/UNECE Guidelines for packing of cargo in intermodal transport units.
9. Weights and dimensions of loading units in intermodal transport: The modular concept.
10. Activities of the European Commission in intermodal transport and logistics.
11. Activities of international organizations in intermodal transport and logistics.
12. Activities of the UNECE Inland Transport Committee and its subsidiary bodies.
13. Theme for substantive discussion in 2011.
14. Election of officers.
15. Date and venue of next sessions.
16. Summary of decisions.

II. Annotations to the provisional agenda

1. Adoption of the Agenda

The first item to be considered is the adoption of the agenda (ECE/TRANS/WP.24/126).

Documentation: ECE/TRANS/WP.24/126

2. New developments and best practices in intermodal transport and logistics

The Working Party may wish to exchange views on recent developments and trends in intermodal transport and logistics in UNECE member countries. As a basis for discussion, information will be provided by the International Union of Combined Road/Rail Transport Companies (UIRR) and the intermodal transport observatory of WP.24 in the Ukraine³ on Euro-Asian transport lines.

³ The observatory in Ukraine has been designated in 2006 to serve as an information centre for intermodal transport operations between Europe and Asia, to provide a forum for the exchange of views among operators and Governments along the two designated lines and to allow, if necessary, for the introduction of corrective measures on the basis of best practices as well as of the model

Following its discussions on the impact of the financial and economic crisis on intermodal transport at its last session (ECE/TRANS/WP.24/125, paras. 4–9; ECE/TRANS/WP.24/2009/6), delegations are expected to report briefly on latest developments in their countries or organizations as well as on policy and business measures taken to overcome the crisis.

Audio-visual aids and short written documentation would be welcomed and could be distributed by the secretariat, if received in time before the session. Delegations wishing to make presentations should inform the secretariat a few days before the session.

3. 2010 Theme: Opportunities and challenges for intermodal transport by inland waterways

As decided by the Working Party at its last session on future work and operation (ECE/TRANS/WP.24/125, paras. 18–22 and 40–41), the theme topic for the present session is: Opportunities and challenges for intermodal transport by inland waterways.

As agreed, the discussions would be prepared and moderated by a lead country or organization and would be introduced by a few presentations, followed by a moderated discussion.

Presentations are expected to cover new infrastructure projects, such as the Seine-Nord canal, latest developments in the operation of European ports, port hinterland, river, river-sea and canal transport as well as the pan-European regulatory framework covering inland waterways and intermodal transport.

As a basis for discussion, two background documents will be available (ECE/TRANS/WP.24/2010/1 and ECE/TRANS/WP.24/2010/9).

Following the presentations and discussions, the Working Party is expected to draw up conclusions on the role of intermodal transport using inland waterways and reflect on concrete follow-up activities to be undertaken possibly by an informal expert group in 2011 (see also item 15).

More detailed information on the specific subjects covered and presentations made will be available in September 2010.

Documentation: ECE/TRANS/WP.24/2010/1, ECE/TRANS/WP.24/2010/9

4. National policy measures to promote intermodal transport

In accordance with a decision of the UNECE Inland Transport Committee (ITC), the Working Party continues the work carried out by the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysis of national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).

Detailed information for 14 countries is available in documents ECE/TRANS/WP.24/2009/9, ECE/TRANS/WP.24/2009/8, ECE/TRANS/WP.24/2008/5 and their addenda.

Action Plans and Public-Private Partnership Agreements prepared by the Working Party (ECE/TRANS/WP.24/111, paras. 5–6 and annex 1; ECE/TRANS/WP.24/2006/1).

The secretariat has circulated in July 2010 pre-filled questionnaires to UNECE member States with a view to obtaining an update of national policy measures to promote intermodal transport in a consistent and comparable way.

New information and reference materials will be available for consideration by the Working Party in document ECE/TRANS/WP.24/2010/7.

