

WP.5 Activities of Relevance to SC.1

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Working Party on Transport Trends and Economics
Sustainable Transport Division

*Working Party on Road Transport (SC.1),
116th Session*

Geneva, 15 October 2021



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
- Up-date on efforts of the WP.5-led Informal Multidisciplinary Advisory Group on Transport Responses to COVID-19



EATL Operationalization

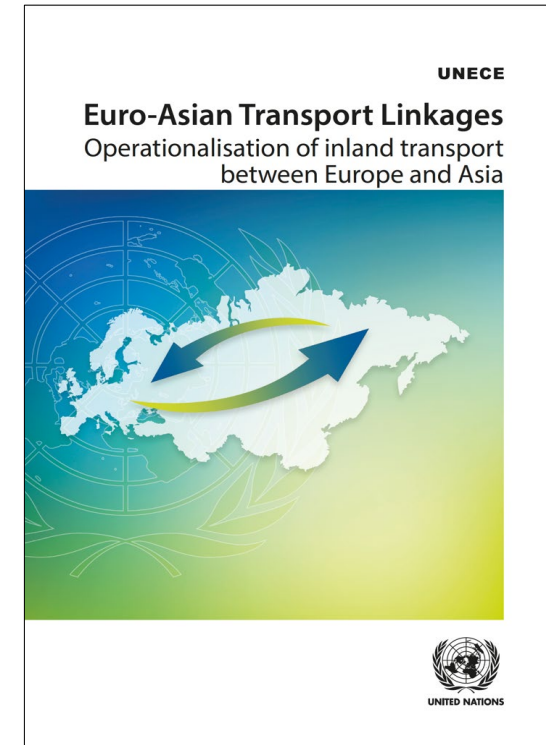
What do we know? (source EATL phase III project)

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 thematic priorities:

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





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





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

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REGIONAL ORGANIZATIONS

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THE PUBLIC

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

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transport
networks and
nodes

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).

[LEARN MORE](#)



transport
corridors

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

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new transport
infrastructure
projects

Upload data about **new transport infrastructure projects**

[LEARN MORE](#)



international
conventions /
agreements

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

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transport
infrastructure
construction
costs

Benchmarking transport infrastructure construction costs

[LEARN MORE](#)





























adaptation for
transport networks
and nodes

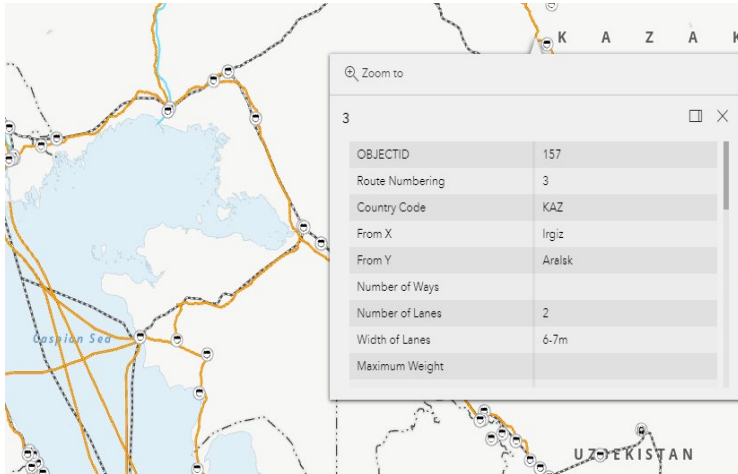
Climate Change impacts and adaptation for transport networks and nodes

[LEARN MORE](#)

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...

