

Enhancing Inter-Regional Transport Connectivity

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Working Party on Transport Trends and Economics
Sustainable Transport Division

*SPECA Working Group on Sustainable Transport,
Transit and Connectivity
Nur-Sultan, 25 November 2021*



Outline

- Up-date on WP.5 efforts aimed at operationalization of Euro-Asian Transport Links/ Corridor-based action
- International Transport Infrastructure Observatory (ITIO)
- Sustainable Inland Transport Connectivity Indicators (SITCIN) for road, rail, inland waterways and inter-modal transport



EATL Operationalization

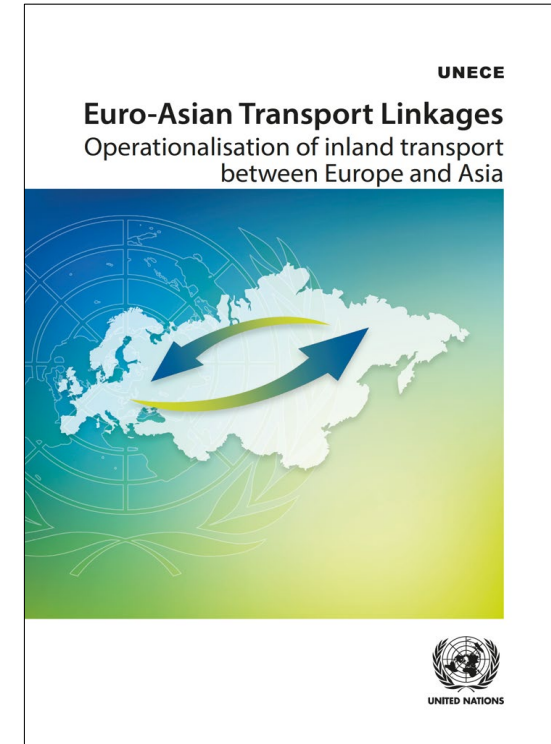
What do we know? (source EATL phase III project)

Corridors need to:

- be competitive
- meet the requirements of modern supply chains
- seize e-commerce opportunities

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

Significant performance gaps among different corridors



EATL – Corridor based action



At the 83rd Session of the Inland Transport Committee (Geneva, February 2021), the **Governments of Azerbaijan, Georgia, Turkey, Ukraine and Kazakhstan** “*Expressed their interest to contribute towards the development of a corridor management mechanism proposal as well as to participate in the pilot implementation of such a mechanism*”

The five Governments have subsequently prepared a detailed Working Document [ECE/TRANS/WP.5/2021/1](https://www.unece.org/transport/workingdocuments/2021/wp5/1) presented at the 34th Session of WP.5 (September 2021)



EATL – Next steps

At its 34th session: “WP.5 welcomed the interest from several UNECE member States to actively participate on enhancing operationalization of Euro-Asian transport links and especially the proposal submitted by the Governments of Azerbaijan, Georgia, Turkey, Kazakhstan and Ukraine to develop and pilot an EATL Route 3 Corridor Coordination Management Mechanism (CCMM) and a Corridor Performance Review (COPR) Mechanism. WP.5 invited the group to report back on its progress in this regard at the forthcoming thirty-fifth session of the Working Party in September 2022”

The five Governments have *tentatively* agreed on the following priorities:

- Digitalization of customs, border and transport documents (incl. eTIR and eCMR)
- Transport infrastructure development





Welcome to the Observatory

The International Transport Infrastructure Observatory is a multi-stakeholder, web-based GIS platform which hosts data on a large variety of transport infrastructure networks and nodes across different modes including road, rail, inland waterways, ports, airports, intermodal terminals, logistics centers and border crossing points





GOVERNMENTS

Authorized Governments' users can access the Observatory from here

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MULTILATERAL DEVELOPMENT BANKS

Authorized International Financial Institutions' users can access the Observatory from here

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REGIONAL ORGANIZATIONS

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THE PUBLIC

The public can access all the publicly available information included in the Observatory from here

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transport
networks and
nodes

Upload, revise and update data about all transport networks and nodes (road, rail, inland waterways, ports, airports, intermodal terminals, logistics centers and border crossing points).

