



THE WAY TO THE OCEAN

Transit corridors servicing the trade
of landlocked developing countries

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Summary

The present paper looks at selected East African transit corridors which provide access to seaports as gateways to link landlocked developing countries (LLDCs) with overseas trading partners.

The report suggests three complementary courses of action to improve transit transport efficiency and sustainability:

- (a) Building institutional capacity through corridor management arrangements, including formal agreements, where and as appropriate;
- (b) Improving the reliability and predictability of transit operations by trust-building measures between public regulators and private operators, such as risk-management customs systems, which allow for fewer en route checks, shorter delays and smaller convoys;
- (c) Developing and operating transport nodes, or freight hubs, with a particular focus on the consolidation of small flows, to create critical masses required to achieve economies of scale, higher return on investment on both infrastructure and transport services, and lead to the development of effective intermodal transit operations.

These actions are to be viewed as precursors to an economically viable and environmentally sustainable operation of the transit corridor. They will bring on a “change of culture” that encourages the confidence of shippers and carriers, operating in a setting that rewards compliant behaviour, builds trust and attracts investment, promotes larger-scale trade operations, improves transport service quality and reliability, and enables strong cooperation among stakeholders along transit corridors, including ports, serving transit trade to and from landlocked countries.

This report may be, in this context, considered as an early contribution to the analysis of the recent progress in the field of transit transport for the trade of LLDCs, in the context of the preparation for the Almaty Programme of Action review process taking place in 2013.

CONTENTS

Summary	iii
I. INTRODUCTION	1
II. CHALLENGES FACING LANDLOCKED DEVELOPING COUNTRIES	1
A. Economic situation and trade performance.....	1
B. Transport costs and trade competitiveness.....	4
III TRADE CORRIDORS IN EAST AFRICA	8
A. Landlocked developing countries in Africa	8
B. The port of Dar es Salaam and the Central Corridor	11
1. Port.....	11
2. Rail.....	12
3. Road	13
4. Inland container depots and customs clearance	13
C. The port of Mombasa and the Northern Corridor.....	14
1. Port.....	14
2. Rail.....	15
3. Road	15
4. Inland container depots and customs clearance	16
D. The port of Djibouti and the Djibouti–Ethiopia Corridor	17
1. Port.....	17
2. Rail.....	19
3. Road	20
4. Inland container depots and customs clearance	20
E. Lessons learned	21
IV. HARMONIZE PROCEDURES AND REGULATIONS.....	21
A. Develop consolidation centres	23
B. Build operational arrangements.....	23
V. RECOMMENDED COURSES OF ACTION	24
A. Reliance and cooperation.....	25
B. Critical mass.....	26
C. Operational needs and tailored arrangements	27

LIST OF TABLES AND FIGURES

TABLES

Table 1. UNCTAD Liner Shipping Connectivity Index for East African countries	8
Table 2. Export value 2006–2011: world, Africa and East African landlocked developing countries (US\$ millions)	9
Table 3. Exports as a percentage of gross domestic product in 2011 (US\$ millions).....	9
Table 4. Import/export documents, time and cost: East African landlocked developing countries versus best practice	10
Table 5. Port choice for Ethiopian importers/exporters	18
Table 6. Characteristics of border posts on the Northern and Central Corridors	22

FIGURES

Figure 1. Landlocked developing countries.....	2
Figure 2. Gross domestic product per capita (US\$) 1970–2011.....	3
Figure 3. Growth in exports: world, developing economies and landlocked developing Countries	4

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