



Comisión Económica para
América Latina y el
Caribe (CEPAL)



Gobierno del Paraguay



Oficina del Alto representante
para los Países Menos
Adelantados, los Países en
Desarrollo Sin Litoral y los
Pequeños Estados Insulares en
Desarrollo

GLOBAL OVERVIEW OF THE IMPLEMENTATION OF THE ALMATY PROGRAMME OF ACTION (APoA)



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APoA to address special Challenges of LLDCs



- Lack of territorial access to the sea
- Remoteness and isolation from world markets
- Dependence on neighboring and coastal countries for imports and exports of goods
- Infrastructure development costs are high
- Dependence on narrow range of commodities for exports
- Limited human and productive capacities and weak institutions
- Inadequate and inefficient transport infrastructure
- Reliance on infrastructure and institutional quality in transit countries
- High vulnerability to external shocks

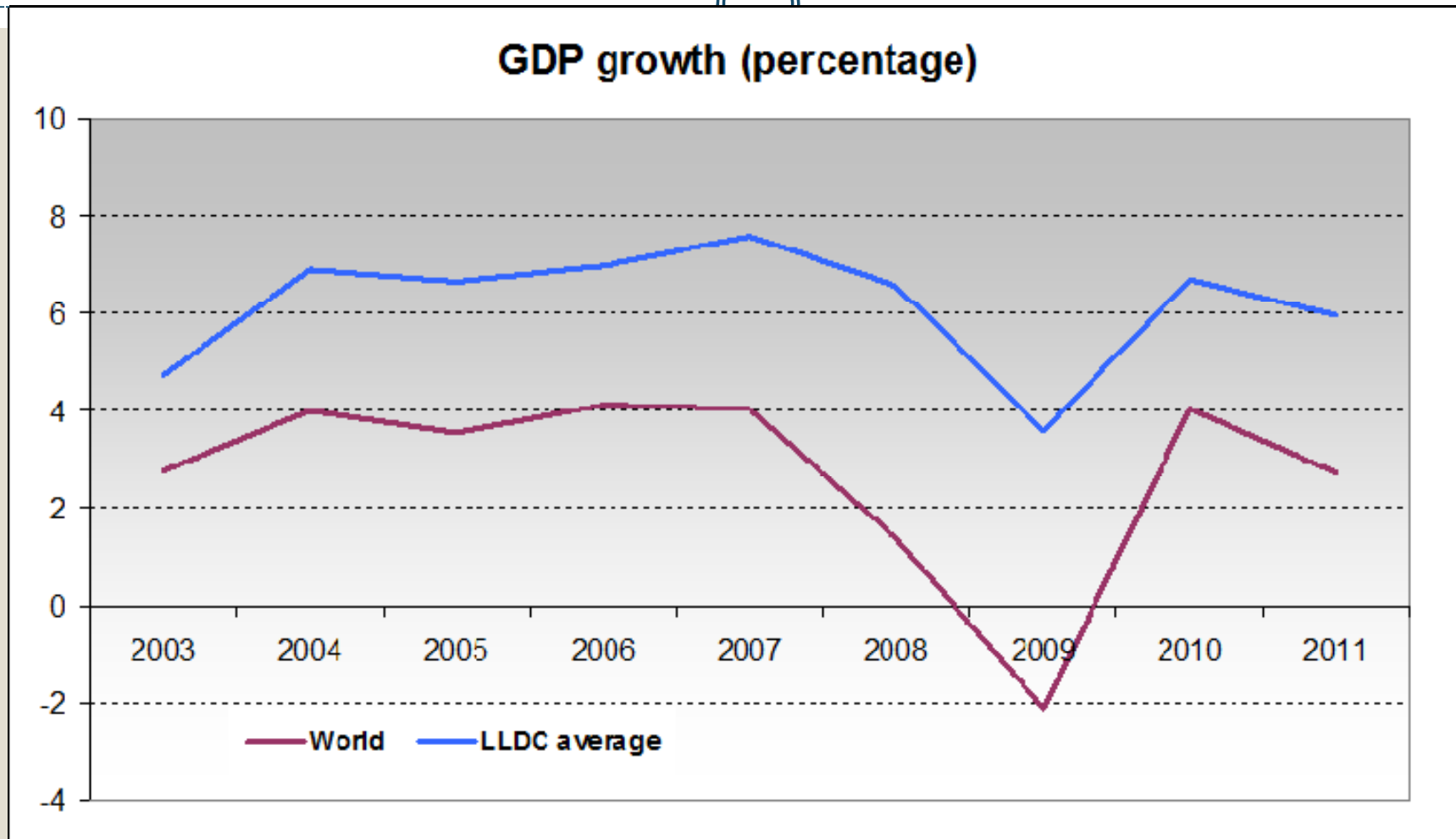
“ If you are coastal, you serve the World. If you are landlocked, you serve neighbors” (Paul Collier, Professor of Economics at The Oxford University)

