



**UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE
(UNECE)**



**Working Party on Intermodal
Transport and Logistics**

**Groupe de travail du transport
intermodal et de la logistique**

**Рабочая группа по
интермодальным перевозкам
и логистике**

**Serviced by:
Sustainable Transport Section**

Geneva, 21-22 October 2013

Monday, 21 October: 14.30-17.30 hours

Tuesday, 22 October: 10-13 hours + 15-18 hours

UNECE Transport Division



Working Party on Intermodal Transport and Logistics 56. session (21-22 October 2013)

Adoption of the agenda (ECE/TRANS/WP.24/132) (E,F,R)

Agenda item 21 October 2013 (14.30-17.30 hours)

- 1 Adoption of the agenda
- 2 (a) Trends and performance in intermodal transport
- 2 (b) Activities of the European Commission
- 2 (c) Pan-European developments
- 5 2013 Theme: Weights and dimensions of intermodal transport units (see Programme)

Reception: 17.45 hours (Office S 410, door S2, 4th floor)

22 October 2013 (10.00-18.00 hours)

- 5 Conclusions and follow-up: Weights and dimensions
- 2 (d) Sustainable developments + intermodal transport
- 3 National intermodal transport policies
- 4 + 6 Follow-up 2012 theme – New theme for 2014
- 7 + 8 AGTC Agreement and AGTC Protocol on inland waterways
- 9 IMO/ILO/UNECE Code of Practice for packing of containers
- 10 Activities of Inland Transport Committee
- 11 Election of officers
- 12 Programme of work, biennial evaluation and work plan



Working Party on Intermodal Transport and Logistics
56. session (21-22 October 2013)

2. New developments and best practices in intermodal transport

(a) Trends and performance in intermodal transport and logistics

- Presentations: UIRR, UIC, EIA (hand-outs), etc.

(b) Activities of the European Commission

- Presentation: DG MOVE

(c) Pan-European developments

- Intermodal transport - Inf. doc. WP.24 No. 2 (2013): Turkey
- Agreement on Dry Ports - Inf. doc. WP.24 No. 3 (2013): Secretariat



Working Party on Intermodal Transport and Logistics

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2013 WP.24 Theme

5. Weights and dimensions of intermodal transport units in a pan-European context

Background note by the WP.24 Group of Experts
ECE/TRANS/WP.24/2013/1

Working Party on Intermodal Transport and Logistics (WP.24) Groupe de travail du transport intermodal et de la logistique (WP.24) Рабочая группа по интермодальным перевозкам и логистике (WP.24)		
Programme		
Monday, 21 October 2013 (Salle V, Palais des Nations, Geneva)		
	Weights and dimensions of intermodal transport units (containers, swap-bodies and semi-trailers) in a pan-European context Poids et dimensions des unités de transport intermodal (conteneurs, caisses mobiles et semi-remorques) dans un contexte paneuropéen WP.24 – Agenda item 5	
	Introductory note by the WP.24 informal group of experts Note introductive du groupe informel d'experts du WP.24 Document ECE/TRANS/WP.24/2013/1	Mr. Henri Maillard Chairman of WP.24 Président du WP.24
	Weights and dimensions of road vehicles compatible with combined transport Poids et dimensions des véhicules routiers compatibles avec le transport combiné	Mr. Martin Burkhardt Director General International Union of Combined Road-Rail Transport Companies (UIRR)
15:30 – 17:25	Containers, swap bodies and semi-trailers: How to transport them efficiently by rail? Conteneurs, caisses mobiles et semi-remorques: Quelles sont les conditions requises pour leur transport efficace par rail?	Dr. Christoph Seidelmann Senior Advisor Allianz pro Schiene (Germany)
	How to transport 45ft pallet-wide containers on inland waterways? Comment transporter des conteneurs de 45 pieds (adaptés aux palettes) sur les voies navigables?	Ms. Cécile Cohas Chargée de mission recherche et innovations Direction territoriale Rhône Saône Voies navigables de France (VNF)
	Intermodal transport units: Requirements for freight transport and urban logistics? Unités de transport intermodal: Quelles sont les exigences pour le transport de fret et la logistique urbaine?	Ms. Marlène Fine Director, Sustainable transport and multimodal solutions Norbert Dentressangle Group (France)
	A new loading unit, four times intermodal (on land and at sea), is at Europe's threshold La nouvelle unité quadruplement intermodale (sur mer et sur terre) est aux portes de l'Europe	Mr. Yves Laufer Président Groupement européen du transport combiné (GETC)
17:25 – 17:30	Close of session Clôture de la session	Mr. Henri Maillard Chairman of WP.24 Président du WP.24
17:30 – 19:00	Cocktail for all participants of WP.24 Cocktail offert à tous les participants du WP.24	Bureau 5 410, Palais des Nations (Door/Porte S2, 4. floor/étage)



Working Party on Intermodal Transport and Logistics
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5. 2013 Theme: Weights and dimensions of intermodal transport units in a pan-European context

- Follow-up discussions
- Recommendations of WP.24 ?
 -
 -

2. New developments and best practices in intermodal transport

(d) Sustainable development and intermodal transport

- Rio+20 Outcome document: The future we want: Secretariat
- «For Future Inland Transport Systems» : Secretariat
- Diesel engine exhausts - Inf. doc. WP.24 No. 1 (2013): Secretariat



Working Party on Intermodal Transport and Logistics 56. session (21-22 October 2013)

3. National policy measures to promote intermodal transport (1)

- Information for 2012 / 2013:
Austria, Belgium, Bulgaria, Czech Republic, France, Germany, Lithuania, Poland, Romania, Serbia, Slovakia, Slovenia, Spain, Switzerland, Turkey, Ukraine

- On-line database

- 16 countries
- 11 policy measures
- English, French and Russian

<http://apps.unece.org/NatPoIWP24/>

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National Policy Measures to Promote Intermodal Transport

Since 2007, the UNECE Working Party on [Intermodal Transport and Logistics](#) (WP24) is monitoring national policy measures to promote intermodal transport and show implementation of the ECMT Consolidated Resolution on Combined Transport (CEMT/CM (2002)3/Final).

As of 2012, information for 14 UNECE member States is available through this page. New and updated information will be added as it becomes available. More specific content may also be obtained by clicking on countries names which are underlined in the results table. For countries who have only submitted a national website link please see [here](#).

For further information, updates and comments, please contact the [UNECE secretariat](#)

In order to display information on this portal, you must select at least (1) one country, (2) one policy objective and (3) one sub-objective.

