



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)

Full set of 215 Sustainable Inland Transport Connectivity Indicators available in working documents: [ECE/TRANS/WP.5/2021/8](#) and [ECE/TRANS/WP.5/2021/8/Add](#)

SITCIN – Project phases



- I. Develop the initial set of Sustainable Inland Transport Indicators (SITCIN)
- II. Fact-finding missions to review national transport and logistics situation, resulting in five «national connectivity reports»
- III. National policy dialogue meetings to validate the reports
- IV. Tailor-made national capacity building programmes (ongoing)
- V. Concluding inter-regional forum (sustainability of the SITCIN)

Executive summaries of the NCRs of Georgia, Jordan and Paraguay are available in Informal Documents No. 4 and No. 5

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

- **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

- A **process of weighting** is applied in order to have a fair scoring system/ none discrimination on the basis of geographical and financial constraints for instance

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**

Sustainable Inland Transport Connectivity Indicators

Indicator: Coordination and delegation of controls among border agencies

Scoring:

- A coordination and delegation mechanism is in place where all border agencies at any time act/ perform controls on each other's behalf: **10 points**
- A coordination and delegation mechanism is in place, however only few border agencies can in specific cases (e.g. during off-peak hours and at night) act/ perform controls on each other's behalf: **6 points**
- No coordination and delegation mechanism in place, as such all government agencies act independently: **0 points**

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**

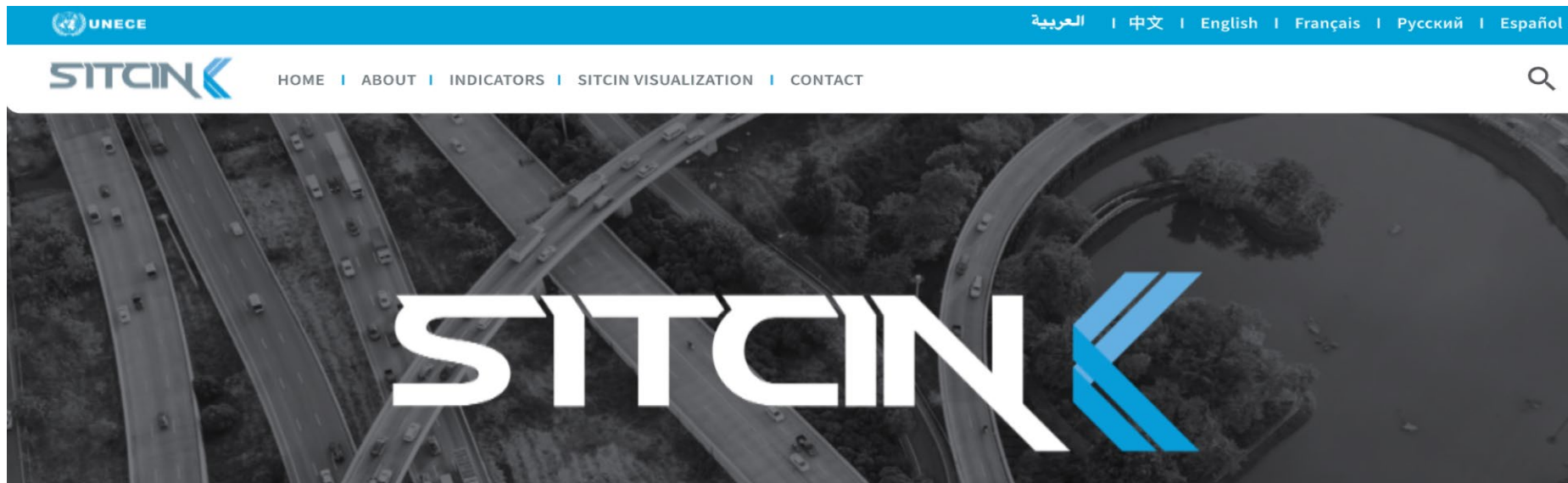
Sustainable Inland Transport Connectivity Indicators



Examples:

- **Indicator:** Number of vehicles with operational tachograph
- **Indicator:** List of perishable foodstuffs and corresponding transport conditions
- **Indicator:** Harmonization of certificate of compliance for food and perishables
- **Indicator:** Security awareness training for transport of dangerous goods
- **Indicator:** Documentation regime for transport of dangerous goods




