

WP.5 activities of interests to SC.1

*SC.1, 114th session
Geneva, 16-18 October 2019*

TRANSPORT

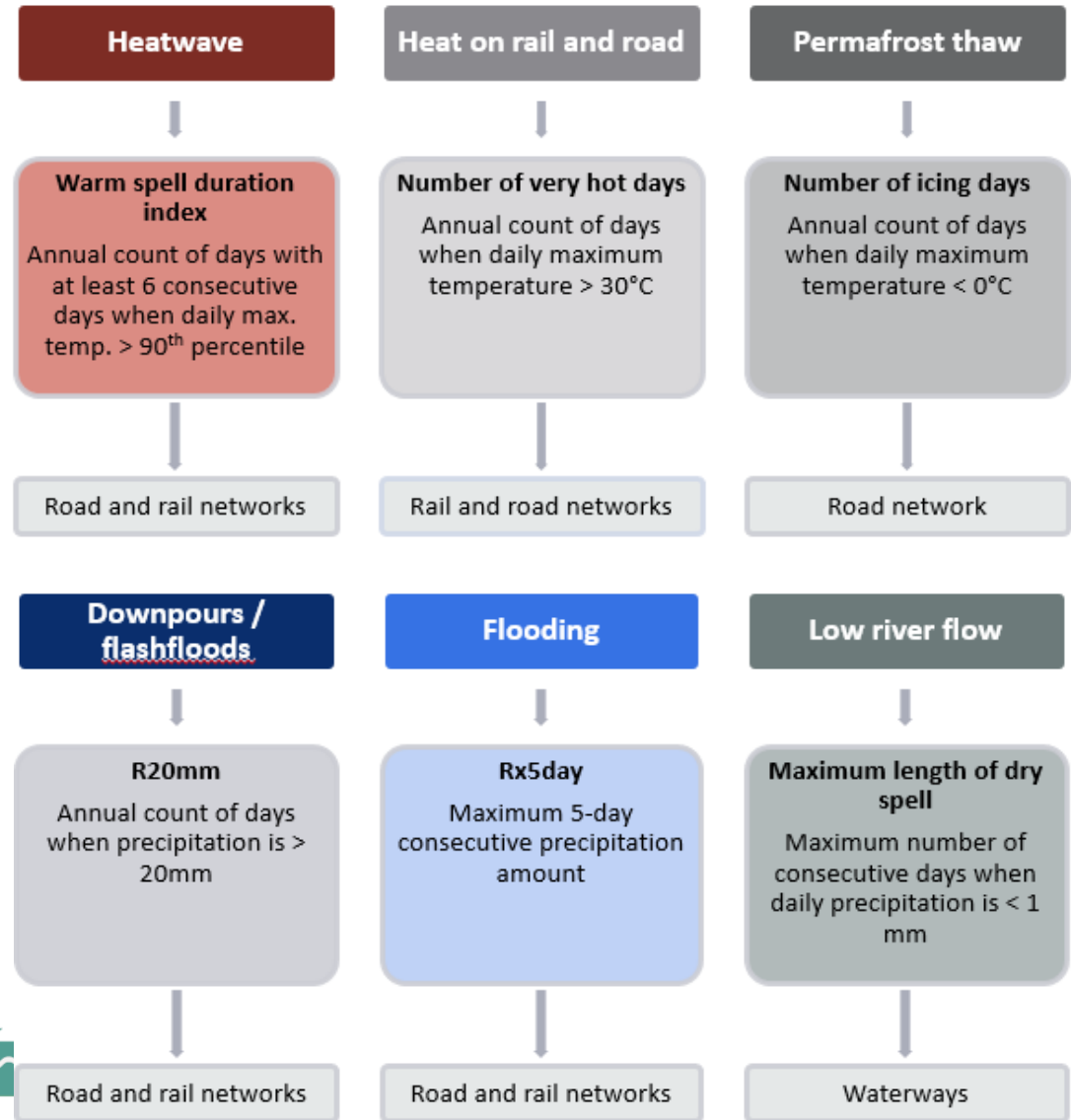
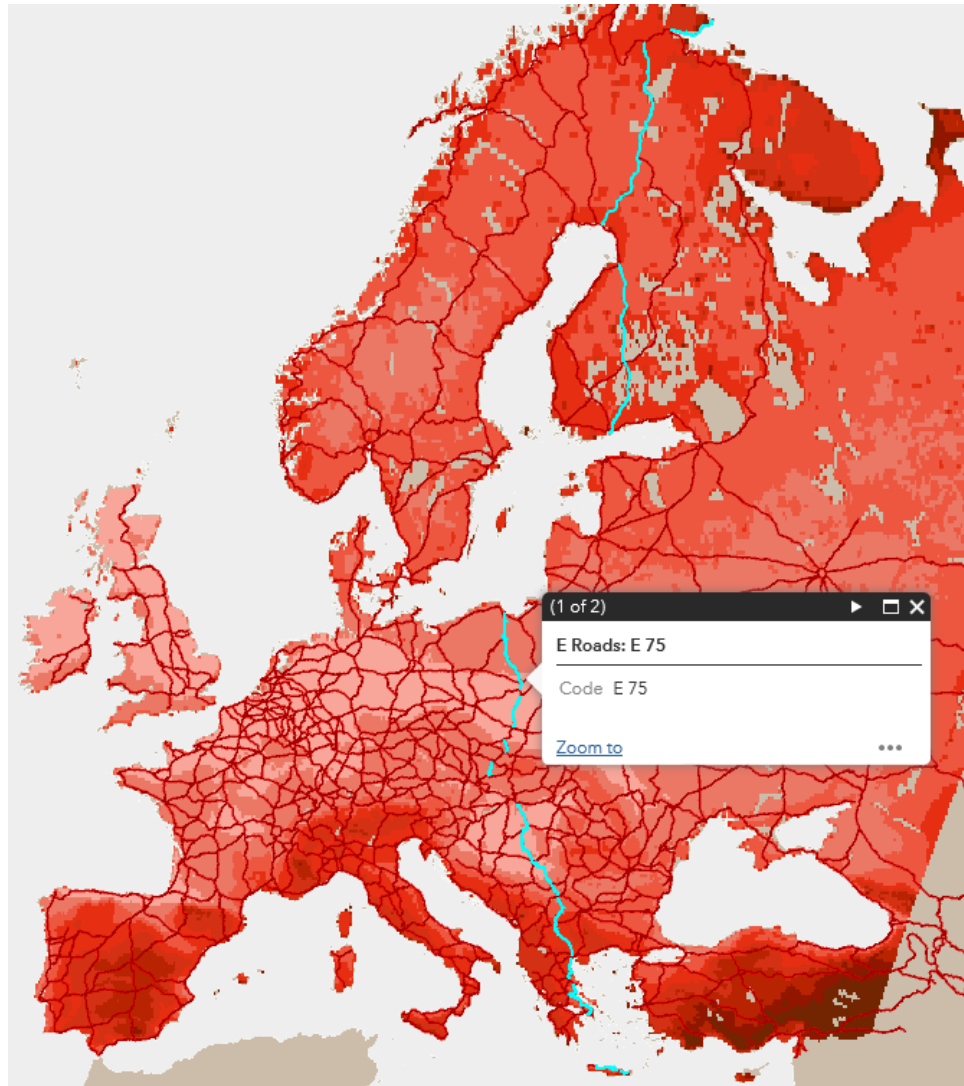