1. Choose the countries **2. Choose the objective(s)** **3. Choose the sub-objective(s)** **Show results**

<input type="checkbox"/> Austria	<input type="checkbox"/> 1. Importance of intermodal transport in national transport policy
<input type="checkbox"/> Belgium	<input type="checkbox"/> 2. National and international bodies
<input type="checkbox"/> Bulgaria	<input type="checkbox"/> 3. Costs and prices
<input type="checkbox"/> Czech Republic	<input type="checkbox"/> 4. Networks, terminals and logistics centres
<input type="checkbox"/> Germany	<input type="checkbox"/> 5. Interoperability
<input type="checkbox"/> Lithuania	<input type="checkbox"/> 6. Financial and fiscal support measures
<input type="checkbox"/> Poland	<input type="checkbox"/> 7. Regulatory support measures
<input type="checkbox"/> Romania	<input type="checkbox"/> 8. Transport operations
<input type="checkbox"/> Serbia	<input type="checkbox"/> 9. Market monitoring
<input type="checkbox"/> Slovakia	<input type="checkbox"/> 10. Foster innovations covering all
<input type="checkbox"/> Slovenia	
<input type="checkbox"/> Switzerland	
<input type="checkbox"/> Turkey	
<input type="checkbox"/> Ukraine	



Working Party on Intermodal Transport and Logistics
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3. National policy measures to promote intermodal transport (2)

Information available for 11 policy measures:

- (1) Importance of intermodal transport in national transport policy
- (2) National and international policy coordination
- (3) Costs and prices
- (4) Infrastructure (networks, terminals and logistics centers)
- (5) Interoperability
- (6) Financial and fiscal support measures**
- (7) Regulatory support measures
- (8) Transport operations
- (9) Market monitoring
- (10) Fostering of innovations
- (11) Support for intermodal operators

Mandate and basis: **ECMT Consolidated Resolution CEMT/CM(2002)3/FINAL**



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3. National policy measures to promote intermodal transport (3)

National Policy Measures to Promote Intermodal Transport

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Austria	Belgium	Bulgaria	Czech Republic
6. Financial and fiscal support measures 6.1 Financial support for investments (installations, rolling stock, systems, etc.) Austria provides financial support for the purchase of transport equipment, the implementation of innovative and new technologies as well as feasibility studies in connection with implementing measures. The "Innovation programme for combined freight transport", from 1 January 2009 to 31 December 2014, contains substantial financial measures for the promotion of combined transport in Austria. It supports investments in installations, systems and mobile equipment necessary for the transport or handling of goods in combined transport. Austria also provides financial support for investments in terminals, regarding construction, enlargement and modernization of transshipment points. A "programme for the support of transshipment points for intermodal transport (road/rail/ship)" has been in force since 1 July 2006 and will end on 30 June 2012. Investments in installations and constructions which are exclusively used for the transshipment of goods are eligible for public funding. For inland waterways, the "Programme for the development of intermodal transports and for the promotion of projects concerning combined transport on the Danube" has been implemented and prolonged until 2013. It offers financial support for regular combined transport services on the Danube as well as for studies and concepts concerning intermodal transport on the Danube.	6. Financial and fiscal support measures 6.1 Financial support for investments (installations, rolling stock, systems, etc.) Flemish Region - Inland waterways and maritime canals: participation in public-private partnership projects to build loading and unloading facilities (EUR 4 200 000 in 2006 and EUR 1 615 000/year in 2007, 2008 and 2009). - Premium for modernisation of small boats (400 000 €). - Premium for retrofits of the boat motors with low emissions Walloon Region Financial support measures for combined transport investment include: - Premium for retrofits of the inland waterway fleet in the Walloon Region (engine, plant and computer or telecommunications software for instance). - Premium for firms making investments aimed at facilitating the development of inland waterway transport. These measures are limited to 21% of the investment.	6. Financial and fiscal support measures 6.1 Financial support for investments (installations, rolling stock, systems, etc.) The modernization of the transport infrastructure of the Republic of Bulgaria is one of the main priorities of the Ministry of Transport and its realization follows the principles laid down in two basic documents, elaborated by the ministry: Strategy for development of transport infrastructure of the Republic of Bulgaria till 2015 and Operational Programme Transport 2007 - 2013. The implementation of these documents is a precondition for enhancing the capacity of the network, achieving the necessary interoperability with the Trans European Transport Network, as well as elimination of the bottlenecks along the main axes and facilitation of the combined transport. In this respect, the ensuring and provision of the necessary funds for implementation of the above mentioned strategic documents is a governmental priority.	6. Financial and fiscal support measures 6.1 Financial support for investments (installations, rolling stock, systems, etc.) Under the "Operational Program Transport" for the period 2007-13, the program "Support for the revitalization of the railway sidings" was announced, which is designed to promote investments in construction and acquisitions of transshipment equipment for new or existing expanded sidings.
6. Financial and fiscal support measures 6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.) Incentives regarding vehicle tax. All national vehicles (i.e. motor vehicles and their trailers) exceeding 3.5 tonnes are exempt from vehicle tax, if - during that calendar month they are used exclusively for initial and terminal haulages for combined rail/road transport, i.e. the pick up from and delivery to the nearest technically suitable terminal of containers (of a length of at least 20 ft), swap bodies or semi trailers transported by rail. On request, national vehicles exceeding 3.5 tonnes using the rolling road (RoLa) or (in case of semi trailers) unaccompanied combined transport on Austrian territory are reimbursed 15 per cent of the monthly vehicle tax for each combined transport journey effected by rail. This reimbursement may reach 100 per cent of the annual vehicle tax.	6. Financial and fiscal support measures 6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.) Walloon Region Navigation dues were abolished in 2006. (Estimated value for the sector: 5 000 000 EUR /year) Exemption of the tax on building and equipments related to Combined transport. (precompte immobilier)	6. Financial and fiscal support measures 6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.) No special remarks	6. Financial and fiscal support measures 6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.) Reduction of the annual road tax (by 100%) for those vehicles that are exclusively used in initial and terminal haulage and (by 25 to 90%) for those vehicles that affect the respective number of trips within the frame of a combined transport (in accordance with the valid tenor of Act No. 16/1993 Coll., on Road Tax).