Next steps – SITCIN user platform



Available in:

English
French
Russian
Arabic
Spanish

E-learning user
course to be
integrated in the
user platform

 <p>Sustainable Inland Transport Connectivity Indicators</p> <p><input checked="" type="checkbox"/> public access</p> <p>get access</p>	 <p>Start the SITCIN assessment</p> <p><input type="checkbox"/> restricted access/ accredited Government users only</p> <p>get access</p>	 <p>SITCIN visualisation / evaluation and comparison tools</p> <p><input checked="" type="checkbox"/> public access</p> <p>get access</p>
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SITCIN phases and user guidance

I

Government accreditation process (selection of a lead agency and National Focal Point)

II

Thematic focal points appointed in other Government agencies/ conduct of a decentralized SITCIN data collection process

III

National focal point verification and submission of data

IV

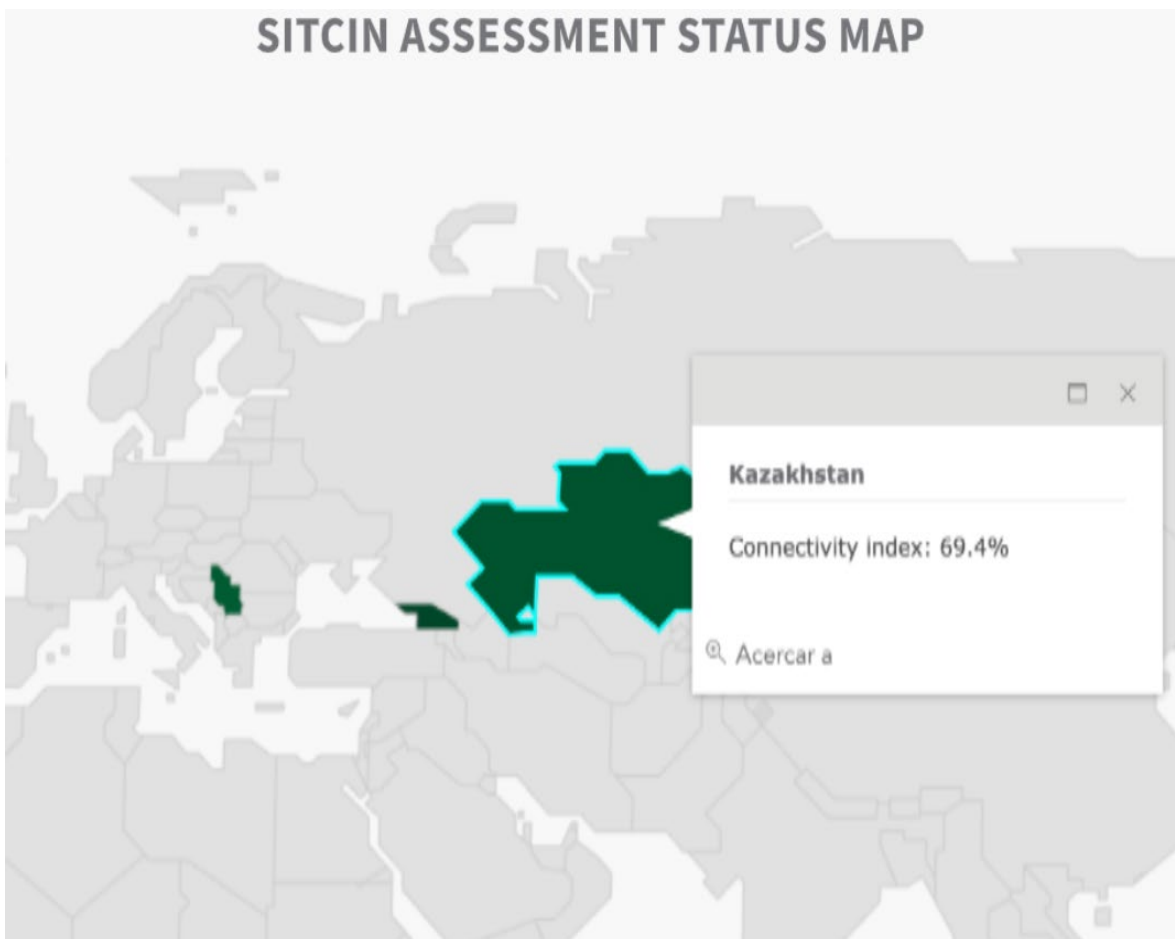
SITCIN national scores are generated/ tailored policy advice provided

