



Sustainable Inland Transport Connectivity Indicators Project

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UNECE

UN Development Account Project

«Development of Sustainable Inland Transport Connectivity Indicators»

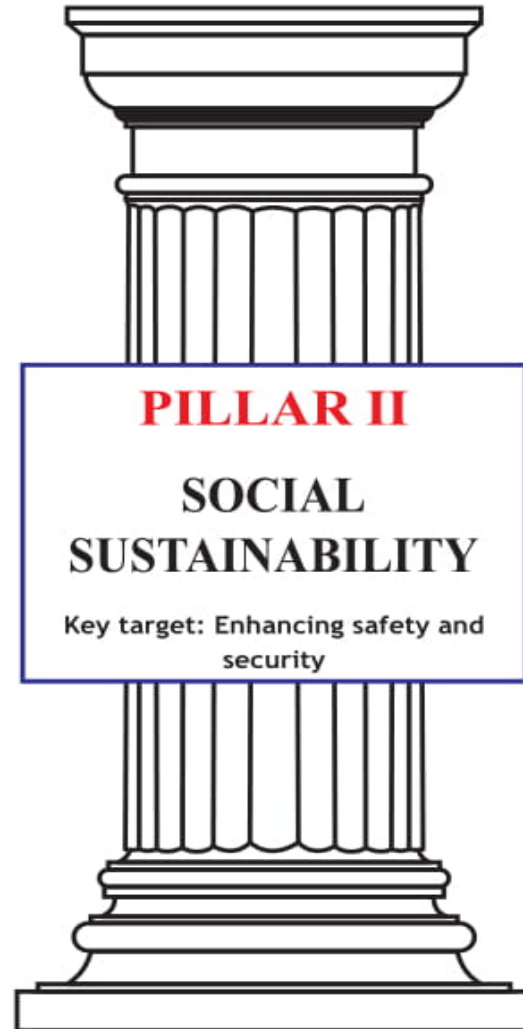
- **Purpose:** provide a tool for countries to assess their degree of external connectivity in terms of transport, logistics, inter-operability, border crossing and trade processes etc.
- **Beneficiaries:** Georgia, Kazakhstan, Serbia, Jordan & Paraguay
- **Time-frame:** September 2018 – December 2021
- **Implementing partners:** UNECE, ESCWA & ECLAC (UN regional commissions for Europe, Latin America & the Caribbean and Western Asia respectively)

Measuring Progress



- **Measurable/ quantifiable & qualifiable**
- **Build on and incorporate existing indexes**, e.g. World Bank Doing Business Indicators, Logistics Performance Index, Air Connectivity Index, Liner Shipping Connectivity Index etc.
- Assess efficiency of both **soft** (e.g. regulatory framework) and **hard** (e.g. infrastructure) related aspects of the respective inland transport systems
- **Connectivity bilaterally/sub-regionally**
- **Holistic scope** – incl. multi-modal transport and logistics systems, border crossing facilitation, transit, customs
- Provide basis for informed & **evidence based policy-making**

SITCIN Structure & Scope



**ROAD
TRANSPORT**

**RAIL
TRANSPORT**

**INLAND
WATERWAYS**

**INTER-
MODALITY**

SITCIN – ROAD

Mode	Pillar	Indicator
ROAD	Economic	Efficiency
		Cost
		Infrastructure
		Operations
		Intermodality/combined transport
		ICT and ITS Solutions
	Social	Road traffic rules/behavior
		Road traffic infrastructure
		Vehicle regulations
		Perishable foodstuffs transport
		Dangerous goods transport (administrative)
		Dangerous goods transport (infrastructure)
	Environmental	Fleet
		Emission

SITCIN – Rating



- **Assessment is based on score card rating system (ranging from 0-10)**
- **Criteria:**
 - Effective implementation of key UN (and other) conventions in the field of inland transport
 - Degree of international, regional, sub-regional or bilateral integration or cooperation (more integration results in higher score)
- **Approach:** results in one aggregate connectivity score. Self-assessment based/ no external evaluation. Allows for benchmarking/ comparison over time