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3. National policy measures to promote intermodal transport (4)

- Continuing activity of WP.24
- Requirements:
 - Info from countries (pre-filled questionnaires)
 - Regular update (next survey: 2015)
 - Translation (E,F,R)
- Next status report: Autumn 2015

UNECE Transport Division

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National Policy Measures to Promote Intermodal Transport

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<input type="checkbox"/> Switzerland	
<input type="checkbox"/> Turkey	
<input type="checkbox"/> Ukraine	



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**4. Follow-up 2012 Theme: Intelligent Transport Systems (ITS):
Opportunities and challenges for intermodal transport (1)**

- **WP.24 road map (ECE/TRANS/WP.24/2009/5):**
Annual theme (topic) for substantive discussions
 - 2010 Inland water transport
 - 2011 Terminals and logistics centres
 - 2012 Intelligent transport systems
 - 2013 Weights and dimensions of intermodal transport units
 - 2014 (yet to be decided - agenda item 6)
 - **Annual procedure:**
 - Group of volunteers: Background note
 - WP.24 discussions (lead country/organization)
 - Follow-up event/meeting (technical visit)
 - WP.24 conclusions
- Timing**
early summer
autumn
following spring
following autumn



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ITS and intermodal transport (2)

Discussions and conclusions at WP.24 (6-7 November 2012)

ITS requirements

- accessible (one stop shop)
- reliable (well-functioning)
- safe and secure
- affordable
- allow transparent operations (tracking and tracing)
- compatible with uni-modal systems (interfaces)
- internationally acceptable
- **interoperable**

Gaining information

Processing information

Exchanging information

Using information



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4. Follow-up 2012 Theme: Intelligent Transport Systems (ITS): Opportunities and challenges for intermodal transport (3)

Workshop on ITS solutions and best practices

Brussels, 15-16 May 2013

Host: Federal Public Service (FPS)
Mobility and Transport (Belgium)

Chair: Mr. H. Maillard

Review of best practices and ITS solutions

- Freight forwarding, logistics
- Road, rail, IWT
- Safety and environment





Working Party on Intermodal Transport and Logistics

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WP.24 Workshop on ITS solutions and best practices (4)

Programme		
Mercredi 15 mai 2013		
14:30 – 14:40	Introduction	M. Marc Roman Président du comité de direction SPF Mobilité et Transports (Belgique) M. Henri Maillard Directeur général a.d. Président du WP.24
Approche et solutions internationales pour l'application de STI en transport Approach and International solutions for the use of ITS in transport		
14:40 – 15:30	STI: Possibilités et difficultés du transport intermodal (10 min) ITS - Opportunities and challenges for intermodal transport (10 min)	M. Martin Magold Chief Sustainable Transport UNECE Transport Division
	CEFACT/ONU: Solutions Internationales pour le transport intermodal (10 min) UN/CEFACT: International solutions for intermodal transport (10 min)	M. Dominique Van Kemmel Coordinateur du domaine transports et logistique, CEFACT-ONU
	Comment opérer le rapprochement entre les travaux de recherche menés sur les STI et leur application? (15 min) How to overcome the gap between ITS research and application? (15 min)	M. Pawel Stelmasczyk Head of Unit for Intelligent Transport Systems, DG MOVE, European Commission
	L'importance de la publication des données (-open data-) pour l'application de STI (15 min) The importance of publishing data (-open data-) in ITS applications (15 min)	M. Philipp Decap Attaché Direction Générale Politique de Mobilité Durable et Ferroviaire SPF Mobilité et Transports (Belgique)
15:30 – 15:50	Discussions modérées par M. Maillard	
15:50 – 16:10	Pause-café – Coffee break	
Intégration de calculateurs d'information dans les services de transport Integration of information systems in transport services		
16:10 – 17:10	Notation de l'empreinte environnementale des choix logistiques (15 min) Rating of the environmental footprint in the logistics chain (15 min)	M. Philippe Mangeard Président, European TK'Blue Agency
	STI et le comptage du CO ₂ émis à l'occasion des prestations de transport (intermodal) (15 min) ITS and the carbon footprint in (intermodal) transport chains (15 min)	M. François Janin Mission transport intelligents, Ministère de l'écologie, du développement durable et de l'énergie (France)
16:20 – 17:10	La démarche du groupe de travail CEE-ONU sur les solutions télématiques pour le transport terrestre de matières dangereuses (15 min) The approach of the UNECE working group on telematics for the land transport of dangerous goods (15 min)	M. Claude Pfauvadel MEDO/DGEC Mission Transport matières dangereuses (France)
	Solutions et Gestion Sécurisées des données (15 min) Safe and secure data solutions and management (15 min)	Mme Chantal Prillaud Mission transport intelligents, Groupe Imprimerie Nationale (France)
17:10 – 17:30	Discussions modérées par M. Maillard	

Programme		
Jeudi 16 mai 2013		
Application des STI dans les chaînes de transport ITS applications in intermodal transport chains		
09:30 – 10:30	Géolocalisation : route et chemin de fer (30 min) Geolocalisation : road and railways (30 min)	M. Paul Havelange Managing Director UBIDATA (Belgique)
	TSI TAP/TAF – rôle des coordinateurs nationaux (15 min) TSI TAP/TAF – The role of national coordinators (15 min)	M. Bram Bockxlaer Attaché Direction Générale Politique de Mobilité Durable et Ferroviaire SPF Mobilité et Transports (Belgique)
	Développements dans les services d'information fluviale (15 min) Developments in river information services (RIS) (15 min)	M. Benoît Adam Attaché Direction Générale Transport Maritime SPF Mobilité et Transports (Belgique)
	10:30 – 11:00	Discussions modérées par M. Maillard
11:00 – 11:20	Pause-café – Coffee break	
Autres composantes l'application des STI dans les chaînes de transport Other issues for application of ITS in transport chains		
11:20 – 12:20	Le guichet unique électronique (15 min) E-maritime: Single window and beyond (15 min)	M. Christophe Swolfs Attaché Direction Générale Transport Maritime SPF Mobilité et Transports (Belgique)
	Qualité, intermodalité et dématérialisation dans les chaînes de transports : les projets I-Fret (15 min) Quality, intermodality and dematerialisation in transport chains (15 min)	M. Alexis Jovignot Pôle de compétitivité I-TRANS – Projet I-FRET (France)
	Echange d'informations électroniques pour faciliter le mouvement du fret et son transfert intermodal – Règles de gouvernance d'ISO/AWI TS 17187 (15 min) Electronic information exchange to facilitate the movement of freight and its intermodal transfer - Governance rules in ISO/AWI TS 17187 (15 min)	M. Tim McGrath Vice-Chair United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT)
	Les attentes et les besoins des commissionnaires du transport intermodal (15 min) The demands and requirements of the freight forwarders (15 min)	Mme Nicolette van der Jagt Director General European Association for Forwarding, Transport, Logistics and Customs Services (CLECAT)
12:20 – 12:40	Discussions modérées par M. Maillard	
12:40 – 12:45	Clôture de l'atelier - Close of workshop	
13:00 – 14:15	Déjeuner offert (au City Atrium) – Lunch offered (at City Atrium)	



