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Enhancing Inter-Regional Transport Connectivity

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Working Party on Transport Trends and Economics
Sustainable Transport Division

SPECA Working Group on Sustainable Transport, Transit and Connectivity
Nur-Sultan, 25 November 2021

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Outline

- Up-date on WP.5 efforts aimed at operationalization of Euro-Asian Transport Links/ Corridor-based action

- International Transport Infrastructure Observatory (ITIO)

- Sustainable Inland Transport Connectivity Indicators (SITCIN) for road, rail, inland waterways and inter-modal transport

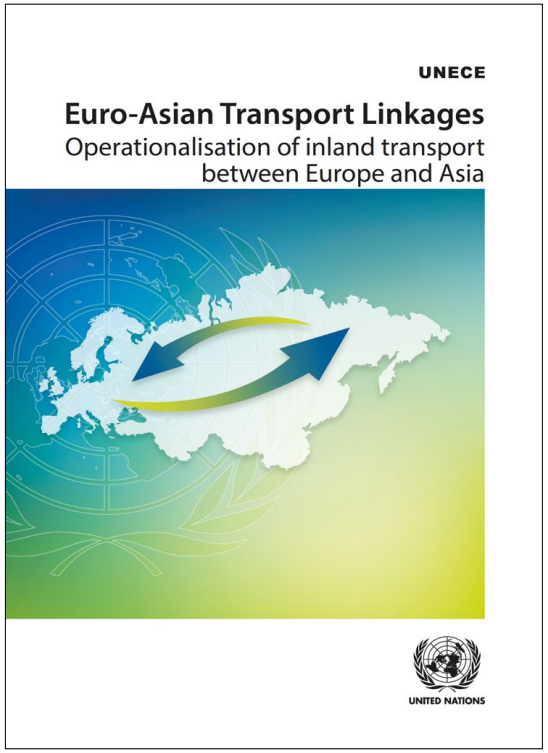
EATL Operationalization

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

Corridors need to:

- be competitive
- meet the requirements of modern supply chains
- seize e-commerce opportunities

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



Significant performance gaps among different corridors

EATL – Corridor based action





At the 83rd Session of the Inland Transport Committee (Geneva, February 2021), the **Governments of Azerbaijan, Georgia, Turkey, Ukraine** and **Kazakhstan** *"Expressed their interest to contribute towards the development of a corridor management mechanism proposal as well as to participate in the pilot implementation of such a mechanism"*

The five Governments have subsequently prepared a detailed Working Document **ECE/TRANS/WP.5/2021/1** presented at the 34th Session of WP.5 (September 2021)

EATL – Next steps

At its 34th session: *"WP.5 welcomed the interest from several UNECE member States to actively participate on enhancing operationalization of Euro-Asian transport links and especially the proposal submitted by the Governments of Azerbaijan, Georgia, Turkey, Kazakhstan and Ukraine to develop and pilot an EATL Route 3 Corridor Coordination Management Mechanism (CCMM) and a Corridor Performance Review (COPR) Mechanism. WP.5 invited the group to report back on its progress in this regard at the forthcoming thirty-fifth session of the Working Party in September 2022"*

The five Governments have *tentatively* agreed on the following priorities:

- Digitalization of customs, border and transport documents (incl. eTIR and eCMR)
- Transport infrastructure development

International Transport Infrastructure Observatory

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UNECE UNITED NATIONS ESCWA IsDB البنك الإسلامي للتنمية Islamic Development Bank CETMO Economic Cooperation Organization

Welcome to the Observatory

The International Transport Infrastructure Observatory is a multi-stakeholder, web-based GIS platform which hosts data on a large variety of transport infrastructure networks and nodes across different modes including road, rail, inland waterways, ports, airports, intermodal terminals, logistics centers and border crossing points

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International Transport Infrastructure Observatory

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GOVERNMENTS

Authorized Governments' users can access the Observatory from here

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MULTILATERAL DEVELOPMENT BANKS

Authorized International Financial Institutions' users can access the Observatory from here

LEARN MORE

REGIONAL ORGANIZATIONS

Authorized Regional Organizations' users can access the Observatory from here

LEARN MORE

THE PUBLIC

The public can access all the publicly available information included in the Observatory from here

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International Transport Infrastructure Observatory

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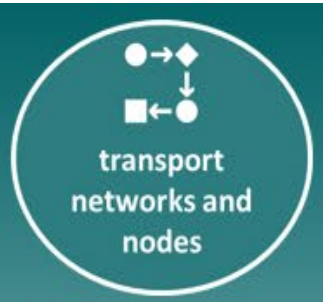

Upload, revise and update data about all transport networks and nodes (road, rail, inland waterways, ports, airports, intermodal terminals, logistics centers and border crossing points).

