

# Transport corridor operationalization in the Euro-Asia region and beyond

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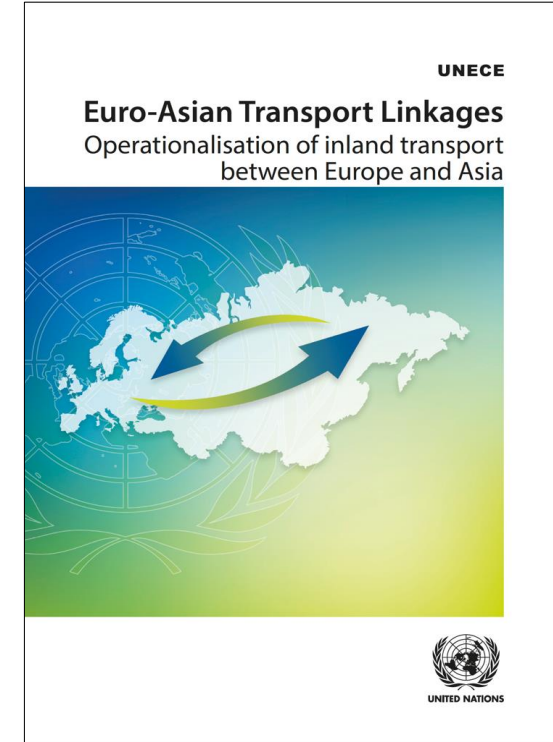
# Need for enhanced operationalization