Focus

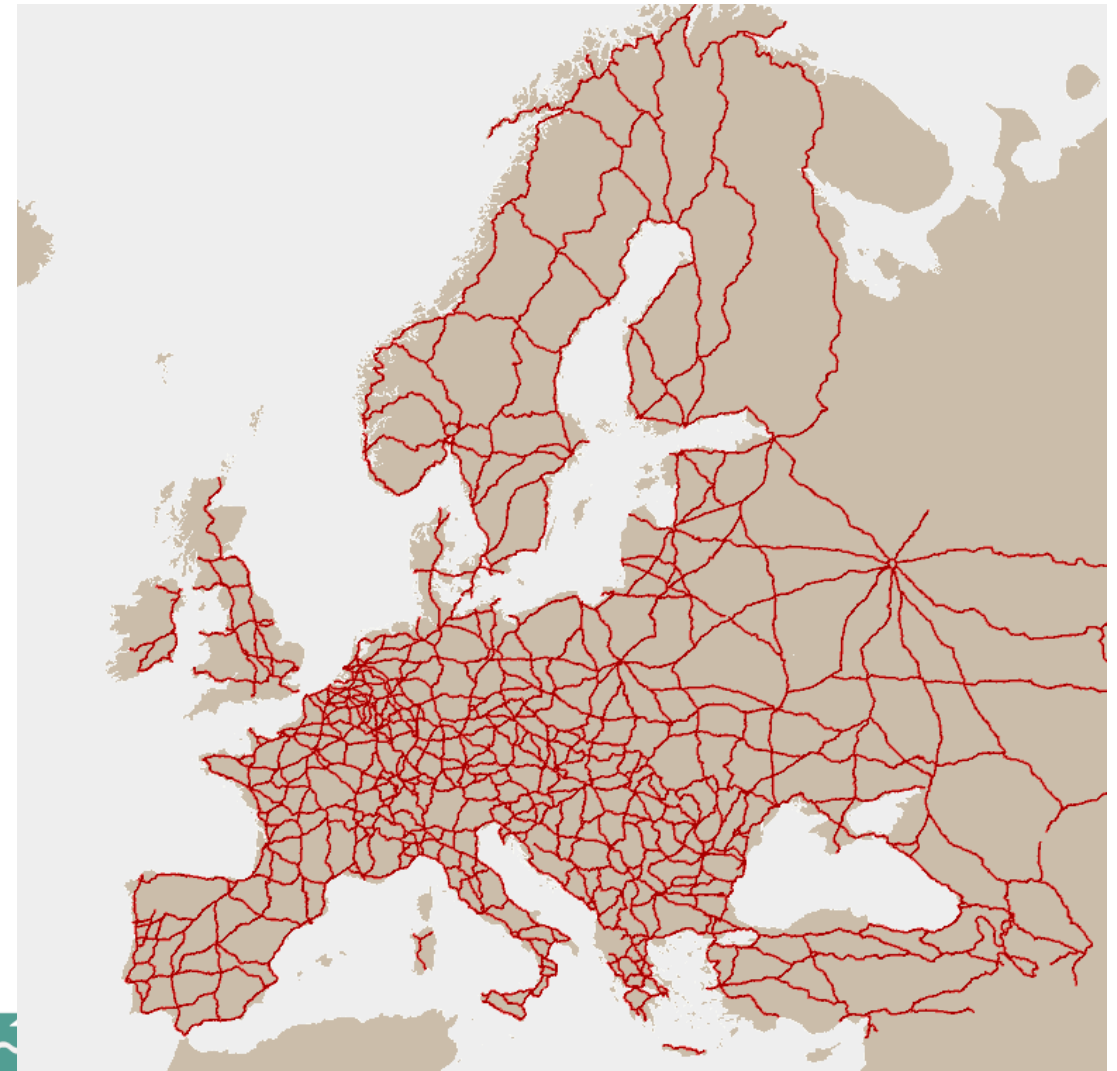
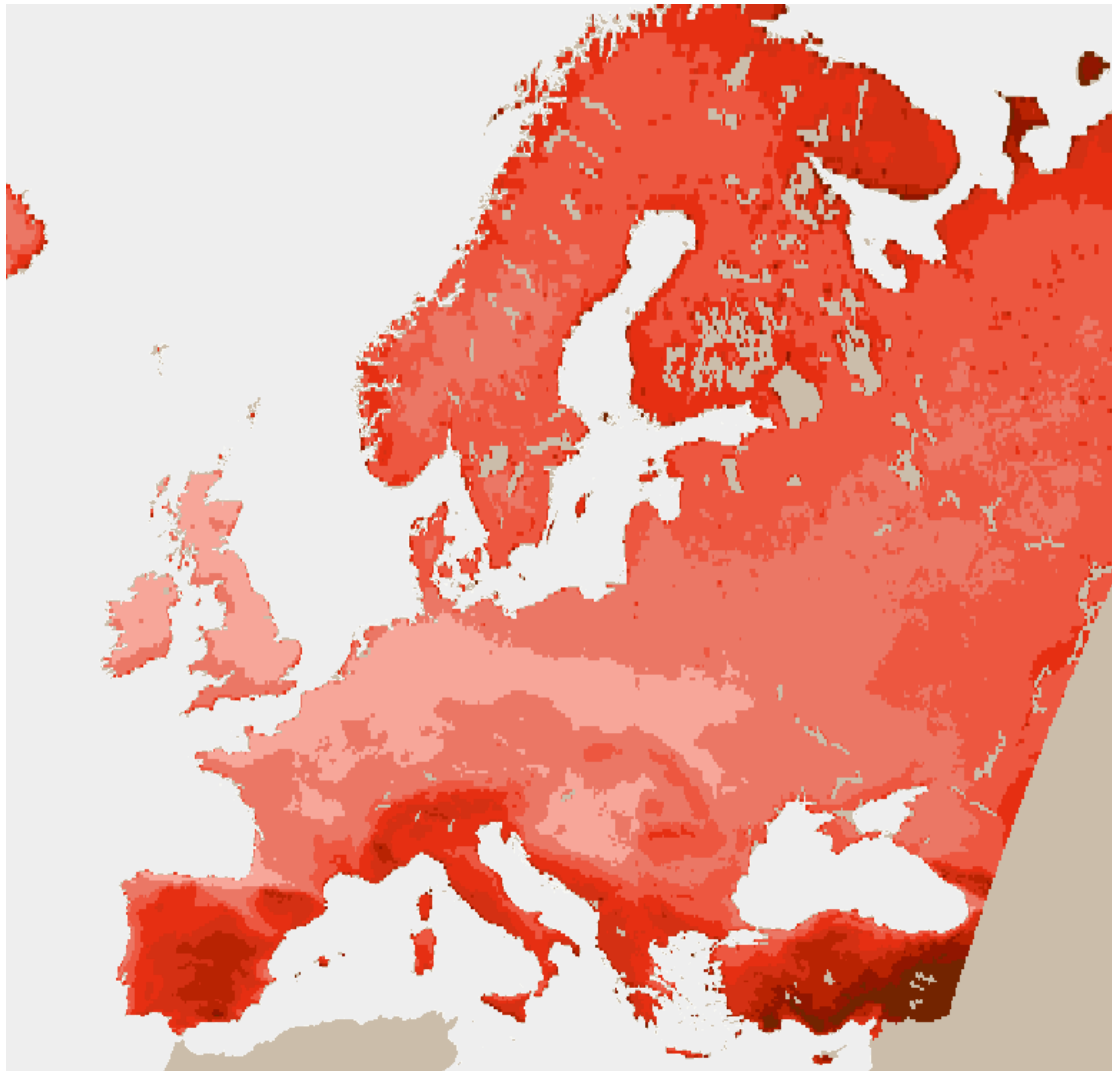
- 1. Outcomes of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes**
- 2. Operationalization of Euro-Asian Transport Links**
- 3. Ongoing work of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs**
- 4. United Nations Development Account's project on developing a set of Sustainable Inland Transport Connectivity Indicators (SITCIN)**



