



# United Nations Economic Commission for Europe (UNECE)



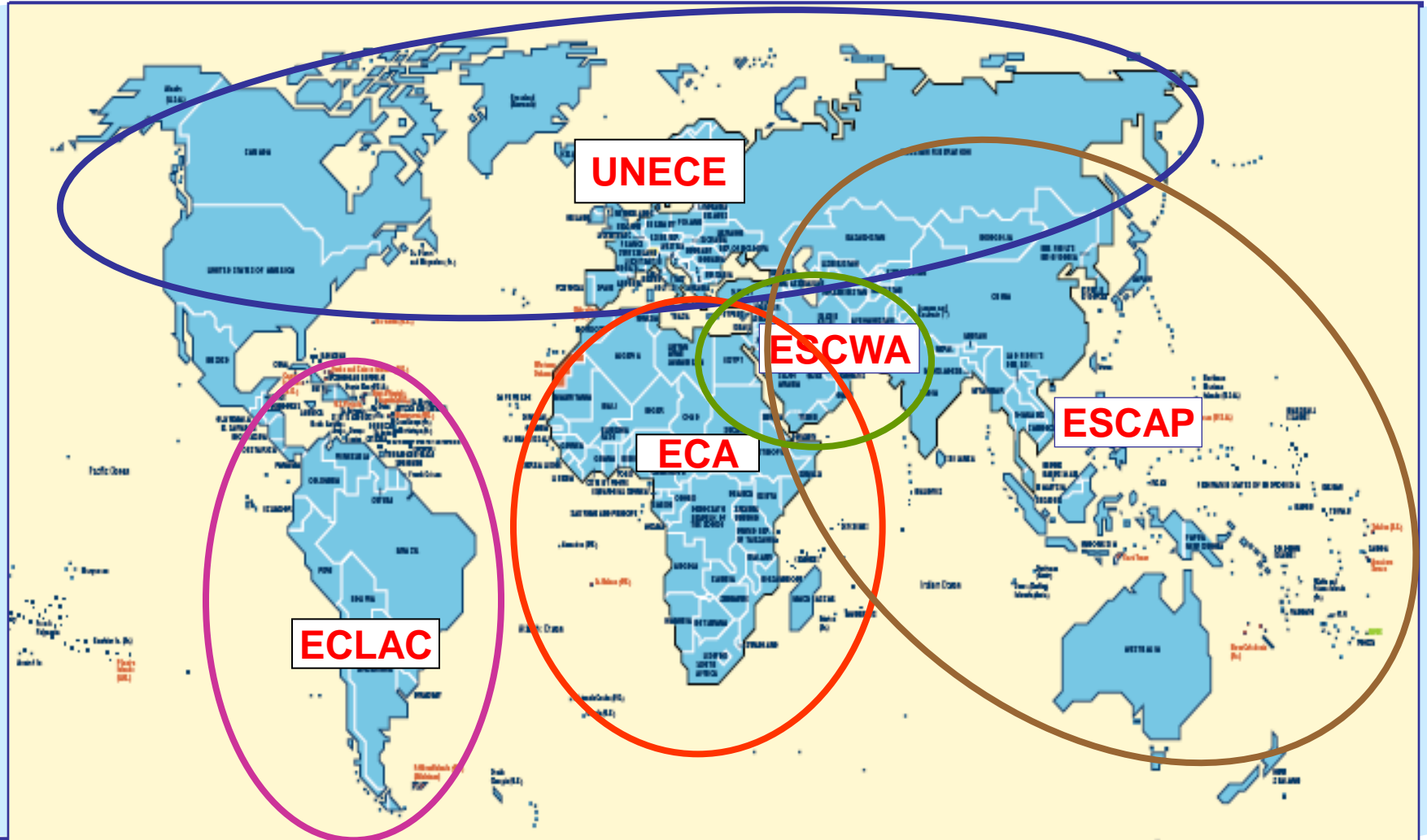
## Government action at the international level (WP.24)

Nathan Menton  
Sustainable Transport Section

Workshop on the  
Role of freight forwarders and logistics  
in intermodal transport chains  
Brussels, 12-13 June 2014



# United Nations 5 Regional Commissions of the UN System





## UNECE Transport Division

### UNECE mission in transport

- Bridge between EU and «other» Europe, Central Asia + Caucasus
- Link-up with other UN regions
- Global and pan-European framework conditions and standards
- Platform for exchange of policies, best practices, peer reviews
- Capacity building for «transition» countries (Eastern Europe, Caucasus, Central Asia)

