

1. Landlocked countries and development

3. ECLAC and Landlocked countries in Latin America

According to the UN OHRLLS, the area of the Economic Commission for Latin America and the Caribbean (ECLAC), Bolivia (Plurinational State of) and Paraguay are the two cases under the denomination of Landlocked Developing Countries in Latin America and the Caribbean.

The Infrastructure Services Unit of Natural Resources and Infrastructure Division of ECLAC is in charge in the technical implementation of the APoA through substantive contributions, capacity building programmes, advisory services and support towards transport and logistics infrastructure development. In this context, ECLAC publishes periodic reports about the current situations of Bolivia and Paraguay. The last report was published in June 2009 on the occasion of the regional mid term review of the implementation of the Almaty Programme of Action: addressing the special needs of the Landlocked Developing Countries. The next report will be presented in the Comprehensive Ten Year Review Conference of the Almaty Programme of Action to be held 3-5 November 2014 in Vienna, Austria.

In the course of this work, the following broad observations could be made.

First, according to ECLAC's Panel of regional experts in infrastructure, transport, logistics and transport facilitation, losses of competitiveness can be observed for LLDCs mainly originating from: i) inadequacies in infrastructure due to lack of investment in new works and maintenance (e.g. insufficient dredging and deficiencies in road connections); ii) problems with trade and transport facilitation, in LLDCs and in the transit countries; iii) failure of the public and private sectors to comply with international standards, and iv) regulatory and institutional coordination problems.

Second, the relationship between LLDCs and transit countries in Latin America is positive and that there is a willingness of both groups to move forward to solve the challenges of transit transport systems. However, some issues remain pending, including, for example:

- a) inconveniences are related to transit rules;
- b) persistent red tape problems at border crossings;
- c) cargo restriction policies, such as the double taxation of freight, excessive administrative requirements, the practice of detaining containers in transit, cargo reservation policies, and especially, the failure to execute the widening, signalling and installation navigation aids in the Paraguay-Paraná river;
- d) Lack of infrastructure.

Third, neither LLDCs nor transit countries have a coherent planning and implementation of new

4. ECLAC and Aid for Trade initiative

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FIGURE 1
CONTRIBUTION OF INTERNATIONAL FREIGHT TO THE TOTAL COST OF IMPORTS (2000-2010)

Source: International transport database, Infrastructure Services Unit, ECLAC, 2011.

FIGURE 2

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B. Key cross border trade and facilitation activities

- x Avoid conflicts of interest between national and sub national governments and between different governmental bodies and the trade sector, especially related to infrastructure investment.
- x Bolivia and Paraguay have signed various agreements to respect specific standards and procedures e.g. multimodal transport within ALAD and MERCOSUR, but both lack a proper national legislation to implement these nationally.
- x Update laws in relation to trade standards and current logistics activities. While Customs should facilitate trade, customs regulations must still prevent the smuggling of goods and ensure proper control of cross border trade flows to avoid terrorism and illicit trade. New investment need to focus in terms of Customs clearance, goods inspection and data collection to support selective controls.
- x Improve labour conditions of national officer to avoid high fluctuation of personnel, enhance the training programmes as well as widen the educational offer in the transport and logistics sector for the public and private field.

7. Conclusion

Aid

8. Bibliography