Sustainable Inland Transport Connectivity Indicators Project

Mr. Roel Janssens, Economic Affairs Officer
UNECE Sustainable Transport Division

SPECA Workshop on Connectivity and Inland Transport Competitiveness – Astana, 27 November 2018
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 percentage 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
SITCIN development

Q2 & Q3 2019
Scoping missions

Q2 & Q3 2019
Priority identification

Q3 & Q4 2019
National connectivity plan/ policy dialogue
Questions/ feedback

Contact:
UNECE Sustainable Transport Division
roel.janssens@un.org

Website:
www.unece.org/trans