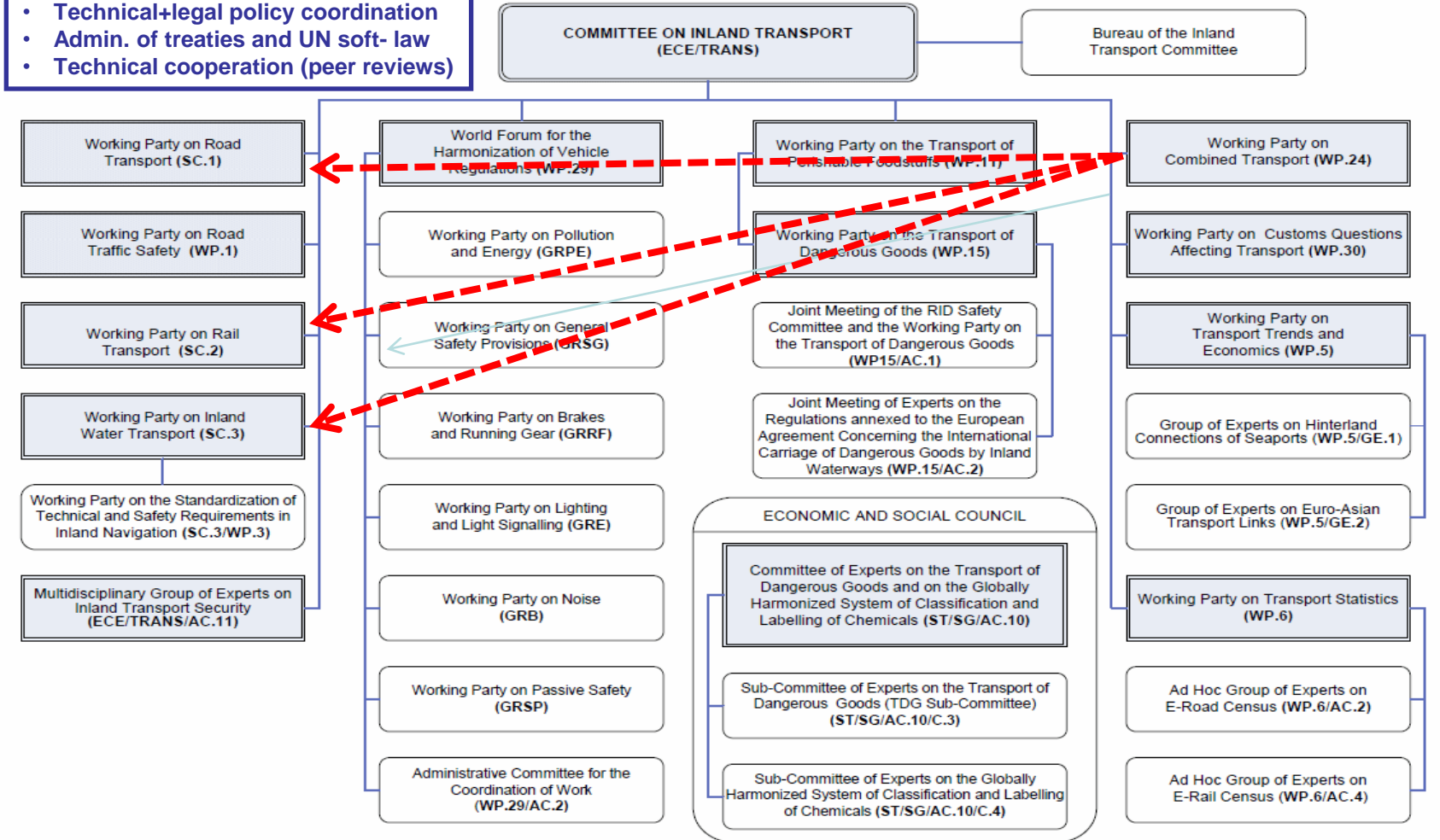
### Work procedures

- Multilateral treaties (50+ treaties, Conventions, Agreements)
- Soft law (Resolutions, Recommendations, Guidelines)
- Inter-governmental bodies open to industry and civil society
- Projects, seminars, workshops



