

Transport corridor operationalization in the Euro-Asia region and beyond

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

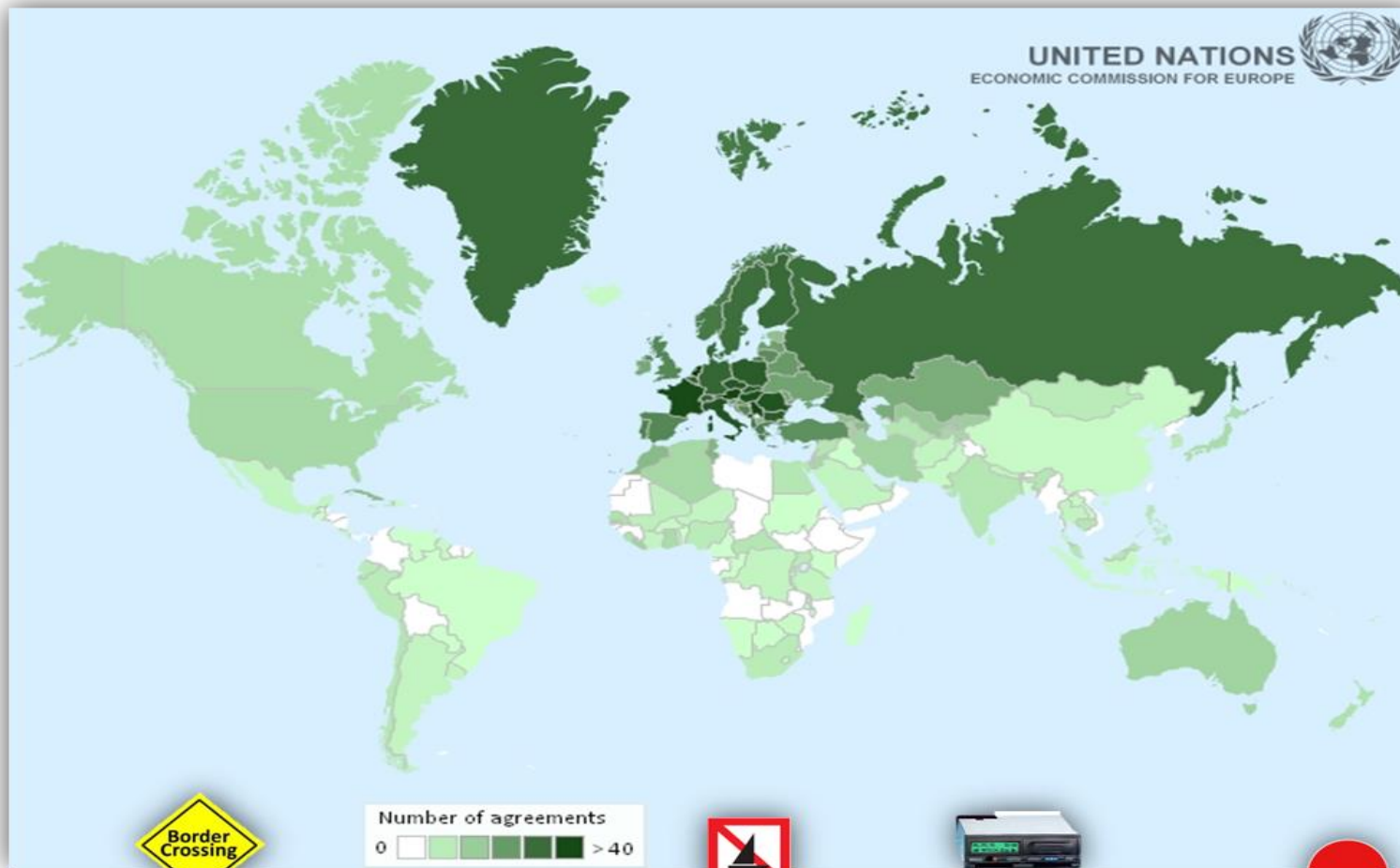
Ulaanbaatar, 30 October 2019



TRANSPORT



Centre for inland transport conventions



TIR

Global Customs facilitation tool



CMR

Contract for the International Carriage of Goods by Road

CH

Convention on Road Traffic



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

E1

World Forum for Harmonization of Vehicle Regulations (WP 29)



