

NATURAL RESOURCES AND INFRASTRUCTURE

Status of Implementation of the Almaty Programme of Action in South America

Gabriel Pérez-Salas
Ricardo J. Sánchez
Gordon Wilmsmeier



UNITED NATIONS

E C L A C

NATURAL RESOURCES AND INFRASTRUCTURE

Status of Implementation of the Almaty Programme of Action in South America

Gabriel Pérez-Salas
Ricardo J. Sánchez
Gordon Wilmsmeier



UNITED NATIONS

ECLAC

This document has been prepared by Gabriel Pérez-Salas and Gordon Wilmsmeier, Economic Affairs Officers in the Infrastructure Services Unit of the Natural Resources and Infrastructure Division of the United Nations Economic Commission for Latin America and the Caribbean (ECLAC), under the supervision of Ricardo J. Sánchez, Senior Economic Affairs Officer, with overall coordination provided by Hugo Altomonte, Chief of the Division. The authors wish to thank Azhar Jaimurzina and all members of the Infrastructure Services Unit for their collaboration in this work, and are particularly grateful to José Albrieu, Oscar Medina Mora and David Suárez, consultants with the Division, for their important contributions.

The views expressed in this document, which has been reproduced without formal editing, are those of the authors and do not necessarily reflect the views of the Organization.

United Nations publication

ISSN 1680-9017

LC/L.3892

ORIGINAL: SPANISH

Copyright © United Nations, September 2014. All rights reserved

Printed at United Nations, Santiago, Chile

Member States and their governmental institutions may reproduce this work without prior authorization, but are requested to mention the source and inform the United Nations of such reproduction.

Contents

Background	7
Introduction	9
I. Approach to the socioeconomic development of the Plurinational State of Bolivia and Paraguay	11
A. Current macroeconomic context	12
1. Plurinational State of Bolivia	12
2. Paraguay	15
B. Human development and level of achievement of the Millennium Development Goals (MDG)	18
1. Progress by the countries towards achievement of the MDG	18
2. Human development and poverty eradication	19
3. Access to the benefits of new technologies	23
II. An evaluation of the transport infrastructure and infrastructure services	25
A. Plurinational State of Bolivia	25
1. Road transport	25
2. Rail transport	26
3. Air transport	27
4. Inland water transport	27
5. Modal split in international transport	28
B. Paraguay	29
1. Road transport	29
2. Rail transport	29
3. Air transport	29
4. Inland water transport	30
5. Modal Split in international transport	31
C. Public policies destined towards the improvement of transport infrastructure	32
1. Plurinational State of Bolivia	32
2. Paraguay	33

D.	Regional physical integration - the IIRSA/COSIPLAN/ UNASUR initiative	34
1.	Investment in transport infrastructure	35
E.	Conclusions	38
III.	International trade and facilitation	39
A.	International trade	39
1.	Plurinational State of Bolivia	39
2.	Paraguay	47
B.	Approach to transit policy issues	52
1.	Plurinational State of Bolivia	52
2.	Paraguay	53
3.	Regional Initiatives of Customs	56
C.	Logistics Performance and trade facilitation	58
1.	Plurinational State of Bolivia and Paraguay	58
2.	Paraguay, participation in negotiations intended to facilitate trade	59
IV.	International support measures and emerging issues	61
A.	Official development assistance (ODA)	61
B.	Corridor Paving Programme	64
C.	Other cooperation initiatives	64
D.	International support	65
E.	Emerging issues	65
V.	Logistics performance and transport costs in Latin American landlocked countries	67
A.	Cost of logistics inefficiencies for the Plurinational State of Bolivia's foreign trade	69
1.	Analysis of logistics inefficiencies in the supply chain for soybean cake exports	69
2.	Analysis of logistics inefficiencies in the supply chain for zinc exports	71
3.	Analysis of logistics inefficiencies in the supply chain for steel imports	72
4.	Overcosts that affect main logistics chains in the Plurinational State of Bolivia	72
B.	Cost of logistics inefficiencies in Paraguay's foreign trade	73
1.	Analysis of logistics inefficiencies in the supply chain for soybean cake exports	73
2.	Analysis of logistics inefficiencies in the supply chain for meat exports	74
3.	Analysis of logistics inefficiencies in the supply chain for imports	76
4.	Overcosts that affect main logistics chains in Paraguay	77
5.	Analysis of the evolution of logistics inefficiencies in foreign trade chains	78
VI.	Recommendations	79
A.	Strategic actions to be developed at the national or multilateral level	79
B.	Actions to be developed at the multilateral level under the auspices of the Almaty Programme of Action	81
	Bibliography	83
	Natural Resources and Infrastructure Series: issues published	84
Tables		
TABLE 1	PLURINATIONAL STATE OF BOLIVIA, MACROECONOMIC INDICATORS	13
TABLE 2	PARAGUAY, MACROECONOMIC INDICATORS	17
TABLE 3	NUMBER OF PROJECTS AND ESTIMATED INVESTMENT IN 2004–2010	34
TABLE 4	OVERVIEW OF THE IIRSA/COSIPLAN PROJECT PORTFOLIO BY IDH	36
TABLE 5	IIRSA/COSIPLAN PROJECT PORTFOLIO BY STAGE OF IMPLEMENTATION AND IDH	37
TABLE 6	DEGREE OF PROGRESS IN THE IMPLEMENTATION OF PROJECT INVESTMENTS BY LANDLOCKED COUNTRY AND AS A WHOLE	38
TABLE 7	INVESTMENTS IN PROJECTS THAT HAVE BEEN COMPLETED AND PROJECTS IN PROGRESS BY LANDLOCKED COUNTRY AND AS A WHOLE	38