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6. Theme for substantive discussions in 2014

- **Possible themes (WP.24 road map of 2009):**
 - Opportunities and challenges of inland waterways (done in 2010)
 - Role of terminals (done in 2011)
 - Responses by Governments and industry to counter the economic crisis
 - Land transport strategies of maritime ports: Intermodal transport and dry ports in Europe
- **Proposal of WP.24 (2012 session)**
 - City logistics and intermodal transport
 - Role of freight forwarders in intermodal transport chains



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7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

- (a) Status of AGTC Agreement and adopted amendment proposals
- (b) Amendment proposals
(updating and extension of the AGTC network)
- (c) Amendment proposals
(minimum infrastructure and performance standards)



Working Party on Intermodal Transport and Logistics 56. session (21-22 October 2013)

7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

- Contracting Parties
- Depository Notifications
- Text of AGTC Agreement
- Map (AGC+AGTC network)
- Inventory of standards

www.unece.org/trans/wp24/welcome

The screenshot shows the UNECE website interface. The header includes the UNECE logo and the text "United Nations Economic Commission for Europe". Below the header, there is a navigation menu with "Home", "About UNECE", "Main areas of work", and "Information resources". The main content area is titled "Transport" and "Introducing Intermodal Transport". A sidebar on the left contains a menu with "Intermodal Transport Home", "Meetings Documents", "Working Party on Intermodal Transport and Logistics (WP.24)", "Group of Experts on the IMO/ILO/UNECE Guidelines for Packing of CTUs", "Kiev Seminar", "Meetings", "Legal Instruments", "AGTC Agreement" (with sub-items: "Contracting Parties", "Depository Notifications", "Text of Agreements", "Map", "Inventory of standards"), "Protocol of AGTC (inland waterways)", and "Publications". The "AGTC Agreement" sub-item is circled in red. The main content area includes a photograph of a truck with a crane lifting a container, and text describing the Working Party's work. A "Meetings and Events" section is visible on the right, listing sessions from 2011 and 2012.

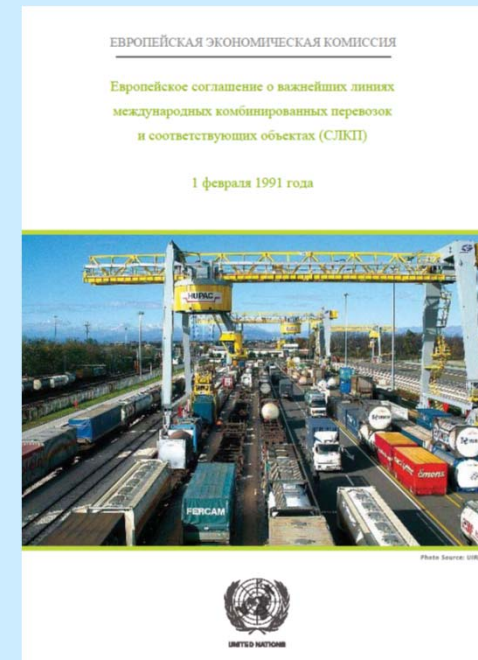
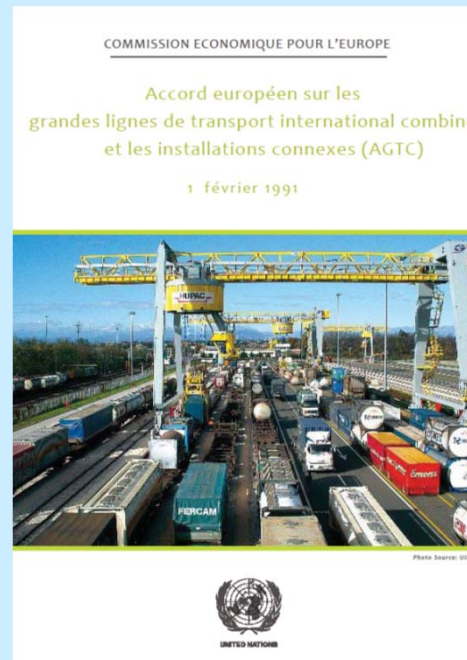
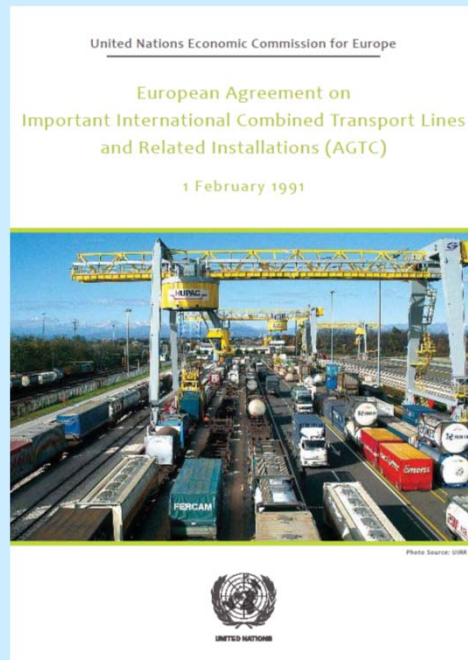


Working Party on Intermodal Transport and Logistics 56. session (21-22 October 2013)

7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(a) Status of AGTC Agreement and adopted amendment proposals

Updated text of AGTC Agreement: **ECE/TRANS/88/Rev.6 (E,F,R)**





Working Party on Intermodal Transport and Logistics
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7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