- EATL Roads Corridors
- EATL Rails Corridors

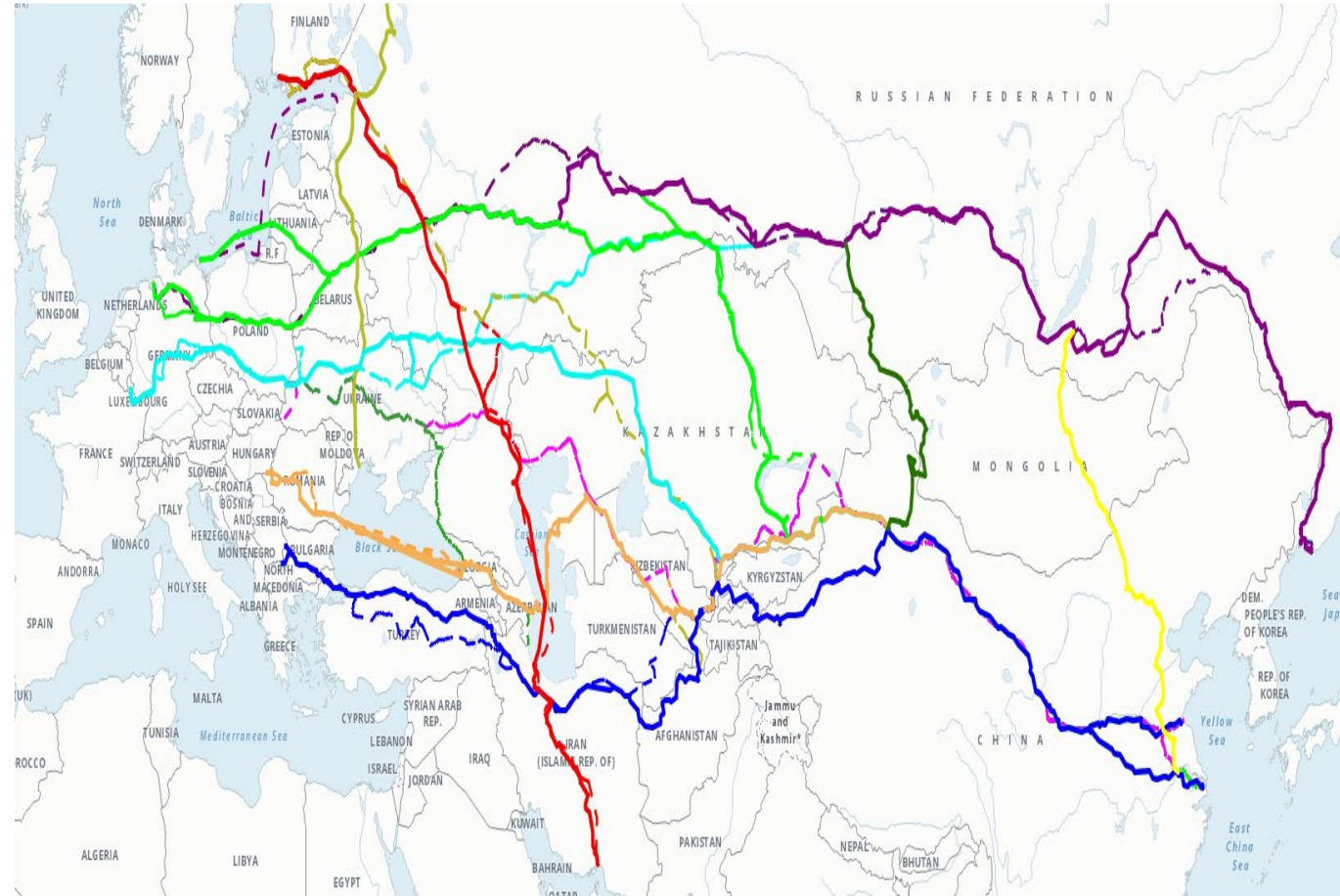
Road Corridor Selection

Choose Road Corridor Number

Rail Corridor Selection

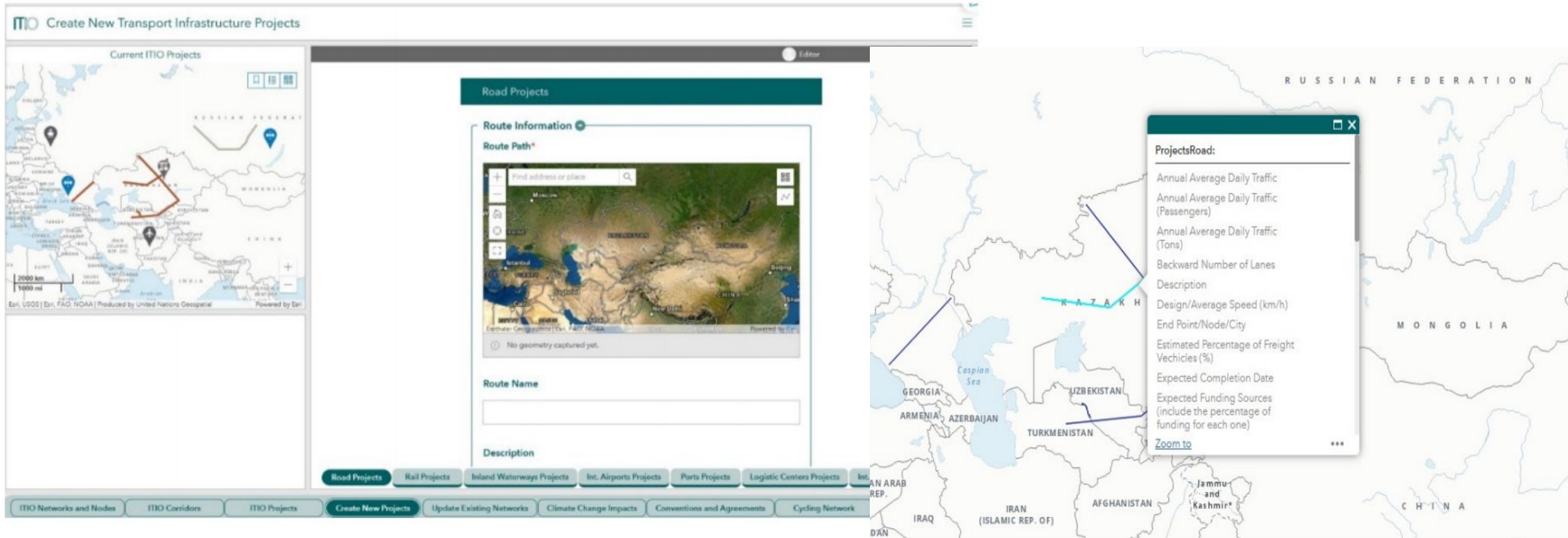
Choose Rail Corridor Number

5	
OBJECTID	528
Route Numbering	5
Country Code	CHN
From X	Irkeatham (border CHN/KGZ)
From Y	Kashi
Number of Ways	2
Number of Lanes	2
