

# Transport trends and economics (WP.5) work streams of relevance to SC.2

*SC.2, 74<sup>th</sup> session  
Geneva, 19 November 2020*

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# Euro-Asian Transport Links operationalization



**Working Document No. 1 ECE/TRANS/WP.5/2020/1 “Inputs from relevant ECE Working Parties on operationalization of international corridors” available in [EN](#) and [RU](#)**

**Mandate: at its thirty-second session (Sep. 2019), WP.5 invited the secretariat:**

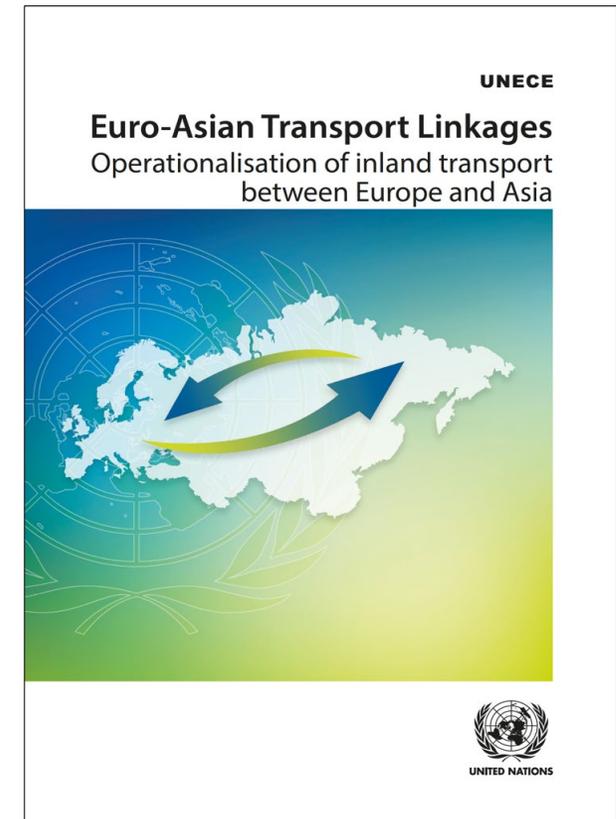
**“To consult relevant working parties such as Working Party on Intermodal Transport and Logistics (WP.24), Road Transport (SC.1) and Rail Transport (SC.2) on their ideas for the [operationalization](#) of the [international corridors](#). The secretariat was asked to submit to the thirty-third WP.5 session as a working document [“A compilation of the contributions from countries including the feedback from the sister working parties on possible ways forward and recommendations to the thirty-third WP.5 session.”](#)”**



# Operationalization needs

**Operationalization** – infrastructure connections and interoperability standards, efficient corridor management, harmonization and simplification of border-crossing formalities and administrative formalities, application of new technologies and digitalization

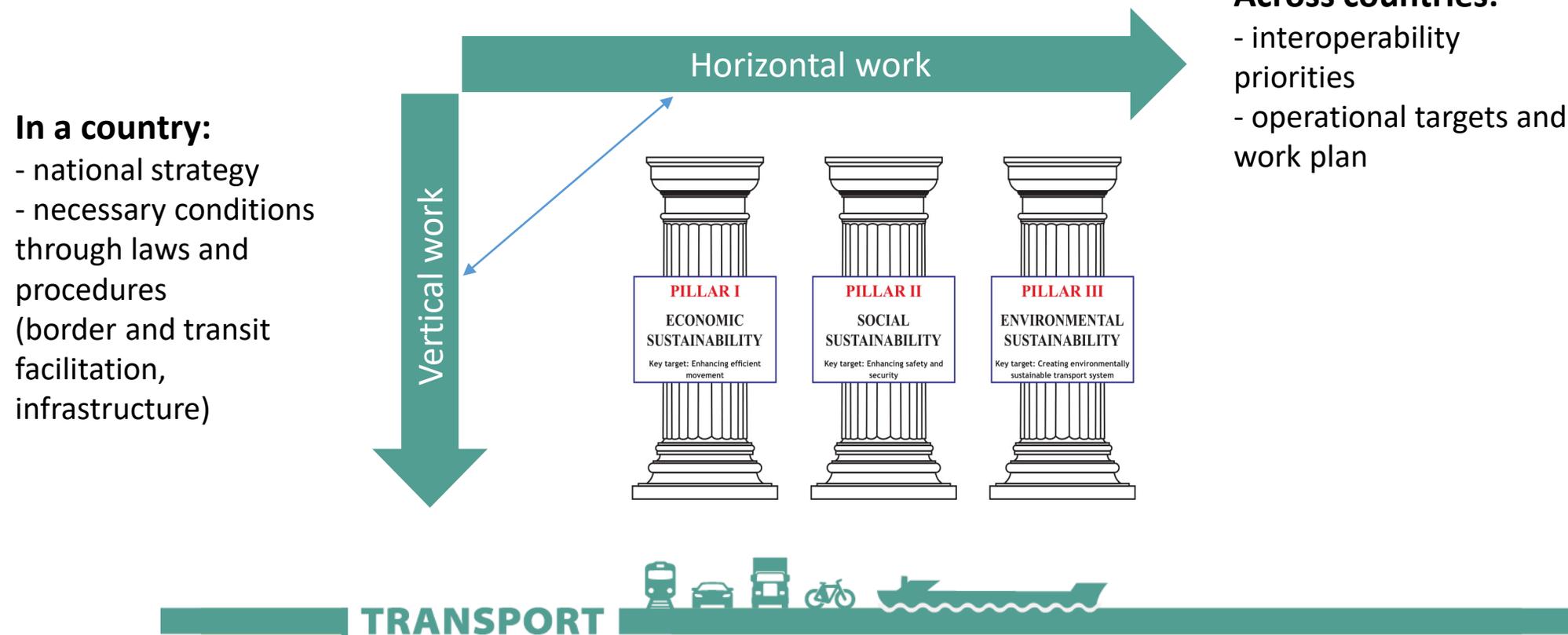
**In concrete terms:** development of **integrated and reliable transport services**, i.e. block trains, one tariff - one time schedule for the whole corridor (or segments thereof)