- **32 Contracting Parties**

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, Ukraine

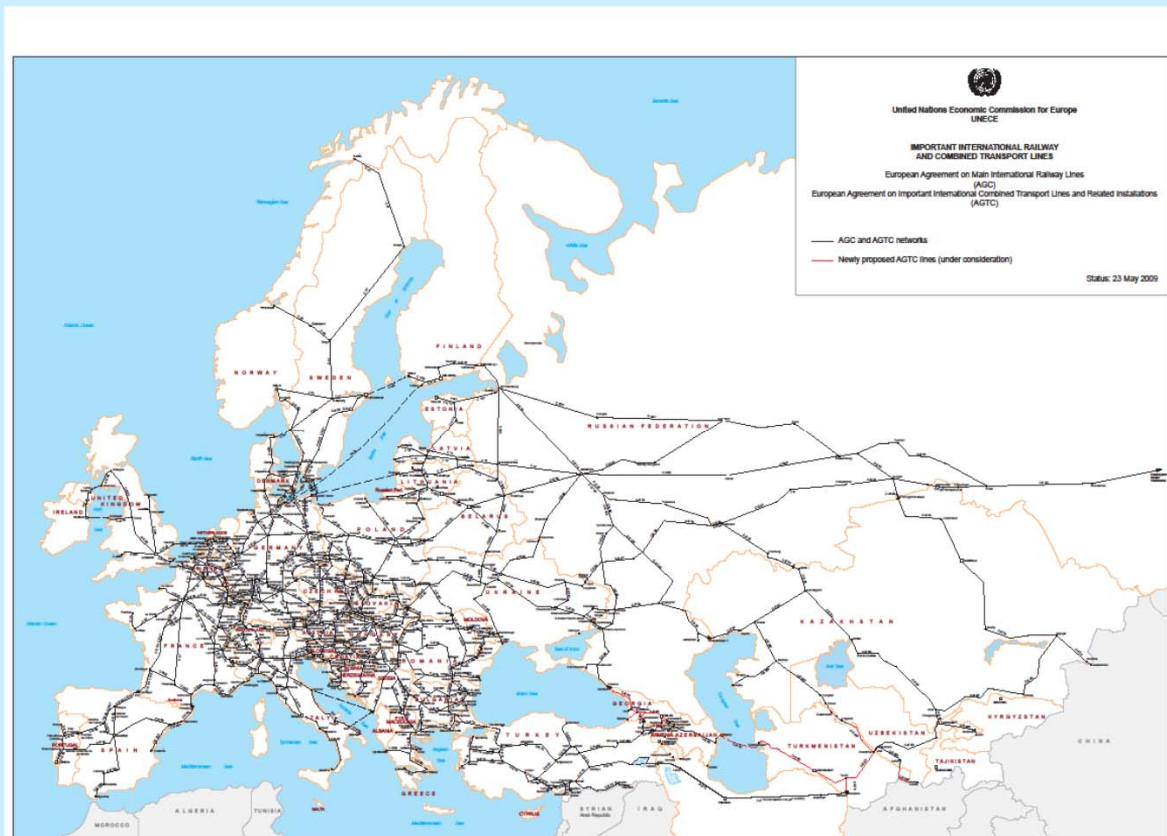


Working Party on Intermodal Transport and Logistics 56. session (21-22 October 2013)

7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

- AGC and AGTC Map of networks

www.unece.org/fileadmin/DAM/transport/wp24/documents/AGTCmap.pdf





Working Party on Intermodal Transport and Logistics 56. session (21-22 October 2013)

7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

- Inventory of standards

Railway Line: **C-E 25**

Country	Section of Line	Loading gauge	Nominal minimum speed	Minimum platform length in principal stations	Capacity bottlenecks - Railway line
Belgium	Bruxelles - Arlon - Sterpenich (- Kleinbetting-en)	2	130	300	4
Luxembourg	(Sterpenich) - Kleinbettingen -Luxembourg - Bettembourg (- Thionville)	2	100	-	3
France	Bettembourg - Mulhouse	2	120	-	3
France	Mulhouse - Basel	2	120	-	3
France	Mulhouse - Besançon	1	120	-	3
France	Besançon - Dole	2	120	-	3
France	Dole - Dijon	1	120	-	3
Switzerland	(Mulhouse -) Basel -Olten - Bern - Brig (- Domodossola)	3	80	400	2
Italy	(Brig -) Domodossola - Arona	1	100	-	-
Italy	Arona - Novara	1	100	-	-
Italy	Novara - Milano	2	100	-	-
Italy	Milano - Genova	2	100	-	-

Map of AGC and AGTC networks
Carte des réseaux AGC et AGTC

The inventory provides information on the performance of the pan-European rail (AGC) and combined transport (AGTC) networks and shows the degree of compliance with the infrastructure standards stipulated in the AGC and AGTC Agreements.

L'inventaire fournit des informations sur l'exploitation des réseaux ferroviaires et de transport combiné pan-européens contenus dans les accords AGC et AGTC et montre le degré de conformité avec les normes d'infrastructure définies dans les accords AGC et AGTC.

Use the form below to build a report on existing infrastructure standards for a chosen railway or combined transport line. Any number of available parameters can be included in the report. Utiliser le formulaire ci-dessous pour établir un rapport sur les normes d'infrastructure pour une ligne de chemin de fer ou de transport combiné donné. Le nombre de paramètres disponibles pouvant être introduits dans le rapport n'est pas limité.

1. Choose a railway or combined transport line (refer to the above map)

C-E 25

2. Choose the parameters you want to include in the report

Number of tracks
Loading gauge
Minimum distance between track centres
Nominal minimum speed
Authorized mass per axle - Locomotives
Authorized mass per axle - Rail cars and rail motor sets
Authorized mass per axle - Carriages
Authorized mass per axle - Wagons
Authorized mass per linear metre

