

Annex: SITCIN Indicators
List of SITCIN Indicators for Palestine

| Indicators | Definition | Points | Description |
|--|--|--------|-------------|
| 1. Border Crossing Facilitation | | | |
| 1.1 Efficiency | | | |
| Staff resources at road BCPs and inland clearance stations | Adequacy of the number of personnel at road BCPs and inland clearance stations to cope with the freight volumes involved. Staff categories include Customs, border guards/police, Health and Safety Executive, State Veterinary Office, State Plant Health Protection Agency, Public Health Agency, Food and Drug Administration, Service for Foreigners' Affairs, National Revenue Services, Vehicle and Operators Services Agency, and Department of Transport. | | |
| BCP infrastructure (Joint controls facilities) | Availability and opening hours of joint controls facilities at road BCPs open for international goods traffic. It concerns facilities for domestic controls as well as joint controls with the adjoining country. In terms of opening hours, Article 6 of the Annex 8 to the Harmonization Convention sets out 24 hours a day as a minimum requirement. | | |
| BCP infrastructure (off-lane control areas) | Availability and opening hours of off-lane control areas, for random cargo and vehicle checks, at road BCPs open for international goods traffic. | | |
| BCP infrastructure (parking and terminal facilities) | Availability of appropriate parking and terminal facilities at road BCPs open for international goods traffic. | | |
| Inland clearance and control procedures for import | The extent to which control procedures for import are undertaken at inland clearance stations away from the border so as to alleviate congestion and efficient movements at the BCPs. The control procedures are involving medico-sanitary inspection, veterinary inspection, phytosanitary inspection, controls of compliance with technical standards, quality controls, vehicle inspections, and weighing of vehicles. The adoption of customs risk management system will get additional points as risk management procedures expedite the clearance of goods. | | |
| Availability of fast lanes for trucks carrying live animals and perishable foodstuffs | Availability of fast lanes/fast track treatment for trucks carrying live animals and perishable foodstuffs. As set out by the Harmonization Convention, priority should be given to live animals and perishable goods in order to minimize waiting times at BCPs. | | |
| Coordination and delegation of controls among national border agencies | The extent to which national border agencies (such as Health and Safety Authorities, Treasury, and Food and Drug Administration) delegate their control activities to other border agencies such as Customs authorities, in accordance with a cooperation agreement or MoU. By implementing a delegation mechanism, duplication and overlapping activities, and conflicting instructions and requirements can be reduced. | | |
| Coordination and delegation of controls between agencies of neighboring countries | The extent to which border agencies from both sides of the BCP coordinate with each other or delegate the control procedures to each other at a designated single common border post/station, in accordance with a bilateral agreement or MoU). Implementing such a coordination and delegation mechanism will increase the border crossing efficiency. | | |
| Exchange of data and information among national border agencies | Degree of implementation of data and information exchange (including for risk management purposes) among national border agencies, so as to increase time efficiency and provide accurate information for statistical purposes. | | |
| Exchange of data and information with foreign border agencies | Degree of implementation of data and information exchange (including for risk management purposes) with foreign border agencies, so as to increase time efficiency and provide accurate information for statistical purposes. | | |
| Traffic separation for vehicles under cover of valid international customs transit documents | Degree of implementation of traffic separation in order to give priority to vehicles under cover of valid international/regional/sub-regional customs transit documents, such as TIR and temporary importation carnets, so as to decrease truck waiting times at BCPs. | | |

| Indicators | Definition | Points | Description |
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| Empty operating ratio | Empty operating ratio of truck traffic returning to the country. This indicator measures cooperation and coordination with neighboring countries to reduce empty operating. | | |
| Total Efficiency | Max Score = 120 | | |
| 1.2 Time required at borders | | | |
| 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. | | |
| Average border clearance time for transit TIR trucks (without physical inspection) | The average border clearance time (in minutes) needed by a transit TIR-truck, when no physical inspections are involved. It is calculated by summing the clearance time of all surveyed transit TIR-trucks divided by the number of surveyed 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. | | |
