

Transport: the state of affairs in landlocked developing countries of Latin America, through June 2009

This edition of the FAL Bulletin examines the state of affairs of transport in the Plurinational State of Bolivia and Paraguay, along with their transit countries. The information herein is an update of Bulletin 262 of June 2008. The authors of this document are: Georgina Cipoletta Tomassian, Gabriel Pérez Salas and Ricardo J Sánchez of the Infrastructure Services Unit of ECLAC. For more information, please contact trans@cepal.org

The situations of Landlocked Developing Countries (LLDC) and the problems they face are of utmost importance to the United Nations system. Therefore, the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS), in close coordination with the Economic Commission for Latin America and the Caribbean (ECLAC), periodically analyses the state of affairs of Latin America's two LLDCs: the Plurinational State of Bolivia and Paraguay, in order to assess and assist in resolving problems they encounter and to coordinate actions with their transit countries: Argentina, Brazil, Chile, Peru and Uruguay.

This report, which was presented in July 2009 to the United Nations-accredited ambassadors of the Plurinational State of Bolivia and Paraguay, presents information about these countries that covers the first half of 2009 and proposes a number of follow-up activities that will lead to meeting the objectives of the Almaty Programme of Action (see FAL Bulletin 262 for more information about this plan). The event was held at United Nations Headquarters, in New York, and was organized by ECLAC, UN-OHRLLS and the office of the regional commissions at Headquarters. In addition to the countries already mentioned, delegations from two transit countries, Brazil and Chile, were in attendance, as well as representatives of Germany, Ecuador, Guatemala, Mexico, Thailand and numerous system staff members, a gathering that engendered a fruitful atmosphere of collaboration and sharing about proposals for the future.

One of the main outcomes of this meeting was the recognition that the Plurinational State of Bolivia and Paraguay face problems that are similar to those faced by other LLDCs around the world. These problems include:

- coordination challenges;
- unreliability of transport systems;
- distance from and difficulties in accessing sea ports;
- costly bureaucratic procedures, especially related to facilitation of transport and trade;
- excessive logistics and transport costs;
- weak infrastructure and an increasing number of bottlenecks;
- dependence on the infrastructure of transit countries; and
- lack of effective implementation of some regional agreements meant to improve transport and infrastructure conditions for LLDCs.

The atmosphere among the transit countries and the LLDCs in Latin America is noticeably positive and, in general terms, there is a willingness by both groups to move forwards in resolving the challenges of transit transport systems. However, some issues remain unresolved, such as: a) restrictions imposed by transit regulations; b) persistent problems at border crossings; c) restrictive transport policies, such as the double

taxation of cargo, excessive administrative requirements, detention of in-transit containers, cargo reservation policies and, especially, the difficulties with widening the Paraguay-Paraná waterway, including installation of necessary signalling and aids to navigation.

Development of transit countries and LLDCs is being hindered by another problem as well: the lack of an integrated framework for planning and implementing public policies in matters of infrastructure, transport, logistics and facilitation, which has impaired the efficiency of logistical chains within the countries. A shift in the focus of transport policy in Latin America is imperative, from one that is modal to one that is integrated and multimodal, in both LLDCs and the transit countries.

Background on ECLAC and LLDCs

The regional preparatory meeting for the midterm implementation review of the Almaty Programme of Action was held in Buenos Aires, Argentina, on 30 June 2008, pursuant to General Assembly resolution 61/212 of 12 March 2007. The meeting was attended by representatives of Argentina, the Plurinational State of Bolivia, Brazil, Chile, Paraguay, Peru and Uruguay. Also represented were the UN-OHRLLS, ECLAC, the Inter-American Development Bank (IDB), the Andean Development Corporation (CAF), and the Latin American College of Social Sciences (FLACSO) of Argentina. Technicians and experts were also in attendance (see Bulletin 262 for further information).

Later, on 2 and 3 October, ECLAC participated in a high-level meeting to analyse the needs of LLDCs and the midterm implementation review of the Almaty Programme of Action; a parallel session on "Regional Dimensions of Transit Transport Cooperation" was also held.

