

# **Activities of the UNECE Working Party on Intermodal Transport and Logistics**

## **7th Transport Facilitation Technical Committee meeting Smart and Sustainable Mobility, Multimodality & logistics**

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# Activities

- European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement)
- ECE Handbook for national master plans for freight transport and logistics
- IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

# AGTC Agreement

CPs in Western Balkans: Albania, Croatia, Montenegro and Serbia

Role of the Agreement:

- Establish and maintain the AGTC network spanning the territory of the UNECE region (from the Atlantic to the Pacific Ocean and transalpine) (infrastructure parameters)
- Improve operationalization on the AGTC network => operational targets (performance parameters)



# AGTC Agreement - How to do better?



What is the real passage?

Which lines are in operation/which in development?

Which lines meet the technical characteristics?

On which lines the performance parameters are met?

*Implementation of the AGTC Agreement through implementation of TEN-T railway lines – WP.24 area of interests*

# ECE Handbook for national master plans for freight transport and logistics

- AIM
  - Showcase importance of freight sector in national economies
  - Assist the sector development

## **Economic Commission for Europe Handbook for national master plans for freight transport and logistics**

**Submitted by the secretariat**

### **Executive summary**

This Handbook for national master plans for freight transport and logistics has been elaborated with the aim to showcase the importance of the freight sector for the national economic development, and more importantly to assist national authorities in charge of freight transport and logistics with potential actions in accompanying the sector development to follow a sustainable path in support of national economic development.

In Chapter 1, the Handbook presents the interconnection between the strength of the freight and logistics sector with the strength of the national economies.

In Chapter 2, the Handbook showcases the role of the national authorities in the sector. More specifically, it discusses the stable conditions and enabling environment that national competent authorities can establish for the sector to prosper. It also discusses the provision of necessary infrastructure to support the development of the sector and the high-level objectives of environmentally and socially-sound sector development that the competent authorities should strive for. It further speaks about the role of the authorities in ensuring international connectivity through cooperation and coordination of actions with authorities of countries sharing the same international transport corridors.

The Chapter 3 of the Handbook presents focus areas of national master plans of various countries from the region of the Economic Commission for Europe (ECE).

The Handbook lists then in Chapter 4 the sets of actions for countries to take in developing the freight transport and logistics sector. The sets are distinguished depending on the sector development reached in countries.

In Chapter 5, the Handbook refers policy measures implemented with success in various countries. They serve as examples of good practices available for implementation of the different actions presented in Chapter 4.

# Content

Chapter 1: The importance of the logistics sector for the national economies

Chapter 2: The role of the governments in freight transport and logistics

Chapter 3: Good practices from ECE member countries

Chapter 4: Guidelines for the development of national master plans for freight transport and logistics

Chapter 5: Policy measures in support of the implementation of the national master plans

Chapter 6: Conclusions and Recommendations



# Core Chapters

Chapter 2 – The role of the governments in freight transport and logistics

Stable conditions and enabling environment (*Administrative procedures, Education & vocational training, Working conditions*)

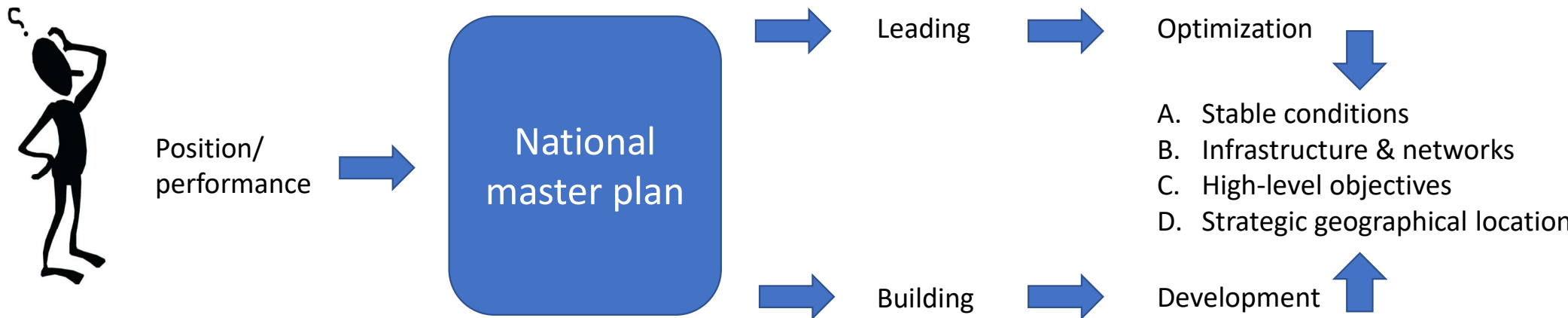
Availability of Infrastructure (*road, rail, waterways, intermodal terminals, digital infrastructure*)