TABLE 8	COST, INSURANCE, FREIGHT (CIF) VALUE OF THE PRINCIPAL CATEGORIES OF BOLIVIAN IMPORTS	40
TABLE 9	PLURINATIONAL STATE OF BOLIVIA: PRINCIPAL EXPORTS, MODE OF TRANSPORT AND TRANSPORTATION CORRIDORS, 2012	45
TABLE 10	PLURINATIONAL STATE OF BOLIVIA: PRINCIPAL IMPORTS, MODE OF TRANSPORT AND TRANSPORTATION CORRIDORS, 2012	46
TABLE 11	PRINCIPAL CATEGORIES OF PARAGUAYAN IMPORTS, FREE ON BOARD (FOB).....	48
TABLE 12	PARAGUAY: ANNUAL PRODUCTION AND USE OF SOYBEANS, 1997–2011	49
TABLE 13	PARAGUAY: PRINCIPAL PRODUCTS, MODE OF TRANSPORT AND TRANSPORTATION CORRIDORS, 2012	51
TABLE 14	TRADE FACILITATION INDICATORS	58
TABLE 15	COST CATEGORIES USED IN THE ANALYSIS OF SUPPLY CHAINS OF THE PLURINATIONAL STATE OF BOLIVIA AND PARAGUAY.....	69

Figures

FIGURE 1	VALUE OF BOLIVIAN EXPORTS BY ECONOMIC ZONE	14
FIGURE 2	VALUE OF BOLIVIAN IMPORTS BY ECONOMIC ZONE.....	14
FIGURE 3	PARAGUAYAN EXPORTS BY ECONOMIC ZONE	17
FIGURE 4	PARAGUAYAN IMPORTS BY ECONOMIC ZONE	18
FIGURE 5	PROGRESS TOWARDS ACHIEVEMENT OF THE MILLENNIUM DEVELOPMENT GOALS: PLURINATIONAL STATE OF BOLIVIA	18
FIGURE 6	PROGRESS TOWARDS ACHIEVEMENT OF THE MILLENNIUM DEVELOPMENT GOALS: PARAGUAY.....	19
FIGURE 7	HUMAN DEVELOPMENT INDEX	19
FIGURE 8	POPULATION LIVING BELOW THE POVERTY LINE.....	20
FIGURE 9	EMPLOYMENT RATE AMONG PERSONS OVER 25 YEARS OF AGE	20
FIGURE 10	EDUCATION INDEX	21
FIGURE 11	GENDER INEQUALITY INDEX.....	21
FIGURE 12	LIFE EXPECTANCY AT BIRTH.....	22
FIGURE 13	HEALTH INDEX	22
FIGURE 14	FIXED-LINE OR MOBILE TELEPHONE SUBSCRIBERS	23
FIGURE 15	INTERNET USERS.....	23
FIGURE 16	FIXED BROADBAND INTERNET SUBSCRIBERS	24
FIGURE 17	BOLIVIAN EXPORTS BY MODE OF TRANSPORT	28
FIGURE 18	BOLIVIAN IMPORTS BY MODE OF TRANSPORT.....	28
FIGURE 19	PARAGUAY: EXPORTS BY MODE OF TRANSPORT, 2000-2010	31
FIGURE 20	PARAGUAY: IMPORT BY MODE OF TRANSPORT, 2000-2008.....	31
FIGURE 21	DISTRIBUTION OF TOTAL INVESTMENTS IN TRANSPORTATION INFRASTRUCTURE PROJECTS BY SUBSECTOR	35
FIGURE 22	TOTAL INVESTMENTS IN THE IIRSA/COSIPLAN PROJECT PORTFOLIO INVOLVING LANDLOCKED COUNTRIES	37
FIGURE 23	VALUE OF THE PRINCIPAL CATEGORIES OF BOLIVIAN EXPORTS	40
FIGURE 24	EXPORTS OF SOYBEAN CAKE BY COUNTRY OF DESTINATION AND MODE OF TRANSPORT, 2011	43
FIGURE 25	EXPORTS OF SOYBEAN OIL AND SUNFLOWER SEED OIL BY COUNTRY OF DESTINATION AND MODE OF TRANSPORT, 2011	43
FIGURE 26	EXPORTS OF SOYBEANS AND SUNFLOWER SEEDS BY COUNTRY OF DESTINATION AND MODE OF TRANSPORT, 2011	44
FIGURE 27	PRINCIPAL CATEGORIES OF PARAGUAYAN EXPORTS	47
FIGURE 28	NET ODA DISBURSEMENTS – INTERNATIONAL DEVELOPMENT ASSOCIATION (IDA) DISBURSEMENTS.....	61
FIGURE 29	COMPONENT OF NET ODA.....	62
FIGURE 30	NET ODA AS A PERCENTAGE OF GROSS NATIONAL INCOME (GNI).....	62
FIGURE 31	NET ODA DISBURSEMENTS PER CAPITA	62
FIGURE 32	ODA DISBURSEMENTS AS TYPE OF FINANCING.....	63

