



Sustainable Euro-Asian transport connectivity – UNECE support

*WP.5, 34th session
Geneva, 15 September 2021
Agenda item 3 (b)*

UNECE Euro-Asian Transport Links



Development/operationalization of the links:

- Overall coordination and support activities of the Working Party on Transport Trends and Economics (WP.5)
- Support Activities of the Working Party on Intermodal Transport and Logistics (WP.24)

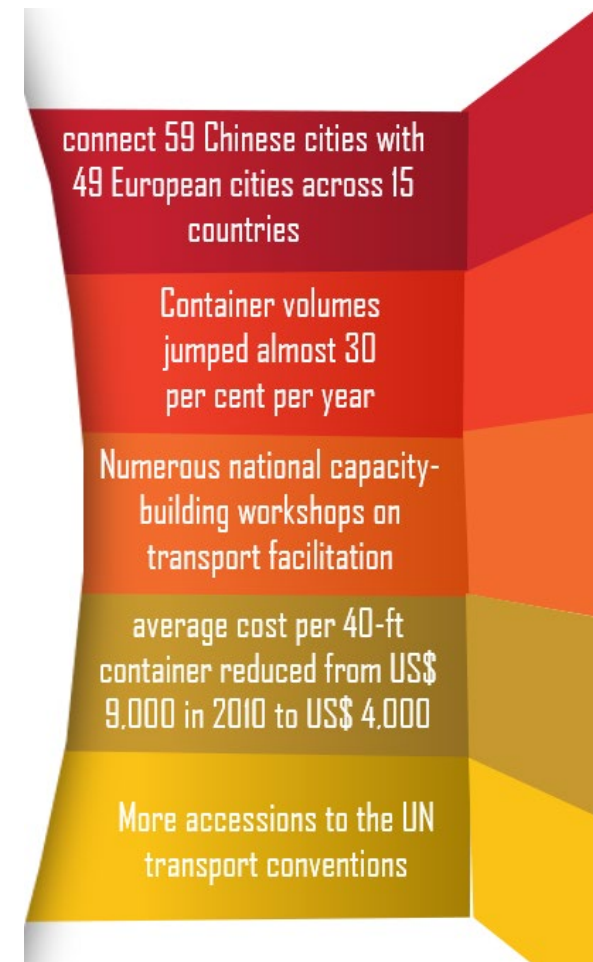
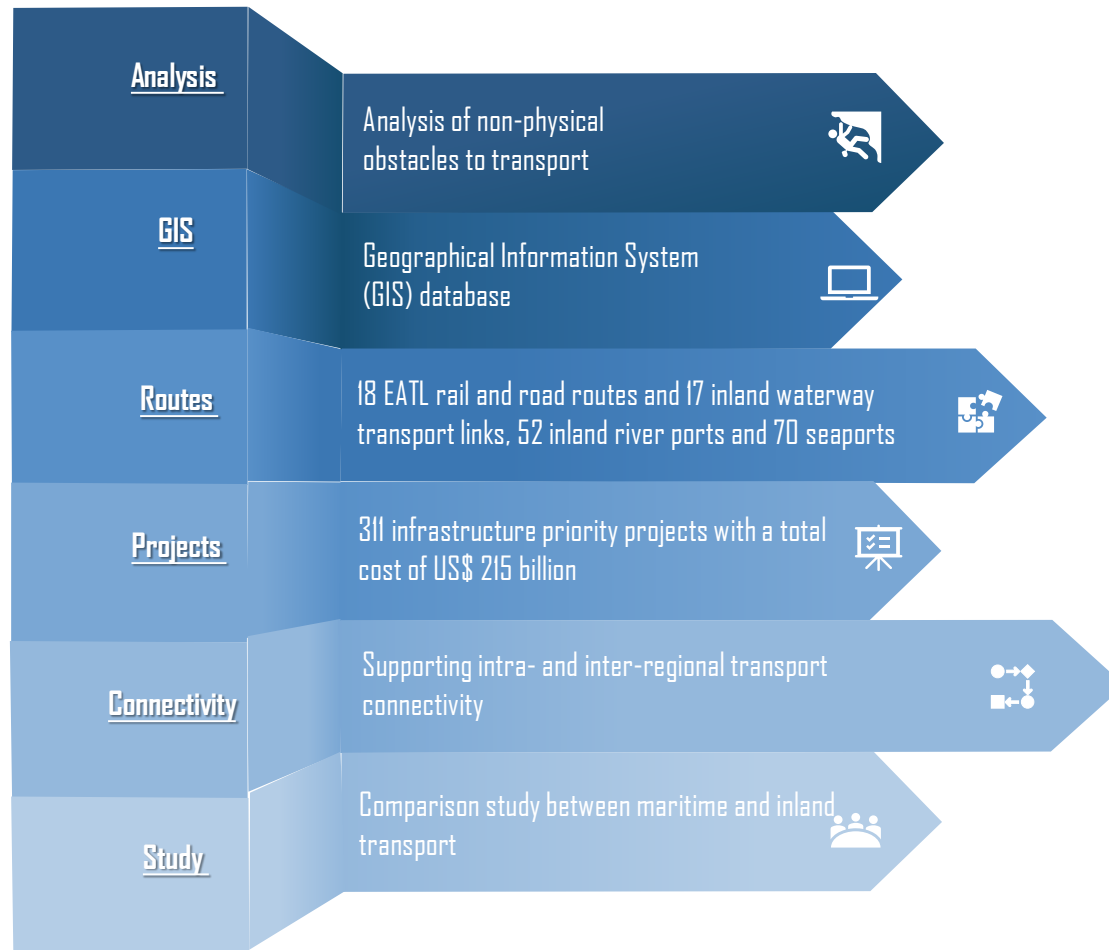