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Visualize transport corridors passing through their territory (length, services, missing links, time schedules, tariffs).

LEARN MORE

Upload data about **new transport infrastructure projects**

LEARN MORE

Upload, revise and update data about international conventions / agreements ratification and implementation

LEARN MORE

Benchmarking transport infrastructure construction costs

LEARN MORE

Climate Change impacts and adaptation for transport networks and nodes

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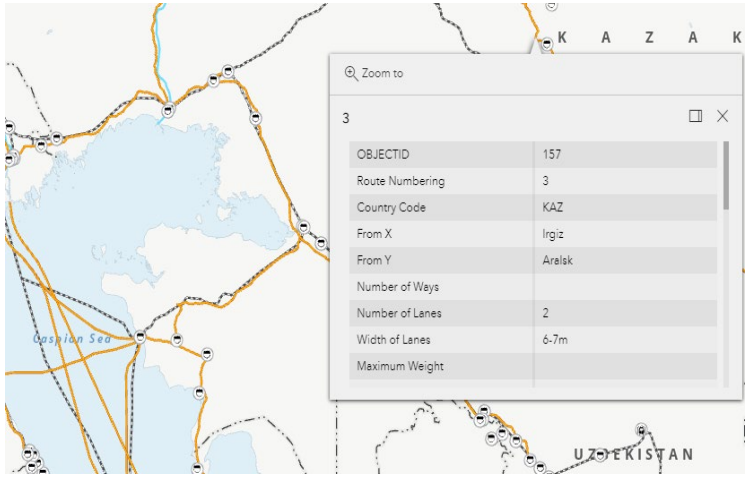
I. Transport infrastructure networks and nodes

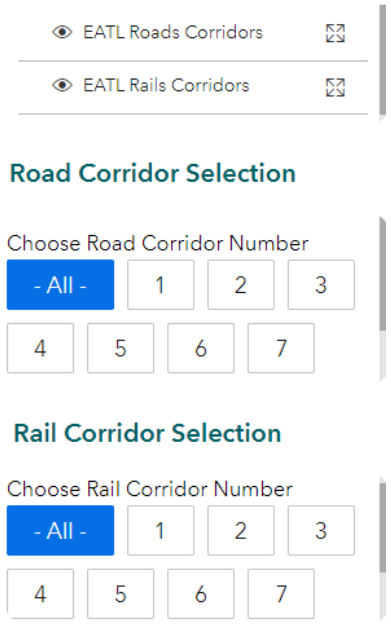
UNECE and ESCWA regions, overview of all available networks

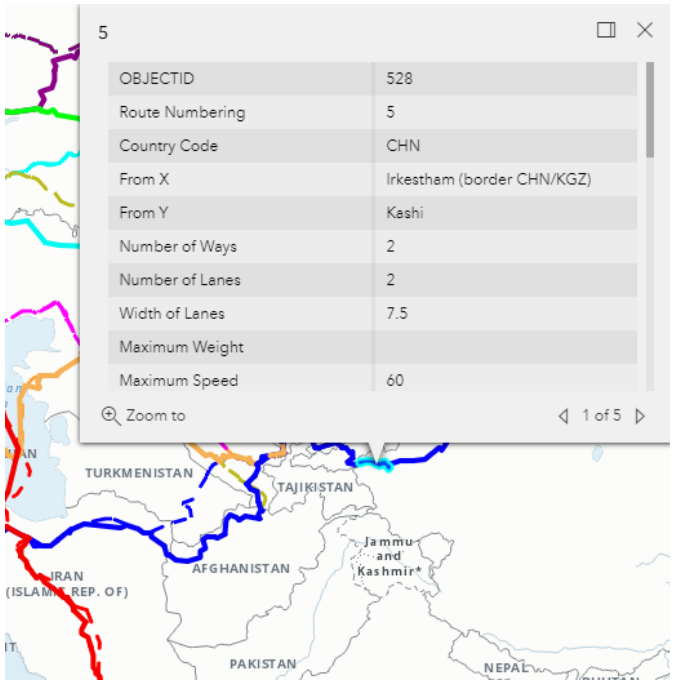
- EATL Road Nodes
- EATL Road Projects Nodes
- EATL Rail Nodes
- EATL Maritime Ports
- EATL Inland Waterway Ports
- EATL Roads
- EATL Road Projects
- EATL Rails
- EATL Rail Projects
- EATL Inland Waterways
- AGR Roads
- AGN Waterways
- AGN Ports