E.g. border crossing efficiency

- ✓ **TIR Convention**
- ✓ **Harmonization Convention**
- ✓ **In total: 16 UNECE conventions related to border crossings**



- ✓ Staff resources
- ✓ Availability of joint control facilities
- ✓ BCP infrastructure/ off-lane control areas
- ✓ Inland clearance and control procedures
- ✓ Coordination and delegation of controls among border agencies/ domestically, bilaterally
- ✓ Data exchange mechanisms
- ✓ Traffic separation for vehicles under cover of customs transit
- ✓ Average border clearance time
- ✓ Etc.

Sustainable Inland Transport Connectivity Indicators

Examples: border crossing efficiency

Indicator: Inland clearance and control procedures

Scoring:

- All control procedures take place at inland clearance stations: **8 points**
- >4 control procedures take place at inland clearance stations: **6 points**
- <4 control procedures take place at inland clearance stations: **4 points**
- All control procedures take place at BCPs: **0 point**
- Application of customs risk management system: **+ 2 points**

Sustainable Inland Transport Connectivity Indicators

Indicator: Contract of carriage requirements

Scoring:

- Globally harmonized (recognition of CMR): **10 points**
- Regionally or subregionally harmonized: **8 points**
- Bilaterally harmonized with common full contract conditions, arrangements for legal issues and consignment note: **6 points**
- No common arrangements: **0 point**

E.g. transport infrastructure

- ✓ **Investments as per centage of GDP**
- ✓ **Actual construction**
- ✓ **Actual capacity (volumes, TEU, etc.)**
- ✓ **UNECE infrastructure agreements**

- ✓ Percentage of international road network
- ✓ Length of international road network per class
- ✓ Design standard and technical specifications of new international roads
- ✓ Sufficiency of service facilities
- ✓ Provision of tunnel management systems
- ✓ Provision of safety equipment for tunnels
- ✓ Etc.



Sustainable Inland Transport Connectivity Indicators



Examples: transport infrastructure

Indicator: Percentage of international road network

Scoring:

- Ratio $\geq 4\%$: **10 points**
- $3\% \leq \text{ratio} < 4\%$: **8 points**
- $2\% \leq \text{ratio} < 3\%$: **6 points**
- $1\% \leq \text{ratio} < 2\%$: **4 points**
- ratio $< 1\%$: **0 point**

Sustainable Inland Transport Connectivity Indicators



Indicator: Design standards and technical specifications of new roads

Scoring:

- In accordance with internationally agreed standards: **10 points**
- In accordance with regionally agreed standards: **5 points**
- Differing from internationally/regionally standards: **0 points**

Sustainable Inland Transport Connectivity Indicators



Indicator: Sufficiency of service facilities along international roads

Scoring:

- Fully taking the volume of traffic into account: **10 points**
- Partially taking the volume of traffic into account: **5 points**
- Not taking the volume of traffic into account: **0 points**

