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

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CONTENTS

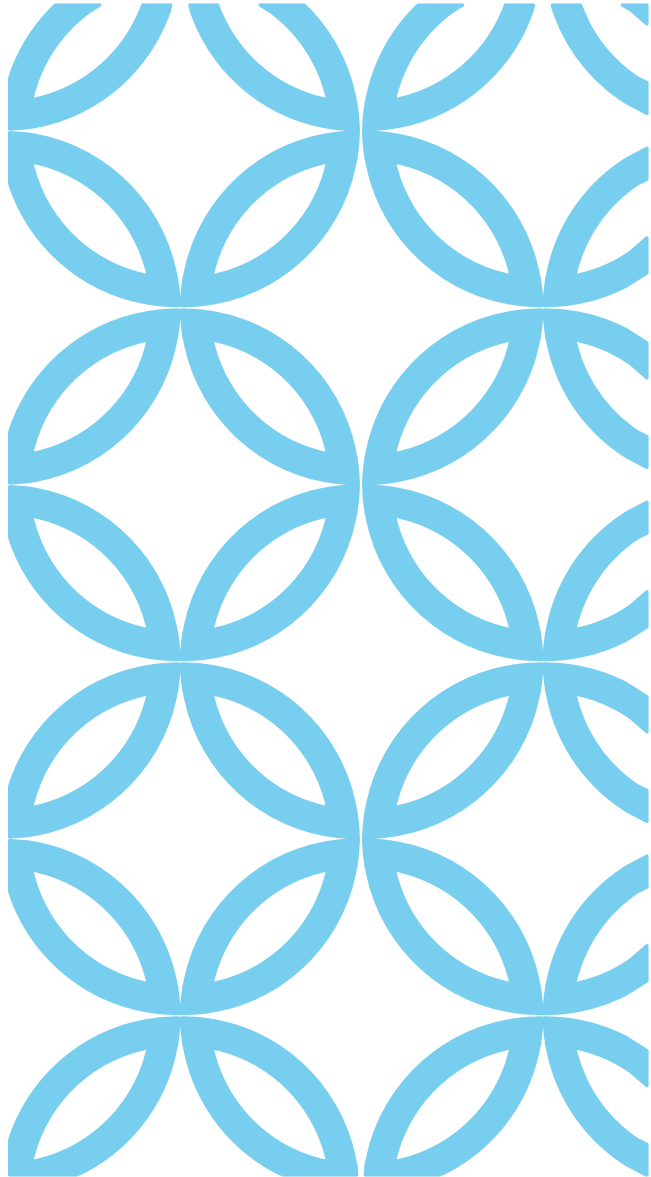
Introduction to Landlocked Countries in Asia