Documentation: ECE/TRANS/WP.24/2010/7

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

(a) Status of the AGTC Agreement and adopted amendment proposals

At present, the AGTC Agreement has 32 Contracting Parties.⁴ Detailed information on the AGTC Agreement, including the up-to-date and consolidated text of the Agreement (ECE/TRANS/88/Rev.5), a map on the AGTC network, an inventory of standards stipulated in the Agreements as well as all relevant Depositary Notifications are available on the website of the Working Party at <<http://www.unece.org/trans/wp24/welcome.html>>.

Amendment proposals to annexes I and II to the AGTC Agreement, adopted at the forty-ninth session of the Working Party (ECE/TRANS/WP.24/119, paras. 40–45 and annex), which update and extend the geographical scope of the AGTC network, had come into force on 23 May 2009 as indicated in Depositary Notification C.N.76.2009.TREATIES-1 of 23 February 2009. Further amendments relating to Articles 14–16 of the AGTC Agreement entered into force on 10 December 2009.

Further information will be provided at the session.

Documentation: ECE/TRANS/88/Rev.5

(b) Amendment proposals (updating and extension of the AGTC network)

The Working Party will be informed of the status of amendment proposals considered at the fifty-second session of the Working Party as contained in document ECE/TRANS/WP.24/2009/1 relating to Armenia, Austria, Georgia, Hungary and Turkmenistan and in document ECE/TRANS/WP.24/2009/4 relating to Denmark, Germany and Sweden (ECE/TRANS/WP.24/125, paras. 29–31).

Amendment proposals that, following conclusion of the required consultations among concerned Contracting Parties, could be considered and decided upon by the Working Party will be contained in document ECE/TRANS/WP.24/2010/8.

Documentation: ECE/TRANS/WP.24/2010/8

(c) Amendment proposals (minimum infrastructure and performance standards)

The Working Party may wish to recall that, as indicated in document ECE/TRANS/WP.24/2009/2, several of the 15 countries that had responded to a secretariat survey on the relevance of the minimum infrastructure and performance standards and

⁴ Albania, Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg, Republic of Moldova, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Switzerland, Turkey and Ukraine.

parameters in annexes III and IV to the AGTC Agreement had felt that some of them might need to be reviewed and updated.

As requested, the secretariat has solicited the views of rail infrastructure managers and has reviewed mandatory and proposed technical interoperability standards applicable in the European Union and in other UNECE member countries, such as those contained in the Intergovernmental Agreement on the Trans-Asian Railway Network (TAR) developed under the auspices of the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP).

In order to allow the Working Party to review and compare the existing minimum infrastructure and performance standards and parameters of the AGTC Agreement with those applicable and proposed in the European Union and other UNECE member countries, the secretariat has prepared two documents:

(a) ECE/TRANS/WP.24/2010/2 contains a review of the identical technical characteristics of the AGC and AGTC rail networks as contained in annex II to the AGC Agreement and annex III to the AGTC Agreement;

(b) ECE/TRANS/WP.24/2010/3 contains a review of the operational targets and performance parameters for combined transport services (trains and installations) contained in annex IV to AGTC Agreement.

On the basis of the above documents, the Working Party may wish to review these minimum infrastructure and performance standards and parameters with a view to their possible modification or amendment. Amendment proposals to the AGTC Agreement, if any, could then be prepared by the secretariat for decision by the Working Party at a later session.

Documentation: ECE/TRANS/WP.24/2010/2, ECE/TRANS/WP.24/2010/3

6. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement

The objective of the Protocol is to make container and ro-ro transport on inland waterways and costal routes in Europe more efficient and attractive to customers. It establishes a legal framework that lays down a coordinated plan for the development of intermodal transport services on pan-European inland waterways and coastal routes, in line with those in the AGN Agreement, based on specific internationally agreed parameters and standards.

The Protocol identifies some 14,700 km of E waterways and transshipment terminals that are important for regular and international intermodal transport in Austria, Belgium, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. The Protocol stipulates technical and operational minimum requirements of inland waterways and terminals in ports that are required for competitive container and ro-ro transport services.

(a) Status of the Protocol

The Working Party may wish to note that, with the accession of Serbia on 31 July 2009, the Protocol to the AGTC Agreement had come into force on 29 October 2009.

