

ITC Contributions to Operationalization of International Transport Corridors

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

WP.5, 33rd session
Geneva, 7-9 September 2020
Agenda item 3 (a)



Rationale

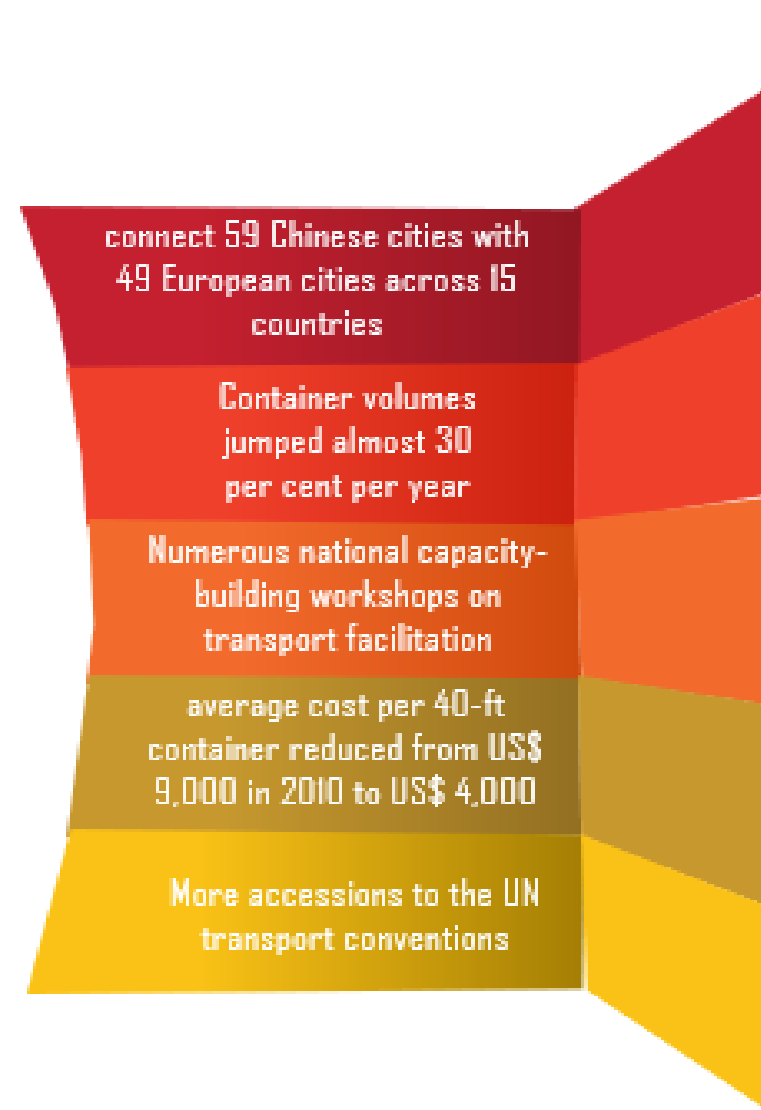
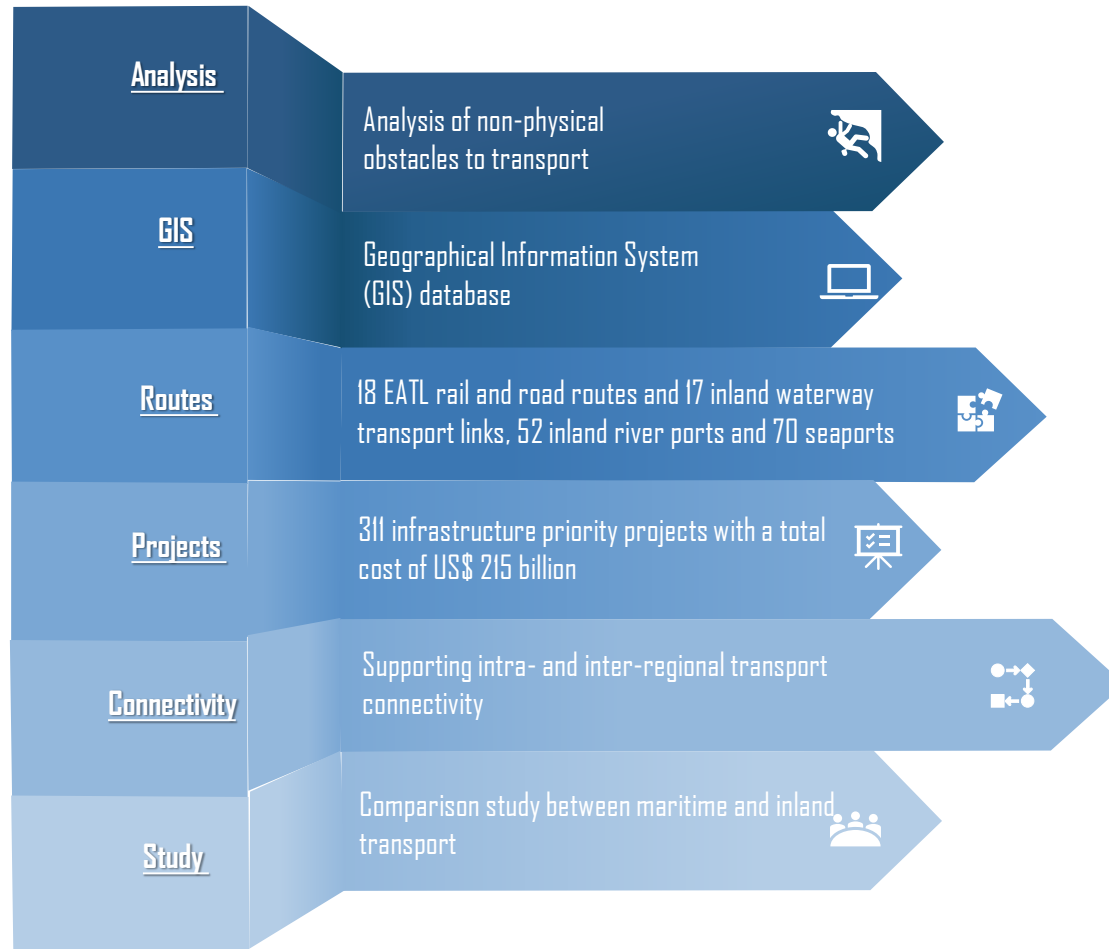
Rationale for Working Document No. 1 ECE/TRANS/WP.5/2020/1