International Carriage of Dangerous Goods by Inland Waterways

ATP

Carriage of Perishable Foodstuffs

ADR

International Carriage of Dangerous Goods by Road

E40

Infrastructure Agreements for roads (AGR), Rail (AGC), Inland Water Transport (AGN), Intermodal Transport (AGTC)



UNECE Euro-Asian Transport Links (EATL) Project

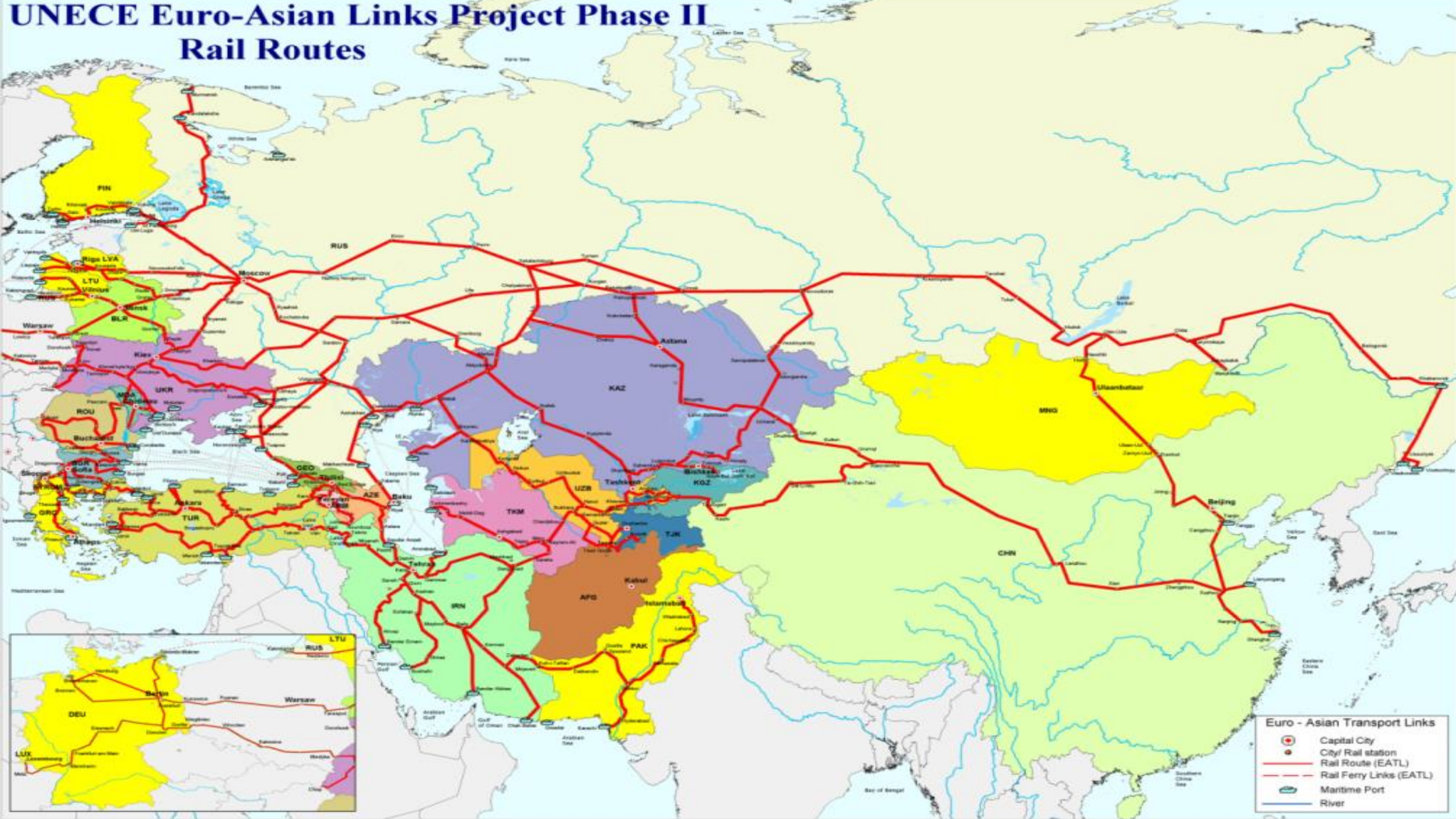


EATL Phase I (2002-2007), Phase II (2008-2012) and Phase III (2013-2017)