| Average border clearance time for non-TIR transit trucks (with physical inspection) | The average border clearance time (in minutes) needed by a transit non-TIR truck, when physical inspections are involved. It is calculated by summing the clearance time of all inspected non-TIR transit trucks divided by the number of inspected non-TIR transit 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. | | |
| Average border clearance time for non-TIR transit trucks (without physical inspection) | The average border clearance time (in minutes) needed by a non-TIR transit truck, when no physical inspections are involved. It is calculated by summing the clearance time of all surveyed non-TIR transit trucks divided by the number of inspected non-TIR transit 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. | | |
| Average queuing time | The average queuing time (in minutes) for trucks at customs point of entry. Time taken into consideration starts when a truck joins the queue and ends when the truck reaches the customs booth. Average time is calculated by summing the queuing time of all surveyed trucks divided by the number of surveyed trucks. The survey should capture queuing time by time of day (peak and off-peak) and day of week. | | |
| Total Time required at borders | Max Score = 50 | | |
| 1.3 Cost | | | |
| Customs clearance cost per TEU (exports) | The average customs clearance cost per TEU for exports. It concerns cost associated with compliance with customs regulations and border crossing procedures in the country relative to the average cost in the region. The involved costs are cost of carnets, loading/unloading of shipment at BCPs, and inspection charges. Region can be defined as a group of countries that are engaged in economic cooperation that might cover sub-region and the adjoining countries of the sub-region. | | |
| Customs clearance cost per TEU (imports) | The average customs clearance cost per TEU for imports. It concerns cost associated with compliance with customs regulations and border crossing procedures in the country relative to the average cost in the region. The involved costs are cost of carnets, loading/unloading of shipment at BCPs, and inspection charges | | |
| Customs clearance cost per TEU (transit) | The average customs clearance cost per TEU for transit cargo. It concerns cost associated with compliance with customs regulations and border crossing procedures in the country relative to the average cost in the region. The involved costs are cost of carnets, loading/unloading of shipment at BCPs, and inspection charges | | |
| Average road freight rate | Average road freight rate is defined as the average trucking fee per ton km applied in the country, relative to the average rate in the region. | | |

| Indicators | Definition | Points | Description |
|---|---|--------|-------------|
| Visa requirements for professional drivers | The extent to which the country requires visa for foreign professional drivers who wish to enter the country. | | |
| Total Cost | Max Score = 50 | | |
| 1.4 Operations | | | |
| Admission requirements for means of transport | Admission requirements for means of transport, incl. vehicles and containers, based on the UN Temporary Importation Conventions, Container Convention, TIR Convention and the WCO Istanbul Convention. | | |
| Contract of carriage requirements | Level of harmonization of the contract of carriage requirements as per internationally and/or regionally agreed arrangements. | | |
| Weight and vehicle dimension requirements | Degree of harmonization of the weight and vehicle dimension requirements with the internationally and/or regionally agreed standards, so as to avoid repetitive vehicle weighing procedures at BCPs. | | |
| Total Operations | Max Score = 30 | | |
| 1.5 ICT and Intelligent Transport System Solutions | | | |
| Implementation of interconnected e-solutions | Degree of implementation of interconnected e-solutions for customs and border procedures i.e. eTIR, eCMR, and e-Single Window system. | | |
| Application of pre-trip traffic information systems | Degree of application of pre-trip traffic information systems to make international drivers aware of the traffic situation and travel conditions (so they can assess their travel options) through different types of media. | | |
| Application of Electronic Toll Collection (ETC) systems | Degree of application of ETC systems using the following technologies: (1) Satellite positioning; (2) Mobile communications using GSM and GPRS standards; (3) 5.8 GHz microwave technologies or Dedicated Short Range Communications (DSRC). | | |
| Application of advance electronic cargo information | Degree of application of advance electronic cargo information for pre-clearance purposes. | | |