At its thirty-second session, WP.5 invited the secretariat:

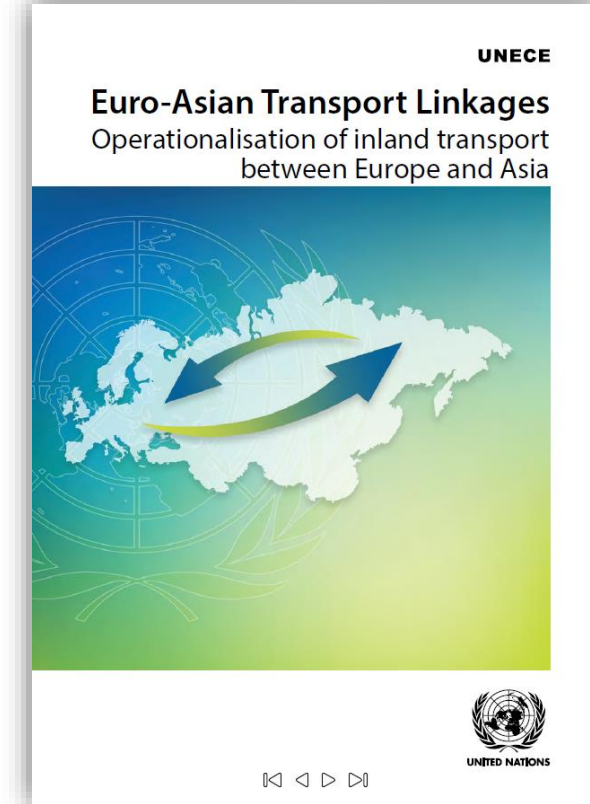
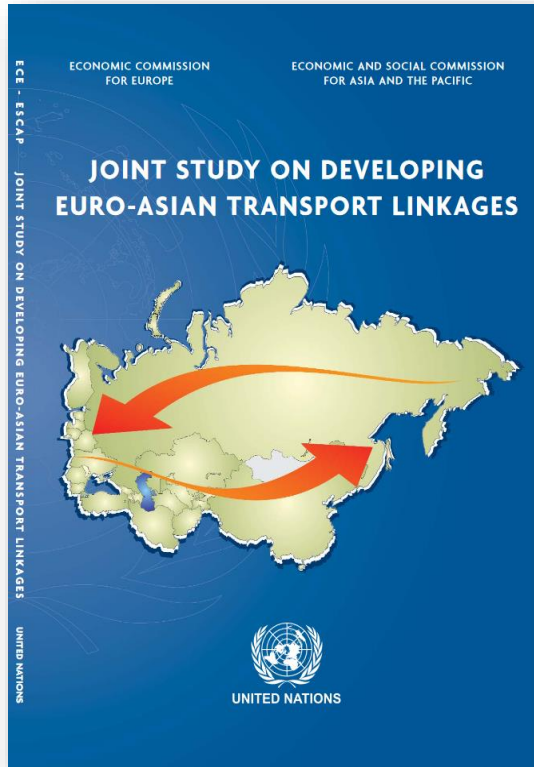
“To consult relevant working parties such as Working Party on Intermodal Transport and Logistics (WP.24), Road Transport (SC.1) and Rail Transport (SC.2) on their ideas for the **operationalization** of the **international corridors**. The secretariat was asked to submit to the thirty-third WP.5 session 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



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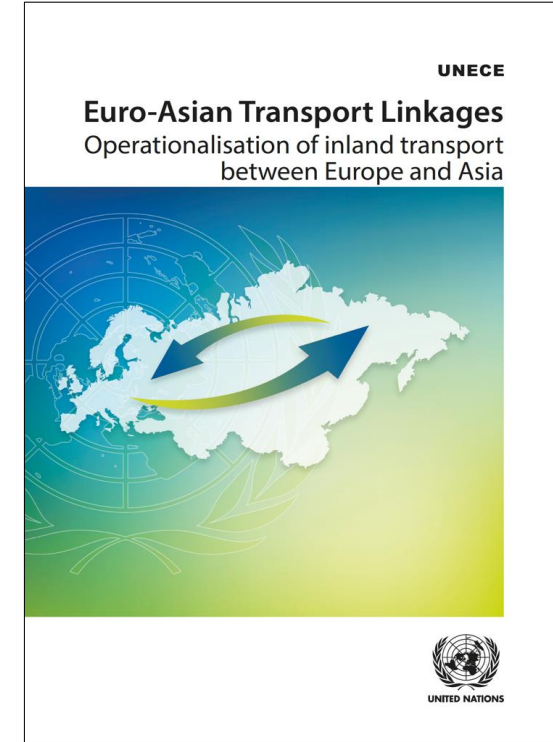
Need for enhanced operationalization