Outcomes of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes



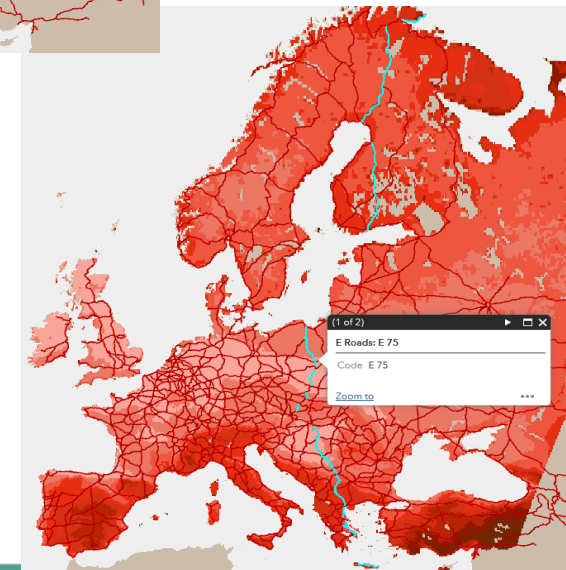
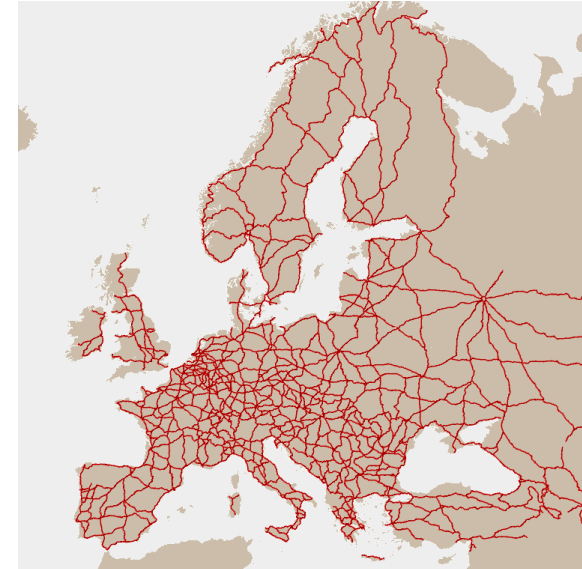
Outcomes of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes



Outcomes of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes

Some of the lessons learned:

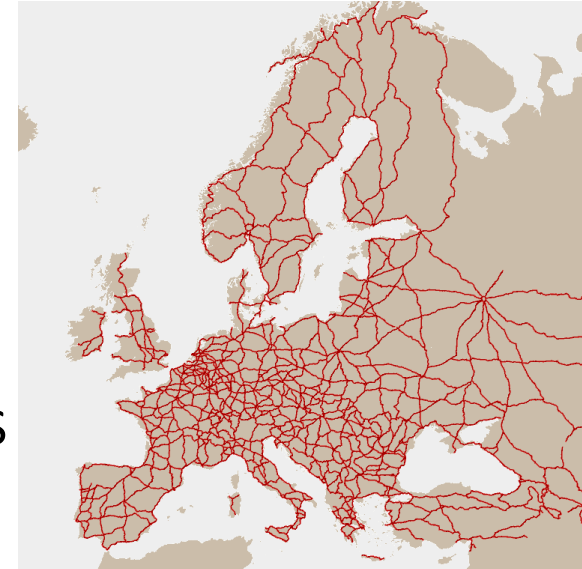
- Data limitations
 - on transport infrastructure (geo-coded) and on usage data (traffic volumes, freight processed)
- First step analysis as a good basis – exposure identified
- First step analysis insufficient / complementary analysis needed (natural and anthropogenic factors, characteristics of specific asset, downscaling of projections, impact modelling....)



