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### Inland Transport Committee

#### Working Party on Intermodal Transport and Logistics

##### Fifty-sixth session

Geneva, 21–22 October 2013

### Report of the Working Party on Intermodal Transport and Logistics on its fifty-sixth session

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## I. Attendance

1. The Working Party on Intermodal Transport and Logistics held its fifty-sixth session on 21 and 22 October 2013 in Geneva.
2. The session of the Working Party was attended by the following countries: Austria; Belgium; Finland; France; Germany; Lithuania; Netherlands; Romania; Russian Federation; Switzerland and Turkey.
3. The following non-governmental organizations were represented: European Intermodal Association (EIA); Groupement européen du transport combiné (GETC); International Bureau of Containers (BIC); International Federation of Freight Forwarders Associations (FIATA); International Road Transport Union (IRU); International Union of Combined Road/Rail Transport Companies (UIRR). Allianz for Rail (Germany); Association of International Forwarding and Logistics Service Providers (Turkey); Norbert Dentressangle Group (France); and Plaske JSC (Ukraine) participated upon invitation by the secretariat.
4. In accordance with the decision taken at its fifty-fifth session (ECE/TRANS/WP.24/131, para. 65), the session was chaired by Mr. H. Maillard (Belgium).

## II. Adoption of the agenda (agenda item 1)<sup>1</sup>

*Documentation:* ECE/TRANS/WP.24/132

5. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/WP.24/132).

## III. New developments and best practices in intermodal transport and logistics (agenda item 2)

### A. Trends and performance in the intermodal transport and logistics industry

6. On the basis of a presentation made by the representative of UIRR, the Working Party had an exchange of views on recent developments and trends in intermodal transport and logistics in UNECE member countries.
7. On the basis of data provided by UIRR, the Working Party noted that intermodal road-rail transport of the 18 UIRR companies had recorded, since the late 1990s and until 2008, annual growth rates of 6–7 per cent. Due to the financial and economic crisis, 2009 saw a dramatic decline in traffic of about 17 per cent. In 2010, traffic increased again by around 8 per cent. In 2011, unaccompanied (containers, swap bodies and semi-trailers) and accompanied transport (Rolling Road) continued to grow by 6 per cent.
8. As already envisaged at last year's session, the year 2012 saw an important decline in road-rail intermodal transport in the order of 11 per cent which led to a total of 2.73

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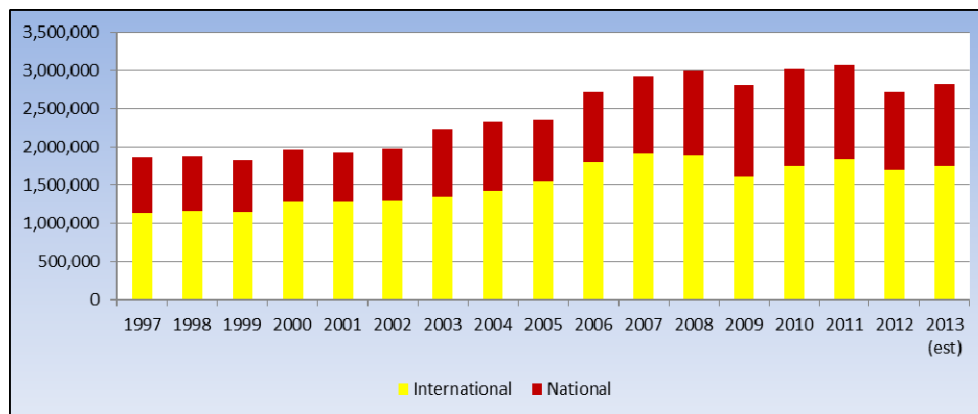
<sup>1</sup> All documents and presentations made at the session are available from [www.unece.org/trans/wp24/welcome.html](http://www.unece.org/trans/wp24/welcome.html).

million consignments or 5.45 million TEU shipped.<sup>2</sup> In terms of tonne-kilometers this decline was in the order of 5 per cent indicating that transport distances had increased.