[English & Russian](#)  
(click through)

# Operationalization approaches

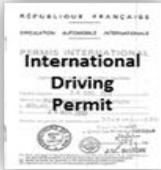
Operationalization is complex and challenging



# Operationalization tools

**TIR**

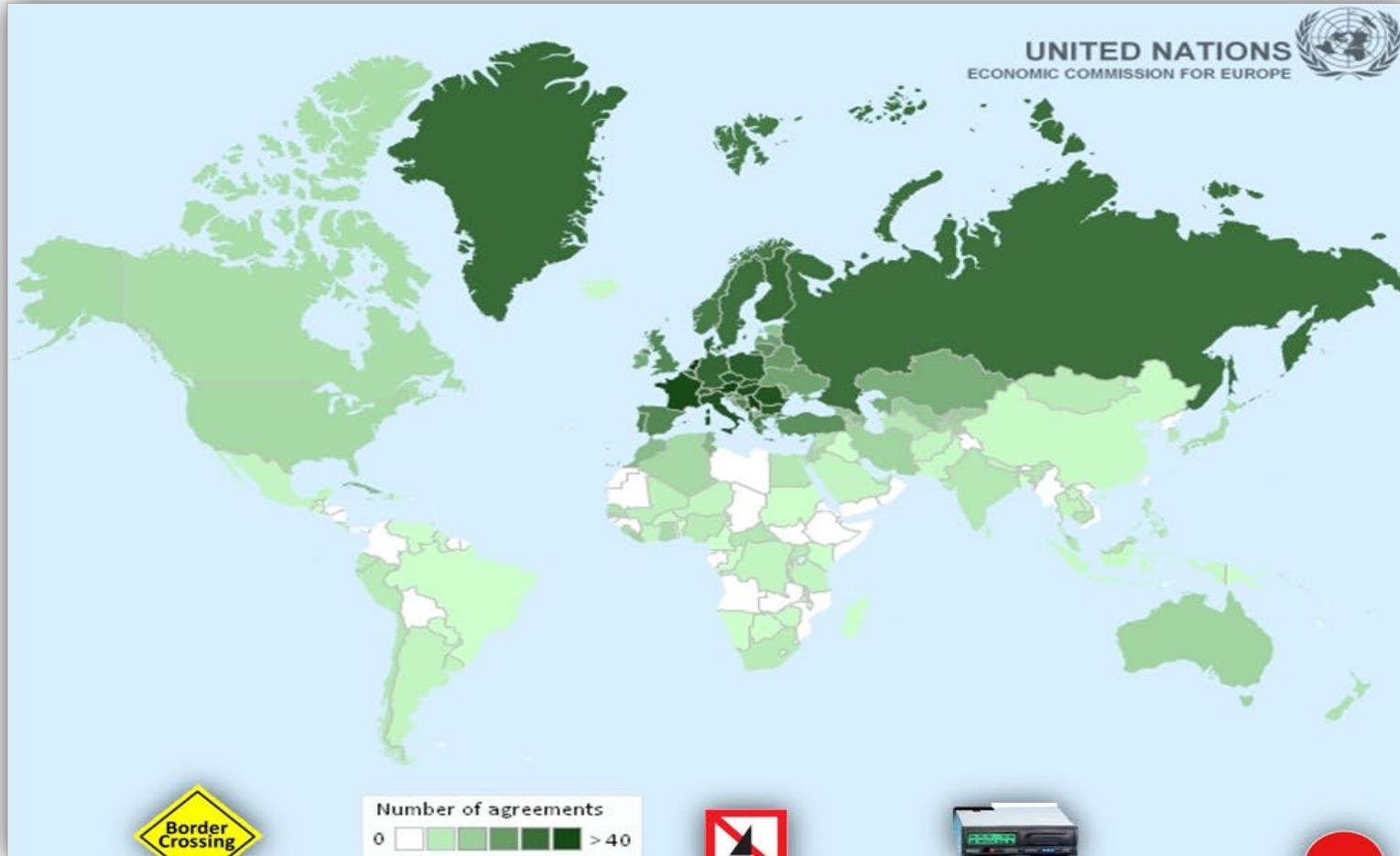
Global Customs facilitation tool



Contract for the International Carriage of Goods by Road



Convention on Road Traffic



Harmonization of Frontier Controls of Goods

Number of agreements  
0 [white] [light green] [medium green] [dark green] > 40