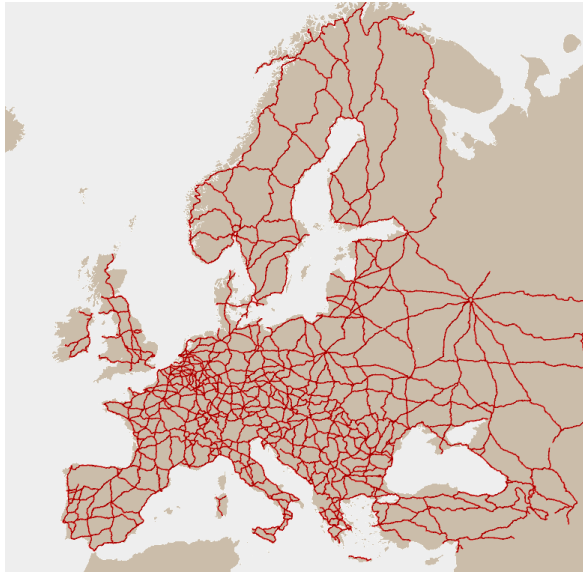
Outcomes of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes

Some of the recommendations:

- Improve availability of geo-coded networks and nodes data (call to WPs managing the infrastructure agreements)
 - Geo-code networks and nodes data and present them in GIS
 - Share data on use (census by WP.6)
-
- Implement national projects (with assistance where necessary) to better understand vulnerability to climate change of transport systems



Outcomes of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes



Based on OpenStreetMap from Geofabrik and filtered by UNECE

Requested follow-up

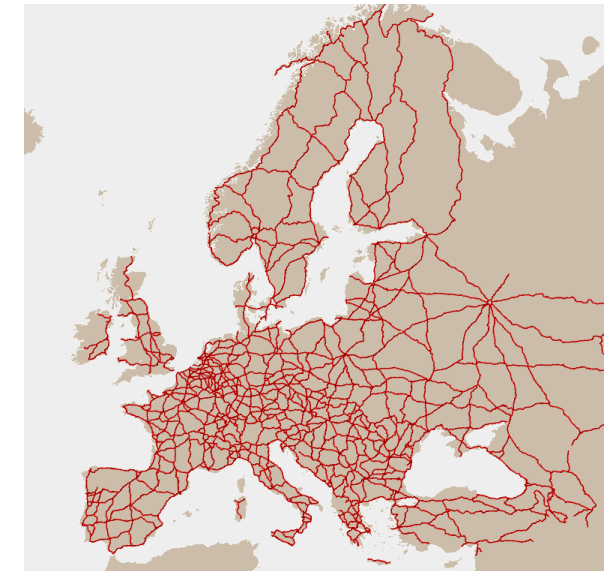
- Geo-code AGR network (CPs to send to UNECE shapefiles for their E-roads)
- Support WP.6 in the collection of the traffic data