- 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)



UNECE Euro-Asian Links Project Phase II Rail Routes



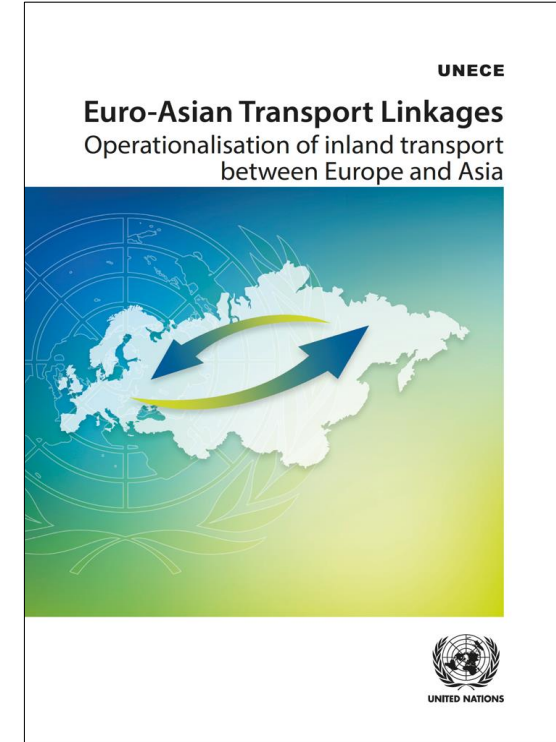
Need for enhanced operationalization

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

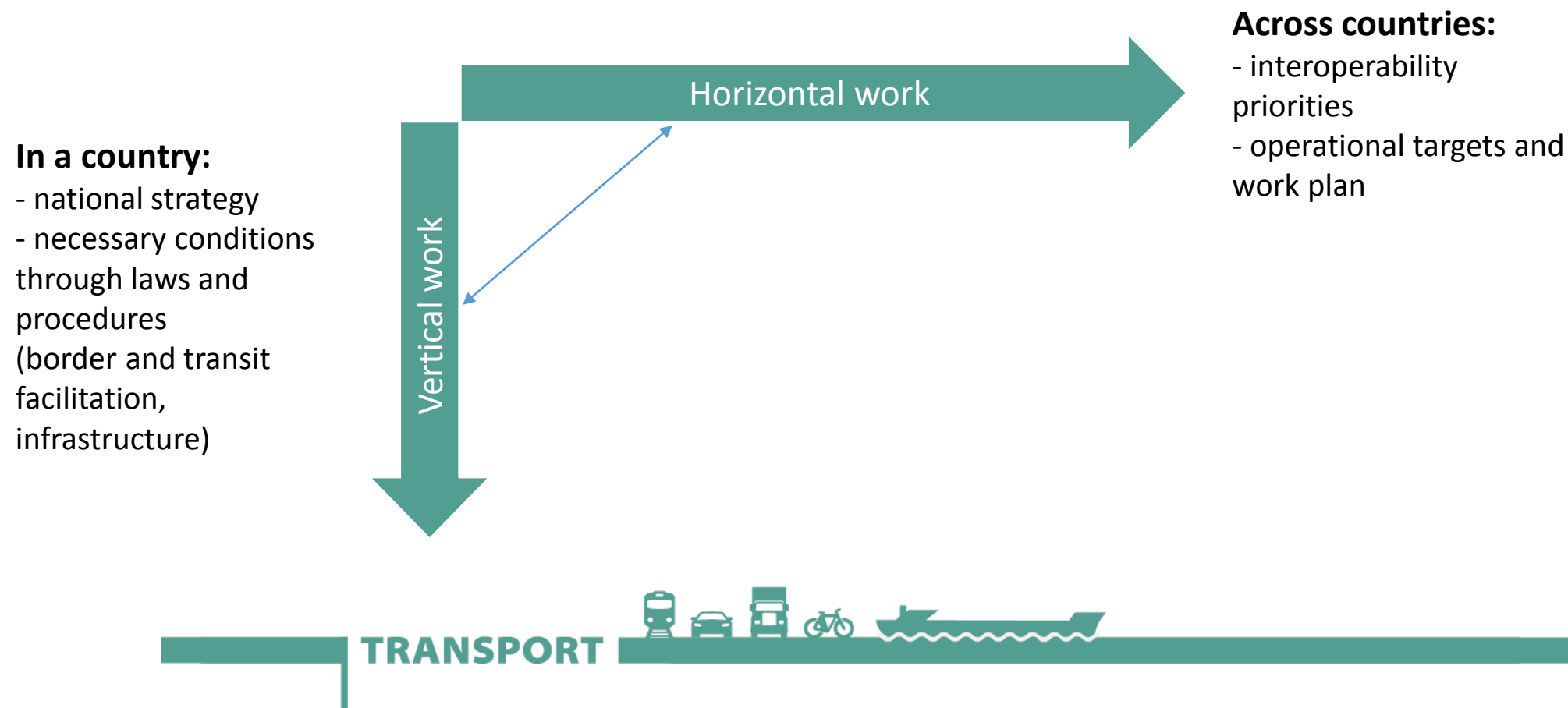
Operationalization – infrastructure connections and interoperability standards, efficient corridor management, harmonization and simplification of border-crossing formalities and administrative formalities, application of new technologies and digitalization