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

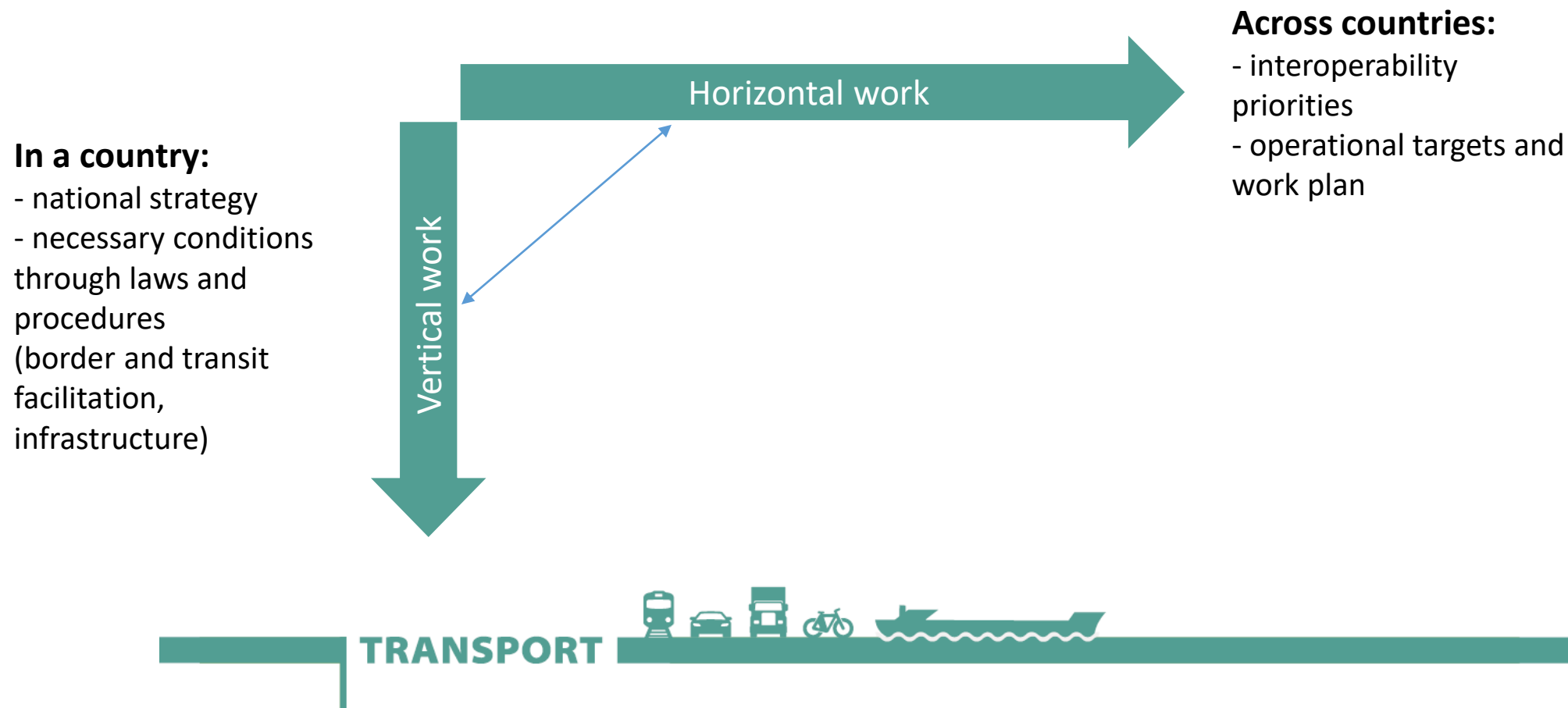
Operationalization – infrastructure connections and interoperability standards, efficient corridor management, harmonization and simplification of border-crossing formalities and administrative formalities, application of new technologies and digitalization

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

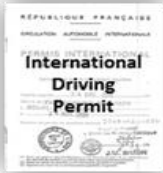
Operationalization is complex and challenging