A. Main roads

(1) West-east orientation

(a) Reference roads

E 10	Å - Narvik - Kiruna - Luleå
E 20	Shannon - Limerick - Portlaoise - Dublin ... Liverpool - Manchester - Bradford - Leeds - Hull ... Esbjerg - Kolding - Middelfart - Odense - Korsør-Køge - København - Malmö - Helsingborg - Halmstad - Göteborg - Örebro - Arboga - Eskilstuna - Södertälje - Stockholm Tallin - St. Petersburg
E 30	Cork - Waterford - Wexford - Rosslare ... Fishguard - Swansea - Cardiff - Newport - Bristol - London - Colchester - Ipswich - Felixstowe ... Hoek van Holland - Den Haag - Gouda - Utrecht - Amersfoort - Oldenzaal - Osnabrück - Bad Oeynhausen - Hannover - Braunschweig - Magdeburg - Berlin - Świebodzin - Poznań - Łowicz - Warszawa - Brest - Minsk - Smolensk - Moskva - Ryazan - Penza - Samara - Ufa - Chelyabinsk - Kurgan - Ishim - Omsk
E 40	Calais - Oostende - Gent - Bruxelles - Liège - Aachen - Köln - Olpe - Giessen - Bad Hersfeld - Herleshausen - Eisenach - Erfurt - Gera - Chemnitz - Dresden - Görlitz - Legnica - Wrocław - Opole - Gliwice - Kraków - Przemysł - Lvov - Rovno - Zhitomir - Kiev - Kharkov - Rostov-na-Donu - Longansk - Volgograd - Astrakhan - Atyrau - Beineu - Kungrad - Nukus - Dashaus - Buchara - Nawoy - Samarkand - Dihzak - Tashkent - Shymkent - Taraz - Bishkek - Almaty - Sary-Ozek - Taldykorgan - Usharal - Taskenken - Ayraguz - Georgiyevka - Ust-Kamenogorsk - Ridder
E 50	Brest - Rennes - Le Mans - Paris - Reims - Metz - Saarbrücken - Mannheim - Heilbronn - Nürnberg - Rozvadov - Plzeň - Praha - Jihlava - Brno - Trenčín - Prešov - Košice - Východní Nemecké - Užgorod - Mukačëvo - Stryei - Ternopol - Kłemczynski - Vinnitsa - Uman - Kirovograd - Dnepropetrovsk - Donetsk - Rostov-na-Donu - Armavir - Mineralnïye Vodi - Makhachkala
E 60	Brest - Nantes - Tours - Orléans - Courtenay - Beaune - Besançon - Belfort - Mulhouse - Basel - Zürich - Winterthur - St. Gallen - St. Margrethen - Lauterach - Feldkirch - Imst - Innsbruck - Wörgl - Rosenheim - Salzburg - Linz - Wien - Nickelsdorf - Mosonmagyaróvár - Győr - Budapest - Páspökáldány - Oradea - Cluj Napoca - Turda - Tirgu-Mures - Braşov - Ploieşti - Bucureşti - Urziceni - Slobozia - Hârjova - Constanţa - Agigea ... Poti - Samtredia - Khashuri - Tbilisi - Gandja - Evlak - Baku ... Turkmenbashi - Gyzylarbat - Ashgabat - Tejjen - Mary - Chardzha - Alat - Buchara - Karshi - Guzai - Sherobod - Tervis - Dushanbe - Jirgatal - Sary Tash - Irkeshtam
E 70	La Coruña - Oviedo - Bilbao - San Sebastián - Bordeaux - Clermont-Ferrand - Lyon - Chambéry - Saas - Torino - Alessandria - Tortona - Brescia - Verona - Mestre (Venezia) - Palmanova - Trieste - Ljubljana - Zagreb - Đakovo - Beograd - Vršac - Timişoara - Caraşeş - Drobeta Turnu Severan - Craiova - Alexandria - Bucureşti - Giurgiu - Ruse - Razgrad - Shoumen - Varna ... Samsun - Ordu - Giresun - Trabzon - Batumi - Poti



Operationalization of Euro-Asian Transport Links



Mandate: WP.5 to continue its work on the operationalization of Euro-Asian Transport Corridors and other transport corridors

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



SC.1 involvement through AGR and its work on road transport

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



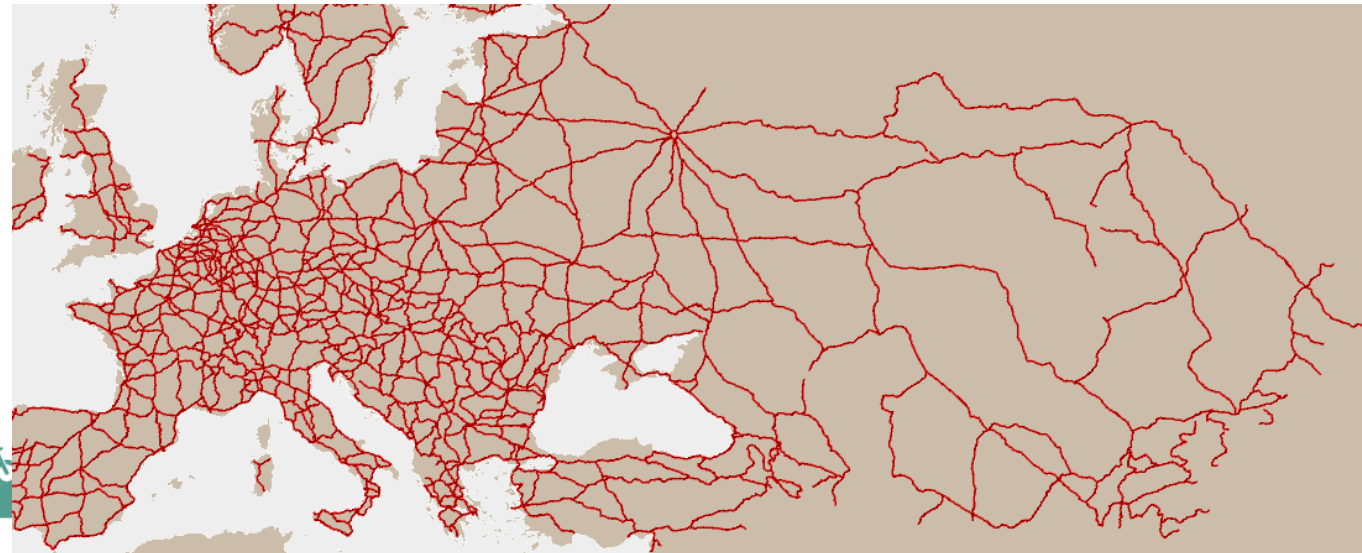
Operationalization of Euro-Asian Transport Links