V

Repeated use of SITCIN as assessment tool allows for measuring progress over time

Automated data collection and visualization

SITCIN ASSESSMENT STATUS MAP



ROAD TRANSPORT CONNECTIVITY INDICATORS

Economic Sustainability

Social Sustainability

Environmental Sustainability

1-EC-1: Efficiency



1-EC-2: Time required at borders

1-EC-2.1a: Average border clearance time for transit TIR trucks (with physical inspection)



The average border clearance time (in minutes) needed by a transit TIR-truck, when physical inspections are involved. It is calculated by summing the clearance time of all inspected transit TIR-trucks divided by the number of inspected transit TIR-trucks. Time taken into consideration is the time from entering the border post in one territory to leaving it in the other country. The survey should capture the clearance time by time of day (peak and off-peak) and day of week.

1-EC-2.1b: Average border clearance time for transit TIR trucks (without physical inspection)



1-EC-2.2a: Average border clearance time for non-TIR transit trucks (with physical inspection)



1-EC-2.2b: Average border clearance time for non-TIR transit trucks (without physical inspection)



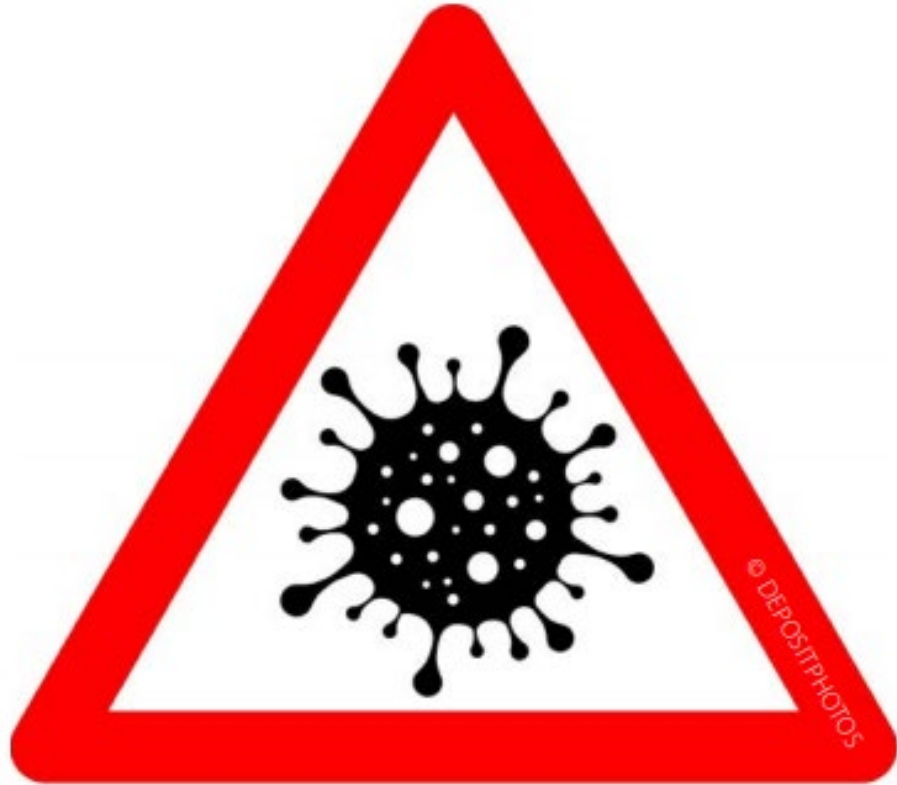
1-EC-2.3: Average queuing time



1-EC-3: Cost



Pandemic resilience indicators



- Protocols to deal with pandemic situations
- List of essential goods
- Priority arrangements for essential goods
- Crisis teams in place
- Extended opening hours of BCPs
- Temporary simplification measures/ extension of certificates validity
- Import duties for medical supplies
- Temporary increase of driving time allowance, temporary relief of weighting controls
- Availability of information and test facilities at BCPs
- Disinfection regimes
- Health certificates for drivers and staff

Strong partnership



Thank you for your attention!