



Benchmarking Transport Infrastructure Construction Costs - WP.5/GE.4 – Final Report

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GE.4 Mandate

Initial mandate for 2 years: October 2016 – June 2018

ITC at its Eighty-First session (February 2019) extended the mandate of GE.4 for an additional 2 years until June 2020

GE.4 Final Report should:

- *Identify models, methodologies, tools and good practices for evaluating, calculating and analyzing inland transport Infrastructure costs*
- *Identify and list terminologies used for costing inland transport Infrastructure*
- *Collect and analyse data for benchmarking inland transport construction costs*



GE.4 Modalities

- **Participating member States:** Austria, Croatia, Cyprus, Czechia, Finland, Germany, Latvia, Lithuania, Norway, Poland, Russian Federation, Slovakia, Sweden and Turkey
- **Partner organizations:** i.e. International Union of Railways (UIC) and International Road Federation (IRF), TEM & TER projects and EU networks of road and rail infrastructure operators
- **10 GE.4 sessions held between October 2016 and January 2020**
[11th session planned for May 2020 held 'virtually' due to COVID-19 restrictions]



GE.4 Achievements

- **Phase I: Development of specific questionnaires for data collection** (covering all inland modes including road, rail, inland waterways/ ports and intermodal terminals) – **Informal Document No. 2**
- **Phase II: Development of a consolidated list of terminologies** (covering all inland modes including road, rail, inland waterways/ ports and intermodal terminals) - **[ECE/TRANS/WP.5/GE.4/2019/1/Rev.2](#)**
- **Phase III: Data collection** – dissemination of questionnaires for collection of data and national best practices through WP.5, **SC.1**, SC.2, SC.3/WP.3 and WP.24



GE.4 Achievements (2)

- **Phase IV: Analysis of responses to questionnaires/ data received**

Working document 6 – Literature Review - ECE/TRANS/WP.5/2020/6

Working document 7 – National good practices - ECE/TRANS/WP.5/2020/7

Working document 8 – Benchmarking analysis - ECE/TRANS/WP.5/2020/8

- For **SC.1**, road infrastructure data received from **Bulgaria, Croatia, Cyprus, Finland, Latvia, Moldova, RF, Sweden, Turkey & TER** aggregate data

Full GE.4 report/ all working documents, available here:

<https://www.unece.org/trans/main/wp5/wp52020.html>



GE.4 Challenges

- The **quantity** and **quality** of data received and analyzed by GE.4 (sometimes sparse and scattered, misrepresentations or omissions, difficulties in normalization of data)
- Delays in data collection for **intermodal terminals, inland waterways** and **ports** and in collection of national good practices (partial data sets and late submissions are included in **Informal Document No. 4**)



GE.4 Extension of mandate

- Given that the **available benchmarking analysis**, which mostly focused on road and rail sectors (**working document No 8/ ECE/TRANS/WP.5/2020/8**) proves to be of great value added, WP.5 has recommended an extension of the **GE.4 mandate with 1 (one) year** to continue and revamp its data collection efforts across all modes
- This extension would enable GE.4 to collect **more and better quality data** from a **larger group of countries** on their transport infrastructure construction costs **across all inland modes**
- **SC.1 invited asked for in collecting high quality road infrastructure data until 30 January 2021**



Any other WP.5 business

WORKING DOCUMENT «Taking stock of the resilience of the inland transport sector to pandemics and international emergency situations»

[ECE/TRANS/WP.5/2020/10](#)

- Identifies # ECE legal instruments of possible significance considering management of pandemics and cross-border emergencies:
 - **CMR/ eCMR** [digitalization of transport documentation to limit physical checks in transit and enable paperless solutions]
 - **Harmonization Convention** [additional annex on international emergencies and pandemics?]
 - **TIR/ eTIR** [establishing a link between eTIR carnet and an (e-)health certificate for international truck drivers?]
 - **Promotion of the use of ITS** [reduced frequency and duration of human-to-human contact while in transport]



Any other WP.5 business

WORKING DOCUMENT «Taking stock of the resilience of the inland transport sector to pandemics and international emergency situations»

[ECE/TRANS/WP.5/2020/10](#)

Possible follow-up of relevance to SC.1:

- **At the level of existing legal instruments/ Conventions:**
 - Introduction of e-health certificates (attached to eTIR or eCMR?)
 - Establishment of a set of rules for transiting and cooperation among transport authorities in case of pandemics/ cross-border emergencies as annex to any of the existing Conventions?

- **At the level of digitalization:**
 - Boost for transport/ trade document digitalization
 - Need for development of online training tools on the use of eTIR, eCMR etc.?



Any other WP.5 business

WORKING DOCUMENT «Taking stock of the resilience of the inland transport sector to pandemics and international emergency situations»

[ECE/TRANS/WP.5/2020/10](#)

- Any other suggestions/ feedback/ recommendations from the perspective of SC.1?
- Next steps by WP.5, revision of the document for submission to and discussion at Inland Transport Committee 2021



Thank you for your attention

Feedback:

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