Width of Lanes	7.5
Maximum Weight	
Maximum Speed	60
Zoom to	1 of 5



III. Creating new project proposals

App for Governments to upload new projects in need of funding



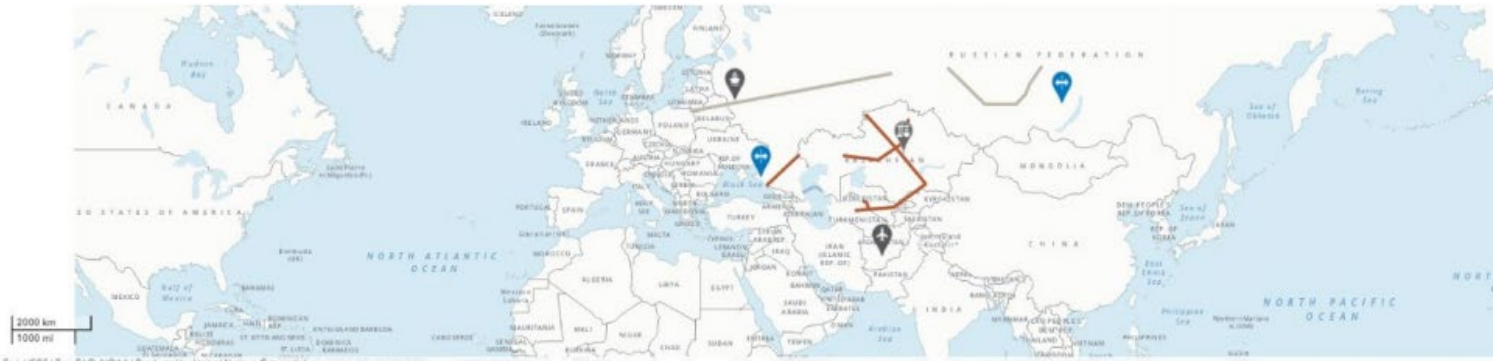
The screenshot displays the ITIO 'Create New Transport Infrastructure Projects' web application. The interface is divided into several sections:

- Current ITIO Projects:** A map on the left showing existing project locations in the region.
- Road Projects Form:** A central form for creating new road projects, including:
 - Route Information:** A section for defining the route path, featuring a search bar and a map view.
 - Route Name:** A text input field for naming the project.
 - Description:** A text area for providing details about the project.
- ProjectsRoad Data Entry:** A detailed window for entering specific data for the road project, including:
 - Annual Average Daily Traffic (Passengers)
 - Annual Average Daily Traffic (Tons)
 - Backward Number of Lanes
 - Description
 - Design/Average Speed (km/h)
 - End Point/Node/City
 - Estimated Percentage of Freight Vehicles (%)
 - Expected Completion Date
 - Expected Funding Sources (include the percentage of funding for each one)

At the bottom of the application, there is a navigation bar with various options: ITIO Networks and Nodes, ITIO Corridors, ITIO Projects, **Create New Projects**, Update Existing Networks, Climate Change Impacts, Conventions and Agreements, and Cycling Network.

IV. Identifying bankable project proposals

Multilateral Development Bank application, access to new project proposals



Display Funded Rail Projects
 Display Partially Funded Rail Projects
 Display UnFunded Rail Projects

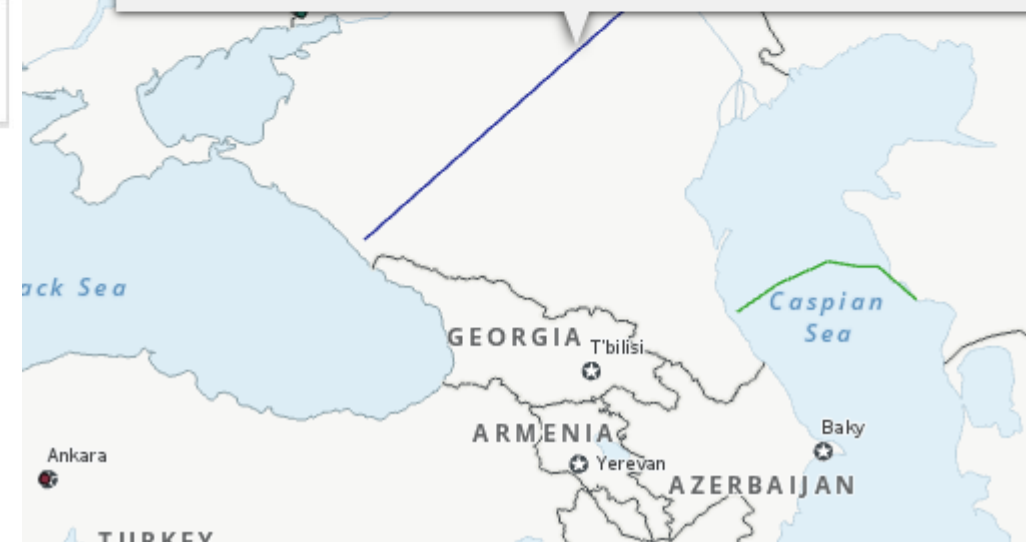
Total Projects: 1
 New Projects: 1
 New Unfunded: 0



Route edited by GOV user

Route Name	Route edited by GOV user
Description	
Projects Group	Partially Funded
Start Point/Node/City	
End Point/Node/City	
Major Intermediate Centres	
Road Classification	
Length (km)	

Zoom to



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:** The flags of the five pilot countries: Georgia (red cross on white), Serbia (tricolor with coat of arms), Kazakhstan (blue with sun and eagle), Sudan (green, white, and black triangles), and Djibouti (blue, white, and red horizontal stripes with a green triangle and a red circle).
- 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 Criteria

- **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
- Provide basis for informed & **evidence based policy-making**