**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



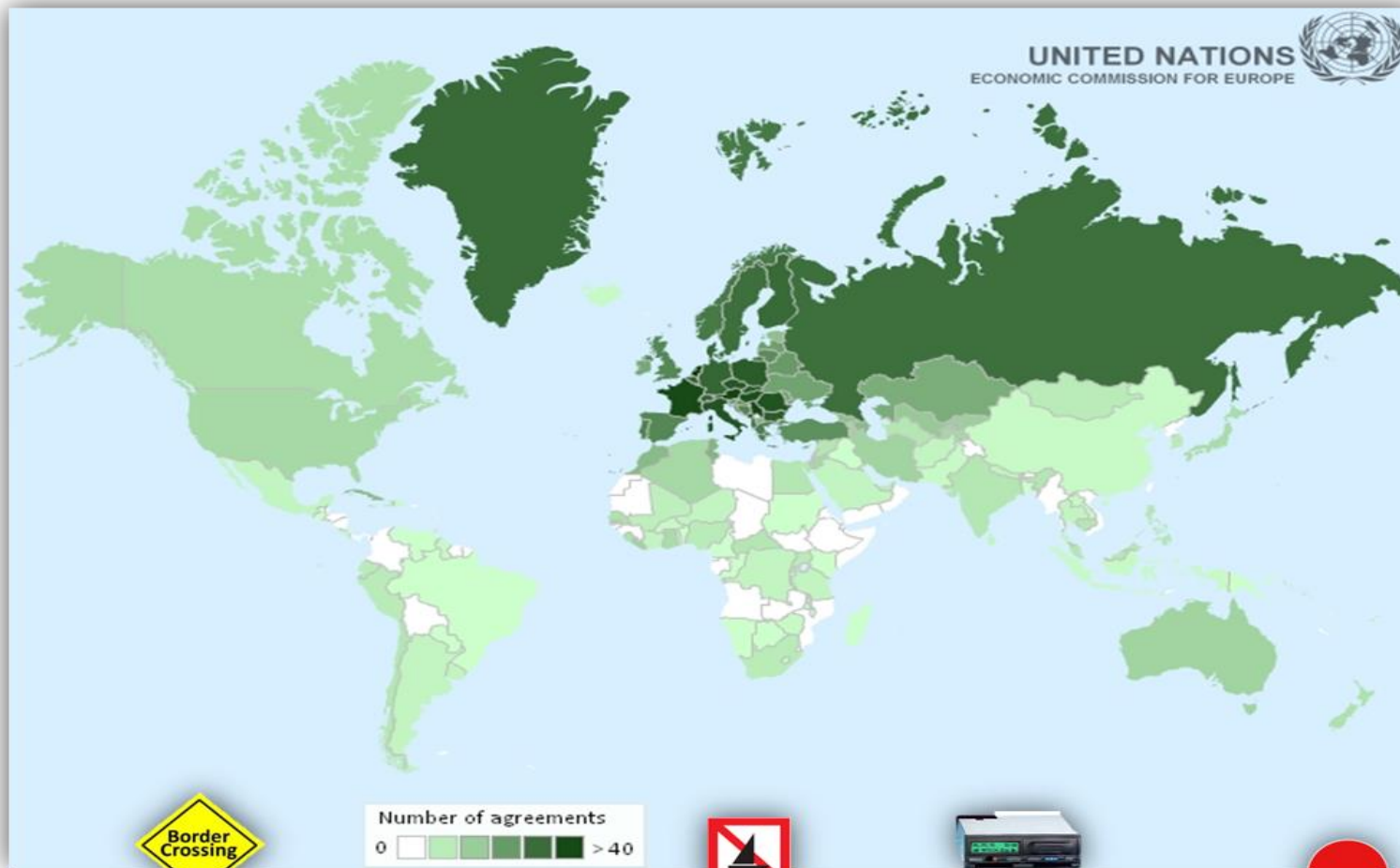
# Ways to enhance operationalization

**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)



# Centre for inland transport conventions



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

**TIR**

Global Customs facilitation tool



Contract for the International Carriage of Goods by Road



Convention on Road Traffic



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



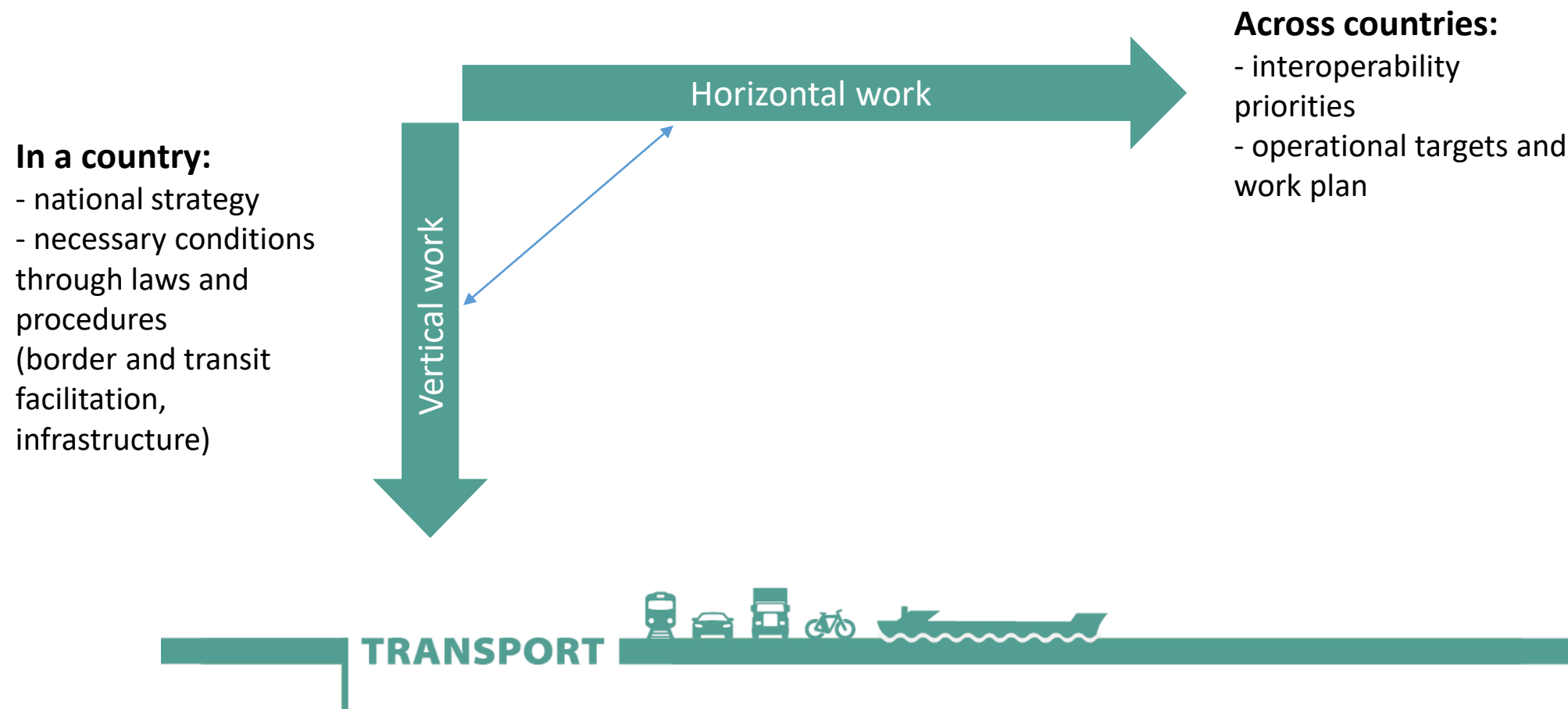
Infrastructure Agreements for roads (AGR), Rail (AGC), Inland Water Transport (AGN), Intermodal Transport (AGTC)