European Code for Inland Waterways



Work of Crews of Vehicles engaged in International Road Transport / Digital Tachograph



Convention on Road Signs and Signals



World Forum for Harmonization of Vehicle Regulations (WP 29)



International Carriage of Dangerous Goods by Inland Waterways



Carriage of Perishable Foodstuffs



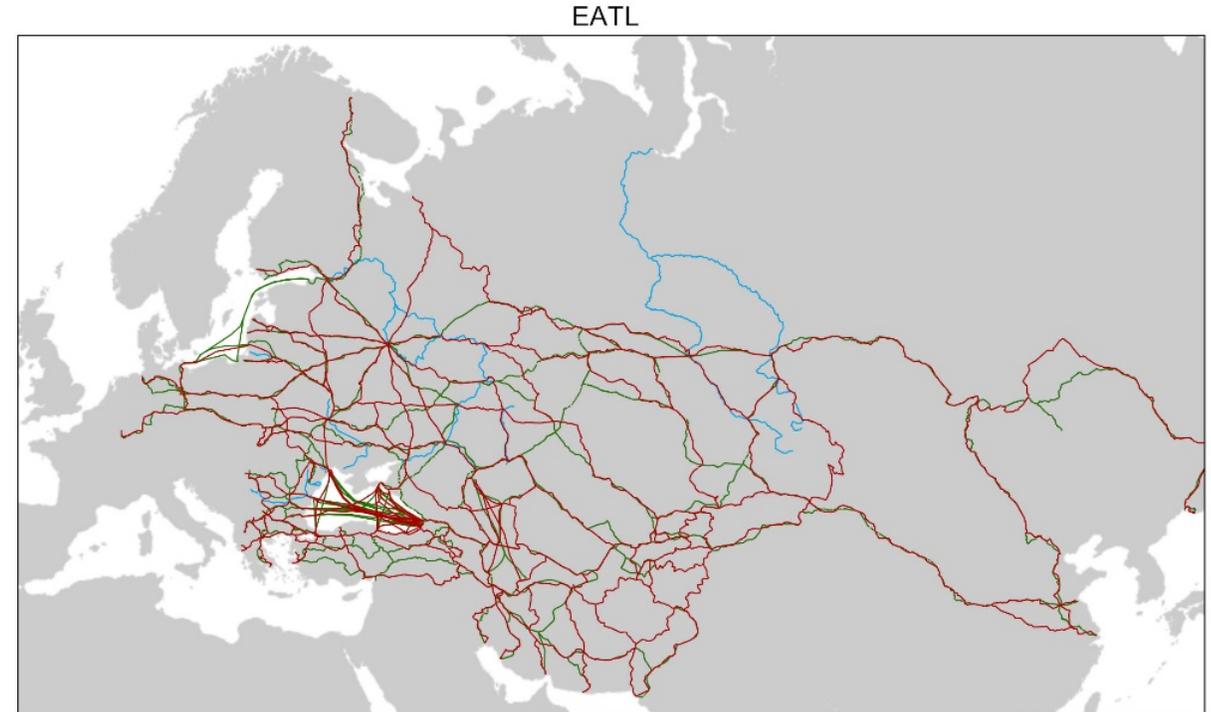
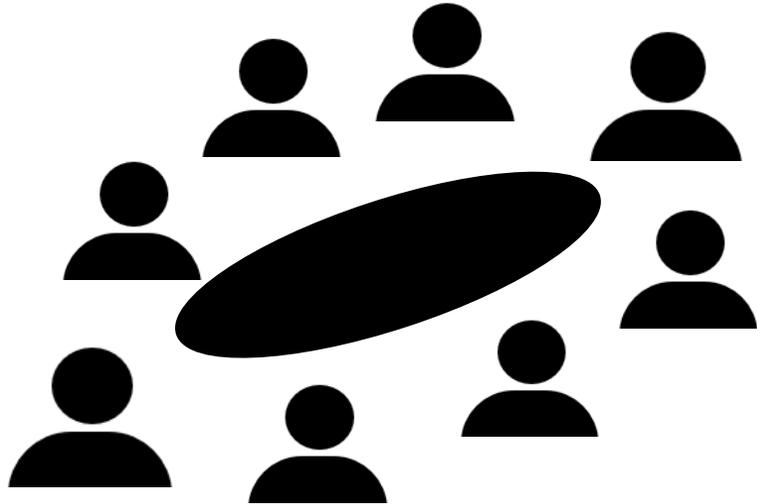
International Carriage of Dangerous Goods by Road