9. In 2012, national traffic dropped by 18 per cent whereas international road-rail traffic decreased by only 7 per cent. Whereas unaccompanied transport declined by 9 per cent, amounting to 2.40 million consignments (4.80 million TEU), accompanied transport dropped dramatically by 24 per cent and reached only 0.32 million consignments (0.647 million TEU).

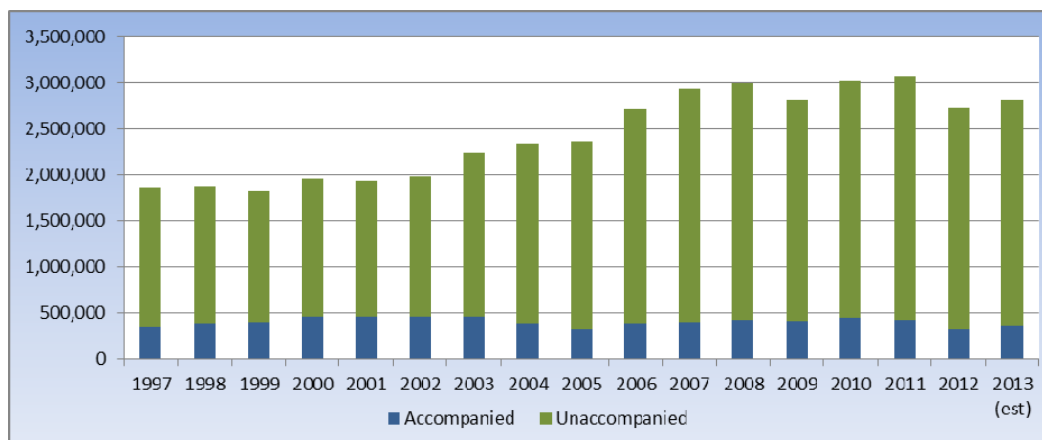
**Intermodal road/rail transport in Europe (UIRR companies)**

National and international traffic, 1997–2013 (number of consignments)



**Intermodal road/rail transport in Europe (UIRR companies)**

Accompanied (Ro-La) and unaccompanied traffic, 1997–2013 (number of consignments)



10. This considerable decline in traffic in 2012 was mainly due to the economic slow-down in many countries of the ECE region, particularly in Southern Europe, and due to the temporary closures of the Brenner and Gotthard alpine rail passes which account by themselves for more than half of total UIRR traffic.

11. In 2012, 96 per cent of intermodal road-rail transport operations were carried over distances of more than 300 km and 83 per cent over distances of more than 600 km. Around 20 per cent of all consignments shipped by UIRR companies in 2012 were dangerous goods. The number of semi-trailers carried on specific rail pocket-wagons rose by 5 per cent to a historical high of 0.33 million consignments.

<sup>2</sup> One consignment is equivalent to two twenty-foot equivalent units (TEU).

12. Punctuality of combined transport trains continued to be problematic in 2012 with over 20 per cent of international combined transport trains late for more than 3 hours.

13. The outlook for 2013 is generally positive with an expected increase in intermodal traffic in the order of 4–5 per cent. Above all, accompanied road-rail traffic should again grow considerably, possibly 10 per cent or more. Also national intermodal transport is expected to grow faster than international transport, possibly in the order of 5 per cent or more.

14. The Working Party noted that the International Union of Railways (UIC), as part of its DIOMIS project, had published in December 2012 a comprehensive overview of intermodal transport at the pan-European level.

15. The secretariat was requested to continue monitoring new developments and best practices in intermodal transport and logistics and report on new trends at its next session.

## **B. Activities of the European Commission in intermodal transport and logistics**

16. In view of the absence of a representative from the European Commission (DG MOVE), no information was provided.

## **C. Pan-European developments in intermodal transport and transport policies**

*Documentation:* Informal document WP.24 No. 2 (2013) and Informal document WP.24 No. 3 (2013)

17. The Working Party was informed about new legislation and important investments undertaken in Turkey to further develop intermodal road, rail and sea transport, particularly by establishing new Ro-Ro and Ro-La (Rolling Road) services within the country and with European, Caucasian and Middle-East countries. The imminent opening of the Marmaray tunnel and the completion of the Kars-Tbilisi railway line were of international importance and would provide for uninterrupted rail traffic from Europe to the Caucasus region and beyond.