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



Ways to enhance operationalization

Sustainable Inland Transport Connectivity Indicators (SITCIN) – under development

Corridor Management Groups (CMGs)*

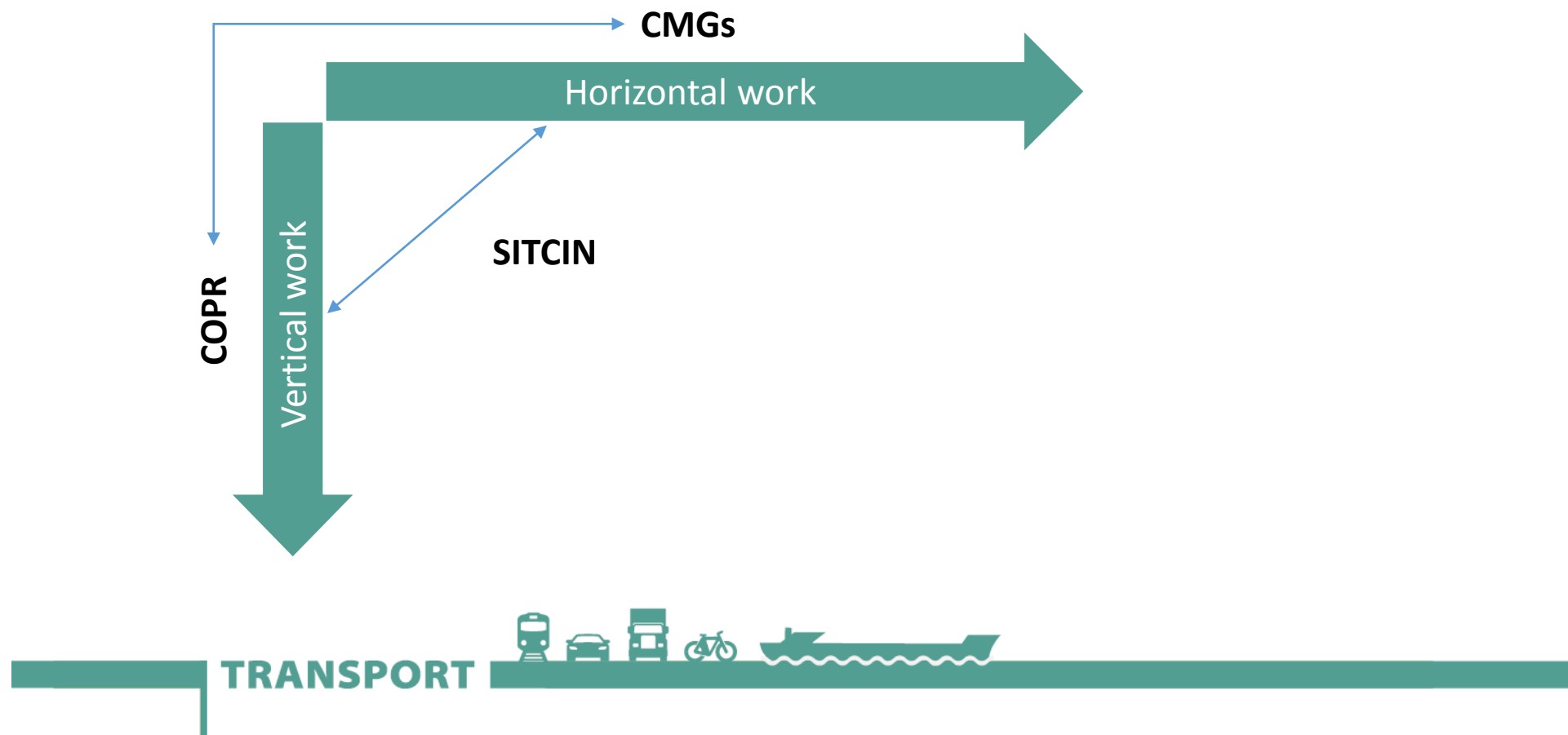
Corridor Operationalization Performance Review (COPR)*

