ITC Contributions to Operationalization of International Transport Corridors

Working Document No. 1
ECE/TRANS/WP.5/2020/1
Rationale

Rationale for Working Document No. 1 ECE/TRANS/WP.5/2020/1

At its thirty-second session, 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.”
UNECE Euro-Asian Transport Links (EATL) Project

Analysis
Analysis of non-physical obstacles to transport

GIS
Geographical Information System (GIS) database

Routes
18 EATL rail and road routes and 17 inland waterway transport links, 52 inland river ports and 70 seaports

Projects
311 infrastructure priority projects with a total cost of US$ 215 billion

Connectivity
Supporting intra- and inter-regional transport connectivity

Study
Comparison study between maritime and inland transport

connect 59 Chinese cities with 49 European cities across 15 countries

Container volumes jumped almost 30 per cent per year

Numerous national capacity-building workshops on transport facilitation

average cost per 40-ft container reduced from US$ 9,000 in 2010 to US$ 4,000

More accessions to the UN transport conventions
UNECE Euro-Asian Transport Links (EATL) Project
Need for enhanced operationalization

What do we know? (source EATL phase III project)

Corridors need to:
- be competitive
- meet the requirements of modern supply chains

Physical and non-physical gaps are obstacles to meeting the objectives
Ways to enhance operationalization

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)
Ways to enhance operationalization

Operationalization is complex and challenging

In a country:
- national strategy
- necessary conditions through laws and procedures
  (border and transit facilitation, infrastructure)

Across countries:
- interoperability priorities
- operational targets and work plan
UNECE Instruments available

- TIR: Global Customs facilitation tool
- E1: World Forum for Harmonization of Vehicle Regulations (WP 29)
- ADN: International Carriage of Dangerous Goods by Inland Waterways
- ATP: Carriage of Perishable Foodstuffs
- ADR: International Carriage of Dangerous Goods by Road
- E40: Infrastructure Agreements for roads (AGRI), Rail (AGC), Inland Water Transport (AGN), Intermodal Transport (AGTC)

- Harmonization of Frontier Controls of Goods
- European Code for Inland Waterways
- Work of Crews of Vehicles engaged in International Road Transport / Digital Tachograph
- Convention on Road Signs and Signals

Number of agreements:
- 0
- ≤ 5
- > 5
- > 10
- > 25
- > 40
Corridor Management Groups (CMGs)
Possible next steps

- Establishment, under WP.5 auspices, of a **pilot Corridor Management Group** which would focus its efforts on improving coordination among a **selected group of stakeholders** from EATL countries on specific EATL corridors or parts thereof

- This would require:
  - Volunteer pilot countries to be identified
  - WP.5 to provide guidance on institutional set up, based on TEN-T, CCTT experience
  - Pilot CMG assumes its work/ WP.5 at its 34th session takes stock

- In parallel, WP.5 prepares a handbook on good practices for interregional transport connectivity
Possible next steps

- At inception of pilot stage **no budgetary requirements**, if required at a later stage ExB funding could be attracted i.e. through partner organizations.

- WP.5, in line with its mandate to work on the operationalization of the EATL and other transport corridors, is invited to consider the above proposals and provide guidance.
Thank you for your attention