18. The Working Party was also informed of a new policies and measures approved by the Romanian Parliament to foster intermodal transport and to develop five main intermodal centres in Romania.

19. The Working Party took also note of a new Intergovernmental Agreement on Dry Ports that had been developed by the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) and would be opened for signature and ratification by ESCAP member States as of 7 November 2013. The Agreement identifies, similar to the AGTC Agreement, dry ports of international importance in the ESCAP region, including UNECE member States in Central Asia, the Caucasus region as well as in the Russian Federation and in Turkey, and stipulates a few general guidelines for the development and operation of such dry ports.

## **D. Sustainable development and intermodal transport**

*Documentation:* Informal document WP.24 No. 1 (2013)

20. The Working Party took note of the outcome document of the United Nations Conference on Sustainable Development (Rio de Janeiro, 20–22 June 2012) which assigns

a central role to transport and mobility in sustainable development and supports the development of energy efficient multi-modal transport. It was informed about current preparations of the post-2015 development agenda, including the adoption of United Nations Sustainable Development Goals (SDG), which may include a transport component.

21. The Working Party was also informed about latest developments in the For Future Inland Transport Systems (ForFITS) project. Under this global project, administered by the UNECE secretariat, a tool had been developed that would allow, in a transparent and uniform manner, monitoring and assessment of carbon dioxide (CO<sub>2</sub>) emissions in inland transport, including a policy converter to facilitate climate change mitigation. Training workshops had begun and pilot applications were currently being prepared (Montenegro for the ECE region).

22. Finally, the Working Party took note of a study currently prepared by the secretariat on diesel engine exhausts, their harmful effects on public health and on the latest technological devices and governmental policies to minimize such negative effects.

#### **IV. National policy measures to promote intermodal transport (agenda item 3)**

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

24. The Working Party noted that the online secretariat data bank currently provides information on 11 national policy measures to promote intermodal transport. Comparable and up-to-date information for 16 UNECE member countries was currently available in English, French and Russian (<http://apps.unece.org/NatPolWP24/>).

25. The Working Party reviewed the new UNECE website and invited countries to transmit updated information to the secretariat whenever available. The secretariat was requested to transmit, at 3–4 year intervals, pre-filled questionnaires to UNECE member countries to ensure a consistent, comparable and comprehensive picture of Governmental support measures for intermodal transport. The next survey should be undertaken in 2015.

#### **V. Follow-up to the 2012 Theme: Intelligent Transport Systems (ITS): Opportunities and challenges for intermodal transport (agenda item 4)**

*Documentation:* ECE/TRANS/WP.24/2013/3

26. The Working Party was informed about the results of a follow-up workshop hosted by the Government of Belgium and held at Brussels on 15 and 16 May 2013 (ECE/TRANS/WP.24/2013/3). The Workshop concluded the discussions by the Working Party on the 2012 theme on Intelligent Transport Systems (ITS) as reflected in ECE/TRANS/WP.24/131, paras. 26–34 and document ECE/TRANS/WP.24/2012/1.

27. The workshop was chaired by Mr. H. Maillard (Belgium) and brought together more than 25 experts from UNECE member States, the European Commission and the private sector. A large number of concrete ITS examples and projects that have already been developed and deployed by the transport and logistics industries were reviewed and their benefits for efficient intermodal transport solutions were evaluated. The experts agreed that

ITS systems, in order to provide value-added, needed to be internationally acceptable, standardized and interoperable (refer to ECE/TRANS/WP.24/131, para. 30). Governments and regulatory authorities were called upon to provide good governance as well as the necessary political and legal framework conditions for affordable and secure ITS solutions.

28. The Working Party expressed its appreciation to the Government of Belgium for having hosted this workshop at Brussels. It felt that the cycle of activities around an annual theme, starting with the preparation of a background document by a group of volunteers, followed by in-depth discussions at the session of the Working Party and completed by a technical visit, had proved to be interesting and should be continued. The secretariat was requested to ensure the necessary guidance and moderation of these activities.