*Under UNECE WP.5 consideration/ parent body of EATL project



Ways to enhance operationalization

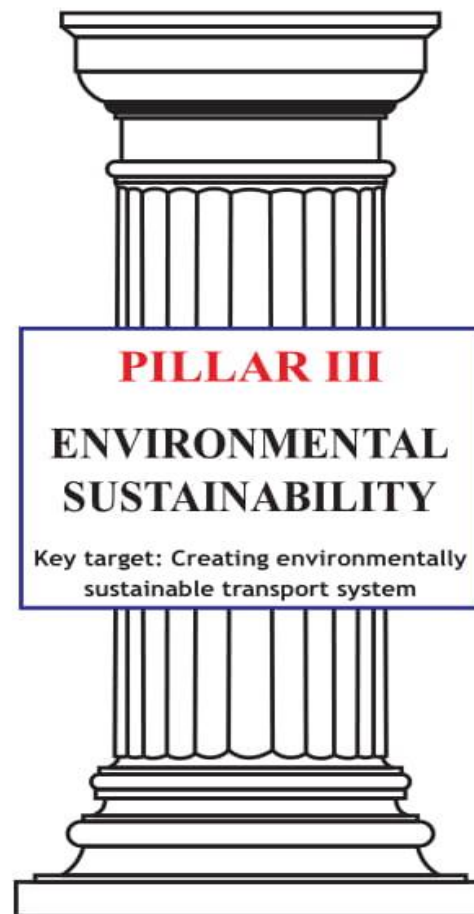
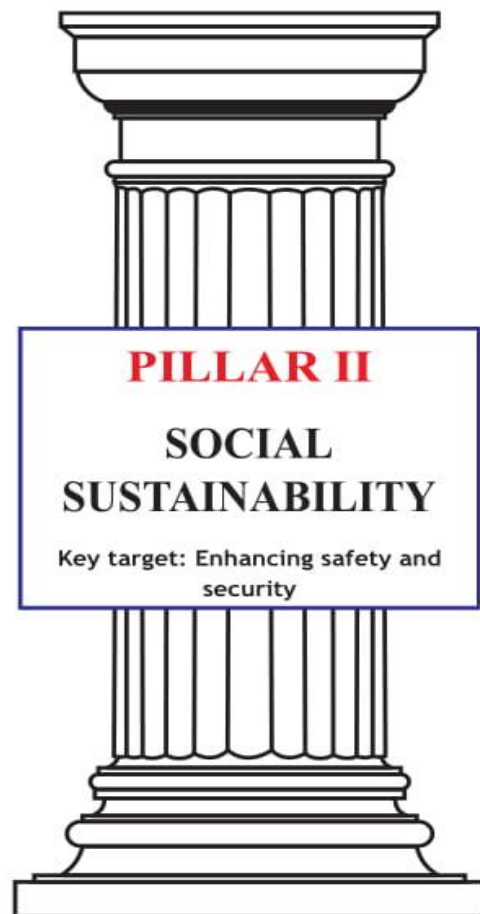
Operationalization is complex and challenging



Sustainable Inland Transport Connectivity Indicators (SITCIN)



UN Development Account funded



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



Sustainable Inland Transport Connectivity Indicators (SITCIN)



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)
	Environmental	Dangerous goods transport (infrastructure)
		Fleet
		Emission



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-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.