**TRANSPORT**



# 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)\***

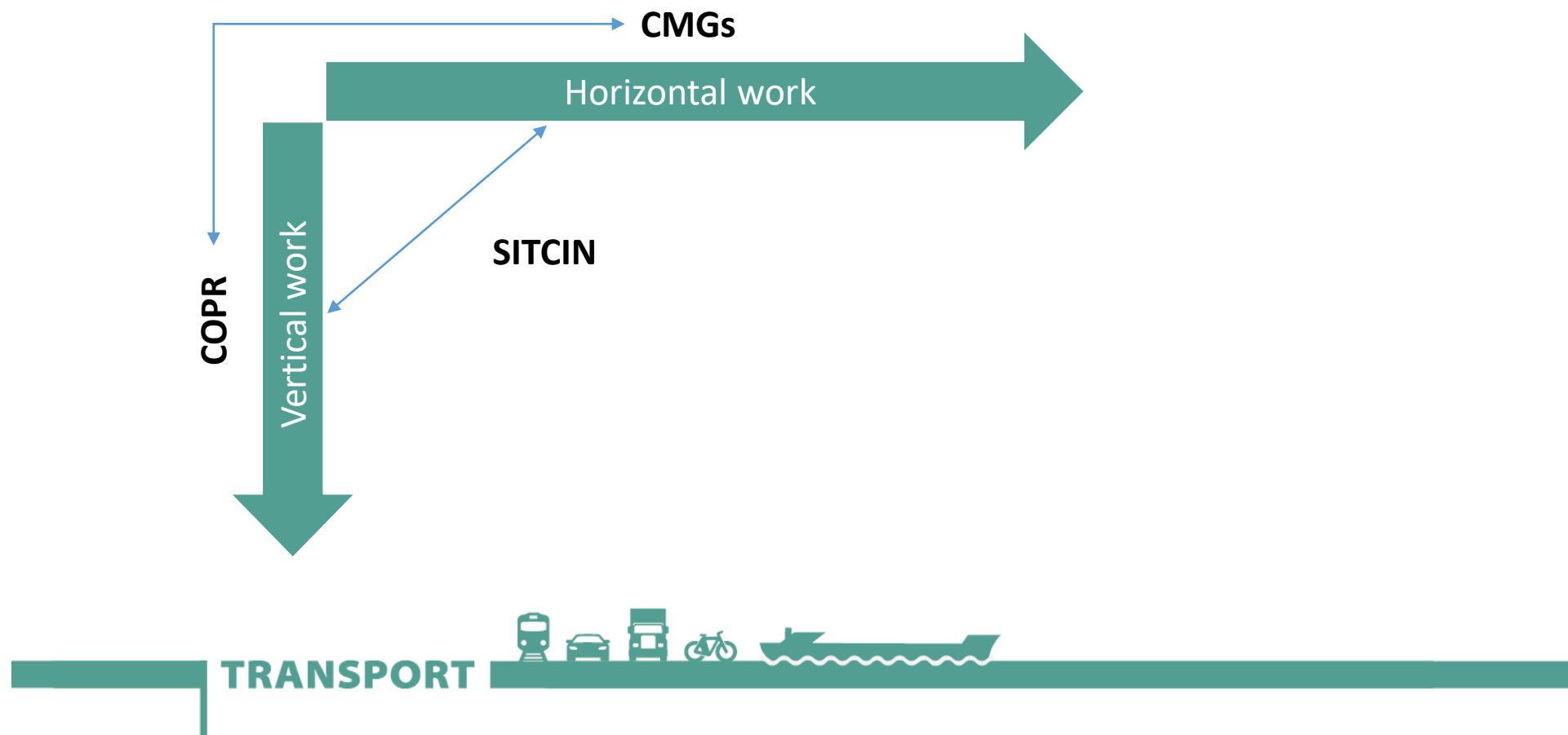
**Corridor Operationalization Performance Review (COPR)\***