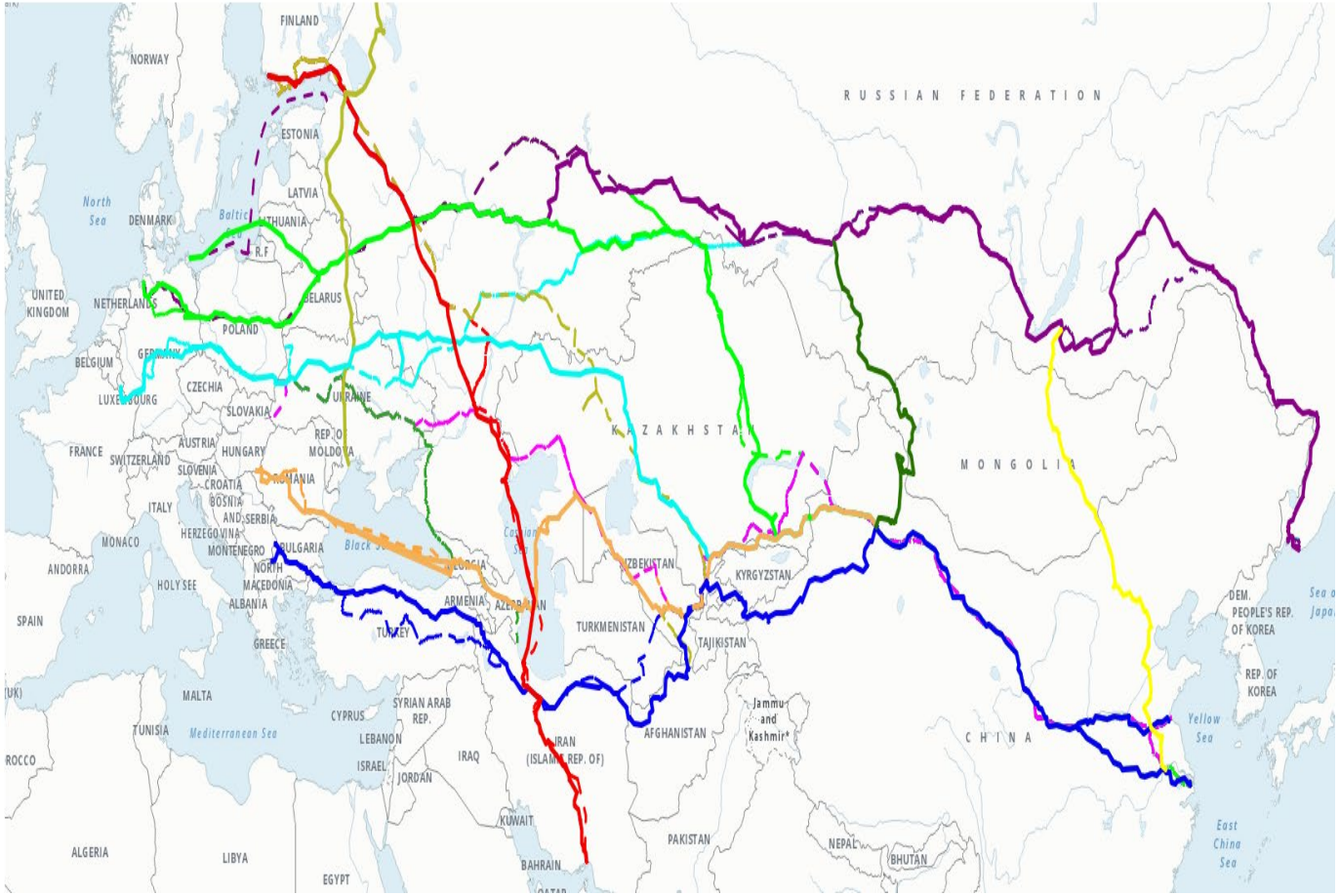


II. Transport corridors

EATL, ESCWA, CETMO networks
As well as other initiatives…

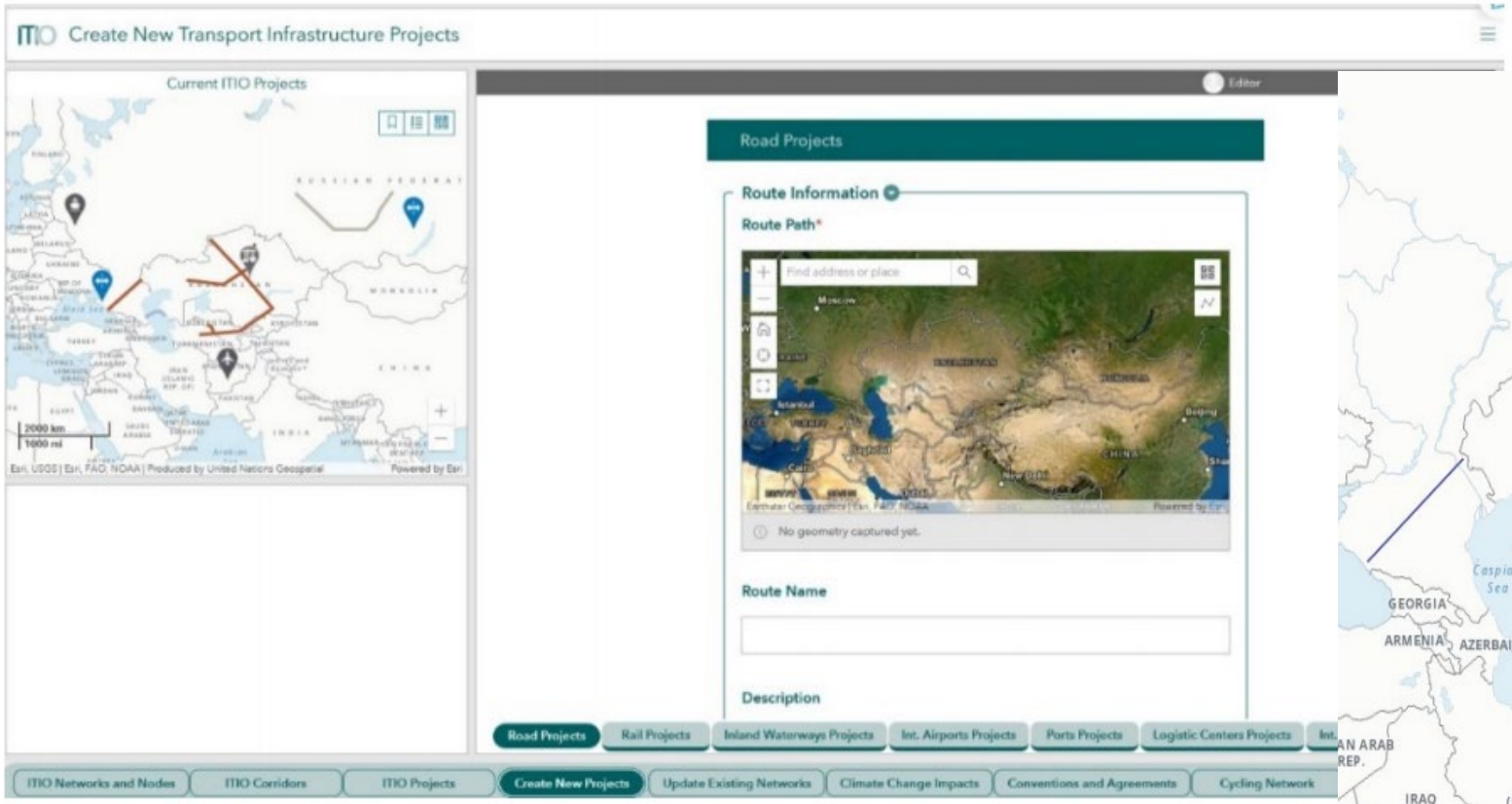


