



# Sustainable Inland Transport Connectivity Indicators Project

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**UNECE**

## Sustainable Transport Connectivity

«Implementation of transport related Sustainable Development Goals in selected landlocked and transit/ bridging countries»

- ❖ **Time-frame:** September 2018 – December 2020
- ❖ **Beneficiaries:** Georgia, Kazakhstan, Serbia, Paraguay & Jordan
- ❖ **Implementing partners:** UNECE and ECLAC & ESCWA (UN regional commissions for Latin America and Western Asia respectively)
- ❖ **Staff:** 1 international consultant, 1 national consultant per beneficiary country

# Global context



- ❖ High degree of **economic connectivity** and interdependence
- ❖ **Lack of a unified methodological approach** to measure the degree to which economies are inter-connected in terms of transport, trade and logistics networks
- ❖ **Economic connectivity** is high on the **political agenda** of countries around the world, in particular LLDCs

# UN mandate

- ❖ **UNECE = Global Centre for Inland Transport Instruments: 58 legal instruments, 12 treaty bodies, covering road, rail, inland waterways and inter-modal**



# Country beneficiaries

## Selection criteria:

- ❖ Transport **connectivity is a national priority** with a strong public and private sector commitment
- ❖ **Geography** (landlocked developing or transit country)
- ❖ One country from each of the following regions: **Central Asia, South Caucasus, Southeast Europe, Middle East/ North Africa** and **Latin America**
- ❖ **Common needs:** lack of a clear and measurable national inland transport and logistics strategy linked with economic KPIs, lack of a “whole of government approach” >< silo mentality, lack of a multi-disciplinary and cross-sectoral approach

# Project phases

- I. Develop the initial set of Sustainable Inland Transport Indicators (SITCIN)**
- II. Fact-finding missions to review national transport and logistics situation, resulting in five «national connectivity reports»**
- III. National policy dialogue meetings to validate the reports**
- IV. Tailor-made national capacity building programmes**
- V. Concluding inter-regional forum (sustainability of the SITCIN)**

# Sustainable Inland Transport Connectivity Indicators

## Specifics:

- ❖ **Measurable/ quantifiable & qualifiable**
- ❖ **Build on and incorporate existing indexes**, e.g. the World Bank Doing Business Indicators, the Logistics Performance Index, the ESCAP Time-Distance Methodology, World Bank Sustainable Mobility for all etc.
- ❖ Assess efficiency of both **soft** (e.g. regulatory framework) and **hard** (e.g. infrastructure) related aspects of the respective inland transport systems
- ❖ **Connectivity domestically & bilaterally/sub-regionally**
- ❖ **Holistic scope** – incl. multi-modal transport and logistics systems, border crossing facilitation, transit, customs
- ❖ Provide basis for informed & **evidence based policy-making**

# E.g. border crossing facilitation

- ✓ **TIR Convention**
- ✓ **Harmonization Convention**
- ✓ **In total: 16 UNECE conventions related to border crossings**

- ✓ Accession/ ratification
- ✓ Translation into national law
- ✓ Existence of enforceable, regulatory framework
- ✓ Availability of training and capacity building for public sector
- ✓ Awareness raising for private sector
- ✓ Etc.





# E.g. transport infrastructure

- ✓ **Investments as per centage of GDP**
- ✓ **Actual construction**
- ✓ **Actual capacity (volumes, TEU, etc.)**



- ✓ Investment schemes (PPP, concessions, B-O-T models, IFIs, tolling systems etc.)
- ✓ Length of newly constructed infrastructure (railways and roads)
- ✓ Cargo processing capacity of each respective inland transport mode
- ✓ Border crossing point infrastructure, logistics centres, dry ports, trans-shipment hubs etc.
- ✓ Etc.

# National stakeholders



## Representatives of:

- ❖ Ministries in charge of transport, trade and economic development
- ❖ Customs committees, border management agencies
- ❖ Road transport authorities (infrastructure managers and haulers)
- ❖ Railway authorities (infrastructure managers and operators)
- ❖ Inland waterways as well as seaports and their hinterland connections
- ❖ Exporters, importers, producers, logistics associations, chambers of commerce and industry, and other private sector entities
- ❖ NGOs, civil society (incl. consumer organizations) & academia

# Partnership framework



## PROJECT MANAGEMENT

- ❖ UNECE, ECLAC, ESCWA
- ❖ Recruitment of one international consultant (analytical support)

## STAKEHOLDER LEVEL

- ❖ Appointment of a national focal institution
- ❖ Recruitment of one national consultant per beneficiary country

## IMPORTANT COMMON OUTPUTS

- ❖ National connectivity reports (incl. a country specific work plan & sustainability plan)
- ❖ A tailor-made capacity building programme
- ❖ Enhanced capacity for evidence based policy making

# Project time line 2018-2019

Q4 2018/ Q1 2019

Q2 & Q3 2019



SITCIN development



Scoping missions

Q2 & Q3 2019

Q3 & Q4 2019



Priority identification



National connectivity  
plan/ policy dialogue

# Questions/ feedback

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