## **VI. 2013 Theme: Weights and dimensions of intermodal transport units in a pan-European context (agenda item 5)**

*Documentation:* ECE/TRANS/WP.24/2013/1

29. On the basis of document ECE/TRANS/WP.24/2013/1, prepared by an informal WP.24 expert group and the secretariat, the Working Party considered the latest proposals originating in the European Union (EU) to extend the maximum permissible weights and dimensions of goods road vehicles that are prescribed within the EU in Council Directives 96/53/EC (maximum weight and dimensions of road vehicles) and 97/27/EC (masses and dimensions of motor vehicles and their trailers – type approval). In most other UNECE member States, the same maximum weights and dimensions applied, except in Scandinavia and some Eastern European countries, where heavier and longer road vehicles were allowed.

30. The Working Party took note of presentations made by Mr. Martin Burckhardt (UIRR), Mr. Christoph Seidelmann (Alliance for Rail, Germany), Ms. Cécile Cohas (Inland Navigation, France), Ms. Marlène Fine (Norbert Dentressangle Group, France) and Mr. Yves Laufer (GETC) on the different weight and dimensional requirements and challenges of intermodal transport services using rail and inland waterways, as well as in an urban environment.

31. The Working Party noted that road transport is the benchmark for intermodal transport services in terms of quality of service and in terms of weight and dimensional requirements. In principle, intermodal transport must be able to transport everything that can be transported by road. The Working Party also noted that modifications in weights and dimensions of containers, swap-bodies and semi-trailers might require considerable investments in intermodal transport infrastructures and rolling stock.

32. Intra-European intermodal transport services by rail transport account for around half of the total intermodal transport market in Europe, and could easily transport and handle road semi-trailers, swap-bodies, ISO containers as well as the so-called pallet-wide 45 foot European containers that provide a loading space for 33 Europallets (1.2 m x 0.8 m) and are 12 cm longer than the currently permitted length of semi-trailers of 13.60 m. The optimal stowage of such pallet-wide containers on European inland water vessels may however cause some operational problems due to their external width of 2.5 m or 2.55 m. But operational and technical solutions are available to transport also such intermodal loading units efficiently on European rivers and canals.

33. The Working Party felt that, as long as the present loading length of road vehicles for goods is not modified, devices that increase overall length to improve aerodynamics and road safety would be acceptable as long as these devices do not jeopardize the transport of intermodal transport units on railway wagons and on inland water vessels.

34. The Working Party felt that the present rules on maximum weight, applicable in the EU and other UNECE member States, that allow for a maximum weight of 44 tonnes for road vehicles transporting ISO containers to and from the nearest terminal, should be extended to cover all intermodal loading units, including swap-bodies and European containers. The definition of “nearest terminal” should also be reviewed and better aligned with today’s operational requirements.

35. The Working Party noted that for European intermodal transport as part of port hinterland transport, the ISO standard and high-cube containers were the benchmarks and could be carried without difficulty on intermodal transport services on road, rail and inland waterways. Whether the 53 ft (16.15 m) long high-cube container with an exterior width of 8.6 ft (2.6 m) was a practical and not only theoretical solution for intermodal transport, in Europe, and at the global level, remained to be seen and would depend on the demand by the transport industry for such large and high-volume transport units.

36. On the subject of the so-called “modular concept” discussed as part of the debate on very long and heavy goods road vehicles (length of 25.5 m and width of up to 60 tonnes), the Working Party referred to its earlier discussions and felt that it should wait for the outcome of studies and trials currently underway in several UNECE countries before further deliberations on the impact of such road vehicles on intermodal transport could be undertaken (ECE/TRANS/WP.24/131, paras. 60–63 and Corr.1).

37. In conclusion, the Working Party felt that, before new regulations on modified lengths, loading capacities and/or aerodynamic devices for goods road vehicles could be enacted, comprehensive studies should be made on the compatibility with and the impact of greater widths and lengths of such vehicles and vehicle combinations on intermodal transport services. While the permission of such devices may reduce emissions and increase safety of road transport, they may not lead to a more sustainable transport system as a whole since their use may jeopardize intermodal transport solutions that are generally better in terms of emissions and safety than pure long-distance road transport services.

