

**UNECE**

# **Intermodal Transport in the Age of COVID-19 Practices, Initiatives and Responses**

## **Building pandemic-resilient transport systems**



**UNITED NATIONS**



UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

# **Intermodal Transport in the Age of COVID-19**

## **Practices, Initiatives and Responses**

**Building pandemic-resilient  
transport systems**



**UNITED NATIONS**

Geneva, 2021

## NOTE

Requests to reproduce excerpts or to photocopy should be addressed to the Copyright Clearance Center at: [copyright.com](https://copyright.com)

All other queries on rights and licenses, including subsidiary rights, should be addressed to:

United Nations Publications  
405 East 42nd Street  
S-09FW001  
New York, NY 10017  
United States of America

Email: [permissions@un.org](mailto:permissions@un.org)

Website: <https://shop.un.org>

The designations employed and the presentation of material on any map in this work do not imply the expression of any opinion whatsoever on the part of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Links contained in the present publication are provided for the convenience of the reader and are correct at the time of issue. The United Nations takes no responsibility for the continued accuracy of that information or for the content of any external website.

This publication is issued in English, French and Russian.

Photo credits: [Depositphotos](#), [iStock](#), [UNECE](#), [Adobe Stock](#), [Wikimedia Commons](#) and [UN Photos](#).

ECE/TRANS/307
---------------

UNITED NATIONS PUBLICATION
----------------------------

Sales No. E.21.II.E.3
-----------------------

ISBN 978-92-1-117265-2
------------------------

eISBN 978-92-1-005526-0
-------------------------

© 2021 United Nations

All rights reserved worldwide

United Nations publication issued by the  
United Nations Economic Commission for Europe

## UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UNECE)

The United Nations Economic Commission for Europe (UNECE) is one of the five United Nations regional commissions, administered by the Economic and Social Council (ECOSOC). It was established in 1947 with the mandate to help rebuild post-war Europe, develop economic activity and strengthen economic relations among European countries, and between Europe and the rest of the world. During the Cold War, UNECE served as a unique forum for economic dialogue and cooperation between East and West. Despite the complexity of this period, significant achievements were made, with consensus reached on numerous harmonization and standardization agreements.

In the post-Cold War era, UNECE acquired not only many new member States, but also new functions. Since the early 1990s the organization has focused on assisting the countries of Central and Eastern Europe, Caucasus and Central Asia with their transition process and their integration into the global economy.

Today, UNECE supports its 56 member States in Europe, Central Asia and North America in the implementation of the 2030 Agenda for Sustainable Development with its Sustainable Development Goals (SDGs). UNECE provides a multilateral platform for policy dialogue, the development of international legal instruments, norms and standards, the exchange of best practices and economic and technical expertise, as well as technical cooperation for countries with economies in transition.

Offering practical tools to improve people's everyday lives in the areas of environment, transport, trade, statistics, energy, forestry, housing, and land management, many of the norms, standards and conventions developed in UNECE are used worldwide, and a number of countries from outside the region participate in UNECE's work.

UNECE's multisectoral approach helps countries to tackle the interconnected challenges of sustainable development in an integrated manner, with a transboundary focus that helps devise solutions to shared challenges. With its unique convening power, UNECE fosters cooperation among all stakeholders at the country and regional levels.

## TRANSPORT IN UNECE

The UNECE Sustainable Transport Division is the secretariat of the Inland Transport Committee (ITC) and the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals. The ITC and its 17 working parties, as well as the ECOSOC Committee and its sub-committees are intergovernmental decision-making bodies that work to improve the daily lives of people and businesses around the world, in measurable ways and with concrete actions, to enhance traffic safety, environmental performance, energy efficiency and the competitiveness of the transport sector.

The ECOSOC Committee was set up in 1953 by the Secretary-General of the United Nations at the request of the Economic and Social Council to elaborate recommendations on the transport of dangerous goods. Its mandate was extended to the global (multi-sectoral) harmonization of systems of classification and labelling of chemicals in 1999. It is composed of experts from countries which possess the relevant expertise and experience in the international trade and transport of dangerous goods and chemicals. Its membership is restricted to reflect a proper geographical balance between all regions of the world and to ensure adequate participation of developing countries. Although the Committee is a subsidiary body of ECOSOC, the Secretary-General decided in 1963 that the secretariat services would be provided by the UNECE Transport Division.

ITC is a unique intergovernmental forum that was set up in 1947 to support the reconstruction of transport connections in post-war Europe. Over the years, it has specialized in facilitating the harmonized and sustainable development of inland modes of transport. The main results of this persevering and ongoing work are reflected, among other things, (i) in 59 United Nations conventions and many more technical regulations, which are updated on a regular basis and provide an international legal framework for the sustainable development of national and international road, rail, inland water and intermodal transport, including the transport of dangerous goods, as well as the construction and inspection of road motor vehicles; (ii) in the Trans-European North-south Motorway, Trans-European Railway and the Euro-Asia Transport Links projects, that facilitate multi-country coordination of transport infrastructure investment programmes; (iii) in the TIR system, which is a global customs transit facilitation solution; (iv) in the tool called For Future Inland Transport Systems (ForFITS), which can assist national and local governments to monitor carbon dioxide (CO<sub>2</sub>) emissions coming from inland transport modes and to select and design climate change mitigation policies, based on their impact and adapted to local conditions; (v) in transport statistics – methods and data – that are internationally agreed on; (vi) in studies and reports that help transport policy development by addressing timely issues, based on cutting-edge research and analysis. ITC also devotes special attention to Intelligent Transport Services (ITS), sustainable urban mobility and city logistics, as well as to increasing the resilience of transport networks and services in response to climate change adaptation and security challenges.