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



# Ways to enhance operationalization

Operationalization is complex and challenging

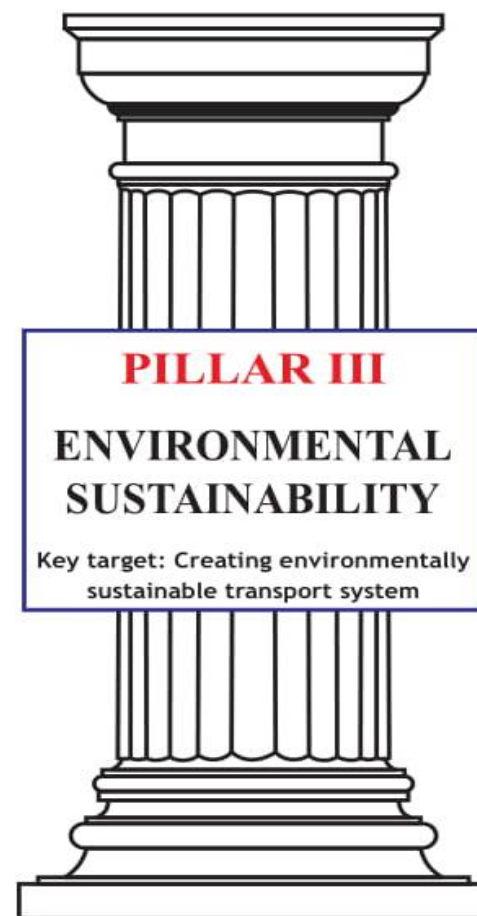
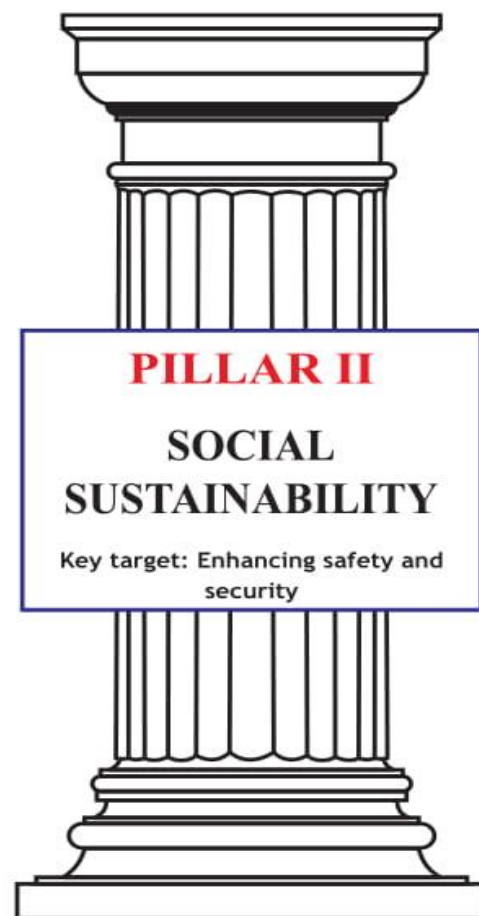




# Sustainable Inland Transport Connectivity Indicators (SITCIN)



UN Development Account funded



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





# Sustainable Inland Transport Connectivity Indicators (SITCIN)



Mode	Pillar	Indicator
<b>ROAD</b>	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.