SITCIN Structure & Scope



ROAD
TRANSPORT
∩
RAIL
TRANSPORT
∩
INLAND
WATERWAYS
∩
INTER-
MODALITY



SITCIN Road

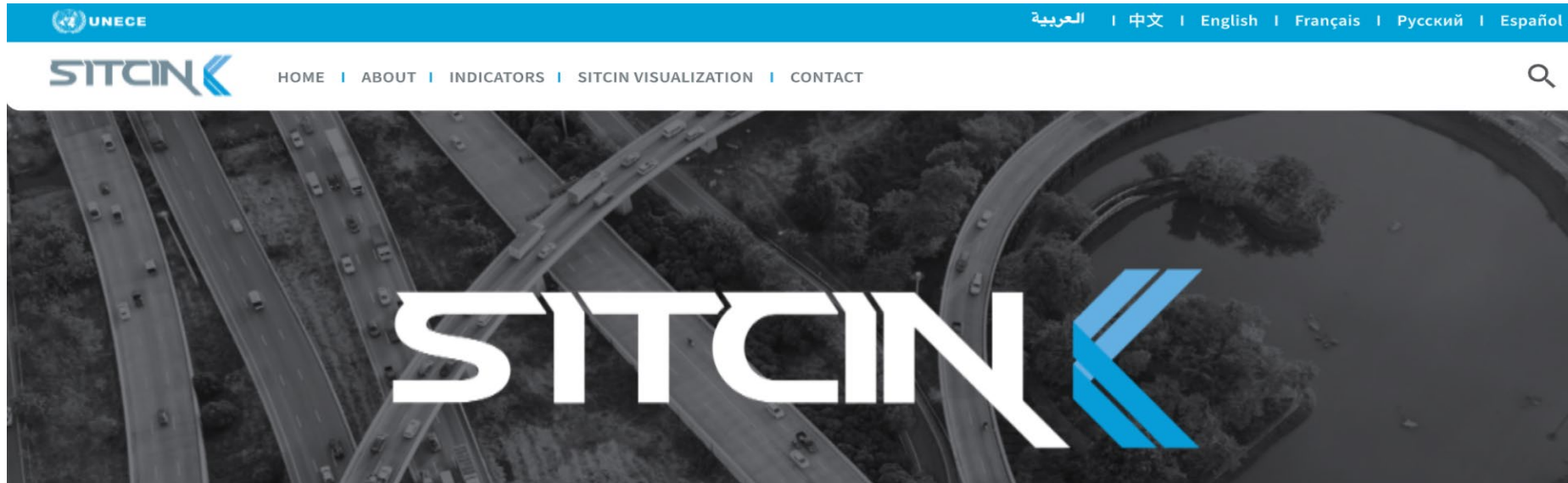
Mode	Pillar	Indicator
ROAD	Economic	Efficiency
		Cost
		Infrastructure
		Operations
		Intermodality/combined transport
		ICT and ITS Solutions
	Social	Road traffic rules/behavior
		Road traffic infrastructure
		Vehicle regulations
		Perishable foodstuffs transport
		Dangerous goods transport (administrative)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






Next steps – SITCIN user platform



Available in:

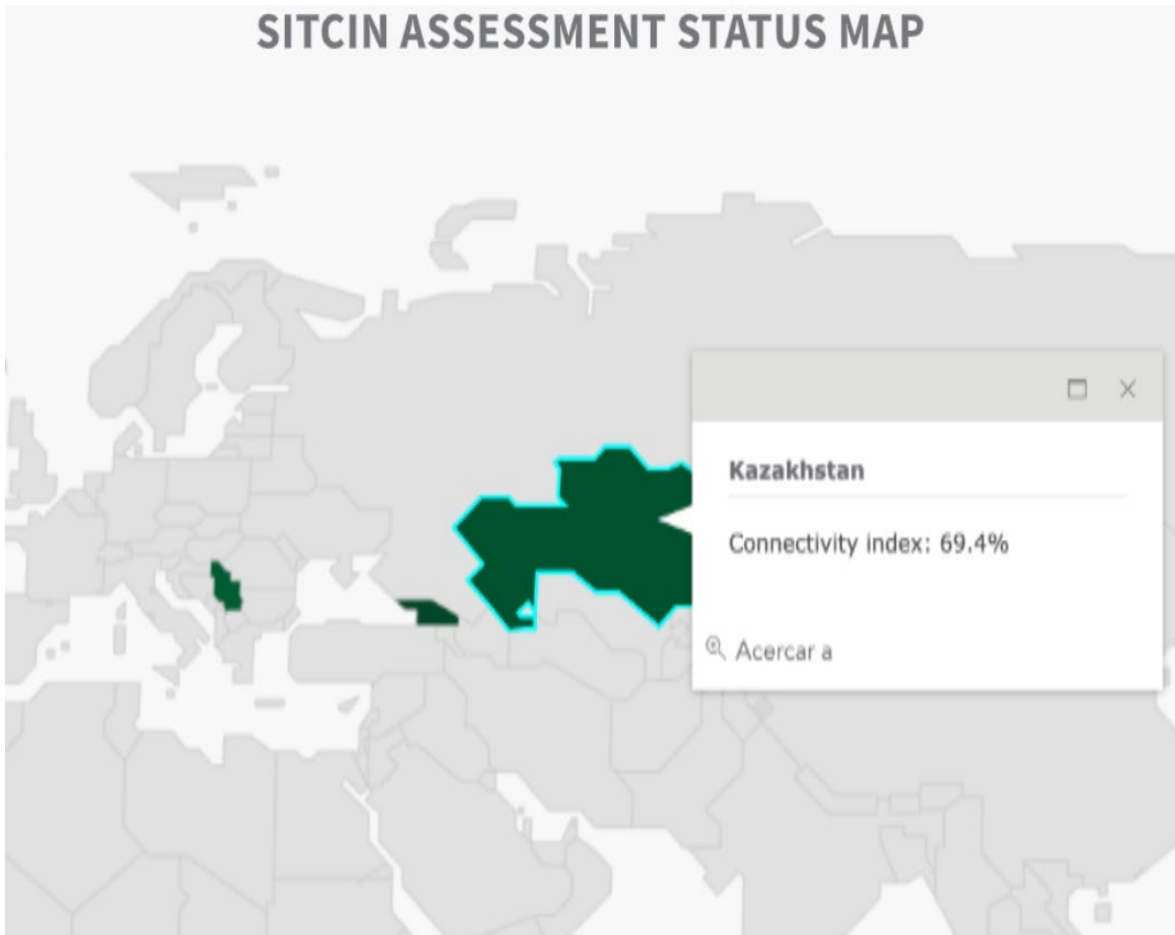
- English
- French
- Russian
- Arabic
- Spanish