# UNECE Transport Division

- Functions**
- Exchange of best practice
  - Technical+legal policy coordination
  - Admin. of treaties and UN soft- law
  - Technical cooperation (peer reviews)





UNECE

Working Party on Intermodal Transport and Logistics

## IMO/ILO/UNECE Code of Practice for Packing of Containers - CTU Code -

- Not mandatory – but may become part of cargo insurance contracts
- Prepared in 2011-2013 by Governments with industry and insurance experts
- Adopted by UNECE in February 2014 and IMO in May 2014
- Adoption by ILO before end of 2014



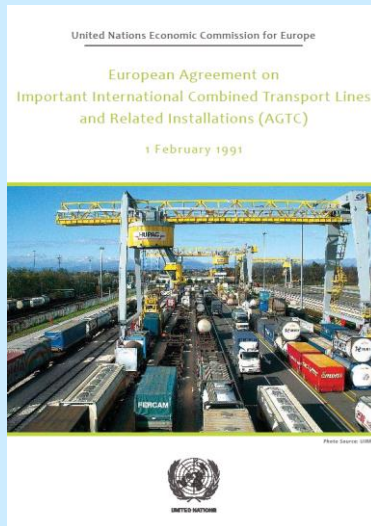
[www.unece.org/trans/wp24/guidelinespackingctus/intro.html](http://www.unece.org/trans/wp24/guidelinespackingctus/intro.html)



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

- Network infrastructure standards
- Performance parameters and benchmarks for trains and terminals

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



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 <sup>2/</sup>	UIC C <sup>2/</sup>
3. Minimum distance between track centres <sup>1/</sup>		4.0 m	4.2 m
4. Nominal minimum speed	100 km/h <sup>3/</sup>	120 km/h <sup>3/</sup>	120 km/h <sup>3/</sup>
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 <sup>1/</sup>	(not specified)	(not specified)	12.5 mm/m
7. Minimum useful siding length	600 m	750 m	750 m

<sup>1/</sup> Not of immediate relevance for combined transport, but recommended for efficient international combined transport.  
<sup>2/</sup> UIC: International Union of Railways.  
<sup>3/</sup> Minimum standards for combined transport trains (see annex IV).



# UNECE Intermodal activity

## AGTC intermodal network (road-rail)





# UNECE

## Working Party on Intermodal Transport and Logistics

### AGTC intermodal network (road-rail)

### On-line monitoring of infrastructure and performance benchmarks

← → ↻ apps.unece.org/wp24/report\_manual.aspx

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**Transport Division - AGC/AGTC Inventory of Standards**

European Agreement on Main International Railway Lines (AGC)  
 European Agreement on Important International Railway Combined Transport Lines and Related Installations (AGTC)

**Inventory of existing standards and parameters of the AGC and AGTC Agreements**

The chart below presents existing standards and parameters for your chosen railway or combined transport line. Details of the AGC/AGTC targets for each parameter can be accessed by clicking on the parameter name in the column header. A bar chart can be created for any parameter that has the chartable icon () active - simply click on the icon to generate the bar chart.