| Availability of detection equipment and inspection technologies | Availability of detection equipment, scanning and non-intrusive inspection technologies including scanners for cargo, technology for detection of chemical, biological, radiological and nuclear materials, and e-Seal. | | |
| Application of intelligent transport systems at BCPs | Degree of application of intelligent transport systems at and around BCPs, such as traffic light management, automatic vehicle registration number recognition, and automatic container recognition. | | |
| Application of intelligent traffic management systems | Degree of application of intelligent traffic management systems along international roads leading to BCPs. It concerns providing information to approaching trucks on the traffic situation at BCPs, i.e. traffic occupancy, processing and queuing time, and providing early recommendations such as postponing entry to BCPs or deviate to other BCPs. | | |
| Application of ICT systems | Degree of application of information and communication support systems to the transport system in the country. The systems include: (1) Telecommunication Networks (TLC); (2) Automatic identification systems (Automatic Equipment Identification (AEI)/ Automatic Vehicle Identification (AVI)); (3) Systems for automatically locating vehicles (AVLS); (4) Protocols for the electronic exchange of data (Electronic Data Interchange/EDI); (5) Cartographic databases and information systems providing geographical data (Geographic Information System/GIS); (6) Systems for the collection of traffic data, including Weigh-In-Motion (WIM) and systems for the automatic classification of vehicles; (7) Systems for counting the number of users of a public transport system (Automatic Passenger Counters/APC). | | |
| Number of national trucks with track and trace device | Ratio of the number of national trucks equipped with track and trace devices to the total number of national trucks involved in international transport. | | |
| Application of fleet management | Degree of application of fleet management systems whereby vehicles can be tracked from a Traffic Control Center using GPS navigation devices together with communication facilities and digital cartography. | | |

| Indicators | Definition | Points | Description |
|---|---|--------|-------------|
| Application of roadside ITS | Degree of application of roadside ITS to increase efficiency and capability to act in terms of time and resource management. The roadside technology includes: (1) Traffic Control Centers (TCC); (2) Traffic information centers; (3) Video monitoring system for traffic; (4) Variable Message Signs (VMS) to distribute information concerning particular events in a timely fashion; (5) Automatic Incident Detection (AID); (6) Radio channels that both provide information to road users and are used for service communication purposes; (7) Roadside equipment for speed enforcement | | |
| Total ICT and Intelligent Transport System Solutions | Max score = 110 | | |
| Total Border Crossing Facilitation | Max Points = 360 | | |
| 2. Transport Infrastructure | | | |
| 2.1 Infrastructure | | | |
| Percentage of international road network | Ratio of the total length of international roads to the total road network in the country. International roads concern international motorways, international express roads and international ordinary roads as defined by ESCWA agreement on international roads in the Arab Mashreq. | | |
| Length of international road network per class | Ratio of the total length of class 3 international roads to the total international road network in the country. Class 3 is the lowest class of international roads as defined by ESCWA Agreement on International Roads in the Arab Mashreq. For the Arab states, this concerns the second-class roads of the M network. In other regions, the road classification might be different. This indicator is about the lowest class as per the classification of the international road network followed by the country. | | |
| Harmonization of road classes at BCP | The number of country's BCPs with harmonized road classes within 50 km of a BCP. When the roads on one side of a BCP are for instance class 1 roads, while the roads on the other side of the BCP are class 3 roads, this situation is unharmonized and creates a bottleneck. | | |
| Harmonization of BCP infrastructure | Level of harmonization of BCP infrastructure between the assessed country and the adjoining country. It concerns the harmonization of the following: (1) number of channels; (2) number of parking lots; (3) number of bays for inspections; (4) height of monitoring gantries. If there is more than one BCP, the average score of all BCPs should be calculated. If there is more than one adjoining country, the average score should also be calculated. | | |
| Length of international road network with design speeds of at least 100 km/h | Ratio of the total length of international roads with design speeds of at least 100 km/h to the total international road network in the country. | | |