Infrastructure Agreements for roads (AGR), Rail (AGC), Inland Water Transport (AGN), Intermodal Transport (AGTC)

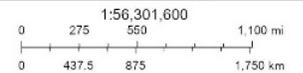


# Possible way forward: Corridor Management



16/07/2020, 11:41:10

- EATL - Road routes
- EATL - Rail routes
- EATL - Inland Waterways



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# WP.5 decision on EATL operationalization



**At its thirty-third session, WP.5:**

- **Decided** to continue considerations of the issues related to Euro-Asian and Euro-African connectivity in accordance with its mandate and requested the secretariat to explore in a cost-effective manner the possibilities to invite additional participants representing Governments, private sector and the scientific community, as well as representatives from other regions, to present their views at the next session of WP.5
- **Invited the secretariat** to provide additional details on the proposals and feedback from the ECE members on the operationalisation of EATL, those countries most concerned by the individual corridors, at its next session in 2021





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## **Consultations on next steps in the operationalization of Euro-Asian transport corridors**

26 November 2020, 10:00-13:30 CET

ZOOM WebPlatform (EN/RU)

[WEBPAGE](#)

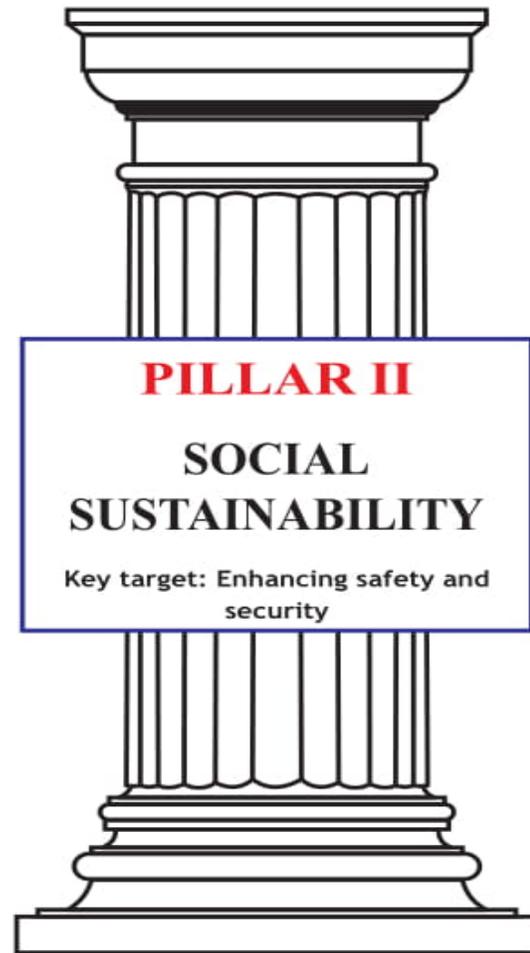
[ONLINE REGISTRATION](#)

[\(click through\)](#)

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# Sustainable Inland Transport Connectivity Indicators



**ROAD  
TRANSPORT**

**RAIL  
TRANSPORT**

**INLAND  
WATERWAYS**

**INTER-  
MODALITY**

**UNECE SITCIN**

**Methodology**

**(click through)**



# SITCIN Progress to date



- I. **220+ indicators and sub-indicators** available across road, rail, IWW and inter-modal transport sectors, including a cluster of indicators on «**pandemics preparedness**»
- II. **Indicators tested in 4 out of 5 beneficiary countries**, draft NCRs available in Georgia, Kazakhstan, Serbia and Jordan/ Paraguay (ongoing)
- III. **Virtual policy dialogue sessions** will take place in early 2021 to adopt the draft NCRs, followed by tailored capacity building programmes in 2021
- IV. **Official presentation and launch** of the indicators at WP.5, September 2021



# Benchmarking transport infrastructure construction costs (WP.5/ GE.4)

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 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.2**, rail infrastructure data received from a **limited number of countries + 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.2 asked for support in collecting high quality rail infrastructure data until 30 January 2021**



**Thank you for your attention**

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