FIGURE 33	SOURCE OF ODA - TOP 10 DONORS - AVERAGE FOR LAST FIVE YEARS.....	63
FIGURE 34	GROSS ODA DISBURSEMENTS BY SECTOR - AVERAGE LAST 5 YEARS.....	63
FIGURE 35	CONTRIBUTION OF INTERNATIONAL FREIGHT TO THE TOTAL COST OF IMPORTS	67
FIGURE 36	CONTRIBUTION OF INTERNATIONAL FREIGHT TO THE TOTAL COST OF IMPORTS BY ROAD AND INLAND WATERWAYS	68
FIGURE 37	PLURINATIONAL STATE OF BOLIVIA: LOGISTICS INEFFICIENCY FACTORS IDENTIFIED IN THE SOYBEAN EXPORT CHAIN BY MODE OF TRANSPORT.....	70
FIGURE 38	PLURINATIONAL STATE OF BOLIVIA: LOGISTICS INEFFICIENCY FACTORS IDENTIFIED IN THE ZINC EXPORT CHAIN BY MODE OF TRANSPORT	71
FIGURE 39	PLURINATIONAL STATE OF BOLIVIA: LOGISTICS INEFFICIENCY FACTORS IDENTIFIED IN THE STEEL BAR IMPORT CHAIN BY MODE OF TRANSPORT	72
FIGURE 40	PARAGUAY: LOGISTICS INEFFICIENCY FACTORS IDENTIFIED IN THE SOYBEAN CAKE EXPORT CHAIN BY MODE OF TRANSPORT	74
FIGURE 41	PARAGUAY: LOGISTICS INEFFICIENCY FACTORS IDENTIFIED IN THE MEAT EXPORT CHAIN BY MODE OF TRANSPORT	75
FIGURE 42	PARAGUAY: LOGISTICS INEFFICIENCY FACTORS IDENTIFIED IN THE IMPORT CHAIN BY MODE OF TRANSPORT.....	77
FIGURE 43	PARAGUAY: EVOLUTION OF LOGISTICS INEFFICIENCIES IDENTIFIED IN THE FOREIGN TRADE CHAINS BY MODE OF TRANSPORT	78

Background

The Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries (APOA) was adopted in Almaty (Kazakhstan) in 2003 as a response by the United Nations to the particular development needs and problems facing the 31 landlocked developing countries, two of which are located in Latin America and the Caribbean: The Plurinational State of Bolivia and Paraguay.

With implementation of the Programme closing in on the 10-year mark, the United Nations General Assembly, through its resolution A/RES/67/222 of 3 April 2013, called for a comprehensive 10-year Review Conference on the Implementation of the Almaty Programme of Action to be convened in 2014. The resolution also requests that the relevant organizations of the United Nations system provide necessary support and actively contribute to the preparatory process within their respective mandates. In this context, this document prepared by the Economic Commission for Latin America and the Caribbean (ECLAC) analyses the current situation in The Plurinational State of Bolivia and Paraguay, as well as regional progress that has been made during the decade that the Almaty Programme of Action is been in effect. This document gives a continuation to ECLAC's contributions to the analysis of transport system

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/云报告?reportId=5_988