38. The Working Party noted that the follow-up workshop to the 2013 theme of the Working Party, which would study concrete concepts and examples of intermodal transport units is planned for Paris, in cooperation with the International Union of Railways (UIC) in early 2014 (refer also to para. 78).

## **VII. Selection of a theme for substantive discussion in 2014 (agenda item 6)**

*Documentation:* ECE/TRANS/WP.24/2009/5

39. Following consideration of the previous themes:

- Inland water transport (2010)
- Intermodal terminals (2011)
- Intelligent transport systems (2012)
- Weights and dimensions (2013)

and in line with its road map on future work and operation adopted in 2009 (ECE/TRANS/WP.24/2009/5, ECE/TRANS/WP.24/125, para. 21), the Working Party decided to take up in 2014 the theme: “Role of freight forwarders in intermodal transport chains”. The theme “City logistics” could be taken up later.

40. The Working Party invited volunteers, including in particular professional organizations such as FIATA, to prepare a note on this theme for its November 2014



session with the assistance of the secretariat. This note should contain issues for consideration by the Working Party and proposals for policy action by UNECE Governments (refer also to para. 78).

## **VIII. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) (agenda item 7)**

### **A. Status of the AGTC Agreement and adopted amendment proposals**

*Documentation:* ECE/TRANS/88/Rev.6

41. The Working Party noted that, at present, the AGTC Agreement has 32 Contracting Parties.<sup>3</sup> Detailed information on the AGTC Agreement, including the up-to-date and consolidated text of the Agreement (ECE/TRANS/88/Rev.5), a map of the AGTC network, an inventory of standards stipulated in the Agreement as well as all relevant Depository Notifications are available from [www.unece.org/trans/wp24/welcome.html](http://www.unece.org/trans/wp24/welcome.html).

42. So far, eight amendments to the AGTC Agreement have come into force, the latest on 10 December 2009.

### **B. Amendment proposals (updating and extension of the AGTC network)**

*Documentation:* ECE/TRANS/WP.24/2009/4, ECE/TRANS/WP.24/2009/1

43. The Working Party recalled that in 2011 the representatives of Contracting Parties present and voting had adopted amendment proposals to Annex I of the AGTC submitted by Kazakhstan (ECE/TRANS/WP.24/129, paras. 34–35 and annex). Awaiting the adoption of further amendment proposals, the secretariat had not yet transmitted these proposals to the Secretary-General of the United Nations in his capacity as depositary of the AGTC Agreement.

44. The Working Party noted that no further information, as part of the required consultation process among concerned Contracting Parties, on the amendment proposals affecting Armenia, Georgia, Hungary and Turkmenistan (ECE/TRANS/WP.24/2009/1) and Denmark, Germany and Sweden (ECE/TRANS/WP.24/2009/4) had been received.

45. Recalling its discussions on this subject at its fifty-second session (ECE/TRANS/WP.24/125, paras. 29–31), the Working Party requested the secretariat to contact once more all concerned States and Contracting Parties and decided to take a decision on these amendment proposals at its next session.

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<sup>3</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 and Ukraine.

### **C. Amendment proposals (minimum infrastructure and performance standards)**

*Documentation:* ECE/TRANS/WP.24/2012/5, ECE/TRANS/WP.24/2010/2, ECE/TRANS/WP.24/2010/3

46. The Working Party recalled 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 parameters in annexes III and IV to the AGTC Agreement, had felt that some of them might need to be reviewed and updated.

47. It also recalled that, based on secretariat documents (ECE/TRANS/WP.24/2010/2, ECE/TRANS/WP.24/2010/3) the Working Party undertook in 2010 and 2011 a first review of possible new minimum infrastructure and performance standards and parameters for inclusion into annexes III and IV to the AGTC Agreement (ECE/TRANS/WP.24/129, paras. 37–41; ECE/TRANS/WP.24/127, paras. 37–42).