Railway Line: **C-E 23**

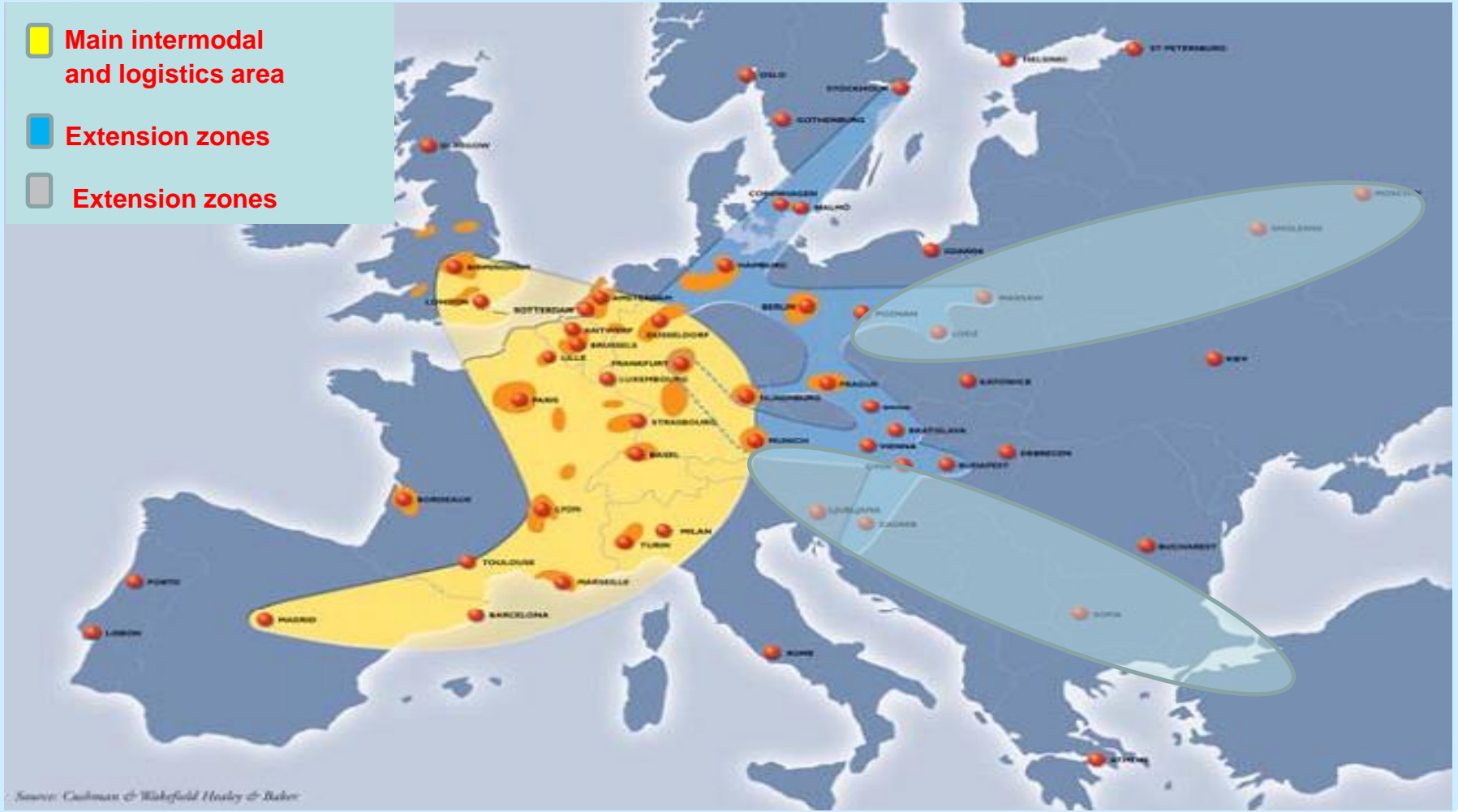
Country	Section of Line	Maximum authorized length of train 	Maximum authorized weight of train 
France	Dunkerque - Longuyon	750	1200
France	Longuyon - Thionville(actually used:Lon.-Pagny/Mos.)	750	1200
France	Thionville - Dijon	750	1200
France	Dijon (- Vallorbe)	750	1200
Switzerland	(Dijon -) Vallorbe - Lausanne - Brig	750	1680