Policy initiatives for landlocked countries

Transport issues and challenges for landlocked countries

Transport opportunities for landlocked countries to achieve SDGs

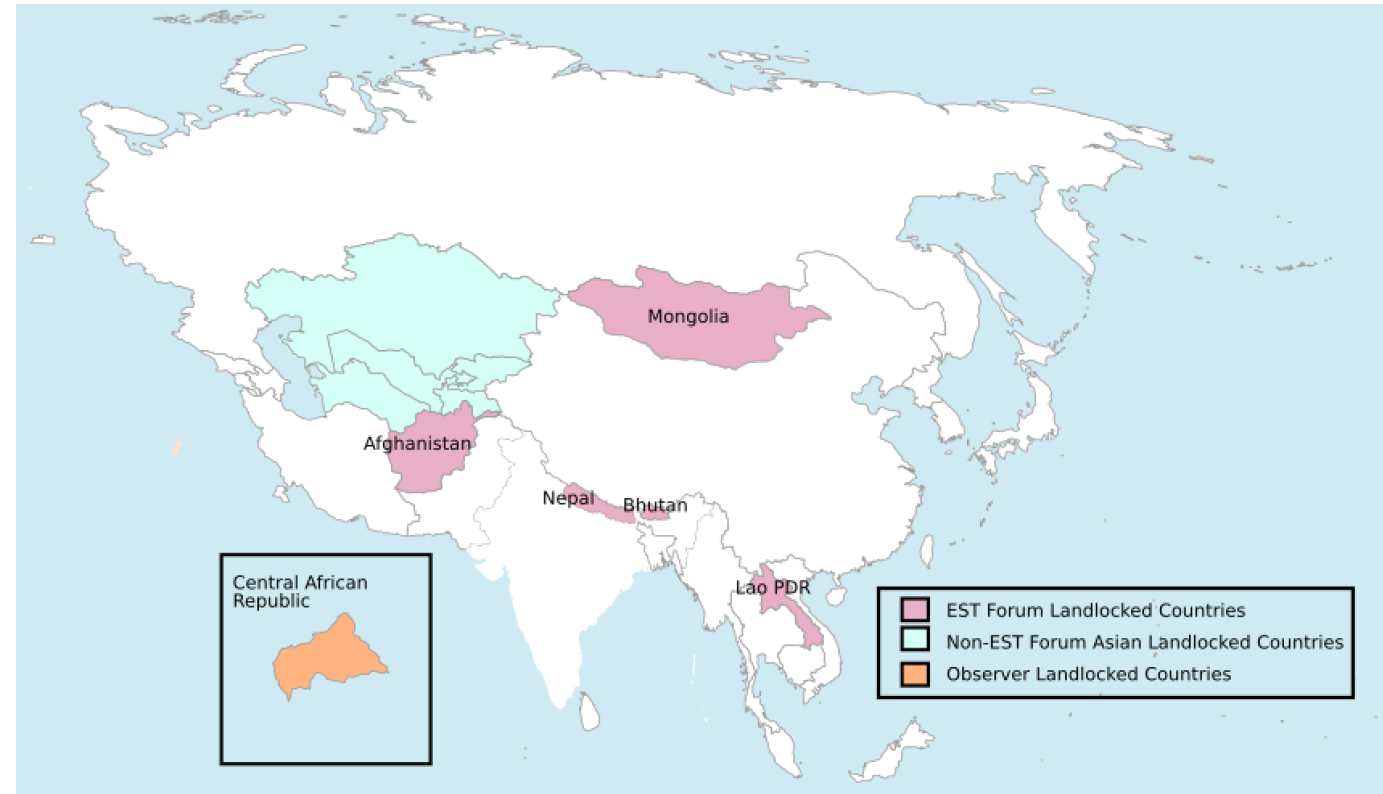
The way forward



INTRODUCTION TO LANDLOCKED COUNTRIES IN ASIA

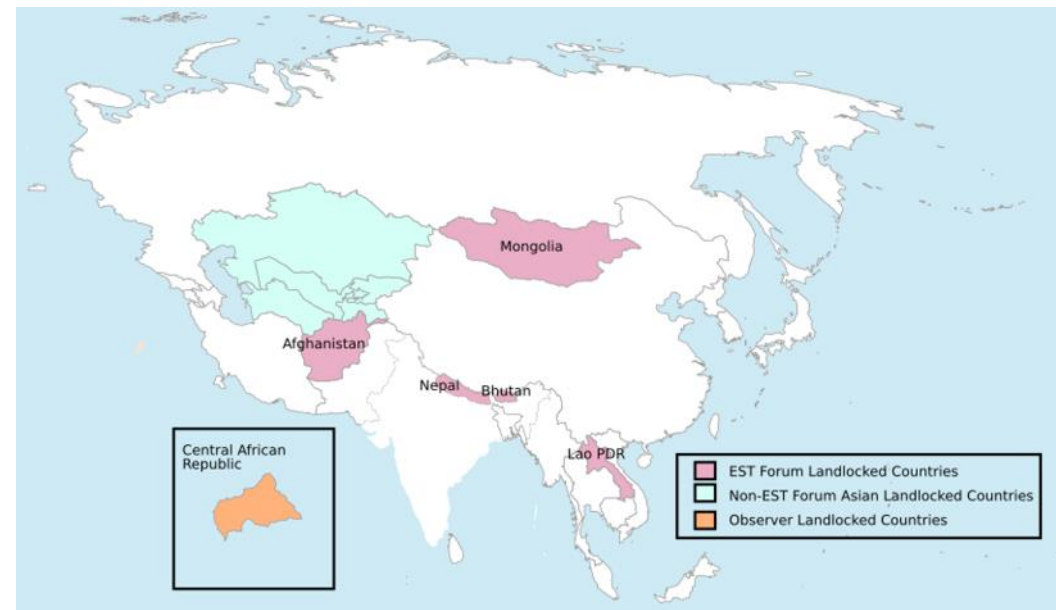
LANDLOCKED COUNTRIES IN ASIA

- 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

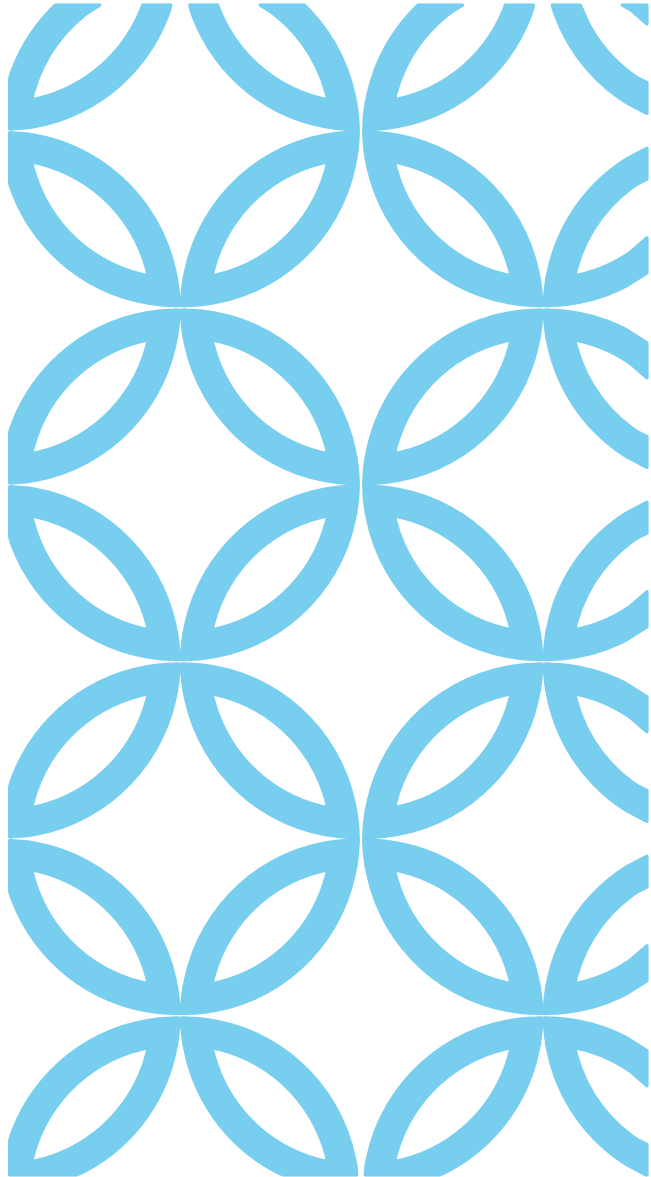
LANDLOCKED COUNTRIES IN ASIA



Country	HDI Ranking	Population (mil. 2017)	GDP per cap (2017)	Import Export as % of GDP (2017)	Internet Users (% population, 2016)	Mobile Phone Subscriptions (per 1000, 2016)
Kazakhstan	58	18.2	24056		74.6	142
Azerbaijan	80	9.8	15847	90.7	78.2	104.8
Armenia	83	2.9	8788	88.5	67	117.4
Mongolia	92	3.1	11841	116.6	22.3	111.2
Uzbekistan	105	31.9	6253	58.1	46.8	74
Turkmenistan	108	5.8	16389		18	151.4
Kyrgyzstan	122	6	3393	102.2	34.5	127.8
Tajikistan	127	8.9	2897	56.6	20.5	107.6
Bhutan*	134	0.8	8709	74	41.8	87.5
Lao PDR*	139	6.9	6397	75.8	21.9	58.6
Nepal*	149	29.3	2443	51.8	19.7	110.8
Afghanistan*	168	35.5	1804		10.6	62.3

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



Photo: Ritesh Tripathi/Republica



Photo: Sandagdorj OTGONBAYAR / Proceedings of the Eastern Asia Society for Transportation Studies, Vol.7, 2009

