TRANSPORT CHALLENGES AND OPPORTUNITIES FOR LANDLOCKED COUNTRIES FOR ACHIEVING SUSTAINABLE DEVELOPMENT GOALS

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Released without formal editing
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INTRODUCTION TO LANDLOCKED COUNTRIES IN ASIA
LANDLOCKED COUNTRIES IN ASIA

• 10 landlocked countries in Asia
• 5 countries are participants in the EST Forum:
  • Afghanistan
  • Bhutan
  • Lao PDR
  • Mongolia
  • Nepal
• Central African Republic is an observer to the Forum
• Of 48 least developed countries globally, 20 are landlocked. (Landlocked Developing Countries LLDCs)

Map source: Author
LANDLOCKED COUNTRIES IN ASIA

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Source: UNDP, Human Development Data 1990-2017

* Denotes Least Developed Country Status
TRANSPORT ISSUES AND CHALLENGES FOR LANDLOCKED COUNTRIES
BORDER CROSSINGS

Lacking:

• Well-prepared infrastructure (road-road / road-rail / rail – rail)
• Trusted relationships with exporters/importers (Authorized Economic Operator Registration)
• Trusted relationships / transit regimes with transit countries
• Systems for electronic registration and tracking of shipments at all borders
• Dry ports for cross-border clearance of shipments
• 24 hour / day operations and adequate, trained staff
• Finance, skills for dry port, intermodal freight design and construction

Leading to:

• Traffic jams at border
• Slow traffic on highways
WHY DO SLOW BORDERS LEAD TO DIRTY TRANSPORT?

- Poor border processes
- Border congestion
- Slow traffic
- Truck overloading
- Damaged roads, trucks
- Less driver income
- Fewer trips per truck
- More fuel consumption and air pollution / km
- More inventory, more shipments, more material required
- More fuel consumption and air pollution / km
- Idling and low speed engine
- Less predictable transport

Lower speeds, poorer standards

Lower speeds, poorer standards
### POOR TRANSIT = HIGH COSTS

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Data source: World Bank
POLICY INITIATIVES FOR LANDLOCKED COUNTRIES

Photo Source: Pixabay under Creative Commons License CC0
Challenges faced by landlocked countries have been recognized for decades, but only recently have global initiatives been established:

**1982: UN Convention on the Law of the Sea:**
- Part X: Gives right of access of landlocked states to and from the sea and freedom of transit by all modes

**Almaty Programme of Action (2003):**
- Policy improvements and reduction of customs bureaucracy and fees;
- Improved rail, road, air and pipeline infrastructure;
- International trade measures to give preferential treatment to landlocked countries’ goods;
- Technical and financial international assistance; and,
- Monitoring and follow-on agreements (including review before the General Assembly)
MAJOR POLICY INITIATIVES FOR LLDCS

Vienna Programme of Action (2014):

- Resolving fundamental transit policy issues;
- Infrastructure and maintenance of (a) transport infrastructure and (b) energy and information and communications technology infrastructure;
- International trade and trade facilitation;
- Regional integration and cooperation;
- Structural economic transformation; and,
- Means of implementation.
TRANSPORT OPPORTUNITIES FOR LANDLOCKED COUNTRIES TO ACHIEVE SDGS
GREATER INTERNATIONAL CONNECTIVITY: PAN-ASIA RAILWAY, HIGHWAY, BELT-AND-ROAD
BELT AND ROAD INITIATIVE

A belt connecting Asia overland
A Road connecting a series of ports along a maritime pathway
LAND-LOCKED TO LAND-LINKED
Data is a new driver for economic development, but LLDCs require better connectivity to thrive

- Competition between data providers provides lower prices, better services
- Mobile internet allows for faster roll-out of technologies
- E-government services including:
  - Better access to social services – reducing demand for travel
  - Better registration and tracking of shipments to, from and through countries
Integrated land use and transport planning to optimize connectivity opportunities in global value chains

Utilization of ICT and ITS to improve transit regimes, and raise awareness of transit services

Diversified finance and finance models
THANK YOU

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