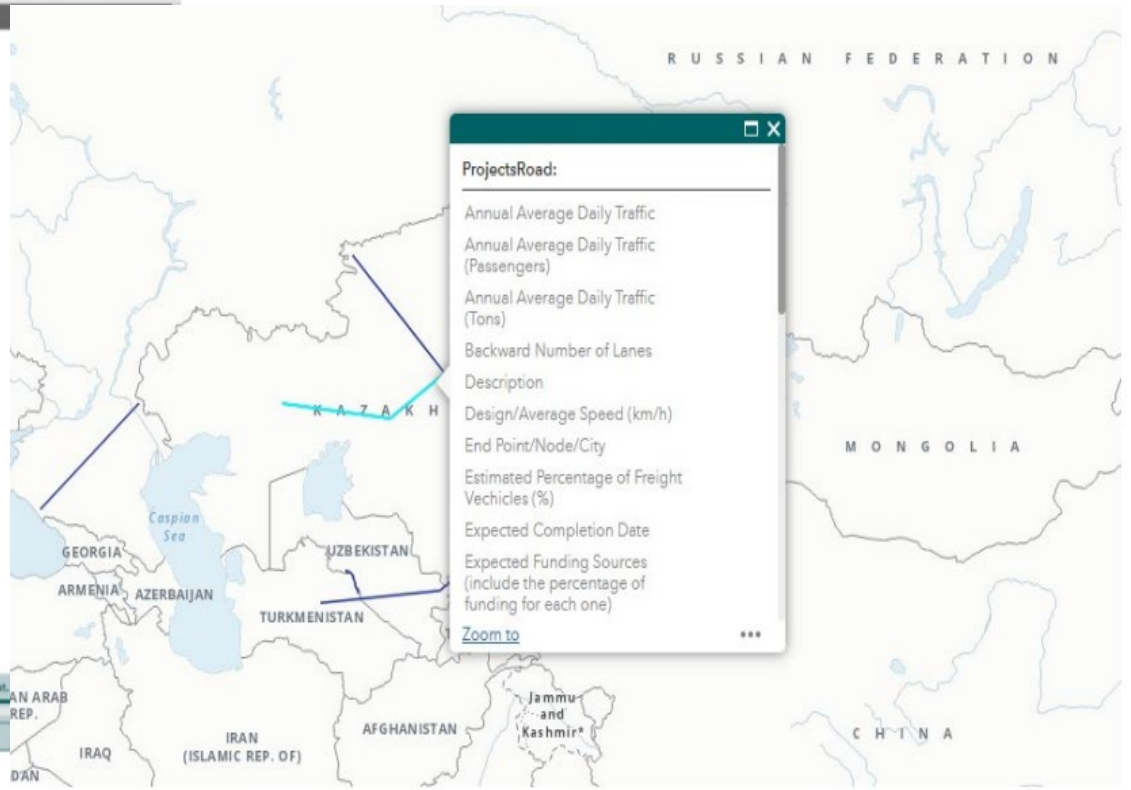




III. Creating new project proposals

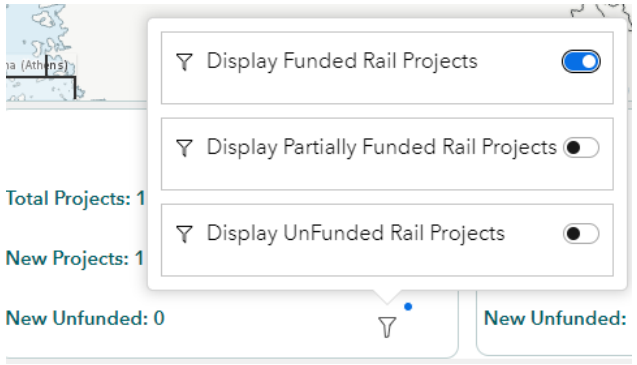
App for Governments to upload new projects in need of funding