[LEARN MORE](#)



transport
corridors

Visualize transport corridors passing through their territory (length, services, missing links, time schedules, tariffs).

[LEARN MORE](#)



new transport
infrastructure
projects

Upload data about **new transport infrastructure projects**

[LEARN MORE](#)



international
conventions /
agreements

Upload, revise and update data about international conventions / agreements ratification and implementation

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transport
infrastructure
construction
costs

Benchmarking transport infrastructure construction costs

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adaptation for
transport networks
and nodes



























Climate Change impacts and adaptation for transport networks and nodes

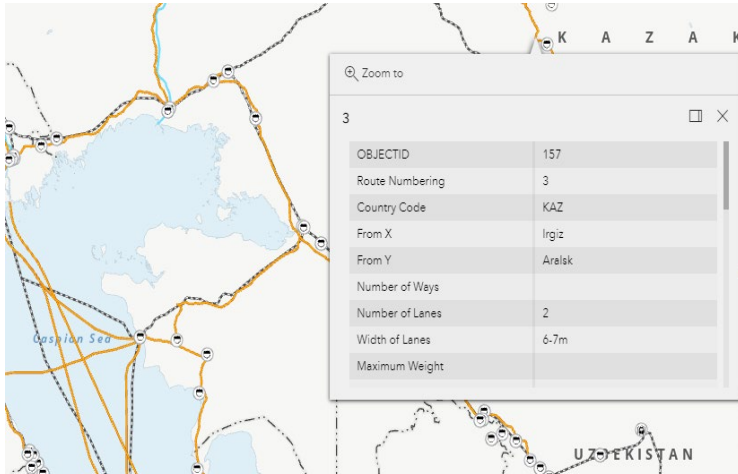
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I. Transport infrastructure networks and nodes

UNECE and ESCWA regions, overview of all available networks

- ▶  EATL Road Nodes 
- ▶  EATL Road Projects Nodes 
- ▶  EATL Rail Nodes 
- ▶  EATL Maritime Ports 
- ▶  EATL Inland Waterway Ports 
- ▶  EATL Roads 
- ▶  EATL Road Projects 
- ▶  EATL Rails 
- ▶  EATL Rail Projects 
- ▶  EATL Inland Waterways 
- ▶  AGR Roads 
- ▶  AGN Waterways 
- ▶  AGN Ports 



II. Transport corridors

EATL, ESCWA, CETMO networks
As well as other initiatives...

