



MIDTERM REVIEW  
VIENNA PROGRAMME OF ACTION FOR  
LANDLOCKED DEVELOPING COUNTRIES  
DECEMBER 2019, NEW YORK

# Implementation of VPoA Priority – Fundamental Transit Issues; Infrastructure Development and Maintenance, and Regional Integration

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# Priority 1 – Fundamental Transit Policy Issues

- **Progress in ratifying relevant agreements on transit**
- **Progress on specific objectives.**
- **Challenges**



# Status of Ratification

<b>Convention</b>	<b>LLDCs 2014</b>	<b>LLDCs 2019</b>	<b>Transit Countries 2014</b>	<b>Transit Countries 2019</b>
<b>World Trade Organization Trade Facilitation Agreement (2013)</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>27</b>
<b>Revised Kyoto Convention (2006)</b>	<b>15</b>	<b>19</b>	<b>19</b>	<b>23</b>
<b>Customs Convention on the International Transport of Goods under Cover of the TIR Carnets (1975)</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>8</b>
<b>Convention on the Harmonization of Frontier Controls of Goods (1982)</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>3</b>

# Specific objectives of the VPoA

- Progress has been made on:
- Reducing travel time along the corridors - aim transit cargo to move 300-400km for every 24hours;
- Reducing cargo dwell times at seaports
- Reducing time spent at the land borders.

## Challenges –

- Data not readily available to monitor the indicators
- Some corridors and ports have not achieved the specific objectives



# Suggested recommendations

- **LLDCs and transit countries encouraged to ratify relevant international & regional agreements.**
- **Effective implementation of the agreements**
- **International organ's and development partners encouraged to scale up technical assistance.**
- **LLDCs and transit countries encouraged to use available tools eg. the WCO Transit Guidelines.**
- **LLDCs and transit countries should make more efforts to meet the VPoA specific objectives.**
- **LLDCs and transit countries should consider promoting corridor approach to improve transit transport.**

