

A photograph of a railway station with multiple tracks and overhead power lines, viewed from an elevated perspective.

MDGs in the UNECE region - The case of the Land-locked low income countries

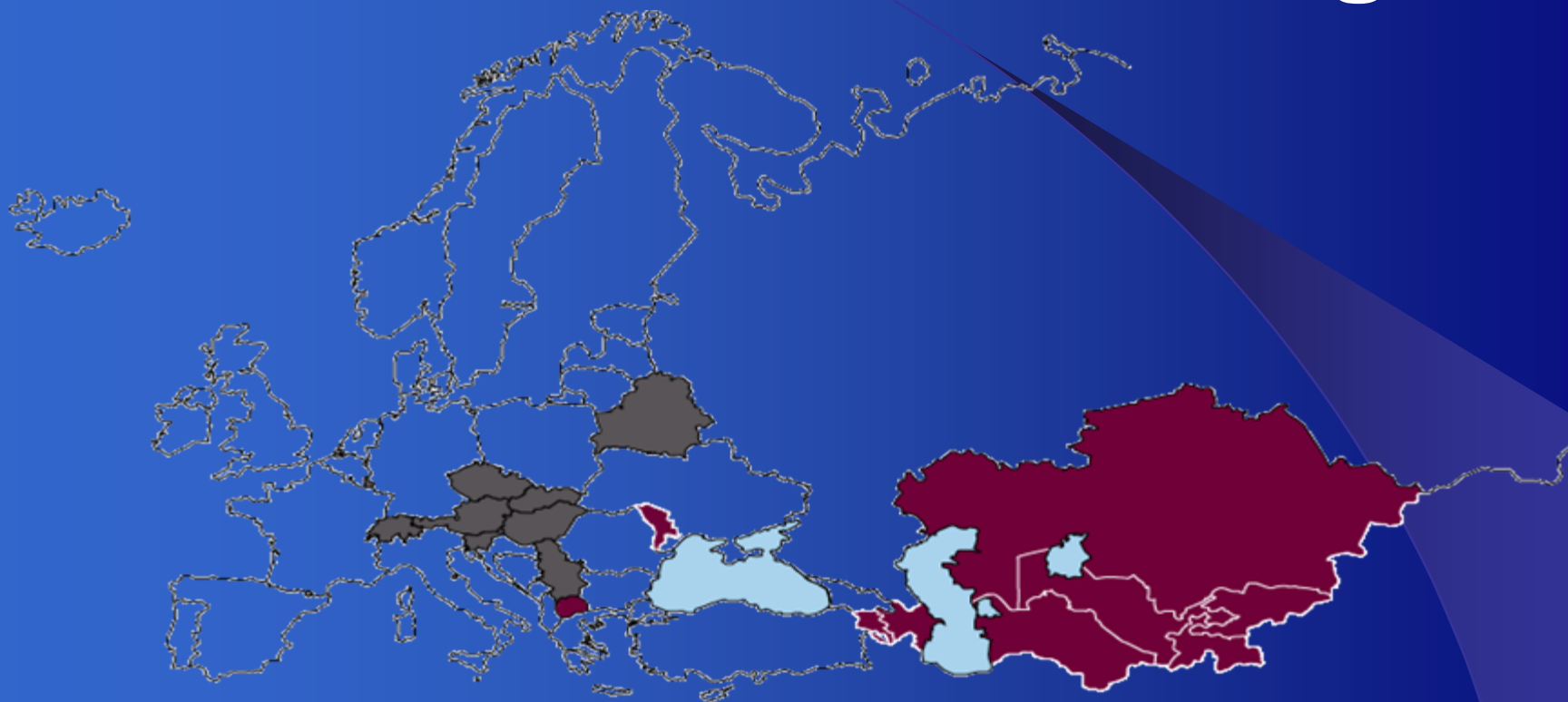
Eva Molnar, Director, UNECE

17 March 2010, Geneva



UNECE - Transport Division

Two “groups” of landlocked countries in the UNECE region



Landlocked countries:

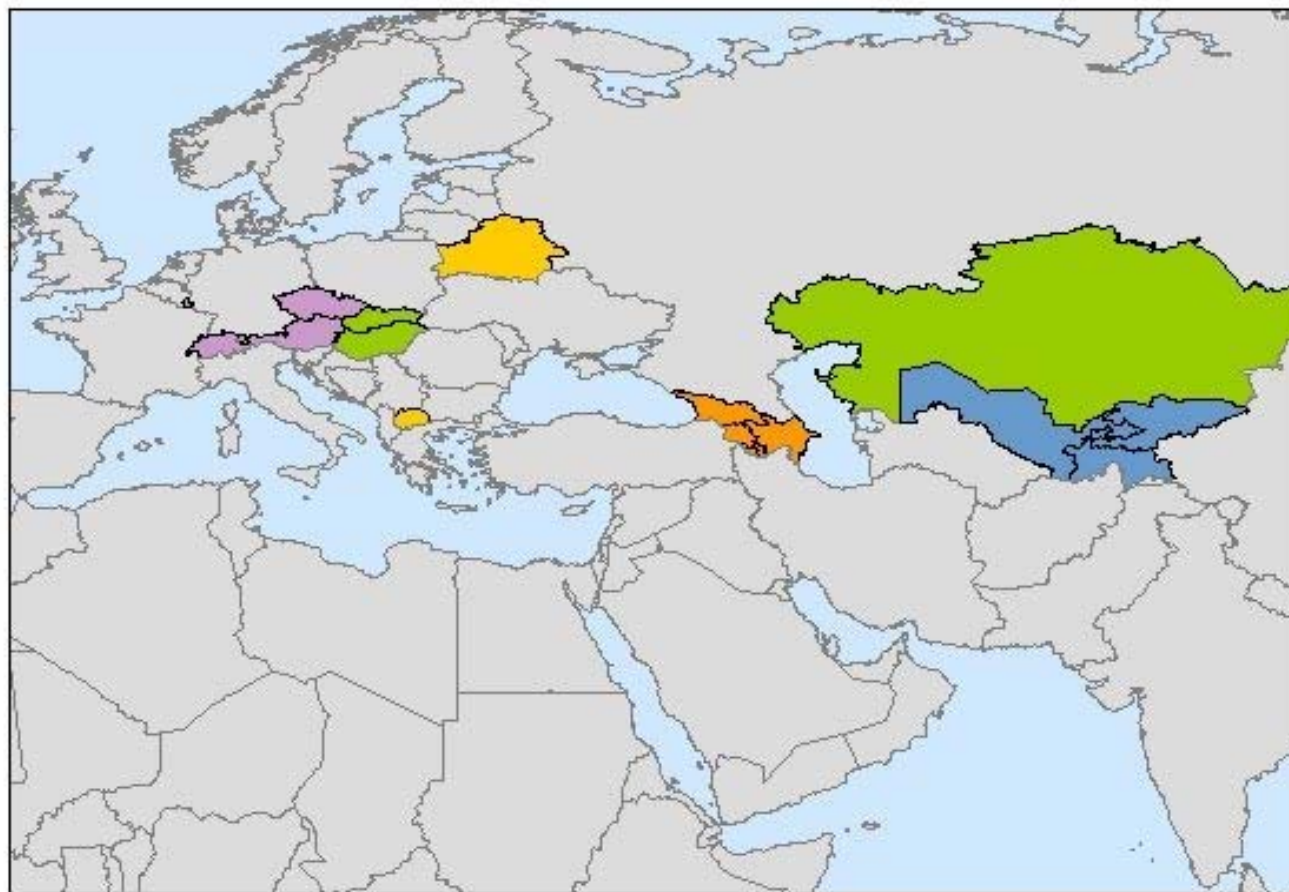
Andorra, Austria, Belarus, Czech Republic, Hungary, Liechtenstein, Luxembourg, San Marino, Serbia, Slovakia and Switzerland
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Landlocked “developing” countries:

Armenia, Azerbaijan, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, the former Yugoslav Republic of Macedonia, Turkmenistan and Uzbekistan



UNECE LLCs: rich and poor



Legend

- Less than 910
- 910 - 3830
- 3830 - 5700
- 5700 - 14540
- 14540 or more
- No data

Scale: Units

Series: GNI per capita, Atlas method (current US\$)

Time: 2008



Trends – where is trade easy and where not

- Among the first and the last 10 in doing business
- Global Competitiveness:

1 Switzerland

#122 Tajikistan

123 Kyrgyzstan

Easiest	Most difficult
Estonia	Uzbekistan
Finland	Azerbaijan
Denmark	Tajikistan
Sweden	Kazakhstan
Norway	
<i>Source: Doing Business database.</i>	



Global Enabling Trade Performance

First 15	Switzerland Austria Luxembourg
Around the 30th	Czech Republic Hungary Slovakia
Around the 60th	Moldova, Armenia, FYR Macedonia, Azerbaijan, Kazakhstan