WP.5 record of achievements

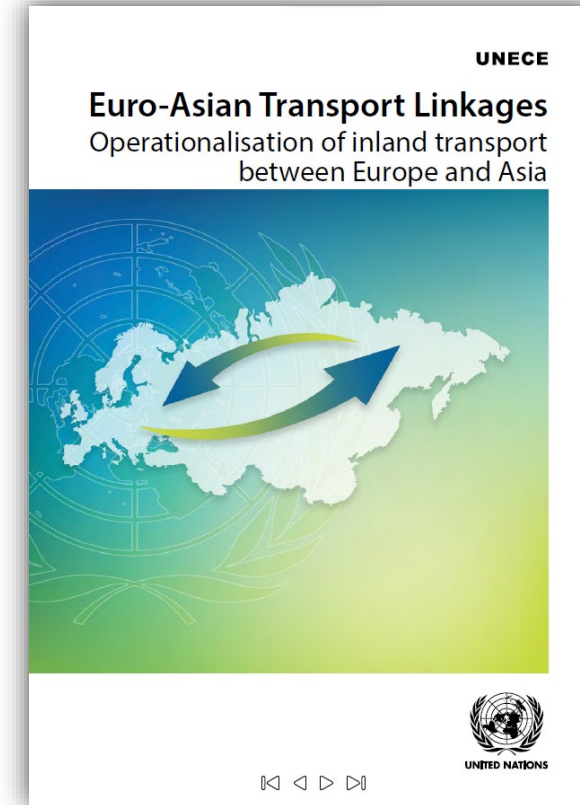
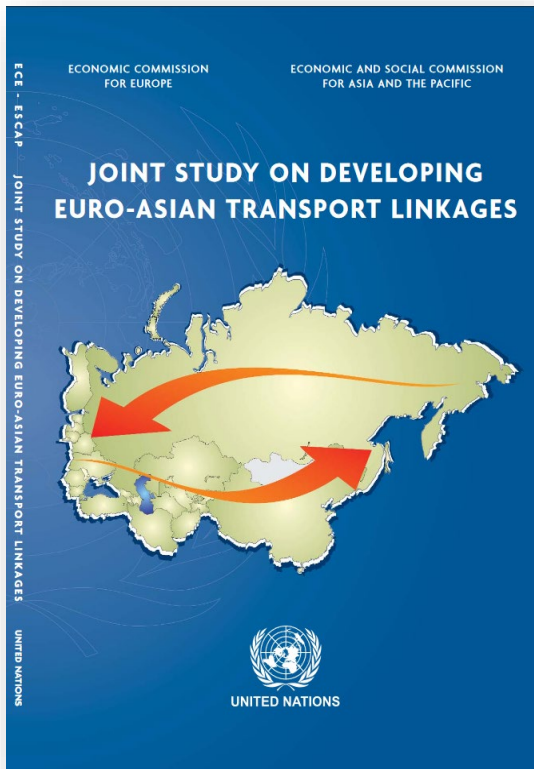
- Over the last 20 years, WP.5 has undertaken considerable work regarding the development of **sustainable regional and inter-regional connectivity, transport infrastructure networks and corridors** including **transport infrastructure financing**
- Over the last 10 years WP.5:
 - Held more than 20 capacity building workshops, focusing on interregional transport connectivity
 - Issued 19 publications and research papers
 - Organized 62 formal group of expert sessions
- **Flagship activities incl:** EATL, TEM & TER, GE.3, Hinterland Connections of Seaports, establishment of the International Transport Infrastructure Observatory etc.
- As per its mandate and record of achievements, WP.5 coordinates UNECE efforts aimed at corridor operationalization – See [ECE/TRANS/WP.5/2020/1](https://www.unece.org/transport/transport-operations/transport-operations-workshop-2020-1)