In addition, the UNECE Sustainable Transport and Environment Divisions, together with the World Health Organization (WHO)–Europe, co-service the Transport Health and Environment Pan-European Programme (THE PEP).

Finally, as of 2015, the UNECE secretariat is providing the secretariat services for the Secretary General's Special Envoy for Road Safety, Mr. Jean Todt.

# TABLE OF CONTENTS

United Nations Economic Commission for Europe (UNECE) . . . . .	iii
Transport in UNECE. . . . .	iv
Acknowledgements . . . . .	viii
List of Acronyms . . . . .	ix
<b>I. INTRODUCTION . . . . .</b>	<b>1</b>
<b>1. THE ROLE OF TRANSPORT IN COVID-19 PANDEMIC DEVELOPMENT,     SPREAD AND CONTAINMENT . . . . .</b>	<b>1</b>
1.1 Patchwork of uncoordinated actions. . . . .	1
1.2 Transport sector and broader economic impact. . . . .	2
1.3 Vulnerabilities of international transport systems revealed. . . . .	3
<b>II. UNECE SUSTAINABLE TRANSPORT DIVISION – IMMEDIATE RESPONSES . . . . .</b>	<b>4</b>
<b>1. BORDER CROSSING FACILITATION . . . . .</b>	<b>4</b>
<b>2. TRANSPORT TRENDS AND ECONOMICS . . . . .</b>	<b>7</b>
2.1 Establishment of an Informal Multidisciplinary Advisory Group on Transport Responses to the COVID-19 Crisis . . . . .	7
2.2 Lessons learned for international inland transport . . . . .	8
2.3 Lessons learned for customs / border management . . . . .	8
<b>3. INTERMODAL TRANSPORT AND LOGISTICS . . . . .</b>	<b>9</b>
<b>4. DANGEROUS GOODS TRANSPORT . . . . .</b>	<b>11</b>
4.1 Regulatory Framework. . . . .	11
4.2 COVID-19 impact . . . . .	11
4.3 Exceptional measures taken by ADR Contracting Parties . . . . .	13
4.4 Exceptional measures taken by ADN Contracting Parties . . . . .	14
4.5 Conclusion . . . . .	14
<b>5. INLAND WATERWAYS TRANSPORT . . . . .</b>	<b>15</b>
<b>6. TRANSPORT STATISTICS. . . . .</b>	<b>18</b>
6.1 Measuring the Transport Impacts of COVID-19 . . . . .	18
6.2 Road Safety. . . . .	19
6.3 Public transport . . . . .	21

<b>7. OTHER INITIATIVES/ SUSTAINABLE TRANSPORT DIVISION WORKSTREAMS . . . . .</b>	<b>22</b>
7.1 Transport, Health and Environment Pan-European Programme (THE PEP) . . . . .	22
7.2 Intelligent Transport Systems . . . . .	22
7.3 UN Road Safety Trust Fund . . . . .	23

### **III. OVERVIEW OF INTERNATIONAL, REGIONAL, NATIONAL AND SECTORAL POLICY RESPONSES . . . . . 25**

<b>1. OBSERVATORY ON BORDER CROSSING STATUS DUE TO COVID-19. . . . .</b>	<b>25</b>
<b>2. INTERNATIONAL, REGIONAL, NATIONAL AND SECTORAL RESPONSES . . . . .</b>	<b>110</b>
2.1 Joint United Nations calls for action . . . . .	110
2.2 SPECA initiated national and regional responses . . . . .	111
2.3 European Commission (EC) responses . . . . .	112
2.3.1 Transport related emergency measures were introduced by the European Commission in the field of transport . . . . .	112
2.3.2 Customs related emergency measures were introduced by the European Commission . . . . .	114
<b>3. SECTORAL RESPONSES (health, customs, rail and inland waterway transport) . . . . .</b>	<b>115</b>
3.1 World Health Organization (WHO) responses . . . . .	115
3.1.1 World Health Organization (WHO) International Health Regulations (IHR, 2005) and its relevance for inland transport . . . . .	115
3.1.2 IHR guidelines – Striking a balance between protecting public health & avoiding unnecessary interference with international transport and trade. . . . .	115
3.1.3 Overview of suggested tools and approaches . . . . .	116
3.1.4 WHO Guidelines on gradual return to international travel: . . . . .	118
<b>4. WORLD CUSTOMS ORGANIZATION (WCO) RESPONSES . . . . .</b>	<b>119</b>
<b>5. RAIL TRANSPORT SECTOR PERSPECTIVES . . . . .</b>	<b>120</b>
<b>6. INLAND WATERWAY TRANSPORT RESPONSES . . . . .</b>	<b>122</b>
6.1 International Responses to the impact of the COVID-19 outbreak	

预览已结束，完整报告链接和二维码如下：

[https://www.yunbaogao.cn/report/index/report?reportId=5\\_735](https://www.yunbaogao.cn/report/index/report?reportId=5_735)