What do we know? (source EATL phase III project)

Links need to:

- be competitive
- meet the requirements of modern supply chains

Physical and non-physical gaps are obstacles to meeting the objectives

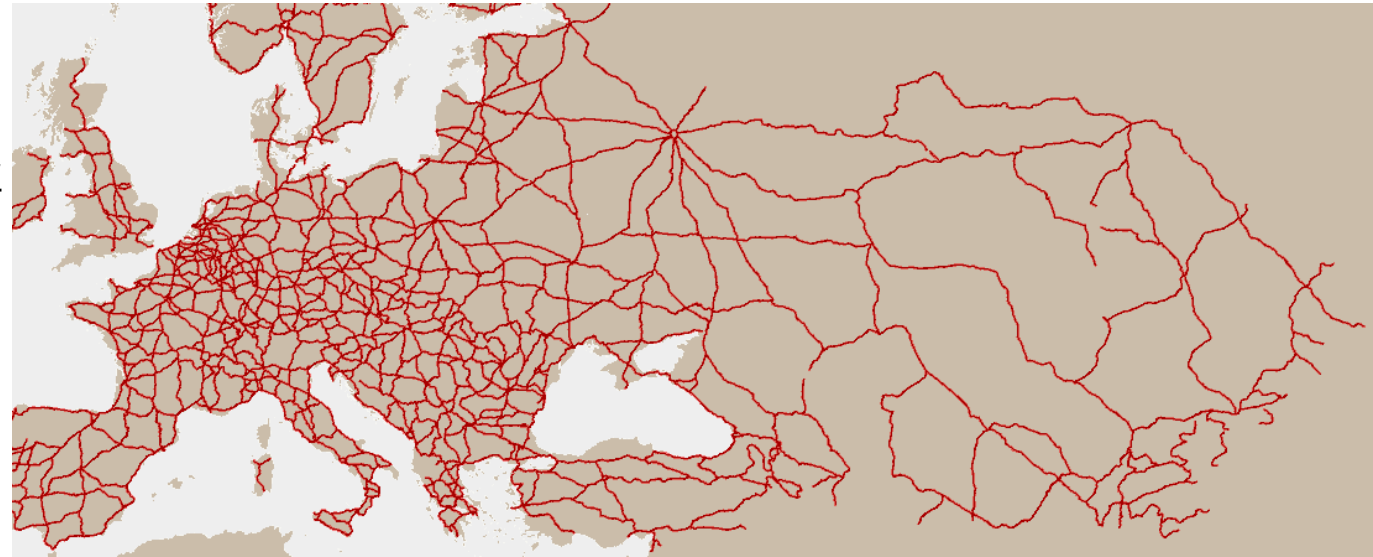


Operationalization of Euro-Asian Transport Links

Requested follow-up

Provide **ideas** on how to enhance operationalization of Euro-Asian Transport links

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



Ongoing work of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs



Mandate

ITC at its eighty-first session (February 2019) extended mandate of GE.4 until June 2020

GE.6 Final Report should:

- Identify models, methodologies, tools and good practices for evaluating, calculating and analysing inland transport Infrastructure costs
- Identify and list terminologies used for costing inland transport Infrastructure
- Collect and analyse data for benchmarking inland transport construction costs