UNECE Instruments available

TIR

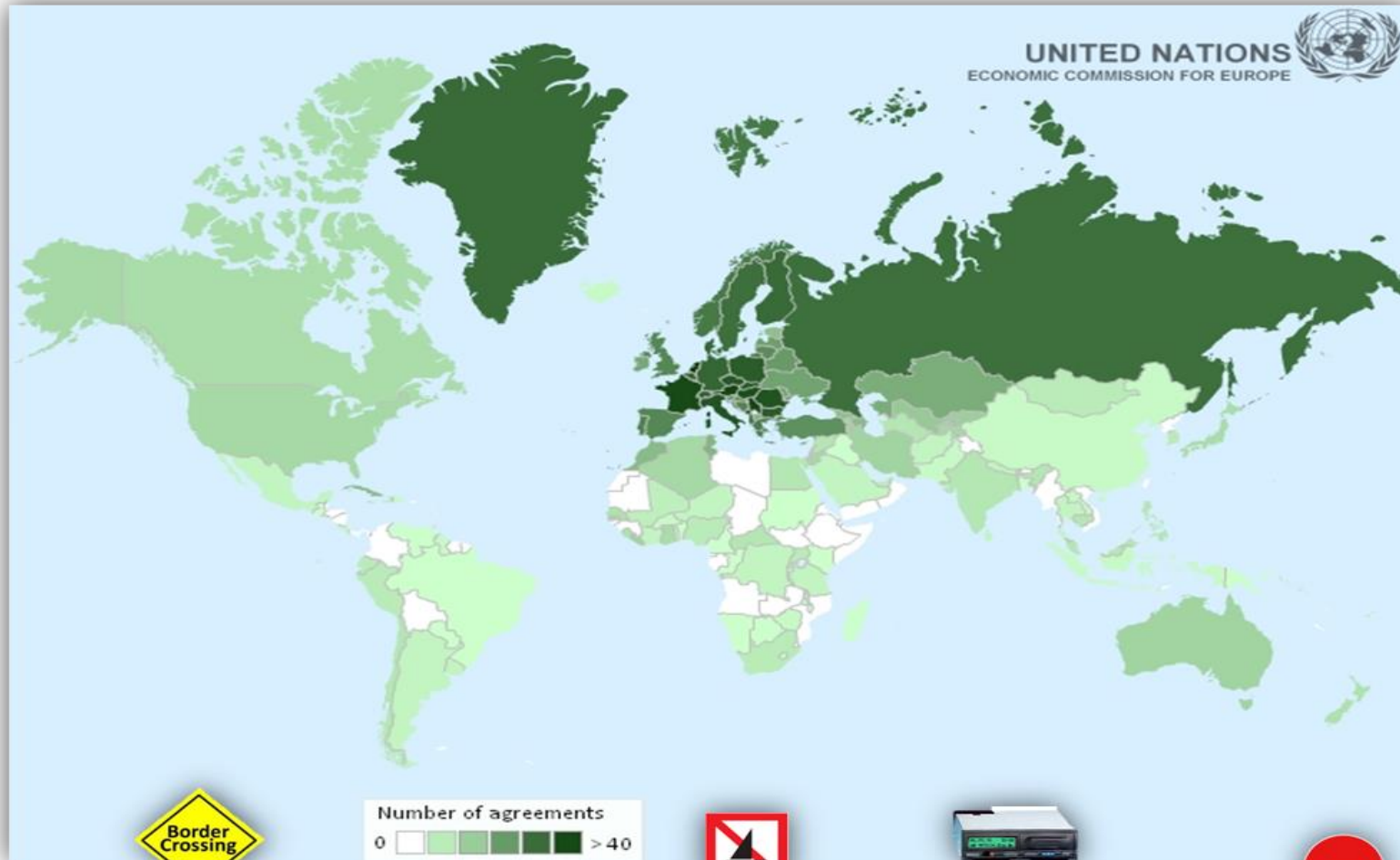
Global Customs facilitation tool



Contract for the International Carriage of Goods by Road



Convention on Road Traffic



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



World Forum for Harmonization of Vehicle Regulations (WP 29)