The Protocol to the AGTC Agreement has been signed by 15 and ratified so far by 9 countries.⁵ Its text is contained in ECE/TRANS/122 and Corrs.1 and 2.⁶ Detailed information on the Protocol, including the text of the Protocol and all relevant Depositary Notifications are available on the website of the Working Party.⁷

The Working Party may recall that the ITC had encouraged concerned Contracting Parties to the AGTC Agreement to accede to the Protocol as soon as possible.

Documentation: ECE/TRANS/122, ECE/TRANS/122/Corr.1,
ECE/TRANS/122/Corr.2

(b) Amendment proposals

The Working Party may recall that the ITC had requested the Working Party to consider and decide on amendment proposals to the Protocol that had already been submitted (ECE/TRANS/200, para. 93 and ECE/TRANS/WP.24/119, paras. 46–50).

In accordance with this decision, the secretariat has prepared document ECE/TRANS/WP.24/2010/6 containing a consolidated list of amendment proposals submitted earlier by Austria, Bulgaria, France, Hungary and Romania (ECE/TRANS/WP.24/117, para. 58 and TRANS/WP.24/97, para. 23). These proposals also take account of the results of a survey undertaken by the secretariat on the existing infrastructure standards contained in the Protocol (ECE/TRANS/WP.24/111, paras. 31–33) as well as of changes in the geo-political situation in Europe since adoption of the Protocol in January 1997.

The Working Party wish to consider these amendment proposals with a view to their formal adoption in accordance with articles 13, 14 and 15 of the Protocol.

Documentation: ECE/TRANS/WP.24/2010/6

7. Civil liability regimes in intermodal transport

The Working Party may wish to recall the discussions at its previous sessions, summarized in ECE/TRANS/WP.24/2009/3 and ECE/TRANS/WP.24/123, paras. 36–43 as well as the detailed information provided at its fifty-second session by the United Nations Commission on International Trade Law (UNCITRAL) about the origin, main innovations and concepts enshrined in the new Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea (Rotterdam Rules) (ECE/TRANS/WP.24/125, paras. 14–15).

As decided, the Working Party may wish to be informed of any new developments in relation to the Rotterdam Rules and continue its exchange of views on the need for an appropriate civil liability regime that provides a level playing field for intermodal transport at the pan-European level.

⁵ Bulgaria; Czech Republic; Denmark; Hungary; Luxembourg; Netherlands; Romania; Serbia; Switzerland.

⁶ It should be noted that only the text kept in custody by the Secretary-General of the United Nations, in his capacity as depositary of the AGTC Agreement, constitutes the authoritative text of the Agreement.

⁷ <<http://www.unece.org/trans/wp24/welcome.html>>.

8. IMO/ILO/UNECE Guidelines for packing of cargo in intermodal transport units

The Working Party may wish to recall that in 1996 it had finalized, in cooperation with the International Maritime Organization (IMO) and the International Labour Office (ILO), international guidelines for the safe packing of cargo in freight containers and vehicles covering also the requirements of all land transport modes (TRANS/WP.24/R.83 and Add.1).⁸ It had been suggested at that time that the guidelines should be updated from time to time and supplemented by additional elements, such as provisions on fumigation (TRANS/WP.24/71, paras. 32–36). In 1997, ITC had approved these guidelines and had expressed the hope that these guidelines would help reduce personnel injury while handling containers and would minimize physical hazard to which cargoes were exposed in intermodal transport operations (ECE/TRANS/119, paras. 124–126).

At its fifty-first session in March 2009, the Working Party agreed to contribute to a review and update of the guidelines initiated by IMO. It requested the secretariat to coordinate with ILO and IMO in this respect and to report back on new developments and procedures envisaged (ECE/TRANS/WP.24/123, paras. 45–47).

On the basis of document ECE/TRANS/WP.24/2010/4, the Working Party may wish to consider and approve the activities of the secretariat in this respect, in particular the proposed establishment of a joint IMO/ILO/UNECE group of experts that should follow a holistic approach in the revision and update of the guidelines in close cooperation with concerned industry groups.