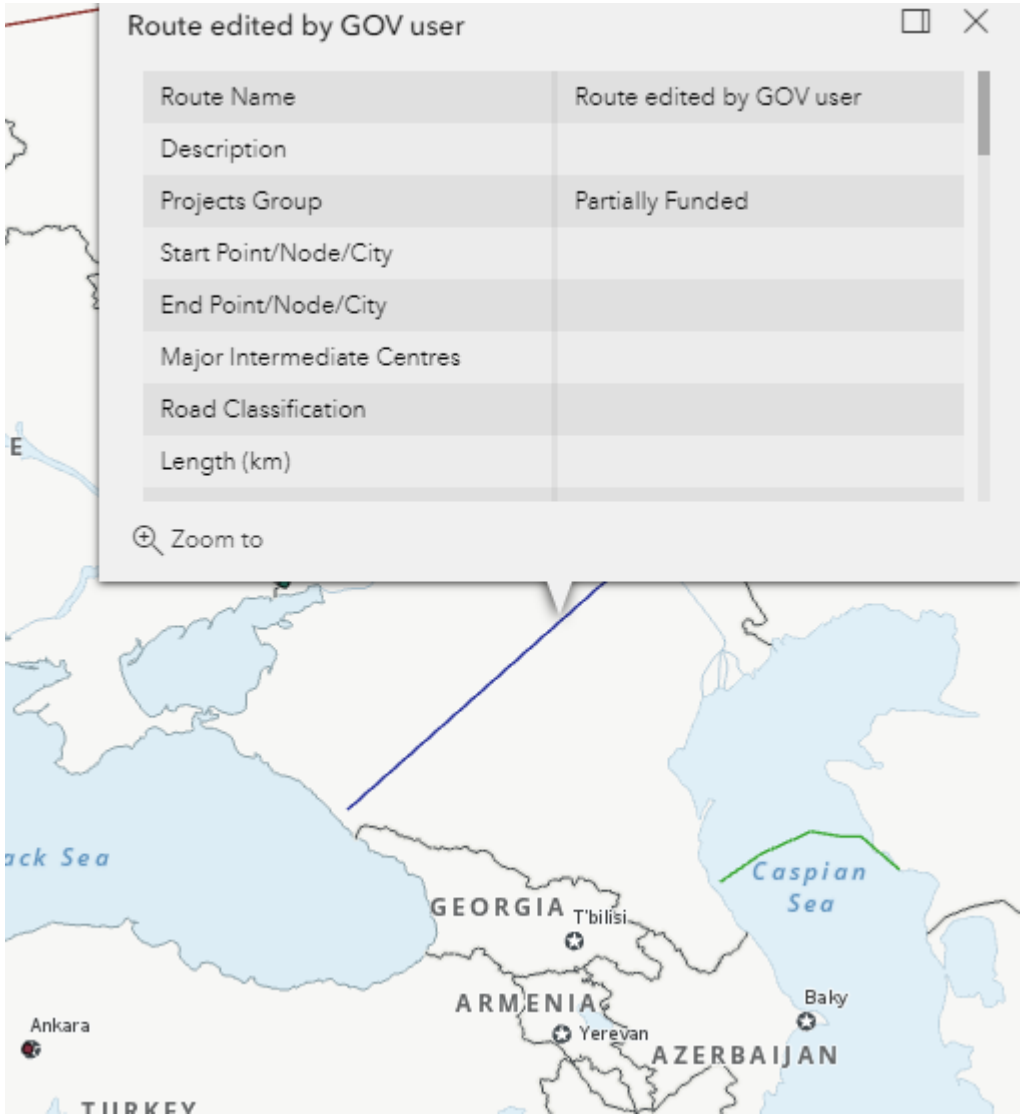




IV. Identifying bankable project proposals

Multilateral Development Bank application, access to new project proposals



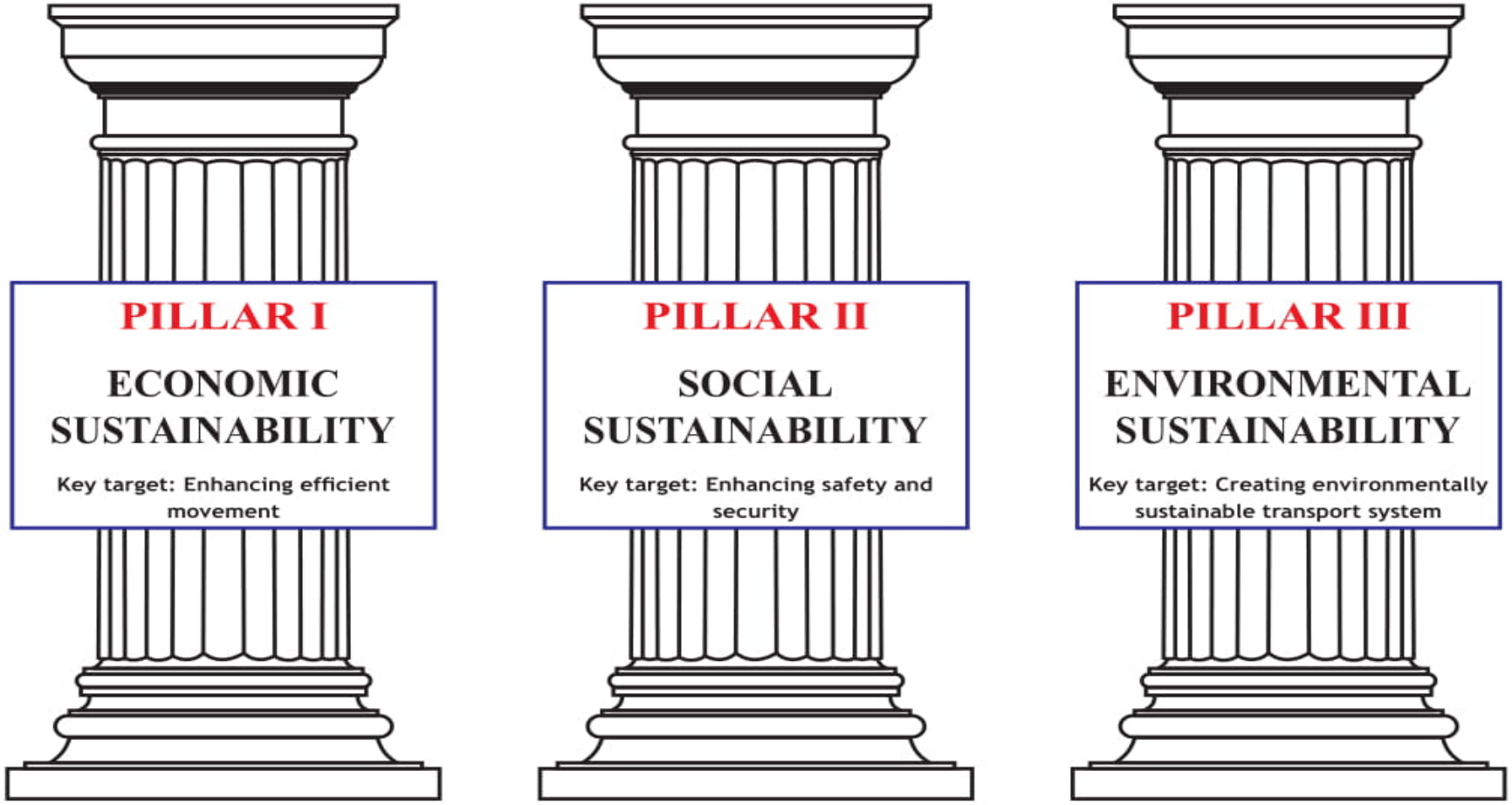