- EATL Roads Corridors
- EATL Rails Corridors

Road Corridor Selection

Choose Road Corridor Number

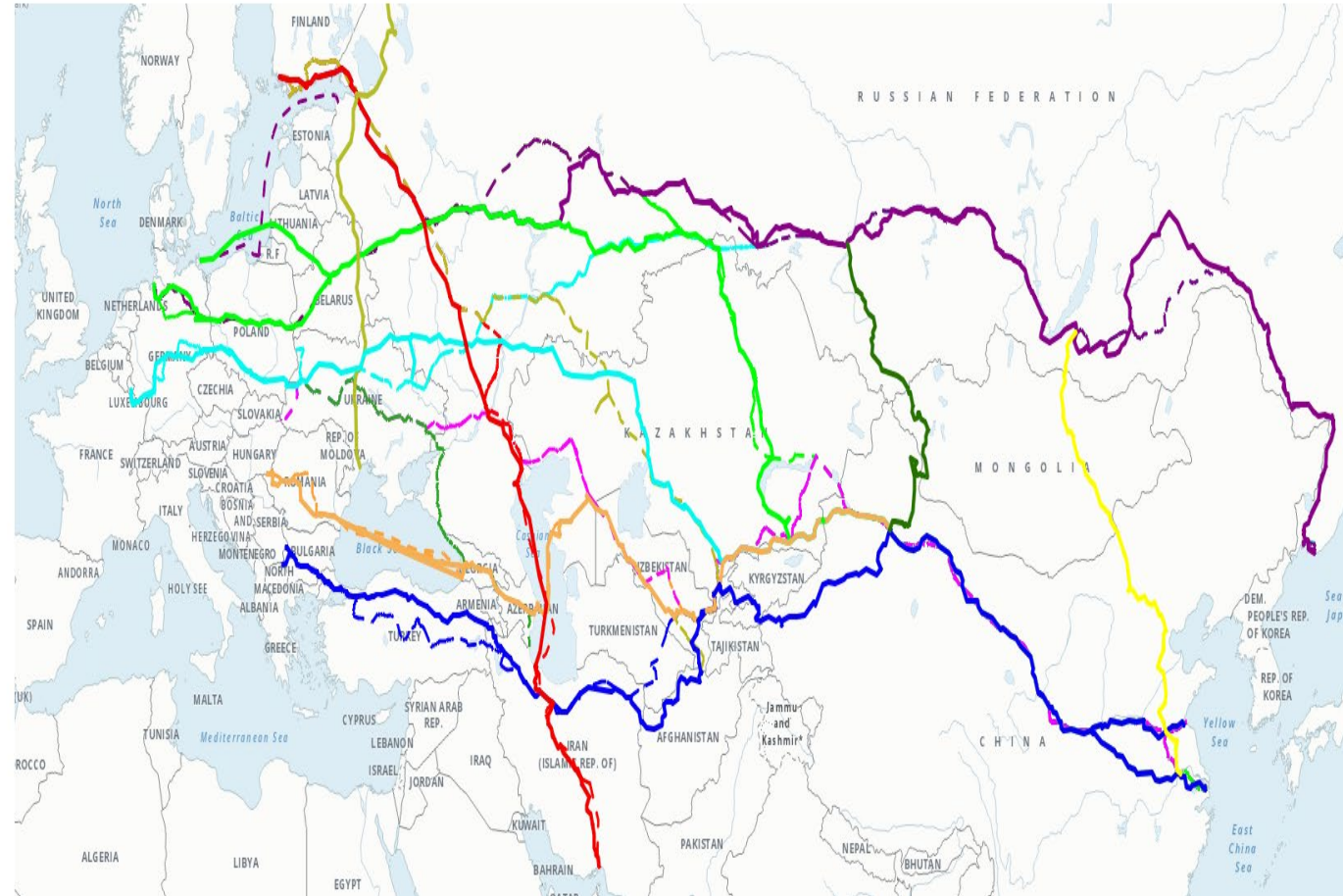
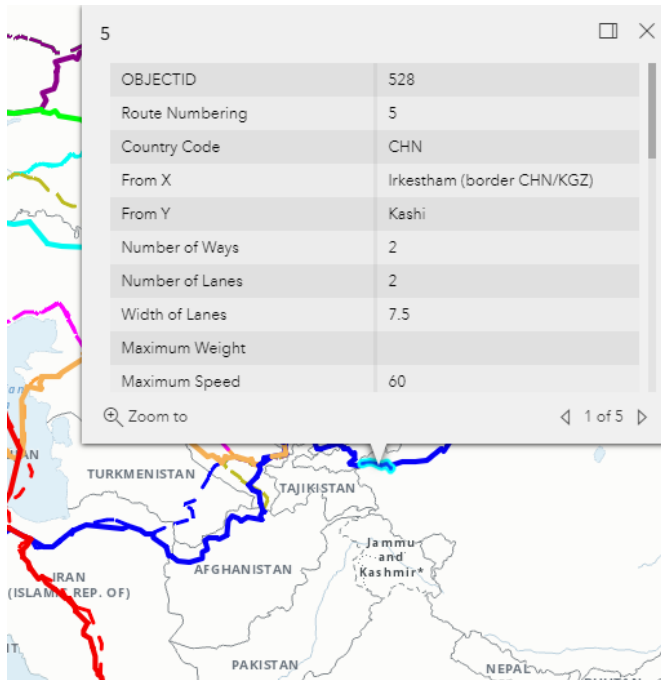
Rail Corridor Selection