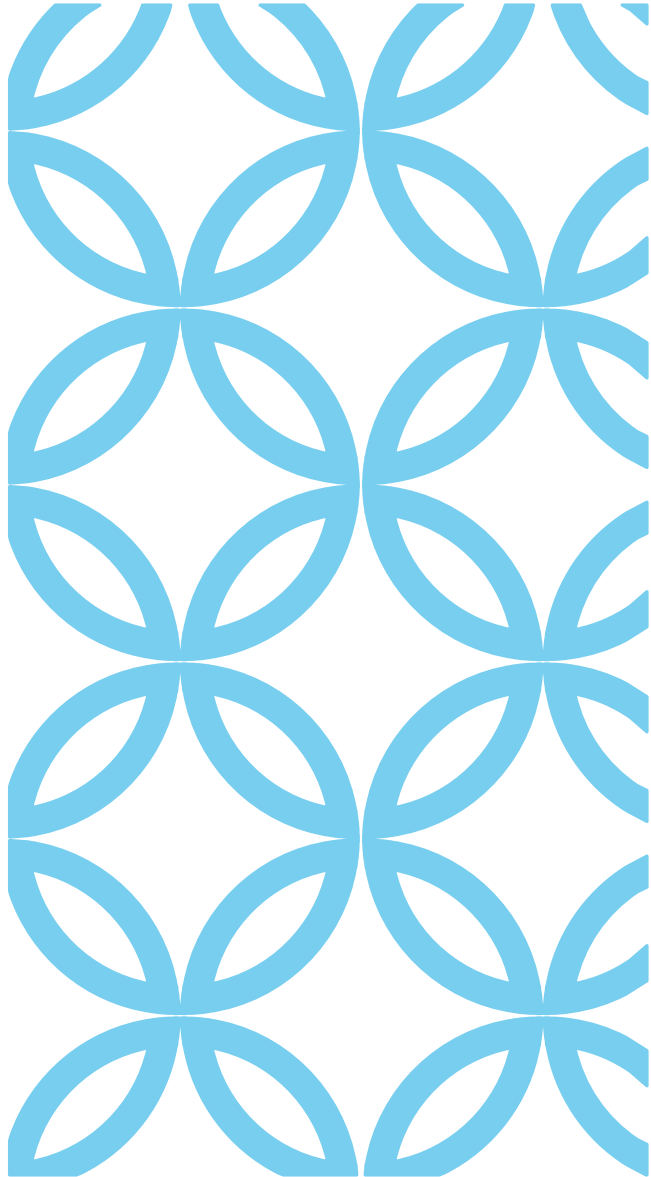
WHY DO SLOW BORDERS LEAD TO DIRTY TRANSPORT?



POOR TRANSIT = HIGH COSTS

Country	Logistics Performance Index (2018) / Rank	Cost to Export / Import Container (USD, 2014)	Time to export / import container (days, 2014)
Afghanistan	1.95 / 160	5,045 / 5,680	86 / 91
Bhutan	2.17 / 149	2,230 / 2,330	40 / 37
Lao PDR	2.70 / 82	1,950 / 1,910	23 / 26
Mongolia	2.37 / 130	2,555 / 2,950	45 / 45
Nepal	2.51 / 114	2,545 / 2,650	40 / 39
Central African Republic	2.15 / 151	5,490 / 6,335	46 / 68
Uzbekistan	2.58 / 99	5,090 / 6,452	54 / 104
Thailand	3.41 / 32	595 / 760	14 / 13

Data source: World Bank



POLICY INITIATIVES FOR LANDLOCKED COUNTRIES

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MAJOR POLICY INITIATIVES FOR LLDCS