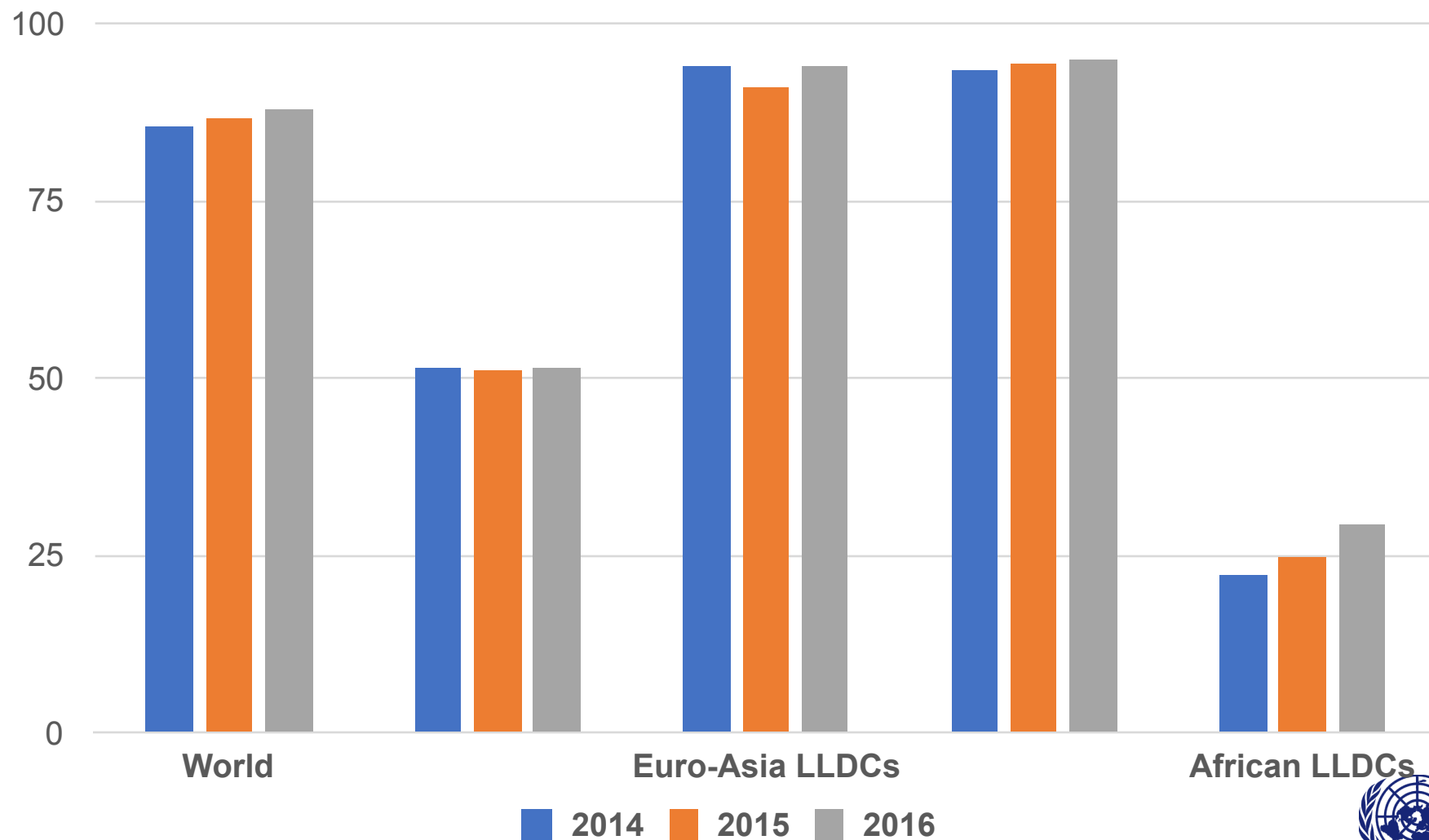


# Sustainable Energy

- **Assessment**
- **Challenges**
- **Suggested recommendations**



# % of population with access to electricity



# Sustainable Energy Contd

- Significant urban -rural gap
- Access to clean fuels and technologies for cooking only marginally improved.
- Two thirds of the 500 million still depend on biomass.
- Energy intensity, measured in terms of primary energy and GDP, improved over the review period.
- The share of renewable energy in total energy consumption increased slightly by less than 1% between 2014 and 2016. More can be done.





# Challenges – energy connectivity

- **National reports - Significant progress in energy connectivity – renewable – solar, hydro.**
- **National and regional projects - The pace of completion of power projects has been very slow**
- **Lack of investment resources**
- **Lack of long-term energy development strategy, policies and programmes have hindered the growth of energy sector.**
- **Outdated and inefficient grid and transmission systems result in transmission and distribution loss.**
- **Cross-border energy trade is still at its early stages of development.**



# Suggested recommendations

- **LLDCs and transit states to accelerate preparation of power projects (including renewables) and scale up projects on cross border inter-connectors to enable LLDCs to purchase power from neighbours**
- **International community to provide technical and financial support to these efforts**
- **LLDCs to take full advantage of climate funding especially for energy.**
- **Encourage private sector participation in the development of country's energy sector.**
- **LLDCs to intensify implementation of Rural Electrification Programmes to promote Universal Access to electricity.**



# Transport connectivity

- **LLDCs are making progress in the development of transport infrastructure and maintenance, including roads, railways, dry ports, air links, and logistics services.**
- **Achievements have been made to close missing links**
- **However there are challenges**
- **Large infrastructure financing gaps in all regions**
- **Greater collaboration & partnerships are required**
- **Capacity building to develop feasible, bankable transport infrastructure projects**



# Regional Integration

- **There has been some progress - Eurasian Economic Union that includes 3 LLDCs was established and entered into force August 2015.**
- **Bangladesh, Bhutan, Nepal and India signed a Motor Vehicles Agreement in 2015 to facilitate movement of cargo across their borders.**
- **In Nov 2018, ASEAN adopted the Master Plan on ASEAN Connectivity 2025**
- **The Belt and Road Initiative**
- **In June 2016, China-Mongolia-Russia - economic corridor between the countries.**
- **The COMESA-EAC-SADC Tripartite Free Trade Area, 2015,**
- **The African Continental Free Trade Area**
- **The Single African Air Transport Market**



# Regional Integration

- **In 2015, the Heads of State and Governments of the African Union adopted a decision in which it called on countries to introduce a 30-day visa on arrival for all citizens of African countries.**
- **More countries are now offering visa-on-arrival option for all Africans, multi-year visas, aimed at facilitating free movement of persons, goods and services around the continent.**
- **At the inaugural meeting of the ITT in 2018 – Mongolia informed fast track visa facilitation to Belt and Road Initiative. Introduction of digital embassies.**



# Recommendations

- **Development partners and all stakeholders should support regional initiatives for their effective implementation.**
- **LLDCs need to be encouraged and assisted, especially with building the necessary skills that would enable them leverage the opportunities provided by the regional initiatives**
- **Promote greater sharing of experiences between regions/ sub regions**
- **LLDCs and transit countries should also consider undertaking regional integration initiatives that encompass investment, research and development, industrial development and regional connectivity**



# Thank You

Find out more on the midterm review of the Vienna Programme of Action at

[www.lldc2conference.org/mtr](http://www.lldc2conference.org/mtr)



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