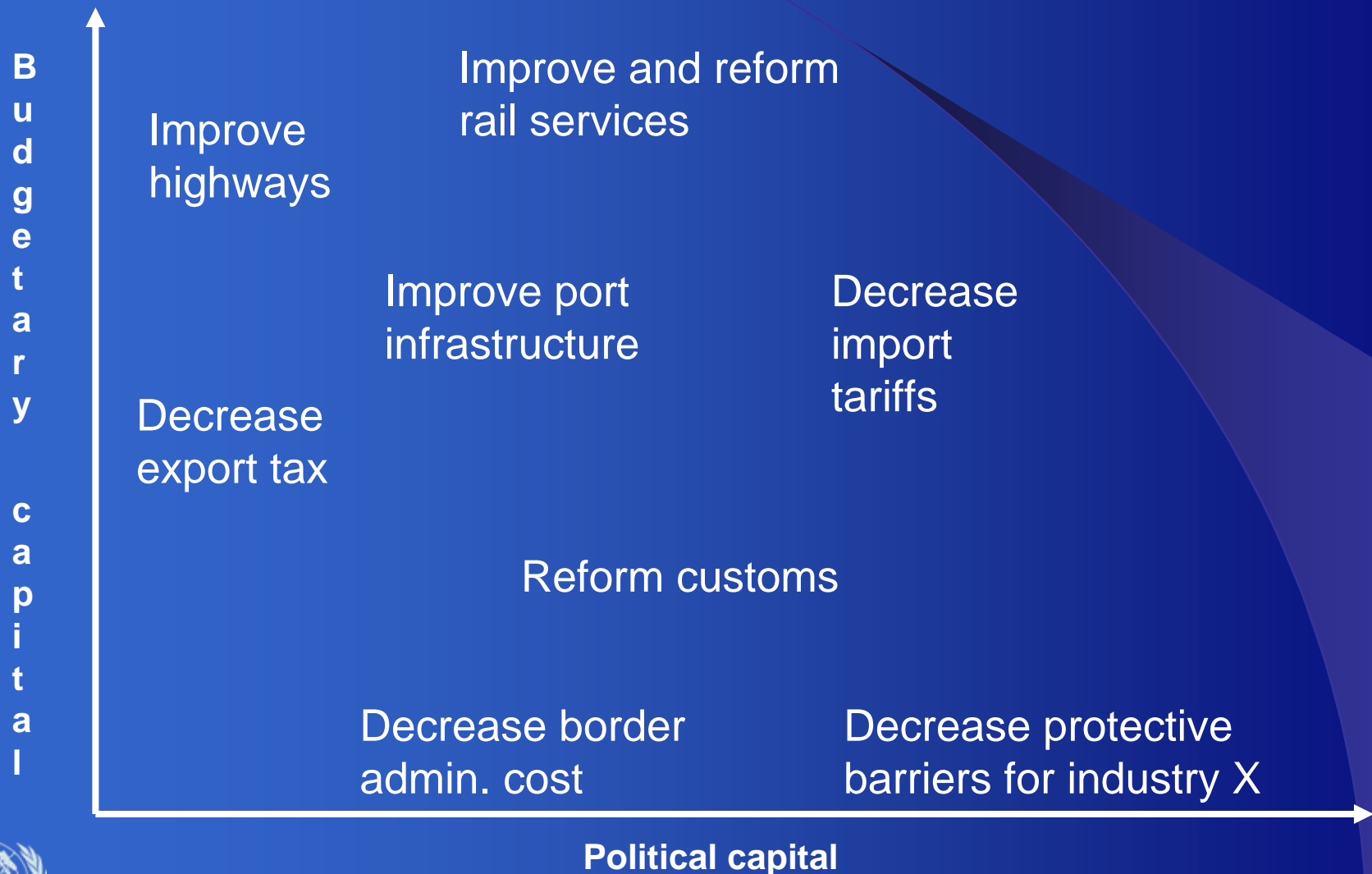
Improvements are needed in all categories

But emphasis varies

- 1st – 2nd group: market access
- 3rd-4th group:
 - Transport and communications infrastructure
 - Border administration
- Within border admin: efficiency of export – import procedures
- Within transport and communications:
 - T. Services – T. Infrastructure - ICT



Cost of improvement



Country Actions

- Transport Infrastructure Development
- Transport Services Reforms
- ICT Reforms
- Customs Reforms
- New waves of Political and Economic Integrations



Monitoring and Measuring improvements

- APA
- Its mid-term review - 2008
- Africa is more ahead in political commitment – Targets and Indicators



MDG 8 Global Partnership for development – Targets by 2015

12. Transport cost for landlocked countries to be halved
13. All non-physical transport barriers to be dismantled
14. Harmonized technical standards in all modes of transport
15. Air and maritime services improved in Africa
16. Compliance with international transport conventions on safety and security



MDG 8 Indicators

- 37. Max 3 check-points between port and LL country border
- 38. Less pilferage while in transit
- 39. Reduced B/C time
- 40. One-stop border posts
- 41. Less clearing time at ports
- 42. Corridor management committees
- 43. Vehicle Axle Load Limits and Road Design Standards
- 44. - 46. about Africa
- 47. Ratification, implementation, enforcement of transport conventions



What does UNECE do for shortening the economic distance for the LLDCs?

