



NATIONAL ACCESS AND REGIONAL CONNECTIVITY

TARGET:

Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030.



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Why is National Access and Regional Connectivity important?

Efficient national access and regional connectivity for freight is critical to underpin economic growth and support efficient supply chains for agricultural products and manufactured goods. Improvements to sustainable passenger transport services also facilitates access to jobs, the free movement of labour, and facilitates national integration and regional economic cooperation.

Process Indicators (2030 compared to 2010 baseline):

- Logistics Performance Index for all countries at least 80% of countries to be a rating of 3.54.
- Double national long distance passenger mode shares by public transport and ensure half of future growth in regional passenger travel is accommodated by public transport on a global basis by 2030.
- Passenger-kilometre shares by public transport in major national and regional corridors (desired achievement: based on baseline forecasts to be developed, in specific corridors by nation and region).
- Reduce the cost of national and regional bulk freight per tonne-km (desired achievement: 80% of best international practice for relevant commodities, in specific corridors by nation and region).
- Reduce empty freight land transport distance travelled by 50% by 2030. achievement: based on baseline forecasts to be developed, in specific corridors by nation and region).
- Reduce the cost of national and regional bulk freight per tonne-km (desired achievement: 80% of best international practice for relevant commodities, in specific corridors by nation and region).

Implementation and Enabling Measures:

Improving efficient passenger transport and logistics requires systematic improvement of transport infrastructure and services. Passenger and freight transport systems need to be developed where demands dictate and with due consideration given to supporting distribution systems.

The distortionary effects of policies that have historically advantaged road transport operations compared to other modes by subsidising diesel fuel and tolerating aged and polluting trucks should be systematically removed. Better planning and regulation of the freight and passenger transport sub-sectors is vital to ensure operators of these services are motivated to provide efficient, safe and environmentally sustainable services.

Due to the technical complexity of national access and regional connectivity covering freight and passenger movements in some 200 countries the target necessarily must be measured by the main process indicators. The Logistics Performance Indicator of the World Bank is such a process indicator.