Sustainable Inland Transport Connectivity Indicators

- **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.
- **Pilot countries:**

- 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 Structure & Scope



ROAD TRANSPORT

RAIL TRANSPORT

INLAND WATERWAYS

INTER-MODALITY

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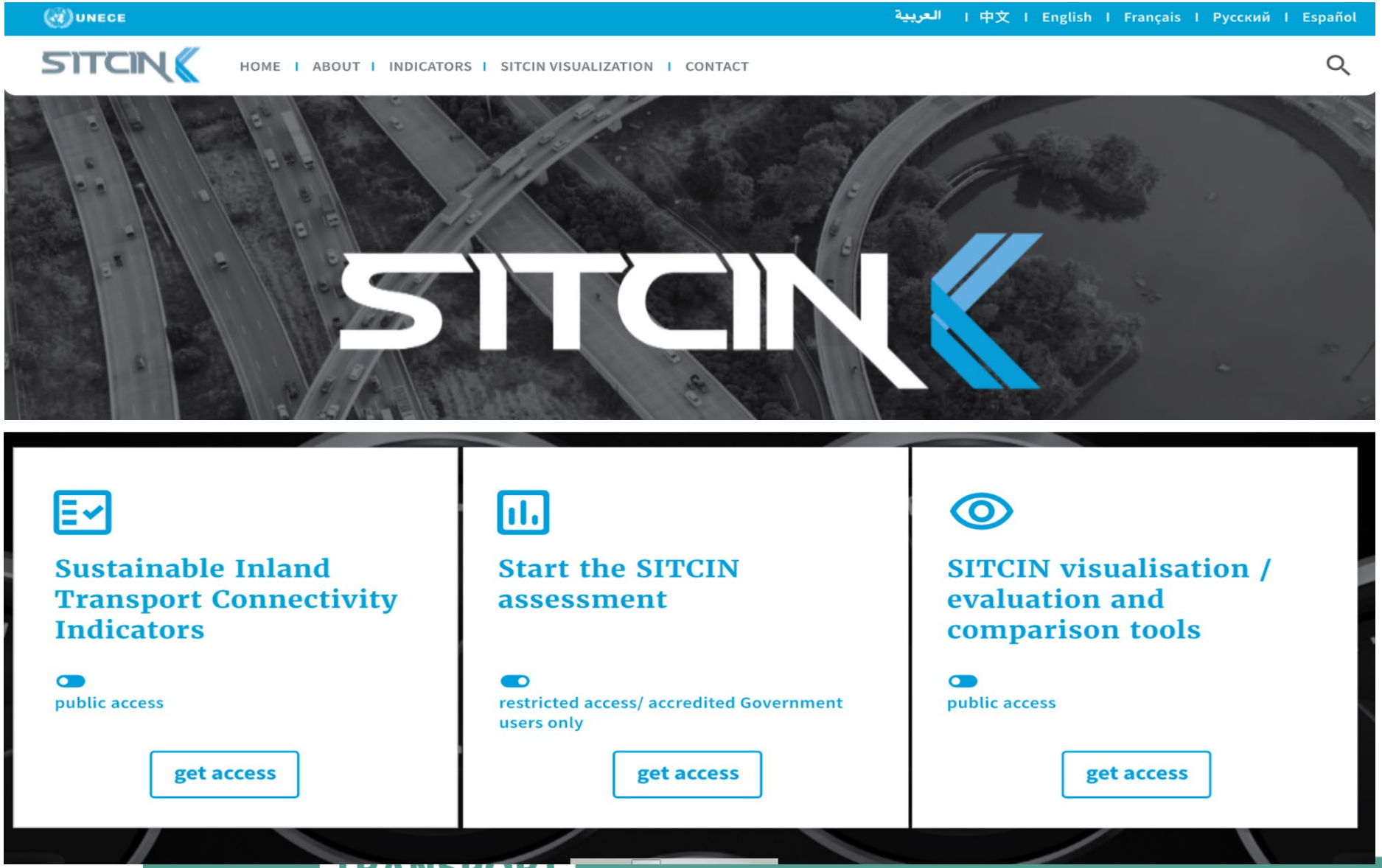
SITCIN Rail

