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 Europe, Latin America & the Caribbean and Western Asia respectively)
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: 59 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 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

© UNECE 2019
### Sustainable Inland Transport Connectivity Indicators – E.g. ROAD

<table>
<thead>
<tr>
<th>Mode</th>
<th>Pillar</th>
<th>Indicator</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROAD</td>
<td>Economic</td>
<td>Efficiency, Cost, Infrastructure Operations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Intermodality/combined transport, ICT and ITS Solutions</td>
</tr>
<tr>
<td></td>
<td>Social</td>
<td>Road traffic rules/behavior, Road traffic infrastructure, Vehicle regulations, Perishable foodstuffs transport</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dangerous goods transport (administrative)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dangerous goods transport (infrastructure)</td>
</tr>
<tr>
<td></td>
<td>Environmental</td>
<td>Fleet, Emission</td>
</tr>
</tbody>
</table>
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.
E.g. transport infrastructure

✓ Investments as percentage of GDP
✓ Actual construction
✓ Actual capacity (volumes, TEU, etc.)
✓ UNECE infrastructure agreements

✓ 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.
Project timeline 2018-2020

Q4 2018/ Q1 2019
- SITCIN development

Q2 & Q3 2019
- Scoping missions
- Assessment

Q2 & Q3 2019
- Priority identification

Q3 & Q4 2019
- National connectivity plan/ policy dialogue

2020
- Capacity building
- Regional Promotion
Questions/ feedback

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

Website:
www.unece.org/trans