Achieving sustainable transport in landlocked developing countries:

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Persistent challenges to sustainable development in landlocked developing countries

I. Economic underdevelopment and population growth
II. Continuing burden of high government debt
III. Lack of land transport infrastructure
IV. Rapid urbanization, motorization, congestion and inadequate urban transport infrastructure and services
V. High transport costs hinder international trade and structural economic transformation
VI. Energy resources
VII. Access to markets
VIII. Road safety
IX. Limited connectivity by air
X. Climate change: Additional risks, challenges and cost
Objective 1: Development of basic transport infrastructure and services for poverty reduction and productivity improvement in rural areas
Objective 2: Development of sustainable urban mobility in landlocked developing countries

Vientiane, Lao PDR, rapid motorization

Photo: Laophatthana Newspaper, 27 March 2014
Objective 3: Development of transit transport infrastructure and facilitation of transit and trade to enable structural economic transformation in LLDCs
Objective 4: Development of passenger travel for enhance socio-economic connectivity

Bus Stop – Zimbabwe      Photo: John Veerkamp

Lao Aviation in Siem Riap – Cambodia      Photo: Ben Irvine
General principles of planning for sustainable transport development

I. “No one size fits all approach”- Each country to determine its own priority development needs and policies;

II. Transport infrastructure is costly and long-lasting and requires long term planning;

III. Data collection is important for decision making;

IV. Integrated consideration of road and transport safety;

V. Climate change: additional risks, costs and needs for resilient infrastructure
Addressing the lack of access to sustainable transport in rural poverty-stricken areas of LLDCs

Labour intensive road construction in Nepal – Photo: Phuong Tran/IRIN
Addressing the lack of access to sustainable transport in rural poverty-stricken areas of LLDCs

Landlocked developing countries should consider to strengthen national and local departments in charge of rural transport infrastructure and services;
- Participation in ongoing new WB assessment;
- Expansion of rural all-weather roads;
- Improvement of road maintenance;
- Mobilization of domestic and international resources (fuel taxes, road funds, etc);
- Planning in consultation with local communities;
- With emphasis on labour-intensive techniques and social and environmental impact analysis
Addressing the urban sustainable mobility challenge

Kampala, Uganda  Photo: Dar es Salaam Wire, 25 August 2016
City governments and local authorities should have greater authority and formulate and implement integrated urban transport development plans:

- Make inner city walking safe and convenient;
- Provide additional and more efficient and affordable urban public transport options;
- Reduce inner city traffic congestion;
- Prevent degradation of urban air quality;
- Promote the use of fuel efficient transport technologies.
Local issues need local solutions

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World Health Organization (WHO), 2006: Air Quality Guidelines
Difficulties in launching programmes to provide better access to sustainable transport in rural areas, and difficulties in launching programmes to enhance sustainable mobility in rapidly growing urban centers are not necessarily specific to landlocked developing countries. However, landlocked developing countries typically find it much harder to address these issues effectively given the many persistent development challenges which only LLDCs have to cope with.
Thank you

Further information:

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