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

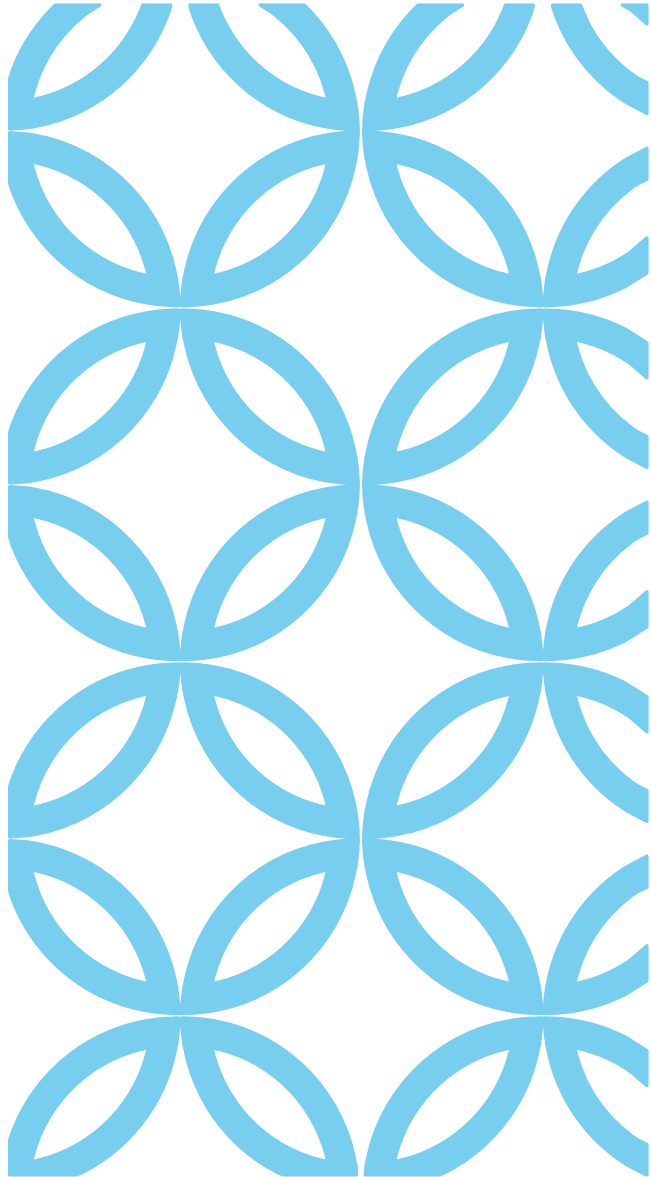
Almaty Programme of Action (2003):