| Design standard and technical specifications of new international roads | The extent to which the construction of new international roads complies with ESCWA agreement on international roads in the Arab Mashreq, in terms of parameters of design and dimensions, number and width of traffic lanes, geometric characteristics and other technical specifications, conditioned by its functions, its location (topography, land use, etc.) and the general technical and economic context. | | |
| Sufficiency of service facilities along international roads | The extent to which the provision of rest and service areas, the number of toll and border crossing control lanes are determined in terms of the volume of traffic anticipated. | | |
| Total Infrastructure | Max Score = 70 | | |
| 2.2 Road Traffic Infrastructure | | | |
| Length of dual carriageway international roads | Ratio of the total length of dual carriageway international roads to the total length of the international roads in the country. | | |
| Harmonization of international standards for road signs, signals, and marking | Harmonization of international standards for road signs, signals, and marking into the national legislations (e.g. Traffic Signs Regulations and Manual). | | |
| IRI rating | The IRI (International Roughness Index) rating for the total length of the international roads. | | |

| Indicators | Definition | Points | Description |
|--|---|--------|-------------|
| Number of secured parking lots for trucks at BCPs | The number of parking lots at secured parking area (in absolute number) as a percentage of the throughput of trucks in 24 hours. | | |
| Number of incidents of cargo theft | The number of cases of reported cargo theft per 100,000 trucks involved in trade (import and export) per year. | | |
| Total Road Traffic Infrastructure | Max Score = 50 | | |
| 3. Safety and Security | | | |
| 3.1 Road Traffic Rules/Behavior | | | |
| Harmonization of national laws on traffic rules | Degree of harmonization of the UN Convention on Road Signs and Signals (1968) in the national laws covering traffic rules for drivers and specific rules for professional drivers, such as National Highway Code and Road Traffic Regulations. | | |
| Development of rules on traffic behavior | The existence of rules on traffic behavior concerning position on carriageway, maneuvering, overtaking, passing of traffic, change of directions, behavior at intersections and level-crossings, giving way and use of lamps. | | |
| Effective rules on speed | The existence and effectiveness of rules on speed. The effectiveness of the rules can be assessed by analyzing the number of violations on speed limit (indicator 1-SO-1.1d) in the last five years, where a decreasing trend can represent effective rules. | | |
| Number of violations on speed limit | Ratio of the number of violations of exceeding the speed limit to the total number of recorded traffic violations on the international roads per year. | | |
| Effective rules on safety equipment | The existence and effectiveness of rules on the compulsory use of safety equipment: (1) safety belts; (2) child restraint systems; and (3) helmets. The effectiveness of the rules can be assessed by analyzing the number of violations on the use of safety equipment (indicator 1-SO-1.1f) in the last five years, where a decreasing trend can represent effective rules. | | |
| Number of violations on the use of safety equipment | Ratio of the number of violations on the compulsory use of safety equipment (safety belts, child restraint systems, and helmets), total number of recorded traffic violations on the international roads per year. | | |
| Effective rules on cargo loading and carriage of passengers | The existence and effectiveness of rules to strictly regulate loading of vehicles and carriage of passengers and put in place specific regulations for cargo securing for road transport and for carriage of passengers by buses and coaches. The effectiveness of the rules can be assessed by analyzing the number of violations on cargo loading and carriage of passengers on the international roads in the last five years, where a decreasing trend can represent effective rules. | | |
| Number of vehicles stopped per year | Ratio of the number of cars and trucks that are stopped by the police per year to the total number of vehicles on the international roads per year. | | |
| Application of special regulations for motorways and tunnels | The existence of special traffic regulations for motorways and/or tunnels, such as prohibition of standing and parking, prohibition of reversing or making a U-turn, and the obligation to have the lights of the vehicle on in tunnels. | | |
| Effective rules on road users distractions | The existence and effectiveness of rules regarding distraction during driving due to use of infotainment systems, portable electronic devices or mobile phones. The effectiveness of the rules can be assessed by analyzing the number of violations of distracted driving (indicator 1-SO-1.1k) in the last five years, where a decreasing trend can represent effective rules. | | |