UNECE fosters cooperation and offers

- 57 UNECE international conventions and agreements - Road, rail, inland waterways and inter-modal transport
- 33 UNECE trade facilitation recommendations
- Innovation incubators
- Product and electronic business standards



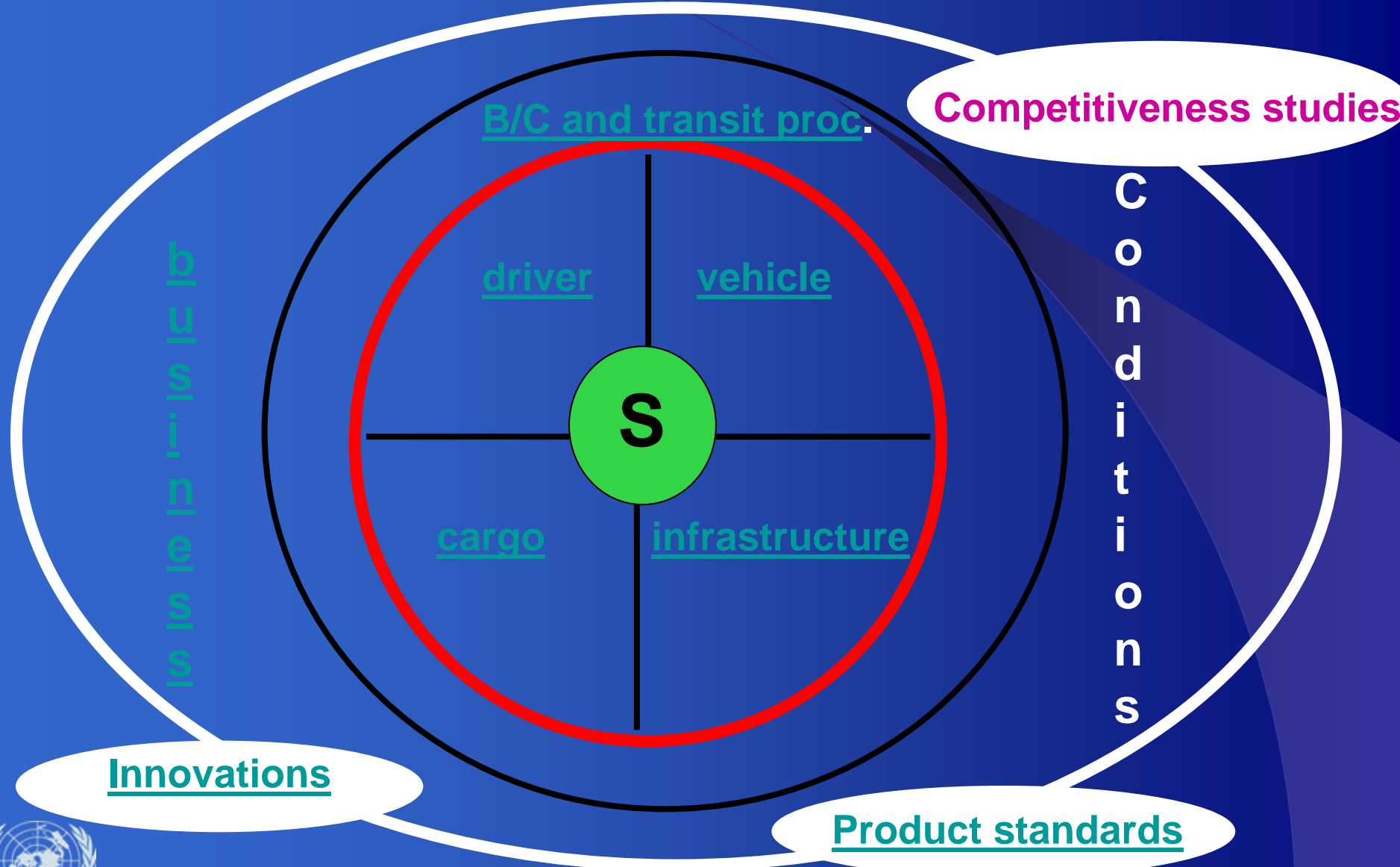
UNECE brings countries and other stakeholders together



As a regional - and increasingly global – centre for international legal instruments



UNECE offers international solutions



Conclusions

To reduce the economic distance of LLDCs

1. Quick fix solutions – joining the existing multi-lateral legal frameworks

2. Short to Medium term solutions

- B/C benchmarking

- use regional transport planning

- use of PPPs

- implementation monitoring

3. UNECE is your strategic partner

- endorse the LLDCs MDG targets and monitoring!



Thank you for your attention!

United Nations Economic Commission for Europe

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