UNECE Euro-Asian Transport Links (EATL) Project



UNECE Euro-Asian Transport Links (EATL) Project



WP.5 six main clusters of work

- A. Development of transport networks and/ or links**
 - B. Transport and climate change
 - C. Sustainable urban mobility
 - D. Transport infrastructure data
 - E. Review and monitoring of emerging issues and sustainable development goals (SDGs)
 - F. Inland transport security
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- Fully aligned with the ITC Strategy`s Pillar IV on **Promoting Sustainable Regional and Interregional Inland Transport Connectivity and Mobility**



Need for enhanced operationalization

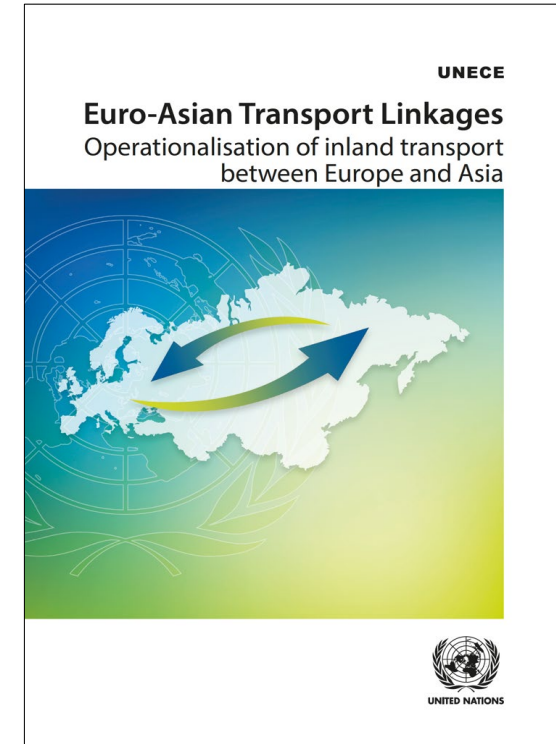
What do we know? (source EATL phase III project)

Corridors need to:

- be competitive
- meet the requirements of modern supply chains

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

Significant performance gaps among different corridors



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

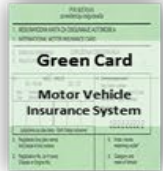
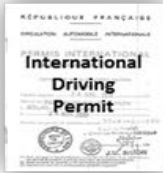
In concrete terms: development of **integrated and reliable transport services**, i.e. block trains, one tariff - one time schedule for the whole corridor (or segments thereof)



Overcoming administrative barriers

TIR

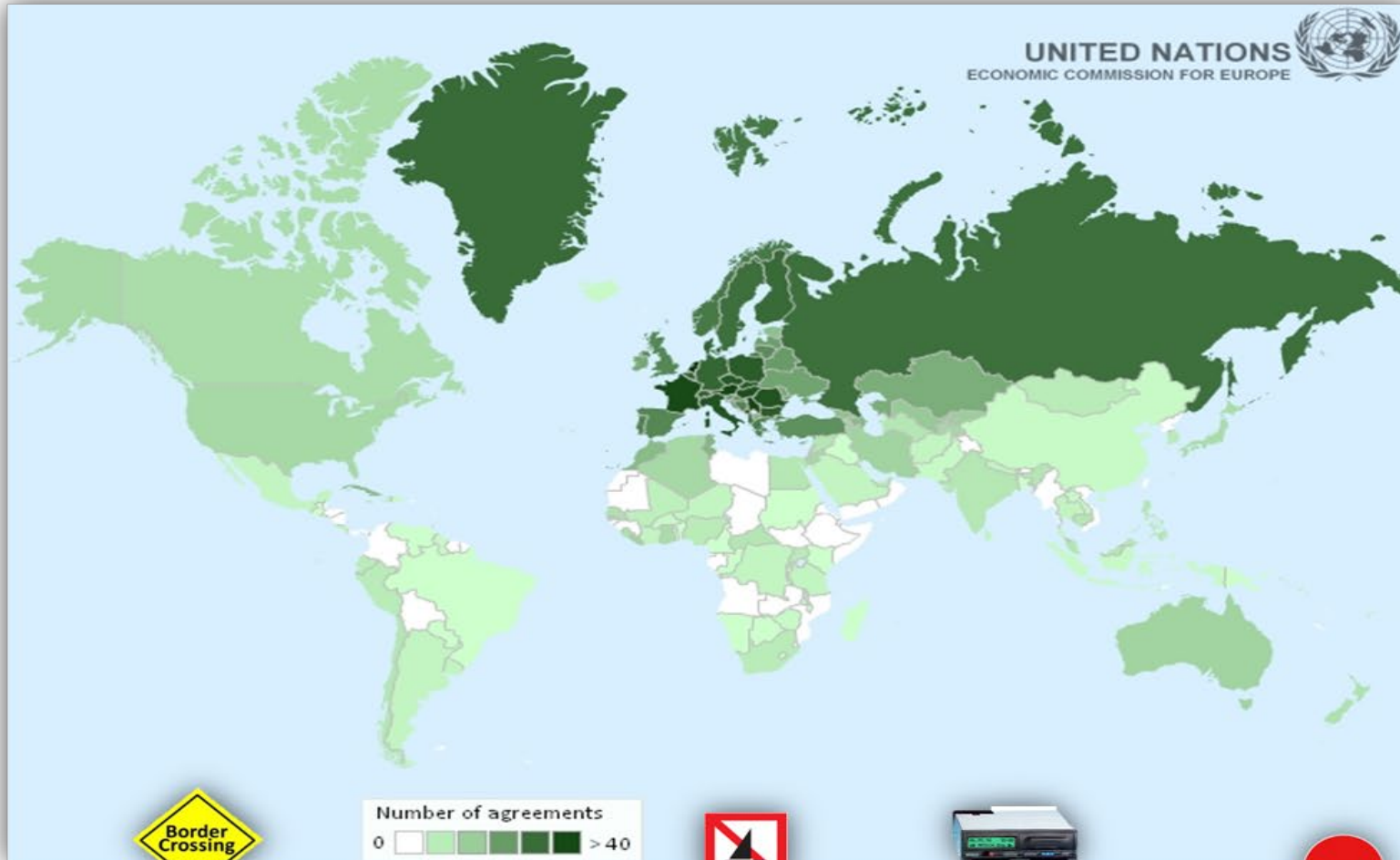
Global Customs facilitation tool



Contract for the International Carriage of Goods by Road



Convention on Road Traffic



Border Crossing
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)

