

**Economic and Social Council**Distr.: General
12 August 2016

Original: English

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

Geneva, 31 October–1 November 2016

Item 9 of the provisional agenda

Intermodal transport terminals**Summary of two studies on intermodal terminals****Note by secretariat****I. Mandate**

1. At the fifty-seventh session of the Working Party on Intermodal Transport and Logistics, it was decided that a concrete study should be prepared by the secretariat on mapping and categorizing the types of terminals and the facilities offered in the ECE region. At the fifty-eighth session of the Working Party, the secretariat presented a draft outline for the study on intermodal terminals. The Working Party agreed that the secretariat should review and consider other similar studies undertaken on the subject before proceeding with the next phase of the project.

2. The Working Party: (a) identified a study by UNESCAP on dry ports and another by the European Commission (EC) on last mile infrastructure as potentially relevant and (b) asked that member States provide the secretariat with additional studies for review. The secretariat has not received any other studies and, therefore, the analysis has focused on these two studies. This document provides a summary of these two documents.

II. Planning, Development and Operation of Dry Ports of International Importance¹

3. This report was prepared by the Transport Division of UNESCAP in November 2015. It describes the trends in the development of inland ports (or dry ports) and policies

¹ www.unescap.org/sites/default/files/Study%20on%20Planning%2C%20Development%20and%20Operation%20of%20Dry%20Ports%20of%20International%20Importance_26-02-2016.pdf.

in selected countries of the ESCAP region, namely Australia, China, India, Republic of Korea and Thailand.

4. The study was based on information obtained during fact-finding missions to the above-mentioned countries, which are considered to have made noticeable progress in the establishment and operation of inland ports.

5. The report is divided into two sections: Section A – “Planning, development and operation of dry ports” contains 8 chapters, while Section B – “Mission reports” has 5 chapters.

6. Chapters 1–3 of Section A introduce the study and give a definition of a dry port with its key characteristics. Chapter 4 presents the status of dry port development in selected countries of the ESCAP region. For each country, it provides information about the geographical location of dry ports, modes of transport, merchandises and loading units handled therein. Chapter 5 deals with dry port ownership, while Chapter 6 reviews the incentives provided by governments to encourage the development of dry ports by the private sector. Chapter 7 looks at the issues and policies related to Dry Port operation and sustainability, that are summarized in the conclusion of the Section A of the report (within Chapter 8).

7. Section B of the report sets out the findings from the missions in each selected country. Each of the five chapters is dedicated to a single country and presents the details of the mission.

8. Although different in its focus, this report can serve as important background information for the study of intermodal terminals for the ECE region. Furthermore, information about the geographical location of dry ports, modes of transport, merchandises and loading units presented in Chapter 4 of the report clearly overlaps with the requirements set out in ECE/TRANS/WP.24/2015/2, para. 9. As such, it can be an important input for the United Nations Economic Commission for Europe (UNECE) intermodal study.

III. The European Commission study on last mile infrastructure for rail freight

9. The profound change in the structure of the European rail freight market over the past decades combined with an increase in road competition creates challenges for last-mile operations. As a result, customers need simple and fast access to information about last-mile infrastructure for rail freight in order to enhance service planning, in particular, across borders. In response to this, EC prepared a study on “User-Friendly access to information on last-mile infrastructure for rail freight” in 2014.

10. The main outcome of this study was the creation of a customer-oriented and freely accessible web-based portal offering all the necessary information on last-mile infrastructure across Europe.² This portal was built up following the identification of the needs of potential users and potential data sources as well as through the assessment of existing internet resources providing this information. In addition to the tool itself, the study identified a number of recommendations on how to manage further development of the site.

² The link of the web-based portal is www.railfreightlocations.eu/.

11. The portal provides GIS based detailed information on approximately 4,000 rail freight locations³ and contains information on:

- The address, contact information, operator, business hours of the facility;
- Facility type: intermodal terminal, railport/rail logistics centre, station with public siding, private siding, other;
- Area type: sea port, inland port, freight village, other;
- Modes of transport served: rail, road, sea freight, inland waterways, other;
- The rail freight corridor that it is located on (from RFC1 to RFC 9);
- Loading units: container, swap body, trailer, truck + trailer (RoLa), conventional cargo;
- Cargo type: palletised goods, bulk, dangerous goods, wood, heavy loads, reefer, other;
- Infrastructure equipment: transshipment facility (cranes, mobile cranes, number and length of loading tracks), rail infrastructure (total number tracks, etc.).

12. The list above largely overlaps with the requirements set out in ECE/TRANS/WP.24/2015/2, para. 9. However, there are still some differences between the study of the European Commission and that proposed by UNECE. First, both studies differ in their geographical scope, i.e. UNECE membership is much wider than just the EU. Second, the web-database of EC omits information on the cost of accessing the terminal and on the average handling time. Nevertheless, this study is a strong basis on which to consider next steps for the UNECE intermodal study.

IV. Next steps

13. Given the information provided in this document, the Working Party may wish to consider next steps on the intermodal terminals study. Possible options include:

- Seek how to best integrate UNECE member States in the work of the EC;
- Take the information from both the EC and the UNESCAP study and prepare a separate comprehensive study;
- Prepare a pilot study on one or more member States to see if the same level of information as the Last Mile Study is available.

14. Delegates may wish to pursue one or more of the above or propose other options for this study.

³ This information is from <http://combined-transport.eu/open-data-and-intermodal-freight>.