

DEFINITIONS

MULTIMODAL TRANSPORT:

Carriage of goods by two or more modes of transport.

INTERMODAL TRANSPORT:

The movement of goods in one and the same loading unit or road vehicle, which uses successively two or more modes of transport without handling the goods themselves in changing modes.

By extension, the term intermodality has been used to describe a system of transport whereby two or more modes of transport are used to transport the same loading unit or truck in an integrated manner, without loading or unloading, in a [door to door] transport chain.

COMBINED TRANSPORT:

Intermodal transport where the major part of the European journey is by rail, inland waterways or sea and any initial and/or final legs carried out by road are as short as possible.

LOGISTICS:

The process of designing and managing the supply chain in the wider sense.

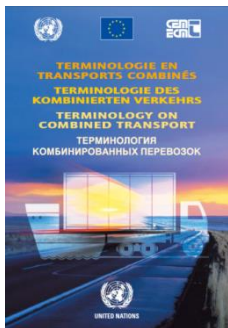
The chain can extend from the delivery of supplies for manufacturing, through the management of materials at the plant, delivery to warehouses and distribution centres, sorting, handling, packaging and final distribution to point of consumption.

LOADING UNIT:

Container or swap body.

INTERMODAL TRANSPORT UNIT (ITU):

Containers, swap bodies and semi-trailers suitable for intermodal transport.



This publication lists the principal terms used in intermodal and combined transport or related to it.

Available in English/French/German/Russian.

Free download from:

www.unece.org/trans/wp24/publications/other_combtrans.html

UNECE MEMBER STATES

Albania	Greece	Republic of Moldova
Andorra	Hungary	Romania
Armenia	Iceland	Russian Federation
Austria	Ireland	San Marino
Azerbaijan	Israel	Serbia
Belarus	Italy	Slovak Republic
Belgium	Kazakhstan	Slovenia
Bosnia and Herzegovina	Kyrgyzstan	Spain
Bulgaria	Latvia	Sweden
Canada	Liechtenstein	Switzerland
Croatia	Lithuania	Tajikistan
Cyprus	Luxembourg	The former Yugoslav
Czech Republic	Malta	Republic of Macedonia
Denmark	Monaco	Turkey
Estonia	Montenegro	Turkmenistan
Finland	Netherlands	Ukraine
France	Norway	United Kingdom
Georgia	Poland	United States of America
Germany	Portugal	Uzbekistan

Working Party on Intermodal Transport and Logistics (WP.24)



United Nations
Economic Commission for Europe
Transport Division
Palais des Nations
CH-1211 Geneva 10, Switzerland

Tel.: + 41 (0) 22 917 2401
Fax: + 41 (0) 22 917 0039

Website: www.unece.org/trans/wp24/welcome.html



INTERMODAL TRANSPORT

Efficient, clean, safe and affordable land transport is one of the key policy objectives of UNECE member countries. This requires not only a good organization of road, rail and inland water transport, but also entails measures to facilitate a shift of long-haul freight traffic away from roads to railways and to inland waterways. The objective is to free up road capacity, tackle traffic congestion and arrive at a better carbon footprint. For most terminal hauls and for the final distribution of goods in door-to-door transport services, lorries are indispensable. Therefore, freight arriving by rail and inland waterways often needs to be transhipped using containers and other intermodal transport units.

Today, over 100 European companies transport annually around 18 million TEU in intermodal road-rail transport operations, 17 million TEU as unaccompanied (containers, swap-bodies, semi-trailers) and 1 million TEU in accompanied traffic (complete trucks). On the river Rhine around 2 millions TEU of containers are transported annually and thus alleviate congestion along the very important North-South European road and railway corridors.

PROMOTING INTERMODAL TRANSPORT AND LOGISTICS

Modern supply chain management systems and logistics have become of paramount importance for the competitiveness of our countries and have a decisive impact on the modal choice made by the industry. Governments have to be aware of these developments when they invest in transport infrastructure, set the operational rules for European land transport and provide the framework for a level playing field among all actors and modes of transport.

Intermodal transport is often only viable for distances of more than 300-500 km. Thus, effective international cooperation and harmonization of transport policies among UNECE States are required so that the industry can operate seamless intermodal transport operations that are economically viable and ecologically sustainable and are an integral part of global and regional logistics supply and distribution chains.