Choose Rail Corridor Number

5

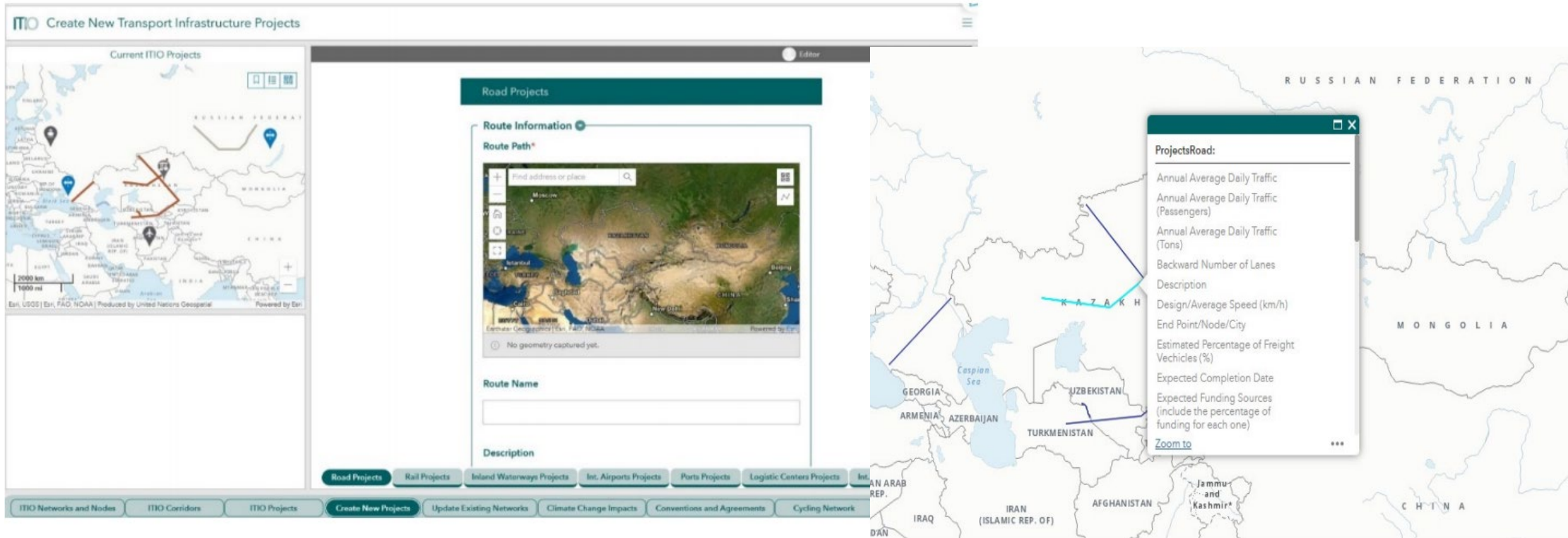
OBJECTID	528
Route Numbering	5
Country Code	CHN
From X	Irkeatham (border CHN/KGZ)
From Y	Kashi
Number of Ways	2
Number of Lanes	2
Width of Lanes	7.5
Maximum Weight	
Maximum Speed	60

Zoom to 1 of 5



III. Creating new project proposals

App for Governments to upload new projects in need of funding

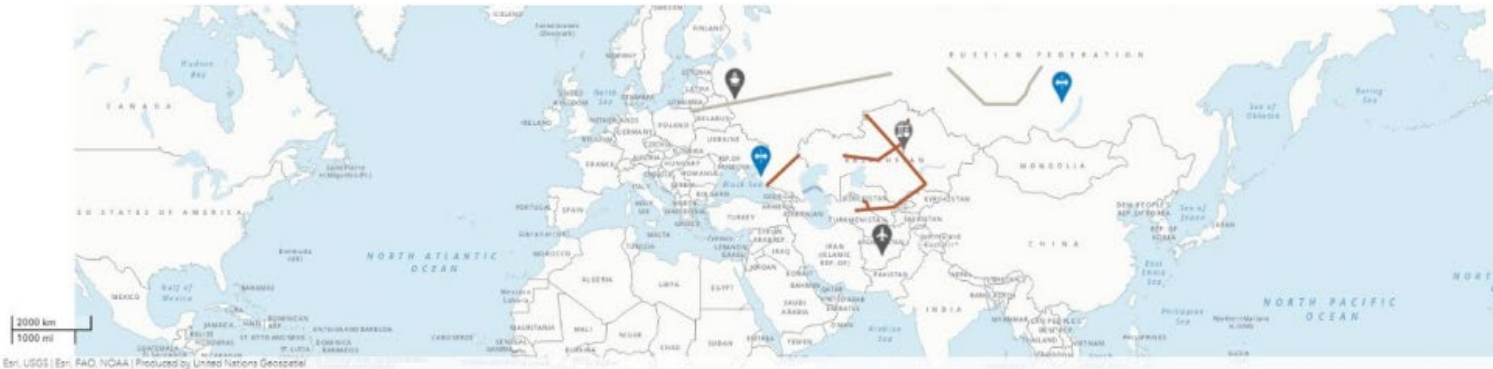


The screenshot displays the 'Create New Transport Infrastructure Projects' web application. The interface is divided into several sections:

- Current ITIO Projects:** A map on the left showing existing project locations across the region.
- Road Projects:** A central panel with a 'Route Information' section. It includes a 'Route Path*' field with a search bar and a map showing a route in the Caspian Sea region. Below this is a 'Route Name' input field and a 'Description' field.
- Project Details Panel:** A pop-up window titled 'ProjectsRoad:' lists various data fields for a road project, including:
 - Annual Average Daily Traffic
 - Annual Average Daily Traffic (Passengers)
 - Annual Average Daily Traffic (Tons)
 - Backward Number of Lanes
 - Description
 - Design/Average Speed (km/h)
 - End Point/Node/City
 - Estimated Percentage of Freight Vehicles (%)
 - Expected Completion Date
 - Expected Funding Sources (include the percentage of funding for each one)
 - Zoom to
- Navigation:** A bottom bar with tabs for 'Road Projects', 'Rail Projects', 'Inland Waterways Projects', 'Int. Airports Projects', 'Ports Projects', and 'Logistic Centers Projects'. Below this is a secondary bar with options like 'ITIO Networks and Nodes', 'ITIO Corridors', 'ITIO Projects', 'Create New Projects', 'Update Existing Networks', 'Climate Change Impacts', 'Conventions and Agreements', and 'Cycling Network'.

IV. Identifying bankable project proposals

Multilateral Development Bank application, access to new project proposals



Display Funded Rail Projects
 Display Partially Funded Rail Projects
 Display UnFunded Rail Projects

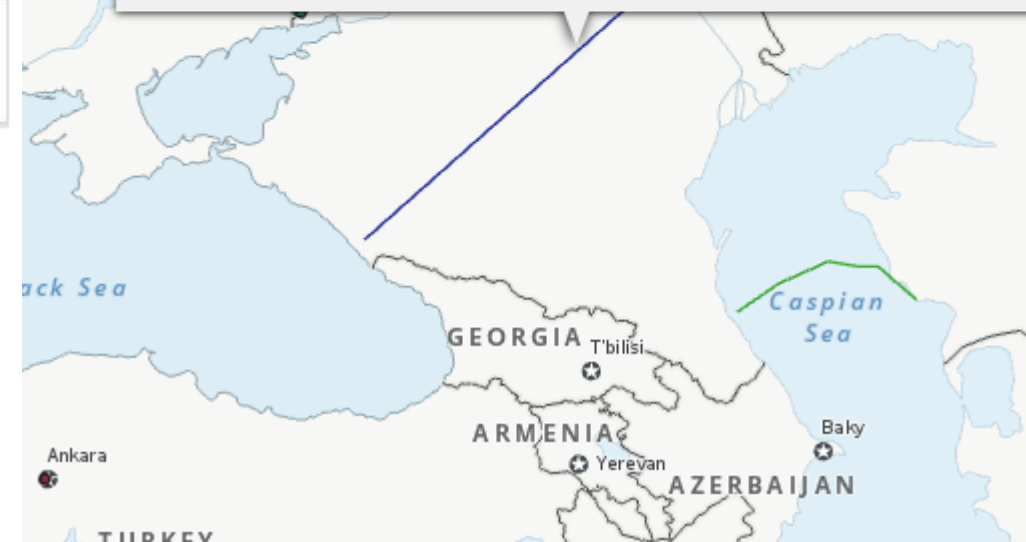
Total Projects: 1
 New Projects: 1
 New Unfunded: 0



Route edited by GOV user

Route Name	Route edited by GOV user
Description	
Projects Group	Partially Funded
Start Point/Node/City	
End Point/Node/City	
Major Intermediate Centres	
Road Classification	
Length (km)	