48. The Working Party reviewed once more the minimum infrastructure standards contained in the AGC and AGTC Agreements taking account of comments by the European Commission referring to the Technical Specifications for Interoperability (TSI) applicable in the European Union (ECE/TRANS/WP.24/2012/5).

49. The Working Parties confirmed its view on the applicability of the TSI for the AGTC Agreement as expressed during its last sessions (ECE/TRANS/WP.24/129, para. 40, ECE/TRANS/WP.24/131, para. 44) and invited experts to prepare, in cooperation with the secretariat, appropriate amendment proposals to the AGTC Agreement, in close cooperation with the Working Party on Rail Transport (SC.2).

## **IX. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement (agenda item 8)**

50. The Working Party recalled that the objective of the Protocol is to make container and Ro-Ro transport on inland waterways and coastal routes in Europe more efficient and attractive to customers. The Protocol 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.

51. 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

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

52. The Working Party noted that the Protocol had come into force on 29 October 2009 and had been signed by 15 countries. So far, 9 countries have acceded to the Protocol.<sup>4</sup> Its text is contained in document ECE/TRANS/122 and Corrs.1 and 2.<sup>5</sup> Detailed information on the Protocol, including the text of the Protocol and all relevant Depository Notifications are available on the website of the Working Party.<sup>6</sup>

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

## B. Amendment proposals

*Documentation:* ECE/TRANS/WP.24/2012/4, ECE/TRANS/WP.24/2010/6

54. The Working Party recalled that the ITC had requested the Working Party to consider and decide on amendment proposals to the Protocol that had been submitted earlier (ECE/TRANS/200, para. 93). It also recalled that, at its fifty-third session, it had considered document ECE/TRANS/WP.24/2010/6 containing a consolidated list of amendment proposals submitted earlier by Austria, Bulgaria, France, Hungary and Romania as well as modifications to the Protocol proposed by the secretariat. So far, only an amendment proposal by Austria had been considered and accepted by the Working Party (ECE/TRANS/WP.24/127, para. 50).

55. The Working Party regretted that in spite of repeated requests, decisions on the amendment proposals contained in document ECE/TRANS/WP.24/2010/6 could not be taken as none of these Parties had provided information on the status of their proposals. The secretariat was requested to contact once more all concerned countries. A decision on further steps would be taken at the next session.

56. The Working Party was informed that the Working Party on Inland Water Transport (SC.3) had adopted several amendments to the AGN Agreement pertaining to inland waterways and inland navigation ports (ECE/TRANS/SC.3/2012/2; ECE/TRANS/SC.3/2013/195, paras.16–18). Already in June 2012 the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) and now also SC.3 invited WP.24 to revise annexes I and II of the AGTC Protocol to bring them in line with the revised AGN Agreement (ECE/TRANS/SC.3/2013/195, para. 17).

57. Taking account of document ECE/TRANS/WP.24/2012/4, the Working Party requested the secretariat to draft proposals for the alignment of the AGTC Protocol and the AGN Agreement and to make use of the newly developed database on main standards and parameters of the E waterway network (Blue Book database)<sup>7</sup> that, with its highly disaggregated data, might facilitate alignment of the two Agreements.

<sup>4</sup> Bulgaria, Czech Republic, Denmark, Hungary, Luxembourg, Netherlands, Romania, Serbia, Switzerland.

<sup>5</sup> 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 and its Protocol, constitutes the authoritative text of the Agreement.

<sup>6</sup> [www.unece.org/trans/wp24/welcome.html](http://www.unece.org/trans/wp24/welcome.html).

<sup>7</sup> [www.unece.org/trans/main/sc3/bluebook\\_database.html](http://www.unece.org/trans/main/sc3/bluebook_database.html).

58. The Working Party felt that its session of November 2014, held back-to-back with the Working Party on Inland Water Transport (SC.3), would be a good opportunity to further strengthen horizontal cooperation with experts in the field of inland navigation.

