Transport corridor operationalization in the Euro-Asia region and beyond

Corridor Development and Management for the Benefit of LLDCs and Transit Countries

Ulaanbaatar, 30 October 2019
Centre for inland transport conventions

- Global Customs facilitation tool (TIR)
- International Driving Permit
- Green Card
- CMR
- Convention on Road Traffic
- World Forum for Harmonization of Vehicle Regulations (WP 29)
- ADN
- Carriage of Dangerous Goods by Road (ADR)
- Infrastructure Agreements for roads (AGR), Rail (AGC), Inland Water Transport (AGN), Intermodal Transport (AGTC)
- European Code for Inland Waterways
- Work of Crews of Vehicles engaged in International Road Transport / Digital Tachograph
- Convention on Road Signs and Signals
UNECE Euro-Asian Transport Links (EATL) Project


- 38 participating countries from Europe and Asia
- 9 rail & road, 17 inland waterway transport links, 52 inland river ports and 70 maritime ports identified
- 311 project proposals/ worth USD 215 billion
- Detailed mapping of physical and non-physical obstacles/ comparative study inland versus maritime
- Creation of a web-based Geographical Information System (GIS)
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
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)
Ways to enhance operationalization

Operationalization is complex and challenging

In a country:
- national strategy
- necessary conditions through laws and procedures (border and transit facilitation, infrastructure)

Across countries:
- interoperability priorities
- operational targets and work plan
Ways to enhance operationalization

Sustainable Inland Transport Connectivity Indicators (SITCIN) – under development

Corridor Management Groups (CMGs)*

Corridor Operationalization Performance Review (COPR)*

*Under UNECE WP.5 consideration/ parent body of EATL project
Ways to enhance operationalization

Operationalization is complex and challenging

- Horizontal work
- Vertical work
- COPR
- CMGs
- SITCIN
Sustainable Inland Transport Connectivity Indicators (SITCIN)

UN Development Account funded

PILLAR I
ECONOMIC SUSTAINABILITY
Key target: Enhancing efficient movement

PILLAR II
SOCIAL SUSTAINABILITY
Key target: Enhancing safety and security

PILLAR III
ENVIRONMENTAL SUSTAINABILITY
Key target: Creating environmentally sustainable transport system

ROAD TRANSPORT
RAIL TRANSPORT
INLAND WATERWAYS
INTER-MODALITY
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<th>Mode</th>
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<th>Indicator</th>
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E.g. Indicators on 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-lange 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.

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E.g. Indicators on transport infrastructure

- UNECE infrastructure agreements: AGR, AGC, AGTC or equivalents
- Infrastructure investments as per centage of GDP
- Actual construction

- 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.
Corridor Operationalization Performance Review (COPR)
Next steps

- Development of a full set of **Sustainable Inland Transport Connectivity Indicators** – foreseen for **end 2020**

- Preparation of a working document on the way ahead for EATL operationalisation, to be ready by **mid-2020** and discussion in the framework of the **UNECE Working Party 5 on Transport Trends and Economics** (September 2020)

- Synergies with other on-going UNECE workstreams: **Unified Railway Law (URL), (e)TIR and (e)CMR, the International Transport Infrastructure Observatory** etc.
Thank you for your attention

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