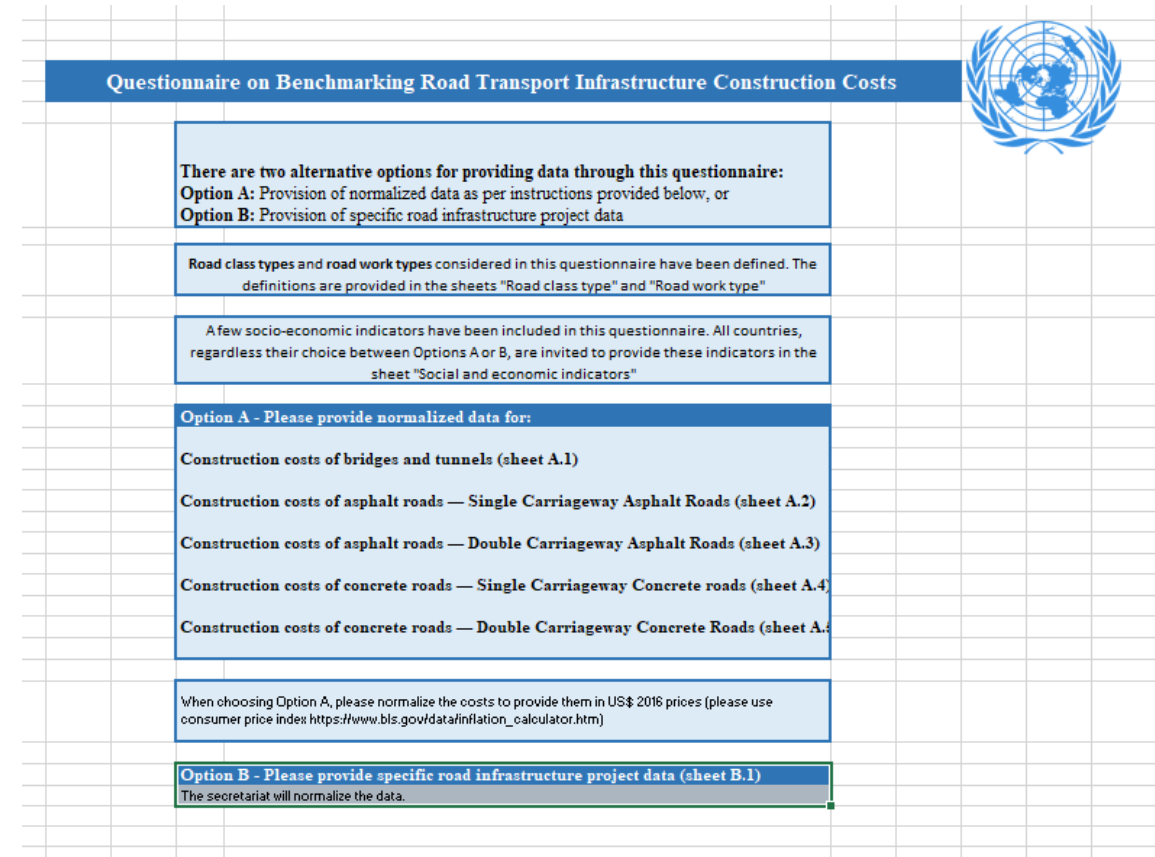


Ongoing work of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs

Request for assistance to:

- Identify models, methodologies, tools and good practices for evaluating, calculating and analysing **road** construction costs
- Collect and analyse data for benchmarking **road** construction costs

Please support completion of the road questionnaire



Questionnaire on Benchmarking Road Transport Infrastructure Construction Costs

There are two alternative options for providing data through this questionnaire:
Option A: Provision of normalized data as per instructions provided below, or
Option B: Provision of specific road infrastructure project data

Road class types and road work types considered in this questionnaire have been defined. The definitions are provided in the sheets "Road class type" and "Road work type"

A few socio-economic indicators have been included in this questionnaire. All countries, regardless their choice between Options A or B, are invited to provide these indicators in the sheet "Social and economic indicators"

Option A - Please provide normalized data for:

- Construction costs of bridges and tunnels (sheet A.1)
- Construction costs of asphalt roads — Single Carriageway Asphalt Roads (sheet A.2)
- Construction costs of asphalt roads — Double Carriageway Asphalt Roads (sheet A.3)
- Construction costs of concrete roads — Single Carriageway Concrete roads (sheet A.4)
- Construction costs of concrete roads — Double Carriageway Concrete Roads (sheet A.5)

When choosing Option A, please normalize the costs to provide them in US\$ 2016 prices (please use consumer price index: https://www.bls.gov/data/inflation_calculator.htm)

Option B - Please provide specific road infrastructure project data (sheet B.1)
The secretariat will normalize the data.

UNDA project on developing Sustainable Inland Transport Connectivity Indicators (SITCIN)



Beneficiaries: Georgia, Kazakhstan, Serbia, Jordan and Paraguay/ **Time frame:** Oct 2018 – Dec 2020

Different project stages:

- 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)



UNDA project on developing Sustainable Inland Transport Connectivity Indicators (SITCIN)



**ROAD
TRANSPORT**

**RAIL
TRANSPORT**

**INLAND
WATERWAYS**

**INTER-
MODALITY**

UNDA project on developing Sustainable Inland Transport Connectivity Indicators (SITCIN)

Mode	Pillar	Indicator
ROAD	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

Thank you for your attention