Tip: Use Shift-click or Ctrl-click to select multiple parameters

3. Click on the button below to generate the report

Generate Report

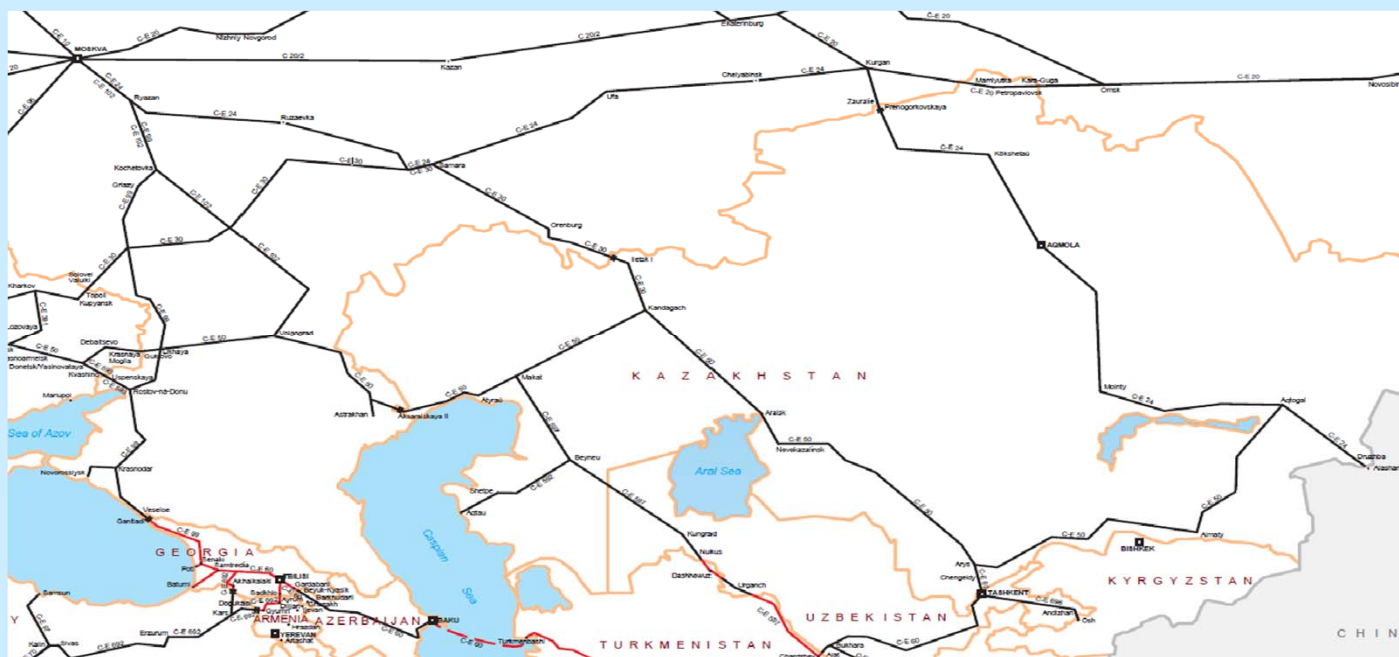


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7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(b) Amendment proposals (updating /extension of AGTC network)

- Kazakhstan (ECE/TRANS/WP.24/2011/4) - adopted by WP.24 in 2011





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7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(b) Amendment proposals (updating /extension of AGTC network)

- Armenia, Georgia, Turkmenistan – pending (ECE/TRANS/WP.24/2009/1)





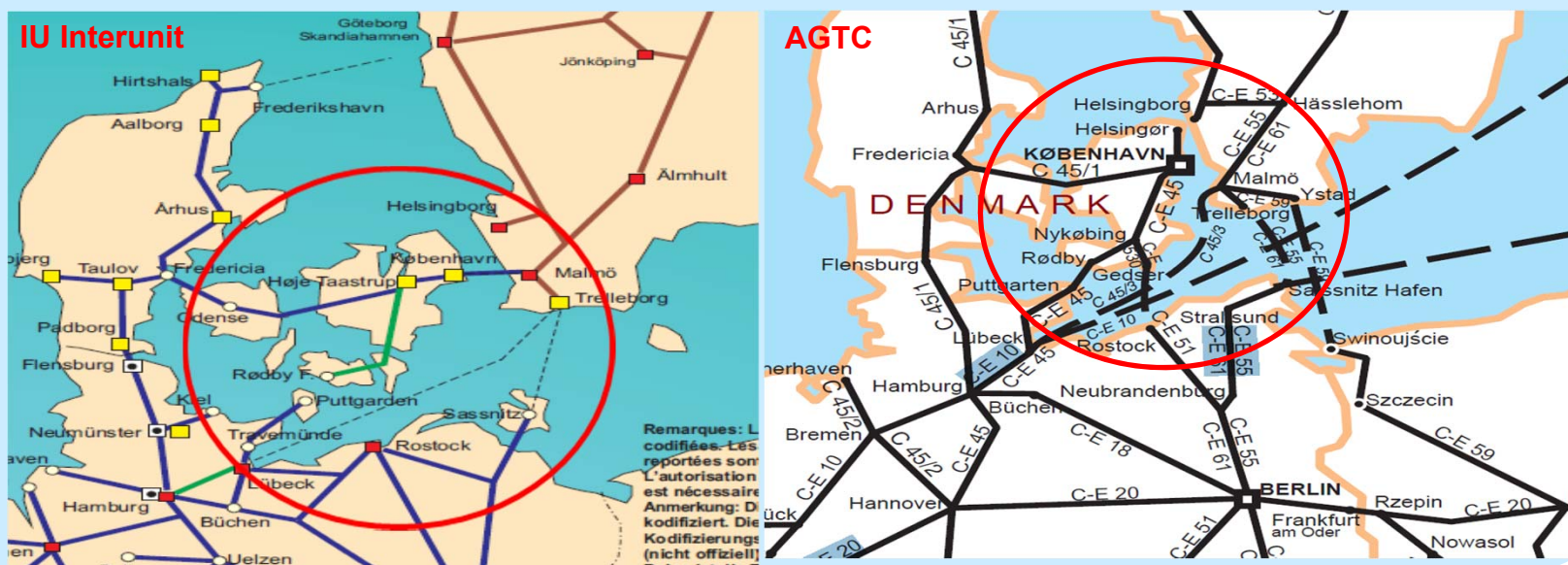
Working Party on Intermodal Transport and Logistics 56. session (21-22 October 2013)

7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(b) Amendment proposals (updating /extension of AGTC network)

- Denmark, Germany, Sweden - pending (ECE/TRANS/WP.24/2009/4)

Comments and proposals from Denmark and Germany





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7. European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

(c) Amendment proposals

(minimum infrastructure and performance standards)

Documentation:

- **Survey on relevance of AGC and AGTC technical parameters**
ECE/TRANS/WP.24/2009/2
- **Review of technical characteristics of AGC and AGTC rail networks**
ECE/TRANS/WP.24/2010/2
- **Review of operational targets in AGTC Agreement**
ECE/TRANS/WP.24/2010/3
- **Comments of DG MOVE and further work**
ECE/TRANS/WP.24/2012/5



