



# **Session 1: Regional Implementation of the Vienna Programme of Action for Landlocked Developing Countries**

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**Expert Group Meeting on the Regional Implementation of the Vienna Declaration and Programme of Action for Landlocked Developing Countries**



## **Introduction: Regional Implementation of the VPoA**

- **Vienna Programme of Action (VPoA)**
  - Thorough diagnoses and specify policy recommendations
  - To address the structural impediments to the development of LLDCs
  - To create strong partnerships based on mutual commitments by LLDCs and their development partners
  
- **Objectives of the Meeting**
  - To review the current situation of Asian LLDCs, including progress and policy challenges, with regard to priorities for action in the VPoA
  - To provide regional perspectives and in-depth country experiences
  - To provide key messages and policy recommendations
  - To highlight the role of ESCAP to support the capacities and institutions building



## Priority 1: Fundamental transit policy issues

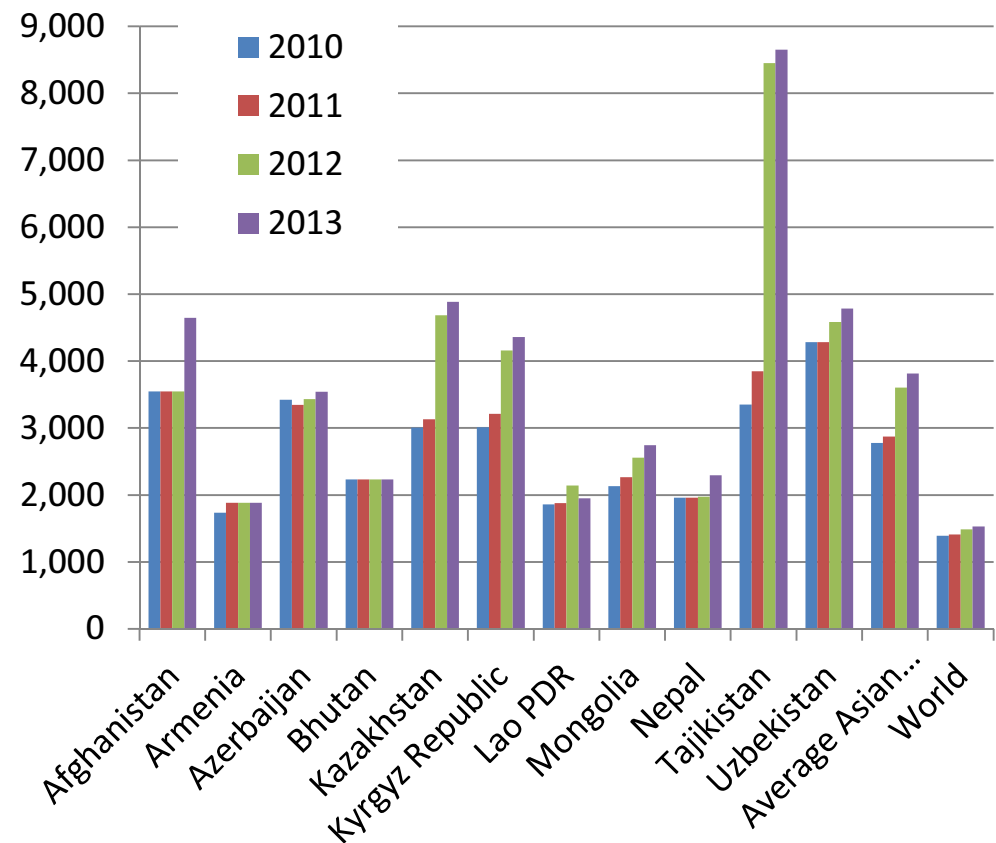
### LLDCs

- High transport costs
- Long travel time
- Dependence on transit transport

### VPoA

- Reduce travel time to 300-400 km/day
- Reduce time spent at land border
- Improve intermodal connectivity

Cost to Export from LLDCs, US\$ per container





## **Agreements and Conventions on Transit Issues**

- Customs Convention on the International Transport of Goods under Cover of TIR Carnets: 9
- Convention on the Contract for the International Carriage of Goods by Road (CMR): 8
- Convention on Road Traffic: 8
- International Convention on the Harmonization of Frontier Controls of Goods: 8

### **ESCAP**

- Regional Network of Legal and Technical Experts for Transport Facilitation
- Special Programme on Economic Cooperation in Central Asia (SPECA)



## **Priority 2: Infrastructure Development and Maintenance**

### LLDCs

- Develop productive capacity
- Participate in international trading system
- Attract foreign capital