| Number of violations of distracted-driving | Ratio of the number of violations of distracted driving to the total number of recorded traffic violations on the international roads per year. | | |
| Adequate regulations on training and examination for drivers | The existence of adequate system that sets out minimum requirements of curriculum and qualifications of professional driving establishments (Certificate of Professional Competence), requirements for obtaining a driving permit, including contents and procedure of both theoretical and practical exams, and requirements for training and certification for driving instructors and retraining for professional drivers. | | |
| Number of vehicles with tachograph | Ratio of the number of commercial vehicles involved in international transport that are equipped with tachograph, to the total number of commercial vehicles involved in international transport in the country per year. | | |

| Indicators | Definition | Points | Description |
|--|---|--------|-------------|
| Number of vehicles with operational tachograph | Ratio of the number of vehicles involved in international transport that are equipped with operational tachographs (being used), to the total number of vehicles with tachographs involved in international transport in the country per year. The data might be collected from a survey by logging the number of trucks with operational tachographs at BCPs (in fact, the BCP police may enforce technical standards upon entry). | | |
| Development of regulations on cargo securing | The existence and effectiveness of regulations on cargo securing that include the standards of safety of loads on vehicles, truck loading code, etc. | | |
| Number of crashes due to violating the traffic rules | Number of crashes involving international traffic, due to violating the traffic rules per year. | | |
| Application of National Road Safety System | The extent to which a National Road Safety System (NRSS) is developed based on the UNRSTF Global Framework Plan of Action for Road Safety (GFPARS), which comprises 5 pillars: (1) Road safety management; (2) Safe user; (3) Safe vehicle; (4) Safe road; (5) Effective post-crash response. | | |
| Application of Post-Crash Response | The extent to which Post-Crash Response standards and procedures are developed based on the UNRSTF Global Framework Plan of Action for Road Safety (GFPARS), which comprises eight actions. 1) Introduce legal requirement for anyone to perform first-aid activities within his/her capacity, 2) Introduce standards for post-crash professional emergency response, 3) Introduce framework for rehabilitation programmes, 4) Establish a link between liability insurance and financing of care for crash victims, and rehabilitation programmes 5) Enable multi-disciplinary crash rescue operation and investigation, 6) Introduce a clear framework for crash investigation and data collection, 7) Designate authorities responsible for implementation including enforcement of the existing standards as well as for their further development, as necessary, 8) Assess effectiveness and completeness of standards (completeness of standards benchmarked against international regulatory framework) | | |
| Total Road Traffic Rules/Behavior | Max Score = 180 | | |
| 3.2 Vehicle Regulations | | | |
| Harmonization of vehicle regulations | Number of national vehicle regulations applied for new vehicles, which are developed in harmony with international agreements such as the UN agreements on vehicle regulations. | | |
| Application of periodic technical inspections | Degree of application of periodic technical inspections (PTIs) of vehicles. | | |
| Vehicle registration documentation | Degree of recognition of vehicle registration documentation applied in the country. | | |
| Number of accidents due to technical failure | The number of accidents, where primary cause is technical failure, per km driven. | | |
| Number of accredited technical inspection centers | The number of accredited technical inspection centers per million vehicles. | | |
| Total Vehicle regulations | Max Score = 50 | | |
| Total Safety and Security | Max Score = 230 | | |
| 4. Transport of perishable foodstuffs and dangerous goods | | | |
| 4.1 Perishable Foodstuffs Transport | | | |
| List of perishable foodstuffs and corresponding transport conditions | Degree of harmonization of internationally/regionally agreed provisions on the list of perishable foodstuffs and corresponding transport conditions, in the national laws and legislations. | | |
| Requirements for testing and approval | Degree of harmonization of internationally/regionally agreed provisions on the requirements for testing and approval of the special equipment used for the transport of perishable foodstuffs, in the national laws and legislations. It concerns insulated, refrigerated, mechanically refrigerated or heated equipment as set out in the ATP. | | |