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(c) Amendment proposals

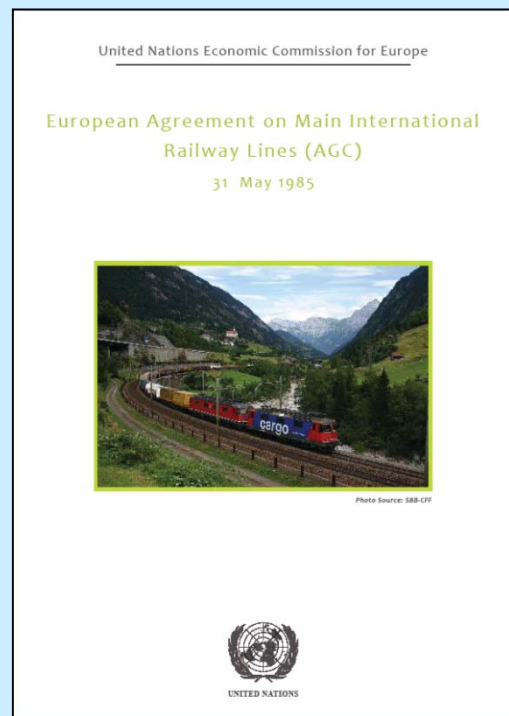
Review of technical characteristics of AGC + AGTC rail networks

- Objective: To align AGC+AGTC infrastructure standards with modern rail technologies and technical requirements
- Comparisons has been made for 30 technical parameters:
 - AGC (Annex II) - TER
 - AGTC (Annex III)- EIM (technical strategy)
 - TSI (EU) - FERRMED (standards)
 - TAR (ESCAP) - County proposals ([TRANS/WP.24/2005/5](#))
- Compiled by secretariat in [ECE/TRANS/WP.24/2010/2](#)



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AGC Infrastructure Parameters (Annex II)



Done 31 May 1985

Table 1

INFRASTRUCTURE PARAMETERS FOR MAIN INTERNATIONAL RAILWAY LINES

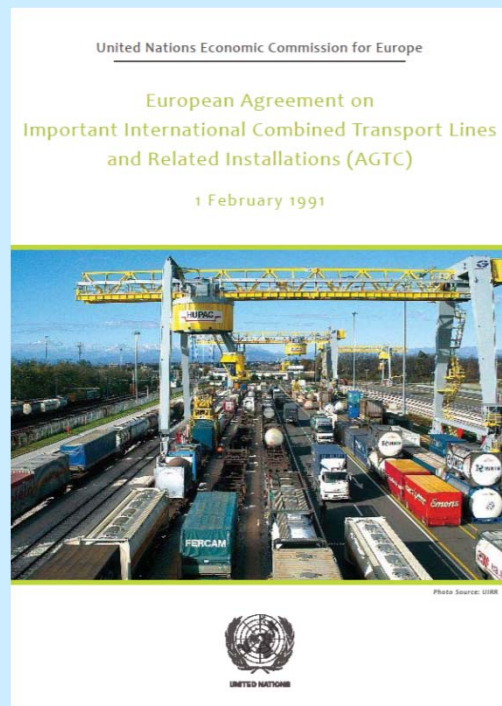
	A Existing lines which meet the infrastructure requirements and lines to be improved or reconstructed	B New lines	
		B1 For passenger traffic only	B2 For passenger and goods traffic
1. Number of tracks	-	2	2
2. Vehicle loading gauge	UIC* B	UIC C1	UIC C1
3. Minimum distance between track centres	4.0 m	4.2 m	4.2 m
4. Nominal minimum speed	160 km/h	300 km/h	250 km/h
5. Authorized mass per axle:			
Locomotives (≤200 km/h)	22.5 t	-	22.5 t
Rail cars and rail motor sets (≤300 km/h)	17 t	17 t	17 t
Carriages	16 t	-	16 t
Wagons ≤ 100 km/h	20 t	-	22.5 t
120 km/h	20 t	-	20 t
140 km/h	18 t	-	18 t
6. Authorized mass per linear metre	8 t	-	8 t
7. Test train (bridge design)	UIC 71	-	UIC 71
8. Maximum gradient	-	35 mm/m	12.5 mm/m
9. Minimum platform length in principal stations	400 m	400 m	400 m
10. Minimum useful siding length	750 m	-	750 m
11. Level crossings	None	None	None

* UIC: International Union of Railways.



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AGTC Infrastructure Parameters (Annex III)



Done 1 February 1991

INFRASTRUCTURE PARAMETERS FOR THE NETWORK OF IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES

	A		B
	Existing lines which meet the infrastructure requirements and lines to be improved or reconstructed		New lines
	at present	target values	
1. Number of tracks	(not specified)	(not specified)	2
2. Vehicle loading gauge		UIC B ^{2/}	UIC C ^{2/}
3. Minimum distance between track centres ^{1/}		4.0 m	4.2 m
4. Nominal minimum speed	100 km/h ^{3/}	120 km/h ^{3/}	120 km/h ^{3/}
5. Authorized mass per axle:			
Wagons ≤ 100 km/h	20 t	22,5 t	22,5 t
≤ 120 km/h	20 t	20 t	20 t
6. Maximum gradient ^{1/}	(not specified)	(not specified)	12.5 mm/m
7. Minimum useful siding length	600 m	750 m	750 m

^{1/} Not of immediate relevance for combined transport, but recommended for efficient international combined transport.

^{2/} UIC: International Union of Railways.

^{3/} Minimum standards for combined transport trains (see annex IV).



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AGC and AGTC minimum infrastructure parameters

(ECE/TRANS/WP.24/2012/5, Annex)

	EC (DG MOVE) comments
1. Number of tracks	...
2. Loading gauge	to be aligned with TSI
3. Distance between track centers	to be aligned with TSI
4. Minimum speed (nominal)	to be aligned with TSI
5. Mass per axle (loco. Carriages, wagons)	ok
6. Mass per linear meter	...
7. Test train	ok
8. Gradient	ok
9. Platform length (in principal stations)	ok
10. Useful siding length (750 m)	to be aligned with TSI
11. Level crossings	...