International Carriage of Dangerous Goods by Inland Waterways



Carriage of Perishable Foodstuffs



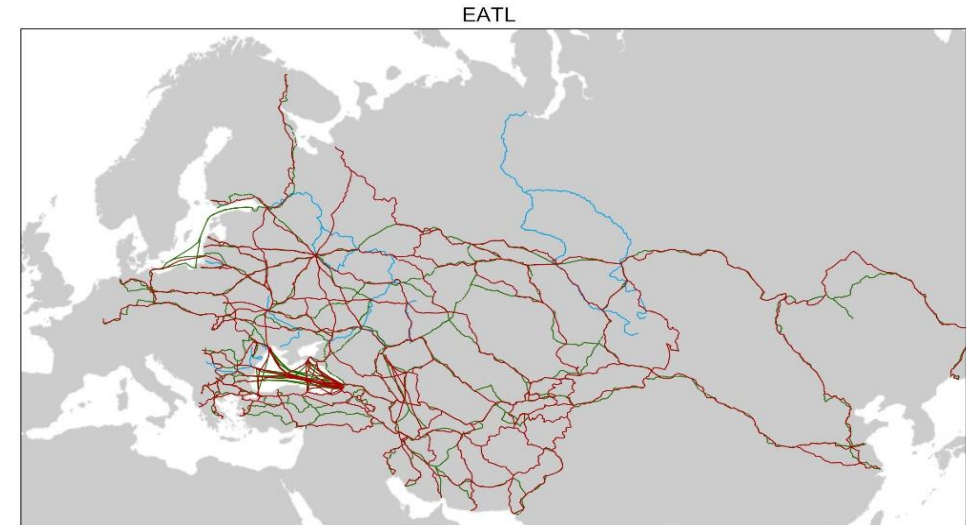
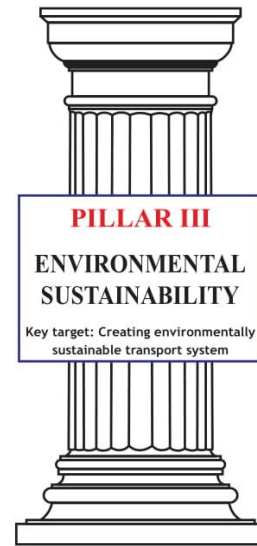
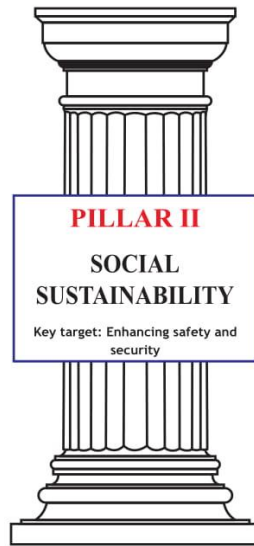
International Carriage of Dangerous Goods by Road



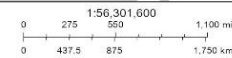
Infrastructure Agreements for roads (AGR), Rail (AGC), Inland Water Transport (AGN), Intermodal Transport (AGTC)



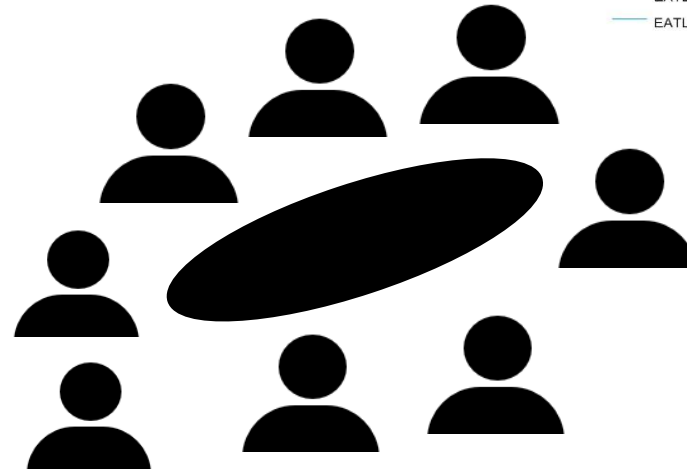
Corridor Management Groups (CMGs)



16/07/2020, 11:41:10
— EATL - Road routes
— EATL - Rail routes
— EATL - Inland Waterways



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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