# UNECE Intermodal activity

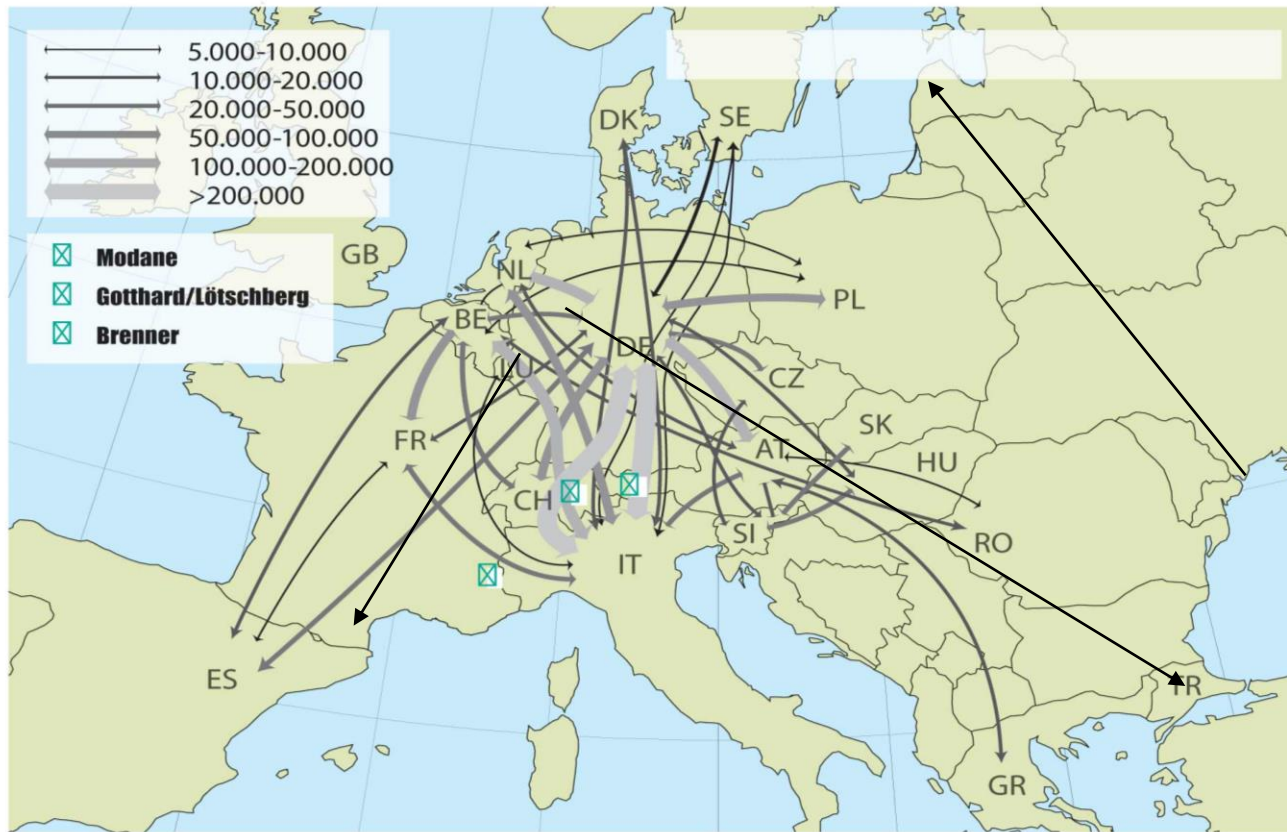
- Main intermodal and logistics area
- Extension zones
- Extension zones