UNECE is the only inter-governmental organization covering the Europe-Asian land mass linking European and Asian countries. It thus provides a good platform and policy forum to address these questions, to exchange information and best practices and to agree on common legal and policy actions that are acceptable and applicable at the pan-European level.

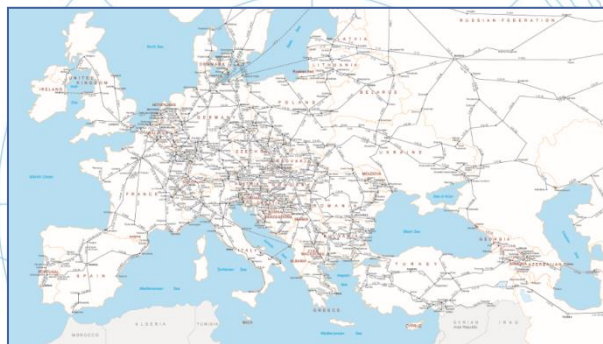
NATIONAL INTERMODAL POLICY MEASURES

UNECE maintains an on-line database that provides comparable information for 16 UNECE member States on 11 national policy measures to promote intermodal transport. It includes information on the importance of intermodal transport in the respective national transport policy, financial, fiscal and regulatory support measures as well as information on market monitoring at national level. <http://apps.unece.org/NatPolWP24/default.aspx>

UNECE LEGAL INSTRUMENTS

The European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement) provides the technical and legal framework for the development of efficient international intermodal and combined road/rail transport infrastructure and services in Europe. The AGTC Agreement determines important European railway lines used for intermodal transport and identifies important terminals, border crossing points and ferry links. It also establishes international infrastructure standards for railway lines and terminals and prescribes international minimum performance standards for intermodal and combined transport services (benchmarks).

Entry into force: 20 October 1993. Contracting Parties: 32 States.



The Protocol on Combined Transport on Inland Waterways to the AGTC Agreement establishes uniform requirements for the use of European inland waterways by intermodal and combined transport services. Its objective is to make container and ro-ro transport on European inland waterways and coastal routes more efficient and attractive to customers. Its geographical scope is in line with the E waterways network established by the European Agreement on Main International Waterways of International Importance (AGN).

Entry into force: 29 October 2009. Contracting Parties: 9 States.

CODE FOR PACKING OF CARGO TRANSPORT UNITS (CTU CODE)

In cooperation with IMO and ILO, UNECE has prepared and is maintaining the new global CTU Code that has replaced the 1997 IMO/ILO/UNECE Guidelines for packing of cargo units. The objective of the CTU Code is to give advice on safe packing of cargo transport units to those responsible for the packing and securing of the cargo, to those whose task it is to train people who pack such units as well as to controlling authorities and surveyors.

www.unece.org/trans/wp24/guidelinespackingctus/intro.html

HOW DOES UNECE WORK?

All UNECE intermodal transport and logistics activities are pursued by the Working Party on Intermodal Transport and Logistics (WP.24). The Working Party and its expert groups provide, since 1951, a forum for the exchange of technical, legal and policy information, as well as best practices in intermodal transport and logistics to ensure the maximum utilization of equipment, infrastructure and terminals used for such transport. This has prepared the ground for policy advice and for the negotiation and administration of multilateral legal instruments.

The Working Party brings together eminent experts from UNECE Governments, including those of the European Union, non-governmental organizations (UIRR, UIC, OTIF, CIT, IRU, GETC, BIC, IRF, CLECA, ISO, etc.) as well as concerned industries and academia.

The Working Party meets once or twice a year in Geneva and assists industries and transport policy makers in areas such as:

- Pan-European networks and service standards for combined transport (AGTC)
- Interregional Euro-Asian land transport links
- Efficient intermodal loading units
- Administration of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)
- Safety in intermodal transport operations
- Liability provisions for intermodal transport
- Combined/intermodal transport terms
- National policy measures to promote intermodal transport
- Intermodal transport as part of modern transport chains and logistics

Chair: Mr. I. Isik (Turkey)

Vice-Chair: Mr. K. Schockaert (Belgium)

For more information: www.unece.org/trans/wp24.html

HOW TO GET INVOLVED?

Sessions of the UNECE Working Party on Intermodal Transport and Logistics (WP.24) and its expert groups are open to all UNECE and other United Nations member States, competent intergovernmental and non-governmental organizations as well as invited experts.

For more information please contact the UNECE secretariat: wp.24@unece.org.