| Requirements for classification of special equipment | Degree of harmonization of internationally/regionally agreed provisions on the requirements for classification of the special equipment used for the transport of perishable foodstuffs, in the national laws and legislations. It concerns distinguishing marks that are affixed to the special equipment as set out in the ATP. | | |

| Indicators | Definition | Points | Description |
|--|--|--------|-------------|
| Harmonization of certificate of compliance | Degree of harmonization of internationally/regionally agreed provisions on the issuance of certificates and certification plates of compliance for the special equipment used for the transport of perishable foodstuffs, in the national laws and legislations. | | |
| Number of checks on trucks transporting perishable foodstuffs | Ratio of the number roadside checks conducted on trucks transporting perishable foodstuffs to the total number of trucks transporting perishable foodstuffs involved in international transport in the country per year. It concerns checks to verify whether the requirements concerning transport of perishable foodstuffs have been met. | | |
| Total Perishable Foodstuffs Transport | Max Score = 50 | | |
| 4.2 General provisions for the transport of dangerous goods by road | | | |
| Classification of dangerous goods for transport | Degree of harmonization of internationally/regionally agreed provisions on the classification of dangerous goods for transport, in the national laws and legislations. | | |
| Marking and labeling of packaging | Degree of harmonization of internationally/regionally agreed provisions on marking and labeling of packages of dangerous goods, in the national laws and legislations. | | |
| Placarding and marking of containers and vehicles | Degree of harmonization of internationally/regionally agreed provisions on placarding and marking in the national laws and legislations. It concerns placarding and marking of all types of containers and vehicles for the transport of dangerous goods. | | |
| Dangerous goods transport documentation | Degree of harmonization of internationally/regionally agreed provisions on the required documentation and information, in the national laws and legislations. It concerns documents that accompany the transport of dangerous goods. | | |
| Percentage of transport of dangerous goods | Percentage of traffic classified as transport of dangerous goods on the international road network. | | |
| Total General provisions for the transport of dangerous goods by road | Max Score = 50 | | |
| 4.3 Training of personnel involved in the transport of dangerous goods | | | |
| Training provisions for persons involved in the transport of dangerous goods | Degree of harmonization of international/regional legal instruments and/or recommendations in the training provisions for personnel involved in the transport of dangerous goods in the country. It concerns personnel other than the driver, e.g. vehicle crew, consignor, carrier, consignee, loader, packer, filler, tank-container/portable tank operator, and unloader. | | |
| Harmonization of requirements to appoint safety adviser | Degree of harmonization of international/regional provisions in the national legislations on the requirements for undertakings involved in the transport of dangerous goods related activities (which include the carriage, or the related packing, loading, filling or unloading) to appoint one or more safety adviser responsible for helping to prevent the risks for people, property or the environment inherent to such activities. | | |
| Number of safety adviser training certificates issued | Ratio of the number of safety adviser training certificates issued/renewed per year by a national competent authority or its accredited authorized body to the total number of undertakings involved in the transport of dangerous goods related activities. | | |
| Provision of security awareness training | Degree of harmonization of internationally/regionally agreed rules in the provision of security awareness training for persons involved in the transport of dangerous goods. The internationally agreed elements of security awareness training are set out in ADR. | | |
| Total Training of personnel involved in the transport of dangerous goods | Max Score = 40 | | |
| 4.4 Checks and other support measures to ensure compliance with safety requirements | | | |
| Harmonization of procedures for approvals of inspection bodies | Degree of harmonization of international/regional provisions in the national legislations on the procedures for approvals of inspection bodies by the competent authority. The inspection bodies carry out conformity assessments, periodic inspections, intermediate inspections, exceptional checks and surveillance of the in-house inspection service (in case of delegation of inspection tasks) for pressure receptacles. | | |

| Indicators | Definition | Points | Description |