- 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

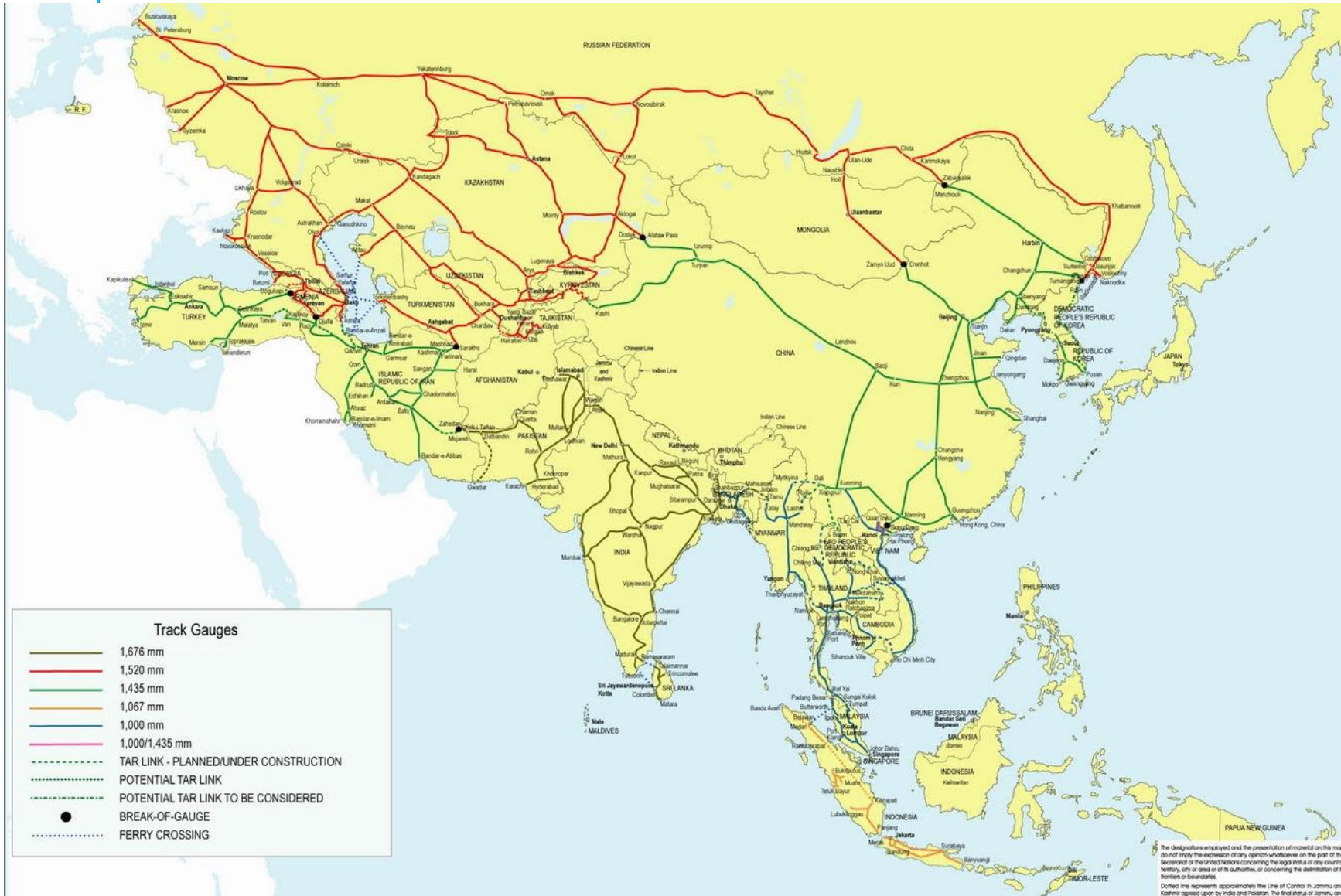
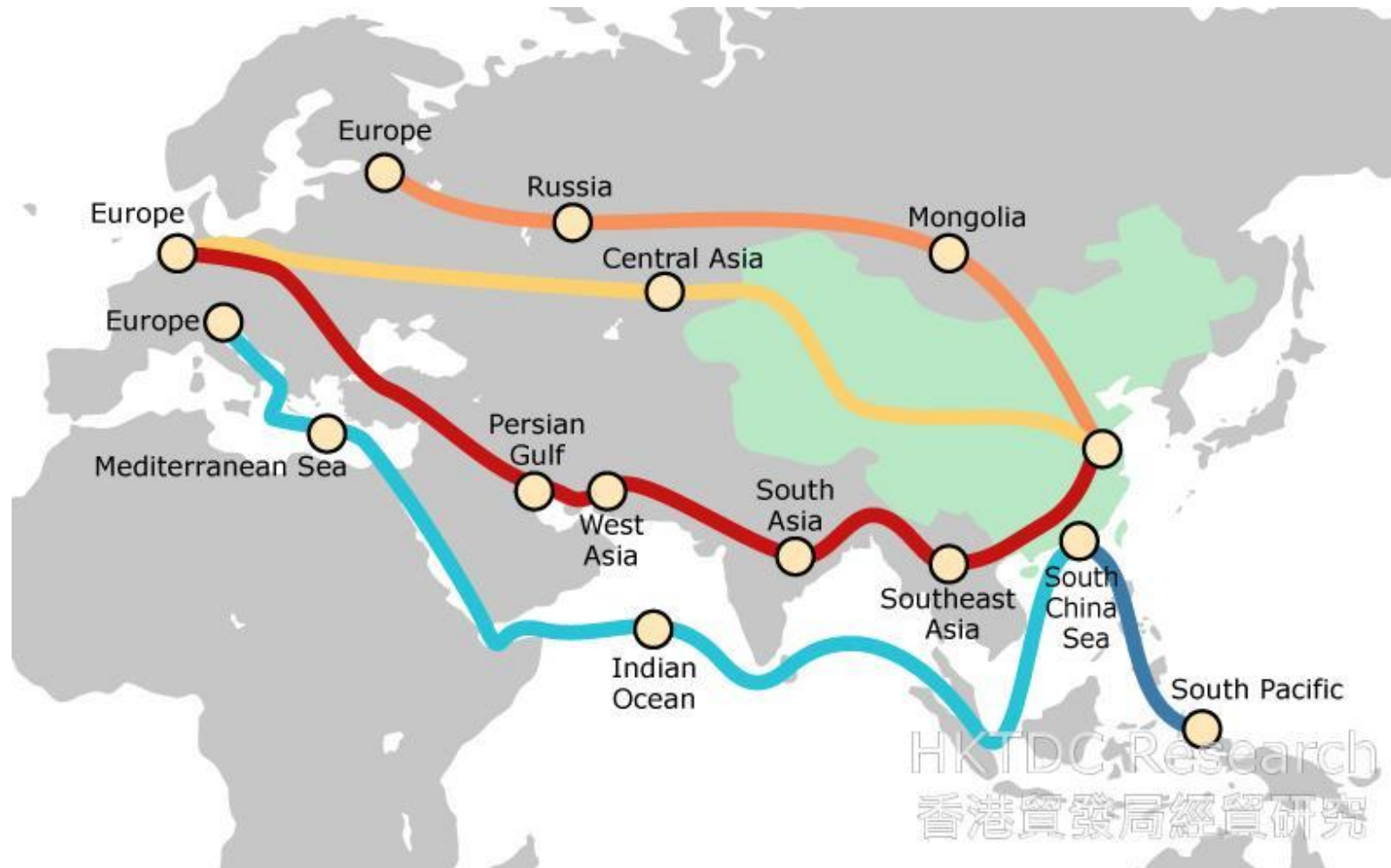


