ESCWA/IDB Consultation Meeting:

“Corridors for Vital Connectivity in the Arab Region”

Beirut, UN House
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ESCWA vision

for a multimodal transport system

in the Arab region.

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General Information

**Objectives:** The formulation of a strategic common vision for the development of future multimodal transport in the Arab region that the different stakeholders could commit to realize to enhance intra-regional connectivity and integration in order to bolster shared economic growth and prosperity.

**Focal Points:** Arab Ministries of Transport and Public Works

**Main Strategic Partners:** LAS, GCC, AMU, ECE, etc.

**Key Potential Sponsors:** World Bank Group, Islamic Development Bank

**Duration:** 3 Years

**Estimated Cost:** 3,180,857 US$
Background:
Low Level of Transport Equipment and Services

1. Low level of Arab Integration (5.2% of total exports in 2010, compared to 65% in EU, 49% in North America, 24.8% in South East Asia, 12.4% in Africa)

2. Weak and old Railways (7 Km per 100000 People, compared to 40 in EU, 70 in USA, and 15 as World Average)

3. Weak Road Infrastructure (220 Km per 100000 People, compared to 2000 in EU and USA and 875 as World Average)

4. Low Transport Services (57% lost time due to stops at Borders, with 38% extra invisible costs)

5. Low level of adhesion to International Road Conventions (TIR, ADR, ATP, etc.).

6. Low levels of Logistics Indicators (LPI, LSCI)
Background:
Regional and Global Challenges:

1. **Geography & Environment** (Chinese BRI, Replacement of Oil, North Pole Navigation).
2. **Demographic and Social** (Population Growth, Mega Cities, Changes in Consumption Patterns).
5. **Political** (Crises and Conflicts).
6. **Technology** (Solar Energy, Hyperloop, Driverless Vehicles, New Organizational Patterns, Direct Relations of Supply/Demand and effects on Transport professions).
ESCWA Previous Activities:

ITSAS (ITSAM previously)
Integrated Transport System in the Arab States

ITSAS Pros & Cons

**Advantages:**
- ✓ Clarity of mappings
- ✓ Consensus on networks
- ✓ Commitments of Member States

**Limitations:**
- - No harmonization of interlinkage standards
- - No assessments of traffic flows and performance:
  - Speed and Travel Time
  - Volume/Capacity and Level of Service
  - Safety rates
- - Weak commitments to develop missing links
- - Absence of funding mechanism
ESCWA Ongoing Activities:
ITSAS-GIS (ESCWA & UNIFIL)
Technical and Operational Attributes

Five Layers:
1. Country
2. Roads
3. Railways
4. Airports
5. Ports

Table of attributes:
Inspired from the Glossary of Technical Data of the Trans-European Network GIS of the European Commission (Version 6 February 2014)
1. Comprehensive Multimodal Transport Planning Study: (4 Steps: Generation, Distribution, Modal Split, Assignment)

2. Common identification of regional priority projects (infrastructure and policy reforms), with clear impacts on comprehensive growth and development, at both regional and individual levels.

3. Identification of innovative solutions for the implementation of priority infrastructure transport projects and policy reforms.
ESCWA Project Proposal
Components and Phasing

- **Phase (1)**: Baseline Studies and GIS Mapping of Transport Networks and Facilities
  - Inhouse
  - 6 Months

- **Phase (2)**: Comprehensive Regional Transport Perspective/Planning Study
  - Consultant
  - 12 Months

- **Phase (3)**: Development of Appraisal Tool for the Assessment of Transport Investments and Policies Impacts
  - Inhouse + Consultant
  - 6 Months

- **Phase (4)**: Multi-Stakeholder Dialogue for the Formulation of Mutually Agreed Upon Vision for the Development of Multimodal Transport System in the Arab Region
  - Inhouse
  - 12 Months

- **Phase (5)**: Elaboration of Innovative Development Tools to Implement Infrastructure Projects
  - TBD
## Expected Accomplishments

### EA1
By 2020
Transport policies in the Arab region are informed by state-of-the-art, evidence-based research on current flows, future scenarios and expected bottlenecks with regard to multi-modal transportation.

### EA2
By 2020
Arab countries and interested financial institutions have access to an Appraisal Tool for assessments of investment in regional transport infrastructure.

### EA3
By 2021
Arab countries adopt a comprehensive and coherent Future Vision for developing transport infrastructure at the regional and national levels.

### EA4
By 2022
Arab countries and international financial institutions have access to three technical and business case studies for addressing key bottlenecks in regional transport.
Internal Governance:

- EDID Dedicated team, under direct supervision of EDID Director:
  - 1 Staff P5
  - 1 Staff P3
  - 1 Research Assistant (G6/6)
- ESCWA In-House Expertise (when needed):
  - Statistics
  - Technology and Innovation
  - Sustainable Development
Partnerships:

Focal Points:
Ministries of Transport and Public Works in the Arab Region

Strategic Partners:
Regional and International Specialized Organizations (LAS, GCC, AMU, ECE, IRU, CETMO, etc)

Supporting Potential Partners:
WB, IDB

Special Arrangements when applicable:
(MoU, Contracts, etc.)
- Internal Monitoring by the project team based on workplan milestones
- ESCWA Senior Management Monitoring
- Steering Group of key stakeholders and partners upon progress report
- Monitoring Workshops: Inception, Intermediate and Final.
- Final External Evaluation
Thank you