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| Revocation of approval of inspection bodies | Revocation or restriction of the approval, given by the competent authority, to inspection bodies that are no longer in compliance with the requirements or do not follow the procedures specified in the provisions of ADR. | | |
| Availability of information on transport restrictions | Availability of information on transport restrictions applicable to the transport of dangerous goods. | | |
| Requirements of security plans for transporting high consequence dangerous goods | Degree of harmonization of internationally/regionally agreed rules in the national legislations on the requirements for adopting, implementing, complying with a security plan when transporting high consequence dangerous goods. | | |
| Reporting of occurrences involving dangerous goods | Degree of harmonization of internationally/regionally agreed rules in the national legislations on the procedures for reporting a serious accident or incident takes place during loading, filling, carriage or unloading of dangerous goods. The report shall be made by the loader, filler, carrier or consignee, and developed based on the model prescribed by international/regional agreements. | | |
| Provisions for vehicles transporting dangerous goods | The extent to which the carriage of dangerous goods is subject to the mandatory use of vehicles required by the international standards for the carriage of dangerous goods as regards their construction, type approval, ADR approval and annual technical inspection. | | |
| Instructions in writing in the event of emergency | Degree of harmonization of internationally/regionally agreed rules in the national legislations on the provision of instructions in writing, in a language understood by the crew, to be carried on board for actions to be taken in the event of an accident or emergency. | | |
| Requirements for construction, testing and approval of packaging, tank and bulk containers | Degree of harmonization of internationally/regionally agreed provisions in the national legislations on requirements for the construction, testing and approval of packaging (all types), tank and bulk containers for the transport of dangerous goods. | | |
| Total Checks and other support measures to ensure compliance with safety requirements | Max Score = 80 | | |
| 4.5 Provisions concerning transport equipment and transport operations involving dangerous goods | | | |
| Provisions concerning loading, unloading and handling of dangerous goods | Degree of harmonization of internationally/regionally agreed provisions in the national regulatory provisions concerning loading, unloading and handling of dangerous goods. | | |
| Mandatory requirements concerning transport units and equipment on board | Degree of harmonization of internationally/regionally agreed provisions in the national legislations on requirements concerning transport units and equipment on board, e.g. fire-fighting equipment and equipment for personal protection. | | |
| Total Provisions concerning transport equipment and transport operations involving dangerous goods | Max Score = 20 | | |
| 4.6 Dangerous Goods Transport – Infrastructure/Hardware Requirements | | | |
| Requirements concerning the construction and approval of vehicles | Degree of harmonization of internationally/regionally agreed provisions in the national law on the requirements of vehicles for the transport of dangerous goods, as regards their construction, type approval, ADR approval and annual technical inspection. | | |

| Indicators | Definition | Points | Description |
|--|---|--------|-------------|
| Harmonization of requirements to be complied with by vehicle crew | Degree of harmonization of internationally/regionally agreed provisions in the national law on the requirements to be complied with by the vehicle crew, such as use of fire-fighting appliances, prohibition of smoking, portable lighting apparatus, running the engine during loading or unloading, and use of the parking brakes and wheel chocks. | | |
| Total Dangerous Goods Transport – Infrastructure/ Hardware Requirements | Max Score = 20 | | |
| Total Transport of Perishable Foodstuffs and Dangerous Goods | Max Score = 260 | | |
| 5. Intermodality | | | |
| 5.1 Intermodality/Combined Transport | | | |
| Modal share of freight road transport | Ratio of the freight ton kilometers performed with road transport modes to the total ton kilometers involved in international (transit) journeys per year. | | |
| System approach to intermodal transport | Degree of harmonization of the national law on intermodal transport with the international and/or regional intermodal transport agreements, such as the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC). | | |