Project time line 2019-2021



SITCIN development



Scoping missions



Priority identification

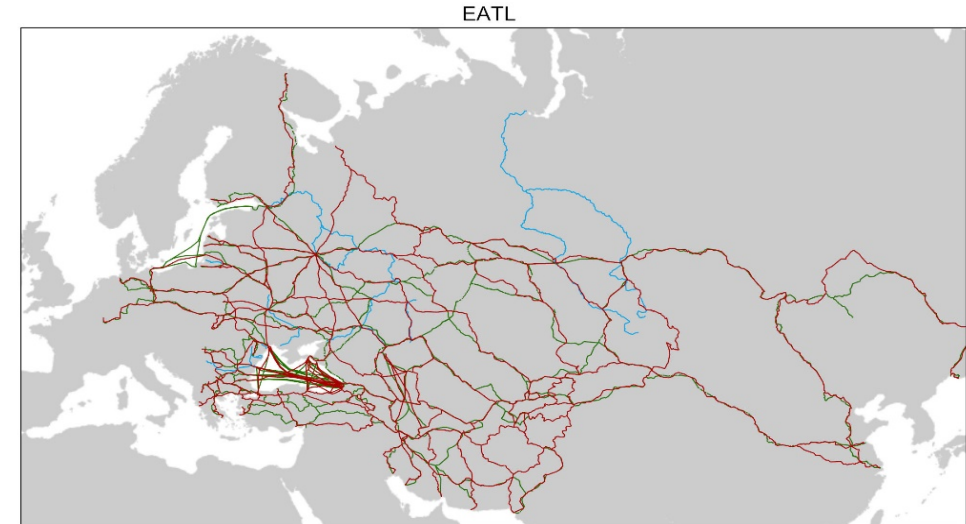
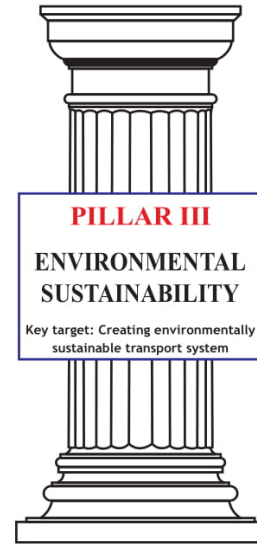
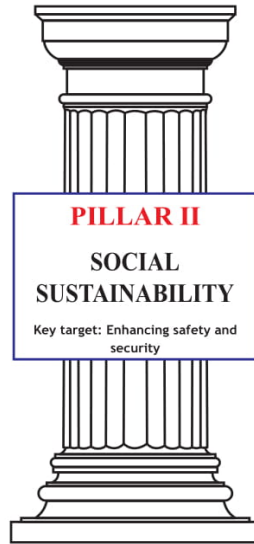


