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

Ms. Gladys Mutangadura
Senior Programme Officer
UN-OHRLLS
Priority 1 – Fundamental Transit Policy Issues

• Progress in ratifying relevant agreements on transit

• Progress on specific objectives.

• Challenges
## Status of Ratification

<table>
<thead>
<tr>
<th>Convention</th>
<th>LLDCs 2014</th>
<th>LLDCs 2019</th>
<th>Transit Countries 2014</th>
<th>Transit Countries 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>World Trade Organization Trade Facilitation Agreement (2013)</td>
<td>0</td>
<td>24</td>
<td>0</td>
<td>27</td>
</tr>
<tr>
<td>Revised Kyoto Convention (2006)</td>
<td>15</td>
<td>19</td>
<td>19</td>
<td>23</td>
</tr>
<tr>
<td>Customs Convention on the International Transport of Goods under Cover of the TIR Carnets (1975)</td>
<td>11</td>
<td>11</td>
<td>5</td>
<td>8</td>
</tr>
</tbody>
</table>
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 24 hours;
  • 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

- **World**:
  - 2014: 75%
  - 2015: 76%
  - 2016: 77%

- **Euro-Asia LLDCs**:
  - 2014: 50%
  - 2015: 51%
  - 2016: 52%

- **African LLDCs**:
  - 2014: 25%
  - 2015: 26%
  - 2016: 27%
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-connector 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 to 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