| Share of multimodal, intermodal and combined cargo | Ratio of the gross weight of international (transit) cargo (tones) that is transported by either multi-modal, inter-modal or combined transport, to the total gross weight of cargo per year. Multimodal refers to a single transport contract covering more than one mode of transport. Intermodal means one means of transport being moved by different modes such as trucks on ferries or trucks on railways. Combined Transport refers to the transport of goods in one and the same transport unit using more than one mode of transport (as defined by AGTC). | | |
| Share of containerized cargo | The share of containerization is defined as the gross weight of containerized cargo divided by the gross weight of international (transit) non-bulk cargo. Oil, coal, grain, bulk, cement, etc, are excluded. | | |
| Total Intermodality/Combined Transport | Max Score = 40 | | |
| Total Intermodality/Combined Transport | Max score = 40 | | |
| 6. Environment and Energy | | | |
| 6.1 Fleet | | | |
| Number of alternative fuel passenger cars | Ratio of the number of alternative fuel passenger cars involved in international transport, to the total number of passenger cars involved in international transport in the country per year. Alternative fuels are defined as electric, hybrid, liquid biofuel includes biogasoline, biodiesels and other liquid biofuels, natural gas (CNG/LNG) and hydrogen/fuel cells | | |
| Number of alternative fuel buses | Ratio of the number of alternative fuel buses involved in international transport, to the total number of buses involved in international transport in the country per year. It concerns buses carrying more than 9 passengers. Alternative fuels are defined as electric, hybrid, liquid biofuel includes biogasoline, biodiesels and other liquid biofuels, natural gas (CNG/LNG) and hydrogen/fuel cells | | |
| Number of alternative fuel trucks | Ratio of the number of alternative fuel trucks involved in international transport, to the total number of trucks involved in international transport in the country per year. It concerns trucks weighing more than 3.5 tons. Alternative fuels are defined as electric, hybrid, liquid biofuel includes biogasoline, biodiesels and other liquid biofuels, natural gas (CNG/LNG) and hydrogen/fuel cells | | |
| Average age of passenger cars | The average age of passenger cars in the country | | |
| Average age of buses | The average age of buses involved in international transport. It concerns buses carrying more than 9 passengers | | |
| Average age of trucks | The average age of trucks involved in international transport. It concerns trucks weighing more than 3.5 tons | | |
| Total Fleeer | Max Score = 60 | | |

| Indicators | Definition | Points | Description |
|---|--|--------|-------------|
| 6.2 Emission | | | |
| Level of stringency of national vehicle emission legislation | The level of stringency of the national vehicle emission legislation concerning the minimum emission standard for new vehicles. | | |
| CO2 emissions | The method used to measure CO2 emissions from road vehicles and the application of vehicle taxation based on the measured CO2 emission levels. | | |
| Noise emissions | The application of noise regulations, restricting the amount/duration/source of noise, to reduce excessive noise levels of motor vehicles. | | |
| Modal share of passenger road transport | Ratio of the passenger kilometers performed with road transport modes to the total passenger kilometers involved in international journeys per year. | | |
| Application of models to predict weather-related risks | Degree of application of operational models/software tools to predict weather-related risks to transport infrastructure. It concerns the application of the following tiers according to the Intergovernmental Panel on Climate Change (IPCC): - tier 1: simplest method with default values; - tier 2: similar to tier 1 but with country-specific emission factor and other data; - tier 3: more complex approaches (models). | | |
| Implementation of technical adaptation measures in road transport | Degree of implementation of technical adaptation measures for road to project climate change impacts on road transport system and to propose adaptation options. Some examples of documents where such measures are addressed are Highways Agency Climate Change Adaptation Strategy and Framework Model (UK), Advanced Road Weather Information Systems (Canada), and Costs of Climate Change Impacts and Adaptation (France). | | |
| Total Emission | Max Score = 60 | | |
| 6.3 Infrastructure | | | |
| Share of alternative fuel filling stations | Ratio of the number of alternative fuel filling stations along international roads and inland stations, to the total number of fuel filling stations along international roads and inland stations. Alternative fuels are defined as electric, hybrid, liquid biofuel includes biogasoline, biodiesels and other liquid biofuels, natural gas (CNG/LNG) and hydrogen/fuel cells. Alternative fuel filling stations can be defined as alternative fuel filling points as a part of fuel filling stations. | | |
| Total Infrastructure | Max Score = 10 | | |
| Total Environment and Energy | Max score = 130 | | |
| Total Road Sector | Max score = 1140 | | |