National connectivity
plan/ policy dialogue



Capacity
building

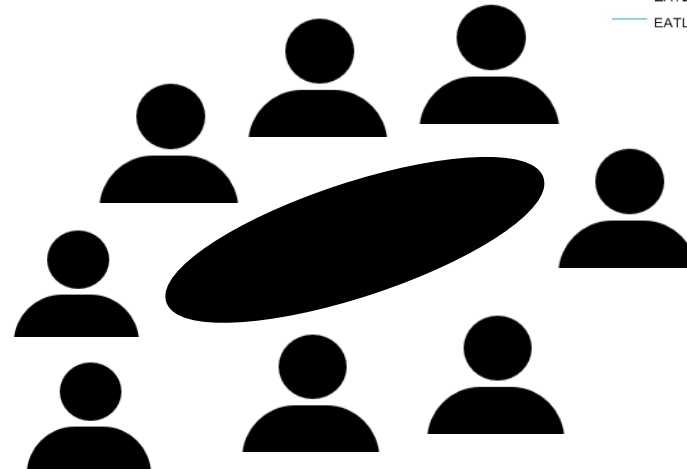
Corridor Management



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

1:56,301,600
0 275 550 1,100 mi
0 437.5 875 1,750 km

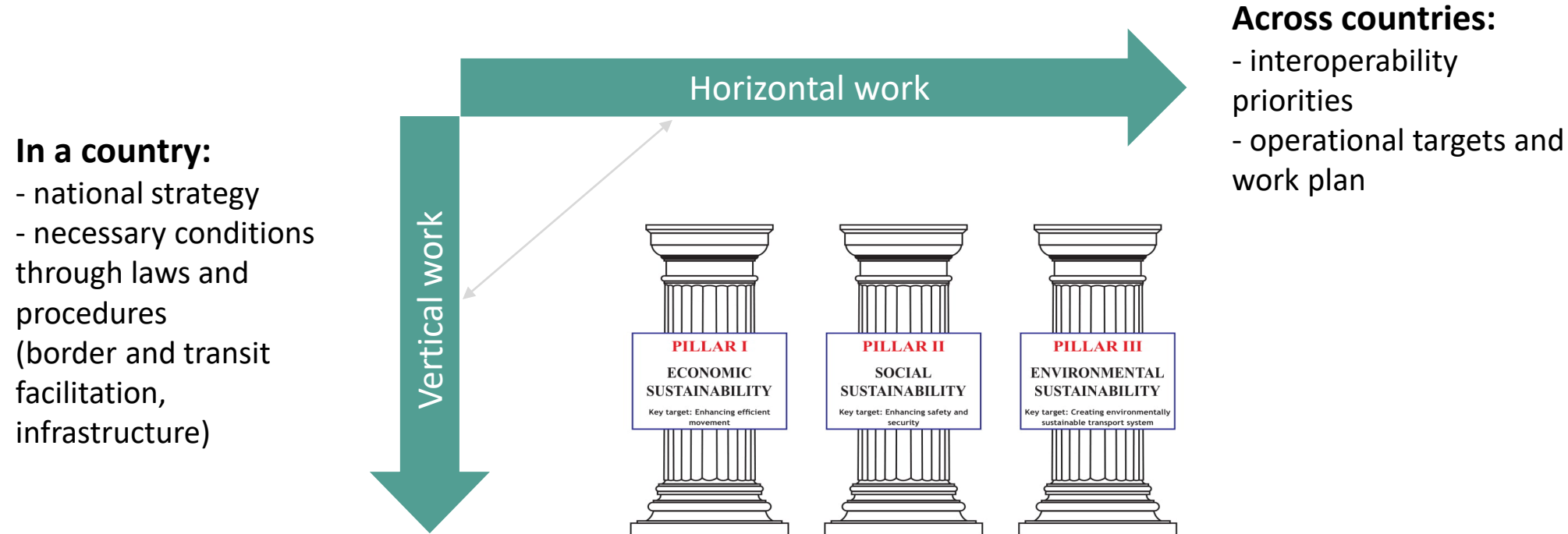
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UNECE



UNECE corridor operationalization tools available in [Russian](#) and [English](#)

Corridor management

Operationalization is complex and challenging



Corridor Management – Next steps

- **Multi-stakeholder composition, needs driven:** e.g. Ministry of transport, economy, trade, customs/ border management officials but also private sector associations and operators

CMG Role:

- Setting up appropriate, corridor specific interoperability priorities and operational targets
- Developing a corridor work plan for the implementation of priorities and targets (including Key Performance Indicators, envisaged cargo volumes, pooling possibilities of rolling stock, containers etc.).
- Monitoring individual country performance through Sustainable Inland Transport Connectivity Indicators (SITCIN)

Corridor Management – Next steps

CMG Role:

- Promoting accession to and implementation of the legal instruments on transport administered by ECE
- Setting up corridor-specific pilot projects such as block trains, truck caravans, intermodal connections, digitalization programs of ECE conventions such as eTIR and eCMR or draft conventions such as Unified Railway Law
- Monitoring implementation of the work plan; as and when necessary, highlighting difficulties and looking for appropriate remedies

Corridor Management – Next steps

CMG Role:

- Identify and attract specific cargo flows, commodity types for which the specific corridor is well placed
- Formulating recommendations in areas such as transport development along corridors or access to financing / funding sources
- Advocating for regulatory and legislative reforms and piloting reforms in trade facilitation and logistics

Corridor Management – Next steps

- Establishment of **pilot Corridor Management Groups (CMG)** which could 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, i.e.:
 - Identification of voluntary pilot countries
 - Institutional set-up/ creation of such Groups (including ToRs, appointment of a Coordinator, corridor management work plan based on TEN-T, CCTT experience)
 - CMGs resume their work with guidance of an inter-governmental platform (designated working party or advisory group)

- **Any interest from SPECA countries?**

Questions/ feedback

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