# UNECE Intermodal activity

## Road-Rail intermodal transport corridors in Europe

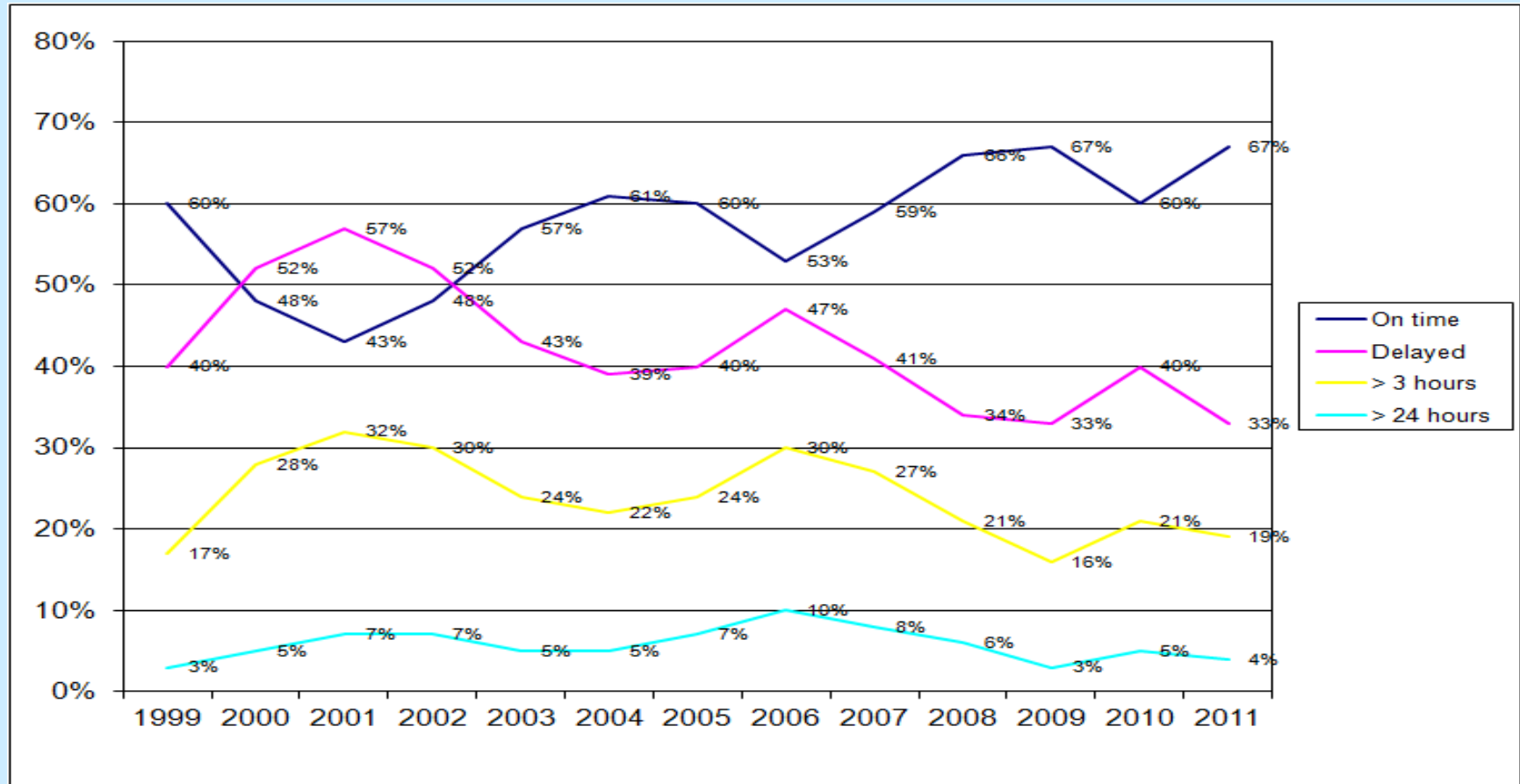


- 100+ corridors
- mainly North-South
- 2/3 transalpine traffic
  - Brenner (Austria)
  - Gotthard-Lötschberg (Switzerland)
  - Modane (France-Italy)



# UNECE Intermodal activity

## Punctuality of intermodal transport trains



Since 2004: Without Brenner/Austria

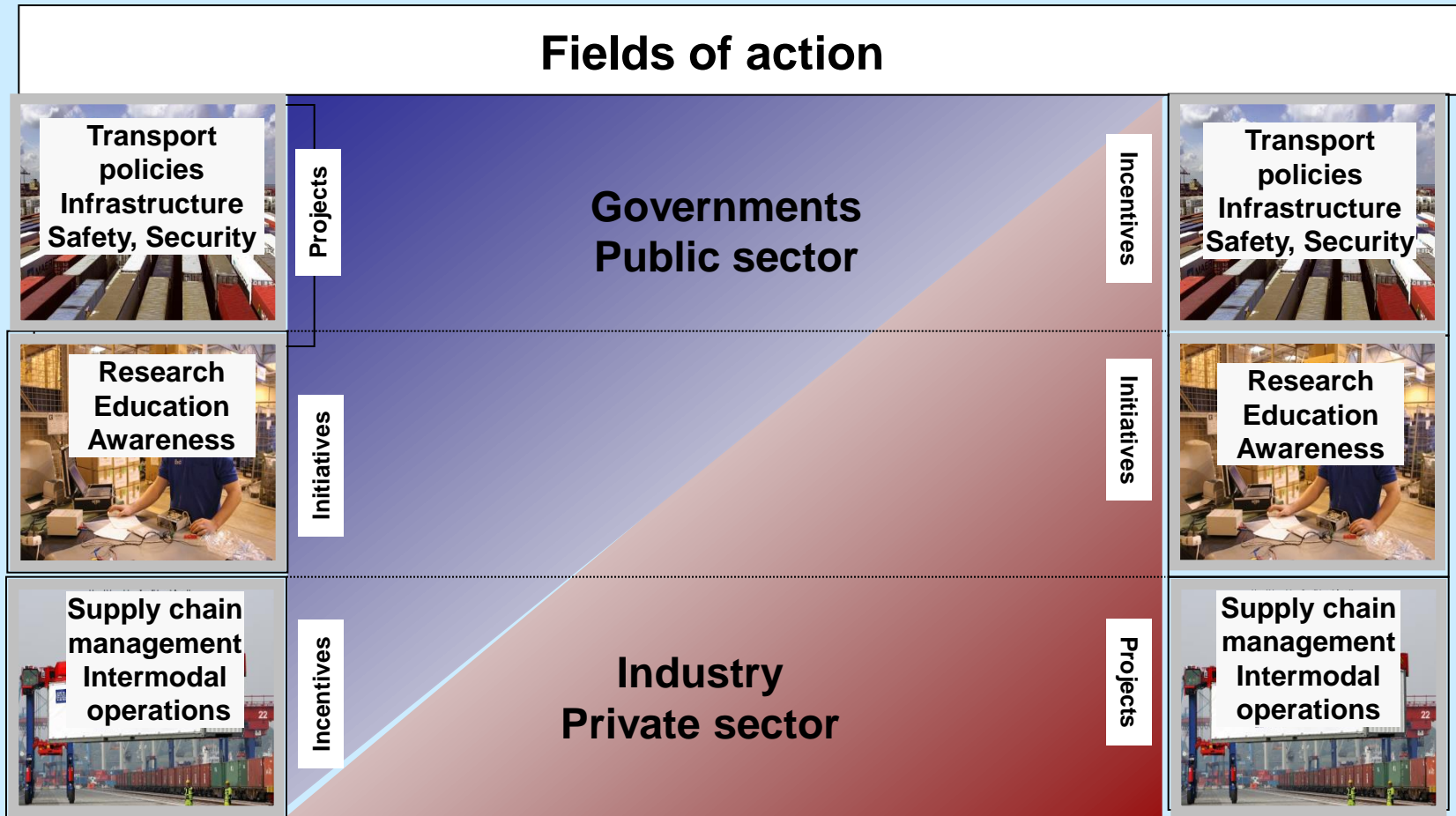
Since 2009: Without Brenner/Austria, F-I,  
Eastern countries



