Sustainable Inland Transport Connectivity Indicators Project

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Working Party on Inland Waterways (SC.3)
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Developing Indicators

Sustainable Transport Connectivity
«Implementation of transport related Sustainable Development Goals in selected landlocked and transit/ bridging countries» (UNDA)

- Development of a set of Sustainable Inland Transport Connectivity Indicators
- **Purpose:** enable countries to measure their degree of external connectivity
- **Time-frame:** September 2018 – December 2020
- **Beneficiaries:** Georgia, Kazakhstan, Serbia, Paraguay & Jordan
- **Implementing partners:** UNECE and ECLAC & ESCWA (UN regional commissions for Europe, Latin America & the Caribbean and Western Asia respectively)
Measuring progress
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 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
Sustainable Inland Transport Connectivity Indicators

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

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## Sustainable Inland Transport Connectivity Indicators – E.g. IWW

<table>
<thead>
<tr>
<th>Mode</th>
<th>Pillar</th>
<th>Indicator</th>
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</thead>
<tbody>
<tr>
<td>IWW</td>
<td>Economic</td>
<td>Efficiency</td>
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<td>Cost</td>
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<td><strong>Infrastructure</strong></td>
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<td>Operations</td>
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<td></td>
<td></td>
<td>Intermodality/combined transport</td>
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<td>ICT and ITS Solutions</td>
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<td>Social</td>
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<td>IWW traffic rules</td>
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<td>Vessels regulations</td>
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<td>Environmental</td>
<td>Fleet</td>
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E.g. Efficiency of IWW

- CEVNI
- SIGNI
- UNECE Recommendations
- UNECE Guidelines and Recommendations for RIS
- Wroclaw Ministerial Declaration

- Waiting times at ports & locks
- Nighttime operation
- Tonnage and cargo dues
- Cargo handling capacity of inland navigation ports
- Number of destination countries that can be reached by international IWW corridors and coastal routes
- Contract of carriage requirements
- Application of internationally harmonized navigation rules
- Etc.
Sustainable Inland Transport Connectivity Indicators

Examples:

Indicator: Connection of port terminals with road and railway

Scoring:

• Connected with both international road and rail networks: **9 points**
• Connected with either international road or rail network: **7 points**
• Connected with both main roads and railway lines not belonging to the international network: **5 points**
• Connected with either main roads or railway lines not belonging to the international network: **3 points**
• No road and railway connection: **0 point**
• Connected with sea lanes: **+1 point**
Sustainable Inland Transport Connectivity Indicators

Indicator: Application of internationally harmonized navigation rules

Scoring:

• Fully harmonized: 10 points
• Partially harmonized: 7 points
• Not harmonized: 4 points
• No national legislations: 0 point

SCORE CARD RATING/ METHODOLOGY
Measuring degree of compliance with international legal instruments and extent of harmonisation of standards, (sub-)regionally/ internationally or globally
E.g. 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.

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Project timeline 2018-2020

Q4 2018/ Q1 2019
SITCIN development

Q2 & Q3 2019
Scoping missions

Q2 & Q3 2019
Priority identification

Q3 & Q4 2019
National connectivity plan/ policy dialogue

2020
Regional Promotion
Capacity building
Statistical/ data collection challenges

• Data collection at the national/ bi-national level? Availability of data/ willingness of countries to share

• Weighing of each of the (sub-)indicators? Some indicators are more relevant to a country’s economic connectivity than others

• Aggregated scores?

• What to do with countries that do not have IWW or rail sector? How to make sure these countries ‘connectivity score’ is not affected?
Questions/ feedback

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