Zoom to



Sustainable Inland Transport Connectivity Indicators



- **Purpose:** provide a tool for countries to assess their degree of external connectivity in terms of transport, logistics, inter-operability, border crossing and trade processes etc.
- **Pilot countries:** The flags of Georgia, Serbia, Kazakhstan, Sudan, and Djibouti are displayed in a row.
- Full set of 215 Sustainable Inland Transport Connectivity Indicators available in working documents: [ECE/TRANS/WP.5/2021/8](#) and [ECE/TRANS/WP.5/2021/8/Add](#)



SITCIN Structure & Scope

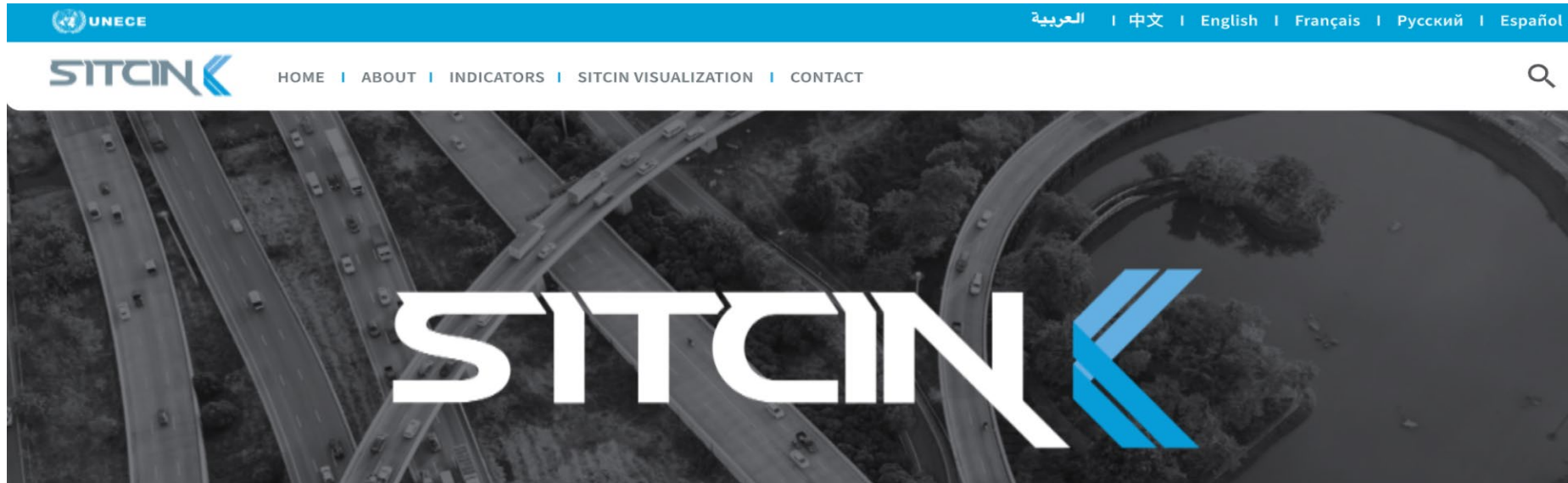


**ROAD
TRANSPORT**
∩
**RAIL
TRANSPORT**
∩
**INLAND
WATERWAYS**
∩
**INTER-
MODALITY**

SITCIN Rail

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)
		Dangerous goods transport (infrastructure)
	Environmental	Fleet
		Emission




Next steps – SITCIN user platform



Available in:

English
French
Russian
Arabic
Spanish

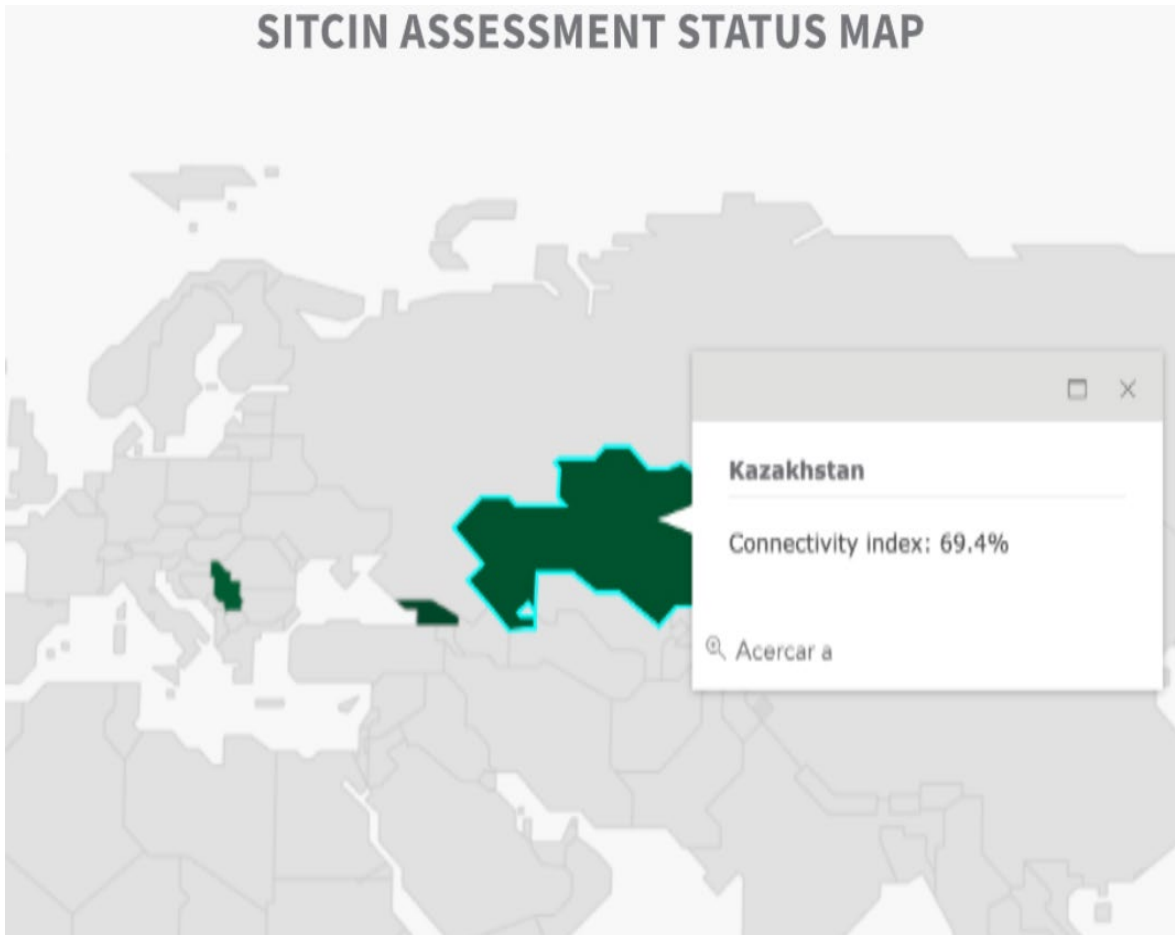
E-learning user course to be integrated in the user platform

 Sustainable Inland Transport Connectivity Indicators <input checked="" type="checkbox"/> public access get access	 Start the SITCIN assessment <input type="checkbox"/> restricted access/ accredited Government users only get access	 SITCIN visualisation / evaluation and comparison tools <input checked="" type="checkbox"/> public access get access
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TRANSPORT

Data collection and visualization

SITCIN ASSESSMENT STATUS MAP



ROAD TRANSPORT CONNECTIVITY INDICATORS

Economic Sustainability

Social Sustainability

Environmental Sustainability

1-EC-1: Efficiency

1-EC-2: Time required at borders

1-EC-2.1a: Average border clearance time for transit TIR trucks (with physical inspection)

The average border clearance time (in minutes) needed by a transit TIR-truck, when physical inspections are involved. It is calculated by summing the clearance time of all inspected transit TIR-trucks divided by the number of inspected transit TIR-trucks. Time taken into consideration is the time from entering the border post in one territory to leaving it in the other country. The survey should capture the clearance time by time of day (peak and off-peak) and day of week.

1-EC-2.1b: Average border clearance time for transit TIR trucks (without physical inspection)

1-EC-2.2a: Average border clearance time for non-TIR transit trucks (with physical inspection)

1-EC-2.2b: Average border clearance time for non-TIR transit trucks (without physical inspection)

1-EC-2.3: Average queuing time

1-EC-3: Cost

TRANSPORT



Thank you for your attention!

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