## **Intermodal statistics work**

### **Task Force (TF) on InterModal Transport Statistics (IMTS)**

- **Mandated by Coordination Group for Statistics Transport (CGST) for study end 2009, extended through 2015**
- **Eurostat, Eurostat member states, private sector experts, UNECE**
- **Concluded no new statistical surveys to be developed for intermodal transport**
  - **Use methods to combine existing data – pilot exercise launched in 2014**
  - **List of intermodal terminals created (updated in 2013)**
    - **useful to detect terminal density and identify the main intermodal transport corridors**
  - **Harmonisation issues**
  - **Problems defining «logistics» in a quantitative sense – development of indicators continues**



Source: Adapted from German Freight Transport and Logistics Masterplan



## UNECE Possible WP.24 action

### **(1) Monitoring and analysis of national measures**

- Influence the design and management of freight transport to enhancing the use of intermodal transport
- Preparation of a tool-box of policy measures and mechanisms
- Relevant ECMT resolutions on combined transport should be taken into account.

### **(2) 2005 “Model” Action Plans and Partnership Agreements,**

- Review and possibly amend
- Include performance parameters for the development of intermodal transport, with logistical requirements, benchmarks and responsibility parameters.

### **(3) Civil liability regimes and provisions for intermodal land transport**

- Analysis of the Rotterdam Rules
- Review in pan-European context.



**UNECE**  
**Possible WP.24 action**

## **(1) Review of the existing infrastructure and performance standards in AGTC Agreement**

- Including its Protocol on inland water transport
- Goal: raise interoperability standards and establish benchmarks for an efficient design and management of freight transport and international intermodal transport services.
- Must take into account difficulties and costs in modifying such standards

## **(2) Review of AGTC minimum standards for terminals**

- Goal: optimize transshipment and logistical procedures
- Include mechanisms for the optimum location, construction and operation of terminals, freight villages and distribution centers, border-crossing, gauge interchange stations, ferry links/ ports.

## **(3) Inclusion of logistical requirements into the AGTC (also possibly AGR and AGC)**

- Goal: increase capacity and efficiency of port hinterland transport services.



**UNECE**  
**Possible WP.24 action**

**(1) New concepts, design, weights and dimensions of intermodal loading (transport) units**

- Exchange of best practices on taking account of existing weight and dimensional limits enshrined in national, international and sub-regional (European Union) regulations.

**(2) Exchange of best practices in the preparation and implementation of national logistics action or master plans.**





## Questions / Discussion



**Palais des Nations, Geneva (Switzerland)**