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

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

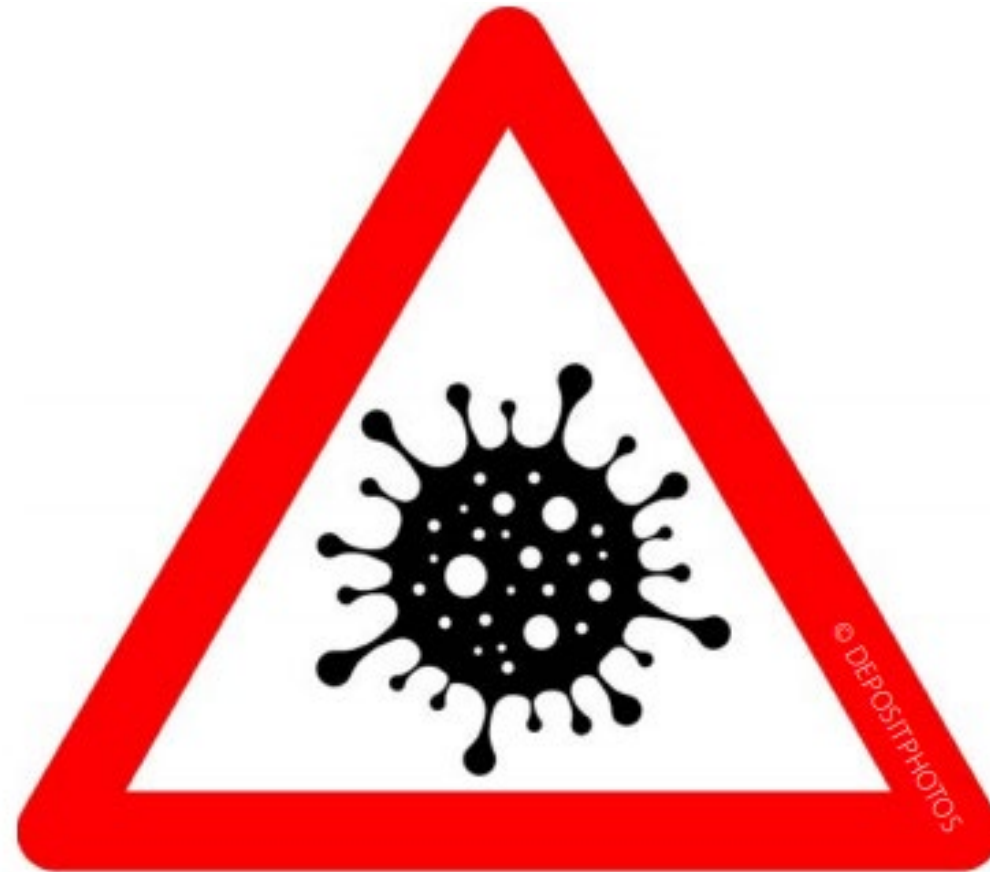
1-EC-2.3: Average queuing time

1-EC-3: Cost

TRANSPORT



Informal Multidisciplinary Advisory Group on Transport Responses to COVID-19



Background



- Multidisciplinary Advisory Group on Transport Responses to COVID-19 has convened on three occasions (June, September 2020 and June 2021)
- The deliberations held in the framework of the group (including a detailed set of recommendations) were integrated into a secretariat document [ECE/TRANS/WP.5/2020/10/](#) entitled: [“Taking stock of the resilience of the inland transport sector to pandemics and international emergency situations”](#)
- ITC considered the document and decided *“to prolong the work of the Advisory Group for one more year until February 2022”* and *“to enhance cooperation between working parties, and between the ITC and other specialized agencies of the UN System, including IMO and ICAO contributing to a better coordinated delivery of programme of work and increased interoperability”*



Background



- Follow-up to ITC request:
 - Informal meeting with mode specific Working Party Chairs and Vice Chairs (SC.1, SC.3/WP.3, WP.5, WP.24, WP.30)
 - Third Advisory Group session was held in June 2021 with IMO and ICAO participation
- Deliberations focused on the identification of commonalities and lessons learned in the way that the maritime, aviation and inland transport (sub-)sectors responded the COVID-19 pandemic
- Additional information, revised recommendations for possible further action reflected in a revised version of **ECE/TRANS/WP.5/2020/10/Rev.1**



Possible way forward

1. At international transport regulatory level

- Prioritize a human centered approach/ recognize the essential role of transport workers
- Evaluate how COVID-19 induced “temporary” measures (temporary extension of validity of permits and documents or temporary exemptions and facilitations measures) can be turned into emergency protocols



Possible way forward

2. At the level of existing international legal instruments

- Assess how infrastructure agreements AGTC, AGR, AGC and AGN could serve as the backbone for the identification of critically important routes and nodes that need to remain open under any circumstances
- Assess how in the framework of the Harmonization Convention for instance criteria could be defined for land border crossings that need to stay open at any time in order to enable the international transport of essential cargo and supplies



Possible way forward

3. At the level of continued sectoral and inter-sectoral dialogue on pandemic preparedness:

- Have pandemic / emergency preparedness as a recurrent agenda item for the forthcoming sessions of mode-specific WPs (SC.1, SC.2, SC.3, WP.24 and WP.30)
- Build further on the work done by the informal Advisory Group so far and continue to explore specific measures/ tools that could be developed aimed at increasing the resilience of the inland transport system to future pandemics, *e.g. contingency planning for rail, road and inland waterway sectors*



Pandemic preparedness - Next steps

At its 34th Session:

- *“WP.5 requested the secretariat to prepare an official document including the recommendations developed so far as well as a proposed action plan for their implementation and to develop a concept note for further information exchange and possible contingency planning for rail as well as road and inland waterways for the forthcoming ITC session”*
- *“WP.5 requested the secretariat to raise awareness about the important role that transport workers play in keeping supply chains operational at times of pandemics and other emergency situations and to enable their prioritized access to healthcare systems”*
- **SC.1 invited to provide feedback and inputs**



Thank you for your attention!

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