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Possible additional parameters (mainly based on TSI of EU)

12. Nominal track gauge (1435 mm, 1520 mm, etc.)
13. Minimum radius of curvature
14. Cant (rate of change, cant deficiency)
15. Equivalent conicity
16. Rail inclination
17. Railhead profile
18. Switches and crossings
19. Track stiffness
20. Track resistance to applied loads
21. Structures resistance to applied loads
22. Track geometrical quality and limits on isolated defects
23. Electrical characteristics
24. Platforms (various values)
25. Stabling tracks
26. Fixed installations (toilet discharge, water restocking, etc.)
27. Ballast pick-up
28. Power source
29. Train control
30. Design frequency of trains (by type)



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

Proposed WP.24 actions (ECE/TRANS/WP.24/2012/5, paras. 7-15)

- Review of **present** AGC+AGTC infrastructure parameters/standards
- **Additional** parameters to be added ? Which ?
 - both for AGC and AGTC ?
 - Passenger and/or-freight ?
- **Technical interoperability within AGC and AGTC**
 - AGC and AGTC: Coordinated plan for development and construction of railway lines of major international importance at pan-European level
- **Group of volunteers to prepare amendment proposals ?**

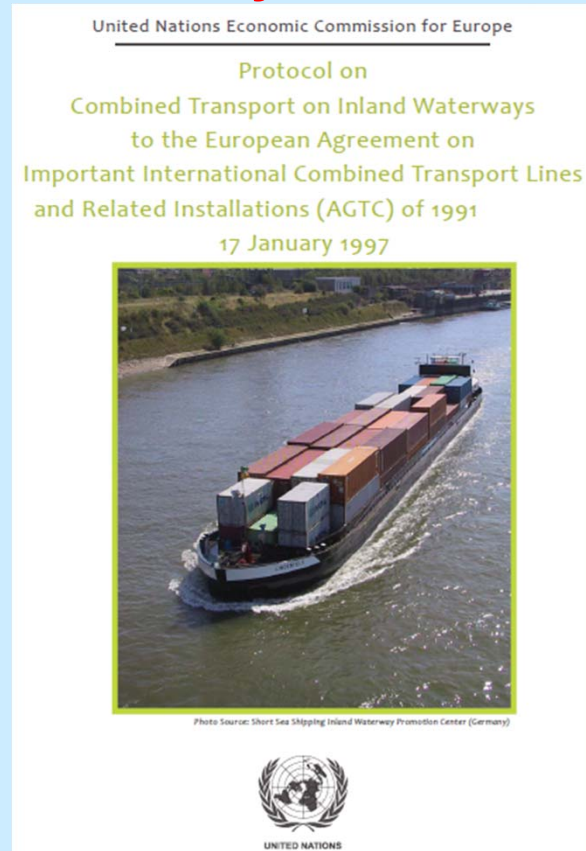


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8. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement

(a) Status of the Protocol

- Text of AGTC Agreement:
ECE/TRANS/122 and Corrs. 1 and 2 (E,F,R)
- 9 Contracting Parties:
Bulgaria, Czech Republic, Denmark, Hungary,
Luxembourg, Netherlands, Romania, Serbia,
Switzerland
- Signature:
Austria, France, Germany, Greece, Italy, Portugal, Slovakia





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

(b) Amendment proposals **ECE/TRANS/WP.24/2010/6 (E)**
ECE/TRANS/WP.24/2008/9 (E,F,R)

- **Accepted: Austria (WP.24 on 5.10.2010 (ECE/TRANS/127, para. 50)**
- **Pending: Bulgaria, Croatia, France, Hungary, Romania**
- **Pending: UNECE secretariat**
 - **geo-political changes (Yugoslavia)**
 - **modification of name of Working Party**
- **Pending: - alignment with AGN Agreement**
ECE/TRANS/WP.24/2012/4 8 Lay-out of IWT and ports
 - **new AGN network adopted by SC.3 on 12 October 2012**



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

(b) Amendment proposals

Alignment of AGN and Protocol to AGTC

- **Inland waterways**
 - **AGN** by inland waterway
 - **Protocol** by country
- **IWT ports and terminals in ports**
 - **AGN** P ports
 - **Protocol** C-P and C terminals

Approach towards harmonization

Blue Book database: Inventory of AGN inland water network



Working Party on Intermodal Transport and Logistics 56 session (21-22 October 2013)

8. Protocol on Combined Transport on Inland Waterways to the AGTC Agreement (b) Amendment proposals

Informal document WP.24 No. 5 (2013) Blue Book database (on-line)
http://www.unece.org/trans/main/sc3/bluebook_database.html





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9. Revision of the IMO/ILO/UNECE Guidelines for packing of cargo in intermodal transport units (cargo transport units)

Documentation: [ECE/TRANS/WP.24/2013/2](#)

Informal documents WP.24 No. 4 and 6

Final draft of the Code of Practice:

www.unece.org/fileadmin/DAM/trans/doc/2013/wp24/DSC-18-8-Draft-CTU-Code.pdf

- 1996: Developed and adopted by IMO, ILO and UNECE (WP.24)
- 2010: WP.24 decided to contribute to review and update guidelines in cooperation with ILO and IMO
- 2011-2013: Group of Experts (Palais des Nations, Geneva)





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10. **Activities of UNECE Inland Transport Committee**

Working Party on Transport Trends and Economics (WP.5)

- Climate change impact and adaptation
- Euro-Asian transport links (EATL) project

www.unece.org/trans/main/wp5/wp5.html



Working Party on Rail Transport (SC.2)

- Work towards unified railway law (Joint Declaration)

www.unece.org/trans/main/sc2/sc2.html



Working Party on Inland Water Transport (SC.3)

- Amendments of the AGN inland water network
- Harmonization of professional requirements in IWT

www.unece.org/trans/main/sc3/sc3.html





Working Party on Intermodal Transport and Logistics
56. session (21-22 October 2013)

11. Election of officers for sessions in 2014-2015

Election of a Chair

Possibly, election of a Vice-Chair



Working Party on Intermodal Transport and Logistics
56. session (21-22 October 2013)

12. Draft programme of work, biennial evaluation and work plan

(a) Draft programme of work and biennial evaluation

- Draft programme of work (2014-2015)
- Biennial evaluation (2012-2013)
 - Indicators of achievement (targets 2014-2015)
 - Actual performance measures (2012-2013)

Documentation: [ECE/TRANS/WP.24/2013/5](#)

(b) Draft work plan for 2014-2018

Documentation: [ECE/TRANS/WP.24/2013/6](#)

Terms of Reference (ToR) of the Working Party:

[ECE/TRANS/WP.24/2011/9](#)

www.unece.org/trans/wp24/tor_en.html



Working Party on Intermodal Transport and Logistics
56. session (21-22 October 2013)

13. Date and venue of next session

Scheduled for 10-11 November 2014

Working Party on Inland Water Transport (SC.3): 12-14 November 2014

14. Summary of decisions

Draft report available for participants: early November 2013 (English)

Further information:

www.unece.org/trans/wp24



United Nations Economic Commission for Europe (UNECE)



Palais des Nations, Geneva (Switzerland)