Additionally, ECLAC has been and will continue to perform a number of tasks, such as the following:

- Promote “integrated policies” in matters of infrastructure, transport and logistics, pursuant to the proposal that arose from a special workshop on logistics and facilitation organized by the Government of Paraguay and IDB, in Asunción, Paraguay, in June 2009;
- Establish a regional panel of experts on infrastructure, transport, logistics and facilitation, made up of 60 professionals from both LLDCs and the transit countries, so as to foster a climate of mutual understanding by establishing a facilitation network and public-private working groups from both extremities of the Asunción-Montevideo corridor, pursuant to the United Nations Development Account project M4, which was conducted jointly by UNCTAD and ECLAC.
- Published the document, “The Challenges of Transport Systems in Landlocked Developing Countries in South America”, in Spanish and English, as part of the series of documents produced by the Natural Resources and Infrastructure Division. It is free and available through the website.

In the future, ECLAC will be performing some new tasks, including the following:

- A study of logistics costs in LLDCs in South America and the impact those costs have on economic development. The main objective is to conduct research on the cost of logistics, which are of particular importance to the Plurinational State of Bolivia and Paraguay, seeking to assess the impact these costs have on the development of both countries. Please see Annex 2 for preliminary findings;
- Follow-up on the roll-on/roll-off (RoRo) proposal for services, which originated in the M4 project (UNCTAD/CEPAL), to improve transport conditions among the Plurinational State of Bolivia, Paraguay and Uruguay;
- Technical cooperation for LLDCs in South America;
- Enhance cooperation between ECLAC and UN-OHRLS.

Evolution of IIRSA and its relationship with LLDCs

The Initiative for the Integration of Regional Infrastructure in South America (IIRSA) was created in 2000 to integrate the 12 countries of South America¹ through coordinated efforts on large-scale transport, energy and telecommunications infrastructure projects. IIRSA's plan of action is built around a system of integration and development hubs, where infrastructure services and sector integration processes can be set up and fine-tuned, with a view towards promoting regional development that is both sustainable and competitive.

Within the framework of IIRSA, the South American Governments have assembled a portfolio of 514 infrastructure projects, for which an estimated investment of more than US\$ 69 billion would be required. According to information from IDB, most of these are transport-sector projects (84%). Highways are the top priority and account for two-thirds of the transport-sector projects, followed by railway projects and, lastly, port and airport projects. The energy sector accounts for 14.5% of the total investment, with allocations going primarily to interconnecting power systems, hydroelectric power generation and the oil and natural gas sector, while 1.5% of the total investment will be allocated to telecommunications projects.

The purpose of IIRSA is to identify and overcome institutional and regulatory problems that hinder development of the region's economic infrastructure. This involves working on the processes of seven different sectors: border crossings, financing, information and communications technologies (ICTs), energy integration, multimodal transport operating systems, air transport and maritime transport. In late 2004, the countries defined a consensus-based implementation agenda (AIC, in Spanish), which prioritizes 31 select projects (bridges, border crossings, highways, railways, gas pipelines and telecommunications), valued at US\$ 10 billion, to be completed by 2010.

¹ 17 million square kilometres, 380 million people, GDP of more than US\$ 1.9 billion.

At this time, 17 of these AIC projects, valued at US\$ 6.5 billion, are under-way, and two have been completed.

The Plurinational State of Bolivia is involved in 11 of the AIC projects, valued at about US\$ 1.66 billion. Two of these are telecommunications projects and involve all 12 countries. Eight of these projects are under-way, valued at US\$ 1.65 billion. Two are in preparatory stages, and one, a joint project between the Plurinational State of Bolivia and Paraguay, is currently in the procurement phase. Table 1 contains a list of the projects mentioned above.

