Sustainable Inland Transport Connectivity Indicators Project

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UN Development Account Project

Sustainable Transport Connectivity
«Implementation of transport related Sustainable Development Goals in selected landlocked and transit/bridging countries»

- **Time-frame:** September 2018 – December 2020
- **Beneficiaries:** Georgia, Kazakhstan, Serbia, Paraguay & Jordan
- **Implementing partners:** UNECE and ECLAC & ESCWA (UN regional commissions for Europe, Latin America & the Caribbean and Western Asia respectively)
Project phases

I. Develop the initial set of Sustainable Inland Transport Indicators (SITCIN)

II. Fact-finding missions to review national transport and logistics situation, resulting in five «national connectivity reports»

III. National policy dialogue meetings to validate the reports

IV. Tailor-made national capacity building programmes

V. Concluding inter-regional forum (sustainability of the SITCIN)
Sustainable Inland Transport Connectivity Indicators

Specifics:

- Measurable/ quantifiable & qualifiable
- Build on and incorporate existing indexes, e.g. the World Bank Doing Business Indicators, the Logistics Performance Index, the ESCAP Time-Distance Methodology, World Bank Sustainable Mobility for all etc.
- Assess efficiency of both soft (e.g. regulatory framework) and hard (e.g. infrastructure) related aspects of the respective inland transport systems
- Connectivity bilaterally/sub-regionally
- Holistic scope – incl. multi-modal transport and logistics systems, border crossing facilitation, transit, customs
- Provide basis for informed & evidence based policy-making
Sustainable Inland Transport Connectivity Indicators

**PILLAR I**
**ECONOMIC SUSTAINABILITY**
Key target: Enhancing efficient movement

**PILLAR II**
**SOCIAL SUSTAINABILITY**
Key target: Enhancing safety and security

**PILLAR III**
**ENVIRONMENTAL SUSTAINABILITY**
Key target: Creating environmentally sustainable transport system

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### Sustainable Inland Transport Connectivity Indicators – *E.g. ROAD*

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<th>Mode</th>
<th>Pillar</th>
<th>Indicator</th>
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<td>ROAD</td>
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<td>Cost</td>
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<td>Social</td>
<td>Road traffic rules/behavior</td>
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**SCORE CARD RATING** - Measuring degree of compliance with international legal instruments

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E.g. border crossing efficiency

- TIR Convention
- Harmonization Convention
- In total: 16 UNECE conventions related to border crossings

- Staff resources
- Availability of joint control facilities
- BCP infrastructure/ off-lange control areas
- Inland clearance and control procedures
- Coordination and delegation of controls among border agencies/dominically, bilaterally
- Data exchange mechanisms
- Traffic separation for vehicles under cover of customs transit
- Average border clearance time
- Etc.

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Sustainable Inland Transport Connectivity Indicators

Examples:

Indicator: Inland clearance and control procedures

Scoring:

- All control procedures take place at inland clearance stations: 8 points
- >4 control procedures take place at inland clearance stations: 6 points
- <4 control procedures take place at inland clearance stations: 4 points
- All control procedures take place at BCPs: 0 point
- Application of customs risk management system: + 2 points
Sustainable Inland Transport Connectivity Indicators

Indicator: Contract of carriage requirements

Scoring:

- Globally harmonized (recognition of CMR): 10 points
- Regionally or subregionally harmonized: 8 points
- Bilaterally harmonized with common full contract conditions, arrangements for legal issues and consignment note: 6 points
- No common arrangements: 0 point
E.g. transport infrastructure

- Investments as percentage of GDP
- Actual construction
- Actual capacity (volumes, TEU, etc.)
- UNECE infrastructure agreements

- Percentage of international road network
- Length of international road network per class
- Design standard and technical specifications of new international roads
- Sufficiency of service facilities
- Provision of tunnel management systems
- Provision of safety equipment for tunnels
- Etc.
Project time line 2018-2020

- **Q4 2018/ Q1 2019**: SITCIN development
- **Q2 & Q3 2019**: Scoping missions
- **Q2 & Q3 2019**: Priority identification
- **Q3 & Q4 2019**: National connectivity plan/ policy dialogue
- **2020**: Capacity building

Regional Promotion
Statistical/ data collection challenges

• Data collection at the national/ bi-national level? Availability of data/ willingness of countries to share

• Weighing of each of the (sub-)indicators? Some indicators are more relevant to a country’s economic connectivity than others

• Aggregated scores?

• What to do with countries that do not have IWW or rail sector? How to make sure these countries ‘connectivity score’ is not affected?
Questions/ feedback

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