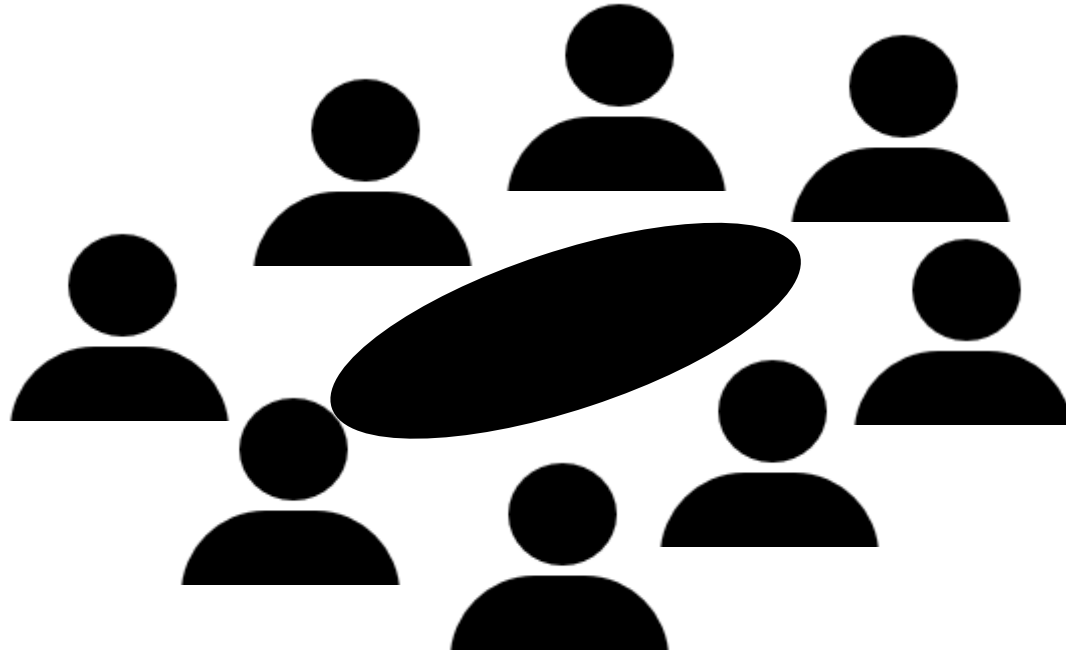
E.g. Indicators on transport infrastructure

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

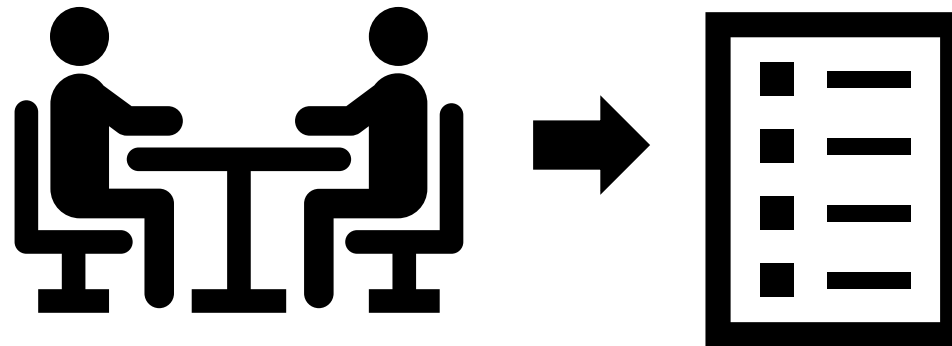
- ✓ Percentage of international road network
- ✓ Length of international road network per class
- ✓ Design standard and technical specifications of new international roads
- ✓ Sufficiency of service facilities
- ✓ Provision of tunnel management systems
- ✓ Provision of safety equipment for tunnels
- ✓ Etc.



Corridor Management Groups (CMGs)



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

**UNECE Sustainable Transport
Division**

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