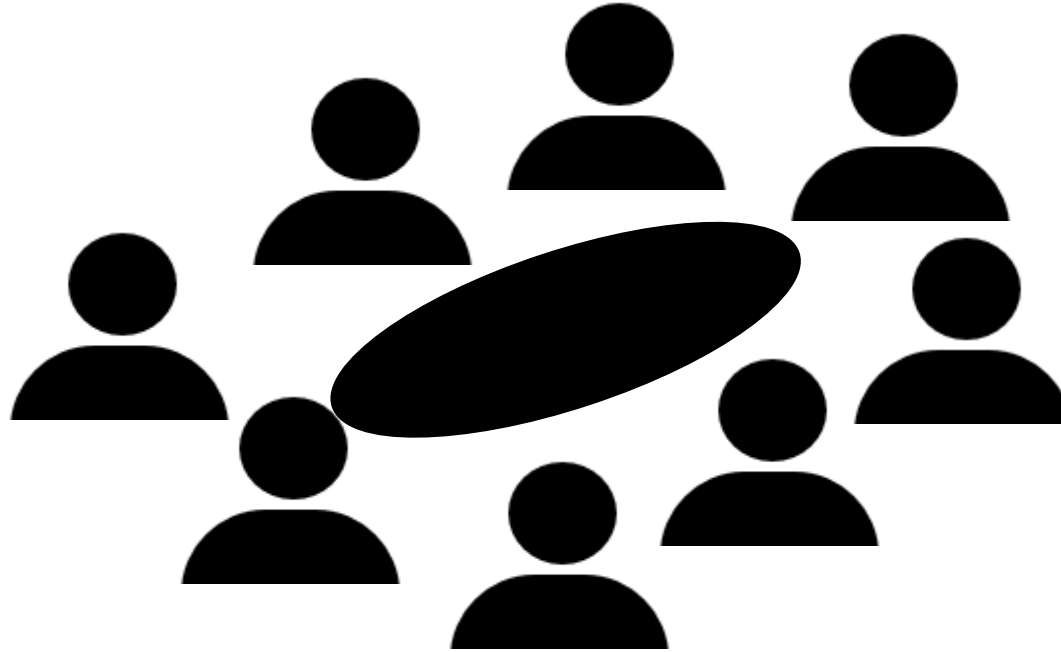
# E.g. Indicators on transport infrastructure

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

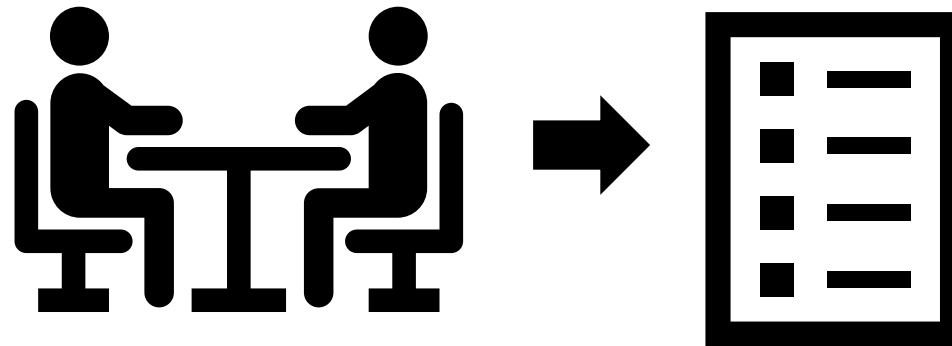
- ✓ Percentage of international road network
- ✓ Length of international road network per class
- ✓ Design standard and technical specifications of new international roads
- ✓ Sufficiency of service facilities
- ✓ Provision of tunnel management systems
- ✓ Provision of safety equipment for tunnels
-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

[www.unece.org/trans](http://www.unece.org/trans)

[Geneva Workshop](#) (September 2019)

[Tbilisi Workshop](#) (December 2019)