Documentation: ECE/TRANS/WP.24/2010/4

9. Weights and dimensions of loading units in intermodal transport: The modular concept

The Working Party may wish to recall the considerations at its previous sessions in 2007 and 2008 on the impact of “mega-trucks” with a maximum length of 25.5 m and weights of up to 60 tonnes on the European road network and on intermodal transport (ECE/TRANS/WP.24/115, paras. 36–38, ECE/TRANS/WP.24/117, paras. 38–46; ECE/TRANS/WP.24/119, paras. 22–24 and ECE/TRANS/WP.24/121, paras. 41–43). It may also recall secretariat document ECE/TRANS/WP.24/2008/8 issued in August 2008, that provided an overview of the policy discussions and trials with such long and heavy vehicles in several UNECE member countries.

In accordance with the request of the Working Party (ECE/TRANS/WP.24/121, para. 43), the secretariat has prepared a new report on latest developments in this field, mainly within EU countries that refers also to the so-called modular concept as stipulated in European Directive 96/53/EC (ECE/TRANS/WP.24/2010/5).

Documentation: ECE/TRANS/WP.24/2010/5

⁸ <<http://www.unece.org/trans/wp24/welcome.html>>.

10. Activities of the European Commission in intermodal transport and logistics

The Working Party may wish to be informed about recent activities and plans for future work of the European Commission (DG MOVE) relating to intermodal transport and logistics.

11. Activities of international organizations in intermodal transport and logistics

The Working Party may wish to be informed about recent activities and plans for future work of international organizations working in the field of intermodal transport and logistics. Representatives wishing to make presentations should inform the secretariat a few days before the session.

12. Activities of the UNECE Inland Transport Committee and its subsidiary bodies

The Working Party may wish to be informed about recent activities undertaken by the ITC and its subsidiary bodies, in particular the Working Party on Transport Trends and Economics (WP.5) in the field of Euro-Asian transport links and hinterland connections of sea ports and the Working Party on Rail Transport (SC.2).

13. Theme for substantive discussion in 2011

At its last session, the Working Party had provisionally agreed on the topic “The role of terminals” as a theme for one of its next sessions (ECE/TRANS/WP.24/125, para. 41).

The Working Party may wish to revisit this decision and possibly provide further elements and clarifications on the specific issues to be addressed, such as the role of rail freight in a pan-European context.

Documentation: ECE/TRANS/WP.24/125

14. Election of officers

The Working Party may wish to elect a Chair and Vice-Chair(s) for its sessions in 2011.

15. Date and venue of next sessions

The Working Party may wish to decide on the date for its next session in 2011. The secretariat has tentatively scheduled the fifty-fourth session to be held from 1–3 November 2011 at the Palais des Nations (Geneva). This session could be held back-to-back or partly together with the Working Party on Rail Transport (SC.2) to consider issue of common interest, such as those related to the 2011 theme of the Working Party.

In 2011, the informal expert group of WP.24 may wish to hold two sessions with the objective to follow-up on the considerations under the 2010 theme and to prepare the discussions under the 2011 theme of the Working Party.

- (a) Follow-up to 2010 theme: “Intermodal transport by inland waterways”

Tentative date: April 2011

Tentative venue: Strasbourg (Central Commission for Navigation on the Rhine (CCNR)).

- (b) Preparation of the (tentative) 2011 theme: “Rail freight and the role of terminals for seamless pan-European intermodal transport”

Tentative date: June 2011

Tentative venue: Palais des Nations, Geneva.

16. Summary of Decisions

In line with established practice (TRANS/WP.24/63, para. 54) and in accordance with the decision of the ITC (ECE/TRANS/156, para. 6), at the end of the session the Chair will make a brief summary of the decisions taken. Following the session, the UNECE secretariat, in cooperation with the Chair, will establish a report on the outcome of the session for transmission to the ITC at its next session (1–3 March 2011).

III. Tentative timetable

Tuesday, 4 October	14.30 – 17.30	Items 1–3
Wednesday, 5 October	09.30 – 12.30	Items 3–7
	14.30 – 17.30	Items 8–16