Image based on UNESCAP 2004 Pan-Asia Railway Map

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

BETTER DATA CONNECTIVITY

- 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



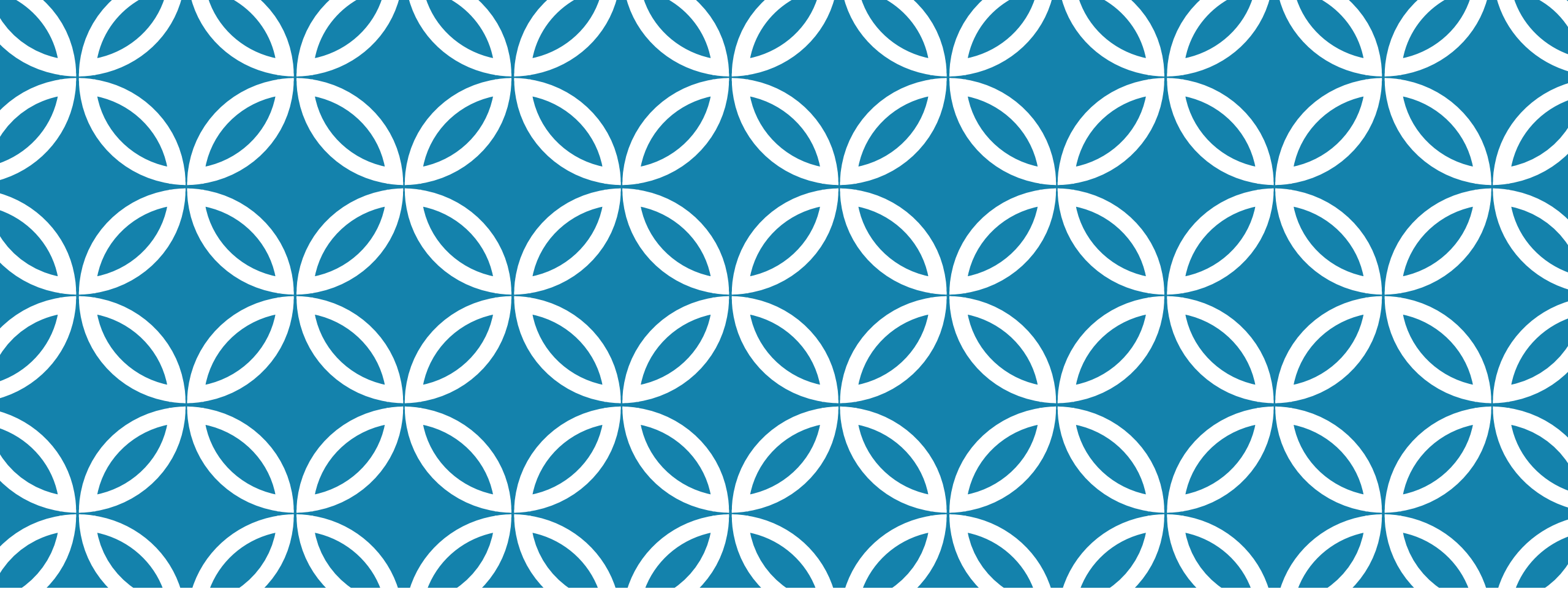


THE AGENDA AHEAD

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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