Enhancing inter-regional connectivity



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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Way forward: 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 Working Document [ECE/TRANS/WP.5/2021/1](https://www.unece.org/transport/workingdocuments/2021/1) to be presented under **agenda item 3 (a)**

WP.24 support to EATL operationalization



through

- Enhanced implementation of the AGTC Agreement
⇒ AGTC network developed and maintained to meet the prescribed technical characteristics and performance parameters
- Development of resource material in support of making freight transport and logistics more sustainable



Enhancing the AGTC Agreement implementation

- What is the level of AGTC implementation?
 - ⇒ Unknown
 - ⇒ WP.24 is working on an implementation review mechanism



Implementation review mechanism

- AGTC lines inventory



Implementation review mechanism

- AGTC lines inventory

AGTC line:	Section:	Status	Sub-status	N. of tracks	Vehicle loading gauge	Min distance between track centres	Nominal min speed	Authorized mass per axle (at up to 100km/h) (at up to 120 km/h)	Max gradient	Min useful siding length	
Geographic coordinates of reference start point:	Existing line*	Upgraded	For upgrade	Target values							
				-	UIC B	4.0	120 km/h	22.5 t	-	750 m	
				Achieved values							
	Geographic coordinates of reference end point:	New line*	Realized	In construction**	Target values						
					2	UIC C	4.2	120 km/h	22.5 t	12.5mm/m	750 m
					Achieved values						
			In planning**								

Type of installation	Geographic position	Servicing type of line	Vehicle loading gauge	Authorized mass per axle	Min useful siding length	Interchange technique applied (for gauge interchange stations only)	Carriage technique applied (for ferry links/ports only)
Stations for exchange of wagon groups, Border-crossing points Gauge interchange stations Ferry links/ports*		Existing*	Target values			Change of wagon axles/bogies	Carriage of loading units on wagons
			UIC B	22.5 t	750 m		
			Achieved values				
		New lines*	Target values			Transshipment of loading units by crane/other handling equipment	Transshipment of loading units to ferry
			UIC C	22.5 t	750 m		
			Achieved values				

Implementation review mechanism

- Performance on the AGTC lines
 - ⇒ Performance indicators
 - ⇒ Data collection
 - ⇒ Indicator assessment



Resource material in support of making freight transport and logistics more sustainable



UNECE

**Handbook for national master plans
for freight transport and logistics**



Chapter 1: The importance of the logistics sector for the national economies

Chapter 2: The role of the governments in freight transport and logistics

Chapter 3: Good practices from ECE member countries

Chapter 4: Guidelines for the development of national master plans for freight transport and logistics

Chapter 5: Policy measures in support of the implementation of the national master plans

Chapter 6: Conclusions and Recommendations



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Guidelines for the development of national master plan



⇒ What to focus on / which actions to choose

Optimization



- A. Stable conditions
- B. Infrastructure & networks
- C. High-level objectives
- D. Strategic geographical location

Leaders:

- A. 7 actions
- B. 10 actions
- C. **15 actions**
- D. 2 actions

National
master
plan

Builders:

- A. **10 actions**
- B. 4 actions
- C. 7 actions
- D. 1 action

Development



Policy measures in support of the national master plans' implementation



- | | | |
|------------------------------------|----|---------------------------------|
| A. Stable conditions | => | 35+ examples of policy measures |
| B. Infrastructure & networks | => | 15 examples |
| C. High-level objectives | => | 20+ examples |
| D. Strategic geographical location | => | 4 examples |



Thank you for your attention

