Sustainable Inland Transport Connectivity Indicators Project

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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)
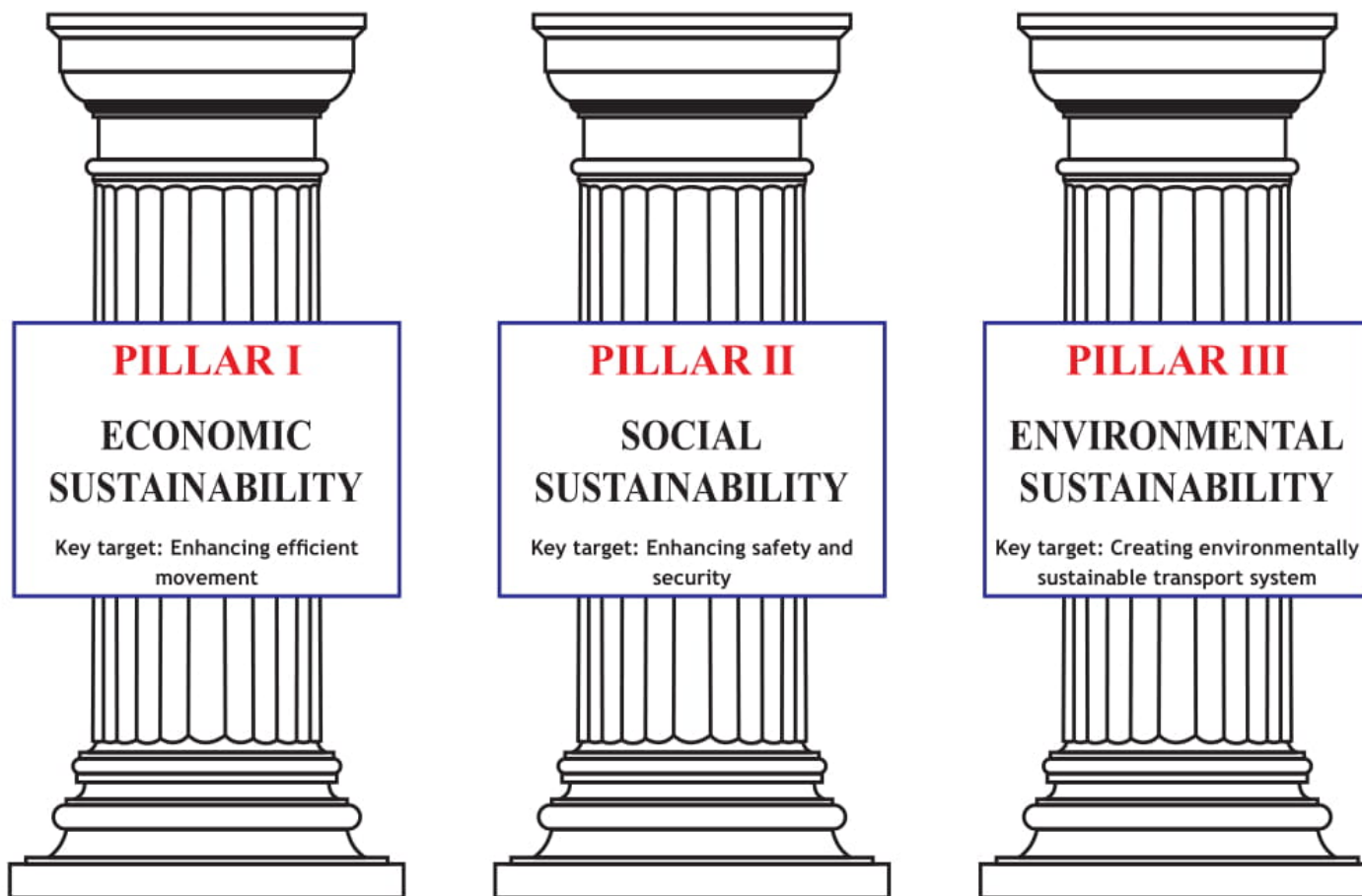
Measuring progress

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

ROAD TRANSPORT

RAIL TRANSPORT

INLAND WATERWAYS

INTER-MODALITY

Sustainable Inland Transport Connectivity Indicators – E.g. IWW

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Mode	Pillar	Indicator
IWW	Economic	Efficiency
		Cost
		Infrastructure
		Operations
		Intermodality/combined transport
		ICT and ITS Solutions
	Social	IWW traffic rules
		Vessels regulations
		Dangerous goods transport (administrative)
		Dangerous goods transport (infrastructure)
	Environmental	Fleet
		Emission

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-lange 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 time line 2018-2020

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Q4 2018/ Q1 2019   **Q2 & Q3 2019**

SITCIN development   Scoping missions

Q2 & Q3 2019   **Q3 & Q4 2019**   **2020**   **Regional Promotion**

Priority identification   National connectivity plan/ policy dialogue   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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