### VPoA

- Increase the quality of roads
- Expand and upgrade the railway infrastructure
- Complete missing links in regional road and railway transit transport networks



## Quality of Trade and Transport related Infrastructure

Quality of trade and transport related infrastructure in the LLDCs as measured by the World Bank's Logistic Performance Index (LPI)

	2010	2012	2014	2016	Overall LPI Rank
Afghanistan	2.24	2.3	2.07	2.14	150
Armenia	2.52	2.56	2.67	2.21	141
Azerbaijan	2.64	2.48	2.45	..	..
Bhutan	2.38	2.52	2.29	2.32	135
Kazakhstan	2.83	2.69	2.70	2.75	77
Kyrgyz Republic	2.62	2.35	2.21	2.16	146
Lao PDR	2.46	2.5	2.39	2.07	152
Mongolia	2.25	2.25	2.36	2.51	108
Nepal	2.2	2.04	2.59	2.38	124
Tajikistan	2.35	2.28	2.53	2.06	153
Turkmenistan	2.49	..	2.30	2.21	140
Uzbekistan	2.79	2.46	2.39	2.4	118
Asia & the Pacific	3.11	3.14	3.18	2.83	84.38
World	2.87	2.87	2.89	2.88	80.50

\* Variation compared to the oldest data available.

Sources: World Bank, World Development Indicators



## **Priority 3: International Trade and Trade Facilitation**

### **LLDCs**

- Participate in international trade and value chains

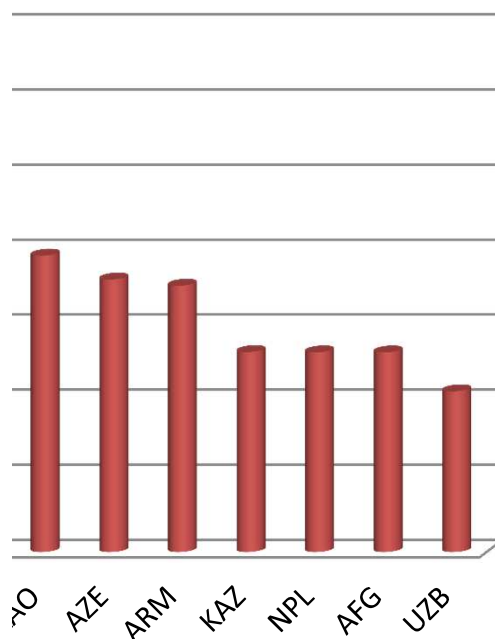
### **VPoA**

- Increase the participation of LLDCs in global trade.
- Diversify their markets and products.
- Strengthen economic and financial ties between LLDCs and other countries.

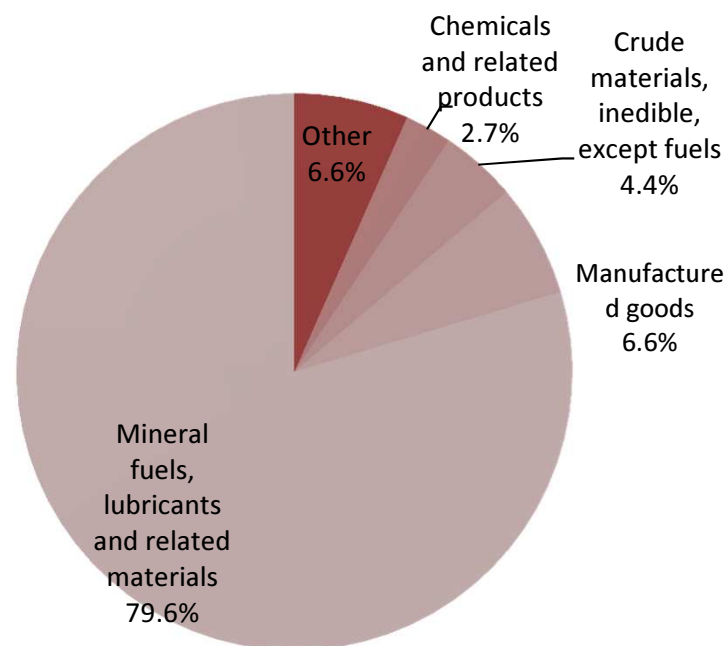


## Performance and Economic Diversification

2015)



### Structure of Exports of Major Oil and Gas LLDC Producers\* (2015)



Development Indicators  
Data for Tajikistan is from  
2012

\*Major Oil and Gas LLDCs Producers are Azerbaijan,  
Kazakhstan and Turkmenistan.  
*Source: United Nations Conference on Trade and  
Development*