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.
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]
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
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

  - Turkey, benchmarking literature review, road transport terminology and analysis of data for the road sector
  - Poland, rail transport terminology and analysis of rail transport data
  - Russian Federation, inputs to road transport analysis and compilation of national benchmarking approaches and methodologies
  - All other GE.4 members contributed to proofreading and provision of national case studies and benchmarking data

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**)
Way ahead

- Given that the available benchmarking analysis, mostly focused on road and rail sectors (working document No 8/ ECE/TRANS/WP.5/2020/8) proves to be of great value added, GE.4 would like to propose an extension of its 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.

- This would result in a more data rich final report by the 34th Session of WP.5 in September 2021.
Thank you for your attention