Table 1. The Plurinational State of Bolivia's AIC projects, 2005-2010

Nº	Project	Status	Hub	Countries	US\$, in millions
7	Northeast Gas Pipeline	In execution	MERCOSUR-Chile	AR (BO)	1 000,0
8	Salvador Mazza-Yacuiba Bridge	Preparatory stage	Capricorn	AR (BO)	10,0
10	Pailón-San José-Puerto Suárez Highway	In execution	Central Inter-oceanic	BO (BR-CH-PE)	444.8
12	Infante Rivarola-Cañada Oruro Border Crossing	In procurement	Central Inter-oceanic	BO (PY)	2.0
13	Cañada Oruro-Villamontes-Tarija-Estación Abaroa Highway (first stage)	In execution	Central Inter-oceanic	BO (PY)	60.0
14	Toledo-Pisiga Highway	In execution	Central Inter-oceanic	BO (CH)	93.0
15	Rehabilitation of the Iquique-Colchane Highway	In execution	Central Inter-oceanic	CH (BO)	42.0
16	Rehabilitation of the El Sillar Leg	In execution	Central Inter-oceanic	BO (CH-PE)	2.6
17	Desaguadero Border Center	In execution	Andean	BO (PE)	7.5
30	Exports through Postal Services	In execution	ICTs	All	2.5
31	Implementation of a roaming agreement in South America	Preparatory stage	ICTs	All	0.4
Total					1,664.8

Source: the authors, on the basis of IIRSA information

Paraguay is involved in five AIC projects, valued at about US\$ 120 million, two of which are telecommunications projects. Two projects (US\$ 62.5 million) are under-way, and two others (valued at US\$ 55.4 million) are in preparatory stages, as can be seen in Table 2.

Table 2. Paraguay's AIC projects, 2005-2010

Nº	Project	Status	Hub	Countries	US\$, in millions
9	Presidente Franco-Porto Meira New Bridge and Border Crossing	Preparatory stage	Capricorn	PY (BR)	55.0
12	Infante Rivarola-Cañada Oruro Border Crossing	In procurement	Central Inter-oceanic	BO (PY)	2.0
13	Cañada Oruro-Villamontes-Tarija-Estación Abaroa Highway (first stage)	In execution	Central Inter-oceanic	BO (PY)	60.0
30	Exports through Postal Services	In execution	ICTs	All	2.5
31	Implementation of a roaming agreement in South America	Preparatory stage	ICTs	All	0.4
Total					119.9

Source: the authors, on the basis of IIRSA information

By December 2008, concrete progress had been made on 68% of the 514 IIRSA

- 10% (51 projects) have been concluded, for an estimated combined investment of US\$ 7.5 billion
- 38% (196 projects) are in the execution stage, for an estimated combined investment of US\$ 30.7 billion.
- 20% (103 projects) are in the preparatory stage, for an estimated combined investment of US\$ 17.4 billion

The tables below show the status of IIRSA-portfolio projects, by hub and execution stage:

Table 3. IIRSA PORTFOLIO 2008 – Number of projects by stage of progress

Integration and Development Hub	Nº Projects	Profile	Pre-feasibility	Feasibility	Engineering	Execution	Completed
Andean	65	15	1	1	4	33	11
Capricorn	69	11	10	18	4	21	5
Paraguay-Paraná Waterway	98	45	4	9	5	35	0
Amazon region	57	23	3	4	2	20	5
Guianese Shield	25	8	0	0	1	6	10
Southern	26	10	0	5	1	6	4
Central Inter-oceanic	49	11	2	5	6	21	4
MERCOSUR-Chile	102	34	3	9	3	43	10
Peru-Brazil-Plurinational State of Bolivia	23	8	0	2	2	9	2
SIP (Sector Integration Processes)	2	0	0	0	0	2	0
Total	514	164	23	52	28	196	51

Source: the authors, on the basis of IIRSA information

The Central Inter-oceanic and Capricorn hubs are the major hubs that benefit the Plurinational State of Bolivia and Paraguay. By late 2008, five of the 69 projects of the Capricorn hub had been completed, with 21 in the execution stage, 21 in preliminary stages (profile and pre-feasibility phases) and 22 in the preparatory stage

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/reportId=5_1898