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

Next steps – SITCIN user platform

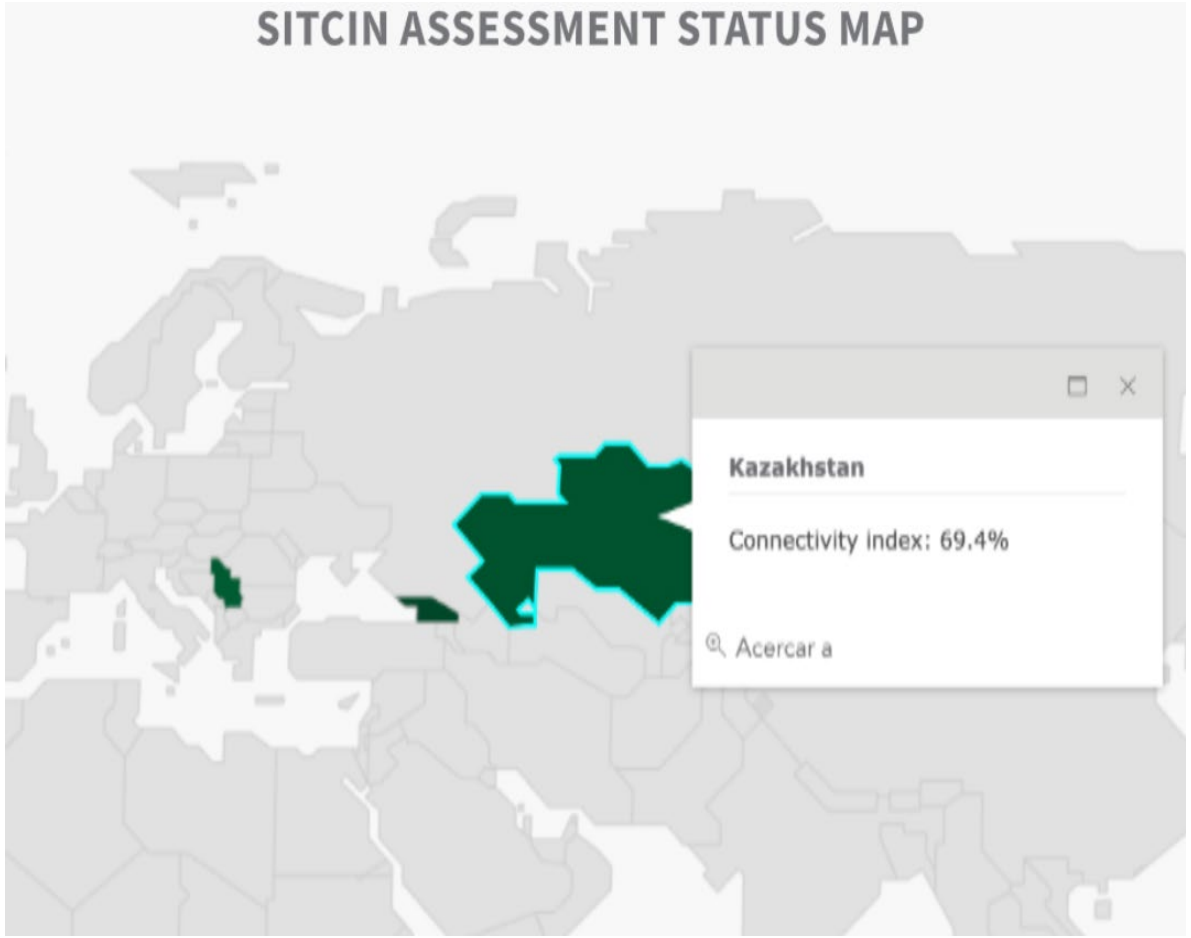


Available in:

English
French
Russian
Arabic
Spanish

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

Data collection and visualization



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 +

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Thank you for your attention!

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