## **X. Revision of the IMO/ILO/UNECE Guidelines for packing of cargo in intermodal transport units (cargo transport units) (agenda item 9)**

*Documentation:* ECE/TRANS/WP.24/2013/2, Informal documents WP.24 No. 4 and 6 (2013), ECE/TRANS/WP.24/2011/5

59. The Working Party recalled that it had finalized in 1996, in cooperation with the International Maritime Organization (IMO) and the International Labour Organization (ILO), international guidelines for the safe packing of cargo in freight containers and vehicles covering also the requirements of land transport modes (TRANS/WP.24/R.83 and Add.1). The guidelines were to be updated 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 in handling containers and would minimize the physical hazard to which cargoes were exposed in intermodal transport operations (ECE/TRANS/119, paras. 124–126).

60. 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 and to report on any new developments and procedures (ECE/TRANS/WP.24/123, paras. 45–47). In November 2011, the Working Party adopted the terms of reference of a Group of Experts on this subject (ECE/TRANS/WP.24/2011/5) and endorsed the proposal to elevate the guidelines to a non-mandatory code of practice.

61. In November 2012, the Working Party was informed of progress made by the Group of Experts and of the status of work (ECE/TRANS/WP.24/2012/2).

62. The Working Party noted with appreciation that the Group of Experts, at its third session (15–17 October 2012), had finalized a first comprehensive draft Code of Practice for Packing of Cargo Transport Units (CTU Code). Available in English at [www.unece.org/fileadmin/DAM/trans/doc/2013/wp24/DSC-18-8-Draft-CTU-Code.pdf](http://www.unece.org/fileadmin/DAM/trans/doc/2013/wp24/DSC-18-8-Draft-CTU-Code.pdf).

63. The draft CTU Code had been transmitted to the IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers for consideration at its eighteenth session (16–20 September 2013) which had proposed a number of amendments.

64. The Working Party took note of the secretariat's report on progress (ECE/TRANS/WP.24/2013/2) and approved in principle the CTU Code, subject to amendments to be agreed upon at the final session of the Group of Experts scheduled for 4–6 November 2013 at Geneva.

65. The Working Party expressed its appreciation to the Group of Experts, its Chair and Vice-Chairs as well as to the secretariat for having established, within a very short time frame, the comprehensive and globally applicable CTU Code. This Code would not only improve efficiency and quality of international transportation, but would also enhance the safety of workers and the general public during handling and transportation of containers at sea and on land. The Working Party expressed the hope that the CTU Code would soon be extensively used and referred to by Governments, the transport industry and other stakeholders in international container transport and would become an important element in transport and cargo insurance contracts.

66. Following completion of the CTU Code by the Group of Experts and consolidation of its provisions into a single document by the secretariat, the Working Party invited the UNECE Inland Transport Committee to endorse, at its forthcoming session (25–27 February 2014), the CTU Code and to assist in its wide dissemination, including the setting-up of a specific website. Competent bodies within IMO and ILO also planned to endorse the code in the course of 2014.

67. Detailed information on the activities of the Group of Experts as well as the final version of the CTU Code should be available by the end of 2013 at [www.unece.org/trans/wp24/guidelinespackingctus/intro.html](http://www.unece.org/trans/wp24/guidelinespackingctus/intro.html).

## **XI. Activities of the UNECE Inland Transport Committee and its subsidiary bodies (agenda item 10)**

68. The Working Party was informed about current activities within UNECE on intermodal transport and logistics, in particular within the:

- Working Party on Transport Trends and Economics (WP.5): Progress made on Euro-Asian transport links (EATL) and the impact of climate change on transport networks (ECE/TRANS/WP.5/54) – [www.unece.org/trans/main/wp5/wp5.html](http://www.unece.org/trans/main/wp5/wp5.html);
- Working Party on Rail Transport (SC.2): Work towards unified railway law in the pan-European region (ECE/TRANS/SC.2/218) — [www.unece.org/trans/main/sc2/sc2.html](http://www.unece.org/trans/main/sc2/sc2.html);
- Working Party on Inland Water Transport (SC.3): Further development of the European inland waterway network and harmonization of professional requirements in inland navigation in a pan-European context (ECE/TRANS/SC.3/195) — [www.unece.org/trans/main/sc3/sc3.html](http://www.unece.org/trans/main/sc3/sc3.html);
- Working Party on Transport Statistics (WP.6): Development of intermodal transport statistics within the European Union (Eurostat Task Force) (ECE/TRANS/WP.6/163) — [www.unece.org/trans/main/wp6/wp6.html](http://www.unece.org/trans/main/wp6/wp6.html).