High-level objectives (*Environmentally friendly and energy efficient transport, Innovation, research and development, Protection of health, Equality and decent jobs*)

Strategic geographic location

# Core Chapters

Chapters 3 & 4 – Good practice / Guidelines for the development of national master plan





# Core Chapters

## Chapter 4 – Guidelines for the development of national master plan

⇒ What to focus on / which actions to choose

Optimization



- A. Stable conditions
- B. Infrastructure & networks
- C. High-level objectives
- D. Strategic geographical location

Development



Leaders:

- A. 7 actions
- B. 10 actions
- C. 15 actions**
- D. 2 actions

National  
master  
plan

Builders:

- A. 10 actions**
- B. 4 actions
- C. 7 actions
- D. 1 action

### C. High-level objectives:

Support to application of ITS in transport operations / Optimization to transport operations by better utilization of ITS and telematics and through operational research by the industry

#### Example of measures:

- Financial support programmes dedicated to SMEs on ITS can help increase the uptake and application of ITS solutions by SMEs.
- Financial support and training programmes to SMEs on operational research can help increase uptake and application of problem-solving techniques and methods such as advanced analytical techniques and methods.
- Digitalization support programmes for SMEs can help the latter to select appropriate software tools for optimization of their business processes. These programmes can also help the SME's workforce to receive required technical training for the use of the tools.

### B. Infrastructure and networks:

Accession and implementation of the United Nations transport infrastructure agreements such as AGR, AGC, AGTC, AGN or the Protocol to on Combined Transport on Inland Waterways to AGTC in order to develop and maintain the essential infrastructure / Removal of missing links;

#### Example of measures:

- Creation of a dedicated national fund – e.g. Swiss Rail Infrastructure Fund (RIF) – can help better manage renewal, modernisation and further expansion of infrastructure networks. Such funds should possibly be multi-year ones and supported by performance agreements and targets.

### A. Stable conditions:

Accession to and implementation of United Nations transport conventions and trade facilitation conventions / Sustained implementation of United Nations transport conventions and trade facilitation conventions

#### Example of measures:

- Adequate transposition of the conventions' provisions into national legislation is the necessary step towards the implementation of the conventions.
- Establishment of heavy goods vehicle centres along main corridors can help prevent fraud by road hauliers in terms of vehicle safety, loading, driver rest time periods. Thanks to such control measures road safety for goods vehicles can be strengthened. Also, the level-playing field for road hauliers is supported.
- Vehicle checks and evaluation of results of the checks – hence strengthened enforcement – can lead to improvements of work conditions in road haulage sector.

# Core Chapters

## Chapter 5 – Policy measures in support of the national master plans' implementation

A. Stable conditions	=>	35+ examples of policy measures
B. Infrastructure & networks	=>	15 examples
C. High-level objectives	=>	20+ examples
D. Strategic geographical location	=>	4 examples

# Examples from the Handbook (*for Infrastructure*)

## Builders

- **Accede** to and implement United Nations transport infrastructure agreements such as AGR, AGC, AGTC, AGN or the Protocol on Combined Transport on Inland Waterways to AGTC in order to develop and maintain the essential infrastructure
- **Remove** missing links
- **Develop** infrastructure at major locations for intermodal shift
- **Increase application** of ITS for traffic management.

## Leaders

- **Sustain** high-level of implementation of United Nations transport infrastructure agreements and further develop them to meet the increasing demand for cargo handling
- **Monitor** traffic and **upgrade** infrastructure bottlenecks
- **Optimize** infrastructure networks by better utilization of ITS and telematics by the industry
- **Further develop** ITS for infrastructure optimization through supporting relevant research and development
- Support **research and development** for mainstreaming ITS solutions;
- **Better** address ITS challenges such as systems interoperability and data exchange, fraud and violation privacy and security;
- **Research** on segregating freight transport from passenger transport (dedicated road lanes and rail lines for freight transport);
- .....