## **XII. Election of officers (agenda item 11)**

69. On being informed that Mr. H. Maillard (Belgium) would no longer be able to chair its sessions, the Working Party elected Mr. I. Isik (Turkey) as Chair and Mr. K. Schockaert (Belgium) as Vice-Chair of the Working Party for its sessions in 2014 and 2015.

70. The Working Party expressed its sincere appreciation to Mr. H. Maillard for having chaired its sessions for many years in a most constructive and effective manner.

71. The Working Party also insisted to put on record its deep appreciation for the professional competence and efficiency of the secretariat having supported and guided the activities of the Working Party for many years.

### **XIII. Draft programme of work, biennial evaluation and work plan (agenda item 12)**

#### **A. Draft programme of work for 2014–2015 and biennial evaluation**

*Documentation:* ECE/TRANS/WP.24/2013/5

72. In accordance with the decision of the ITC to review its programme of work every two years (ECE/TRANS/200, para. 120), the Working Party adopted its programme of work for 2014–2015 and reviewed and completed the relevant parameters for its biennial evaluation for 2012–2013 as well as its targets for 2014–2015 on the basis of document ECE/TRANS/WP.24/2013/5.

73. The programme of work for 2014–2015, the expected accomplishments as well as the parameters for its biennial evaluation are contained in Addendum 1 to this report.

74. The terms of reference of the Working Party, adopted on 3 November 2011 and approved by the ITC on 1 March 2012 are contained in document ECE/TRANS/WP.24/2011/9 at [www.unece.org/transport/terms-of-reference.html](http://www.unece.org/transport/terms-of-reference.html).

#### **B. Draft work plan for 2014–2018**

*Documentation:* ECE/TRANS/WP.24/2013/6

75. As requested by the ITC Bureau on 20 June 2011, the Working Party should review and adopt its 4-year work plan for 2014–2018, in addition to the mandatory programme of work for 2014–2015 (see para. 73).

76. The Working Party reviewed its work plan for 2014–2018 on the basis of document ECE/TRANS/WP.24/2013/6 and decided to add, in addition to consideration of annual theme topics, under point 8 the analysis of the Rotterdam Rules. Under point 11 (Activities of a limited duration) the reference to work on the IMO/ILO/UNECE Guidelines should be deleted and replaced, under point 10, by a reference on “Monitoring by the secretariat whether the new CTU Code would need to be reviewed and possibly updated”. The adopted work plan for 2014–2018 is contained in Addendum 2 to this report.

### **XIV. Date and venue of next sessions (agenda item 13)**

77. The secretariat tentatively scheduled the fifty-seventh session of the Working Party for 10 and 11 November 2014 at the Palais des Nations (Geneva). This session would be held back-to-back with the Working Party on Inland Water Transport (SC.3) (12–14 November 2014).

78. The informal group of experts preparing the WP.24 themes plans to hold two sessions in 2014 with the objective to follow-up on the considerations of the 2013 theme and to prepare the 2014 theme:

(a) Follow-up to the 2013 theme: “Weights and dimensions of intermodal transport units” (refer to paras. 28–38)

Tentative date: January/February 2014

Tentative venue: Paris (UIC)

(b) Preparation of the 2014 theme: “Role of freight forwarders in intermodal transport chains” (refer to paras. 39 and 40)

Tentative date: May/June 2014

Tentative venue: yet to be decided.

79. Experts willing to participate in these informal expert groups are invited to contact the secretariat.

## **XV. Summary of decisions (agenda item 14)**

80. As agreed on and in line with the decision of the ITC (ECE/TRANS/156, para. 6), the secretariat, in cooperation with the Chair and in consultation with participating delegates, prepared this report for transmission to the ITC at its next session (25–27 February 2014).

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