# Examples from the Handbook (*for Infrastructure*)

## **Builders**

Accession and implementation of the United Nations transport infrastructure agreements

*Example of measures:*

*Creation of a dedicated national fund – e.g. Swiss Rail Infrastructure Fund (RIF) – can help better manage renewal, modernisation and further expansion of infrastructure networks. Such funds should possibly be multi-year ones and supported by performance agreements and targets.*

## **Leaders**

Research on segregation of freight transport from passenger transport

Example of measures:

*Traffic segregation on busy sections of lines can help reduce pathing conflicts between passenger and freight rail service. Experience show that relatively small-scale investment projects at the busiest sections should lead to gains of additional paths in a range of 10 to 20 per cent. Ex-ante simulations should be conducted to verify if the planned investments can bring the expected results.*

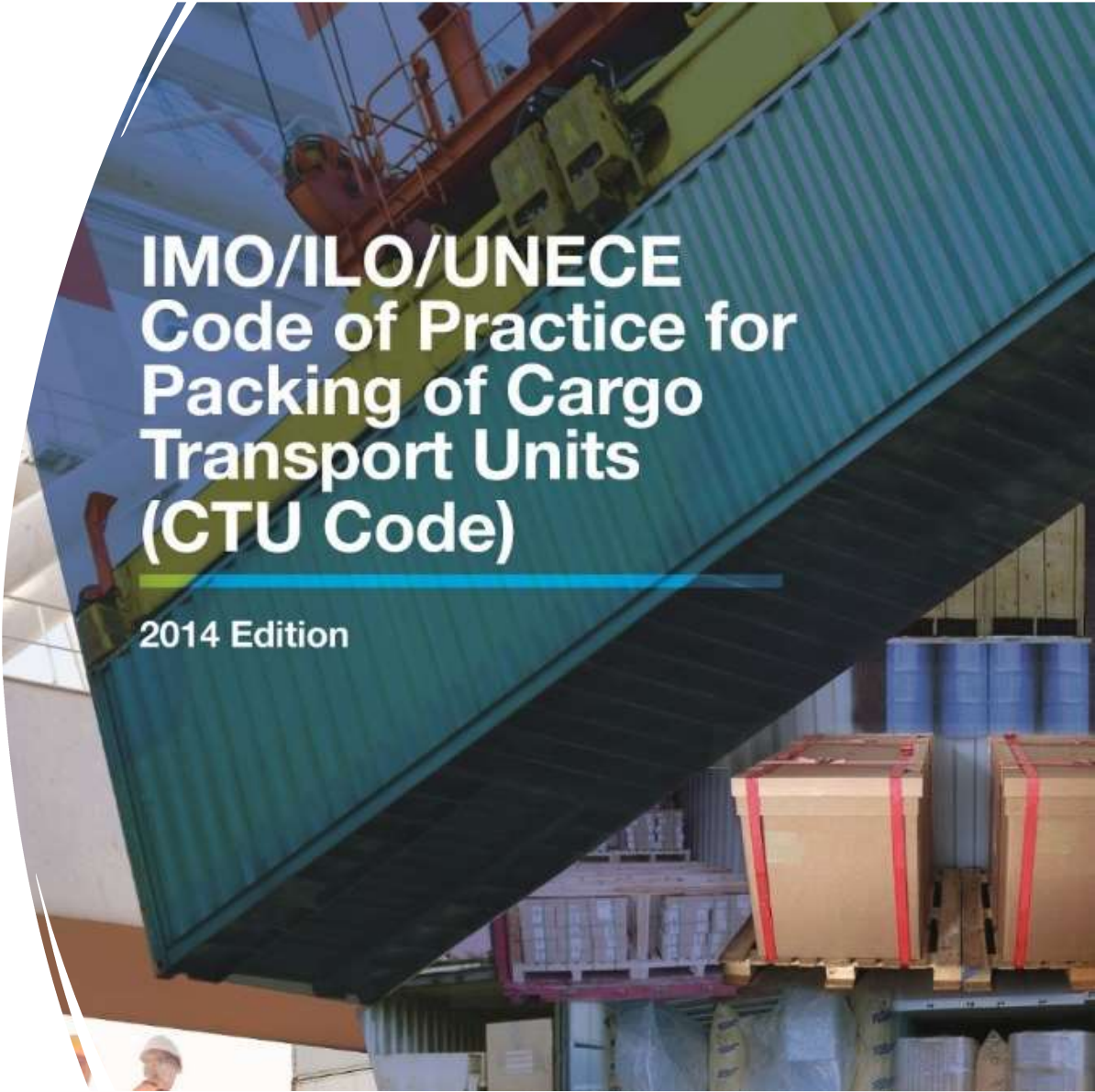
# CTU Code

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## AIM

- Prevent incidents resulting from inappropriately packed cargo

Updates / from paper form to electronic application



## IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

2014 Edition

# Thank you

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