Almaty Programme of Action: Building Genuine Partnerships

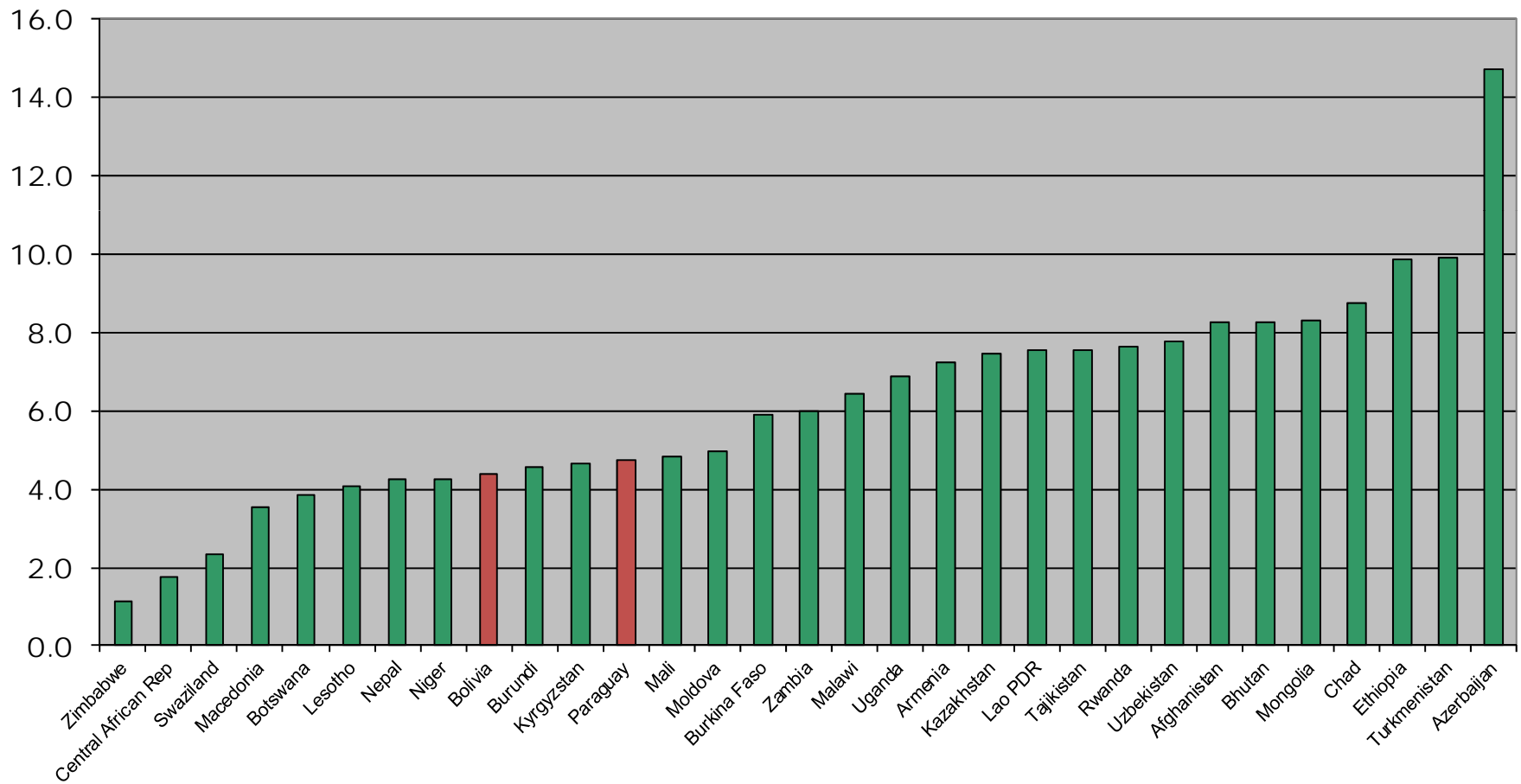
Between landlocked developing countries, transit developing countries and development partners on the following 5 priority areas:

- i) Fundamental transit policy issues
- ii) Infrastructure development and maintenance
- iii) International trade and trade facilitation
- iv) International support measures
- v) Implementation and review

Economic Growth and Poverty Reduction

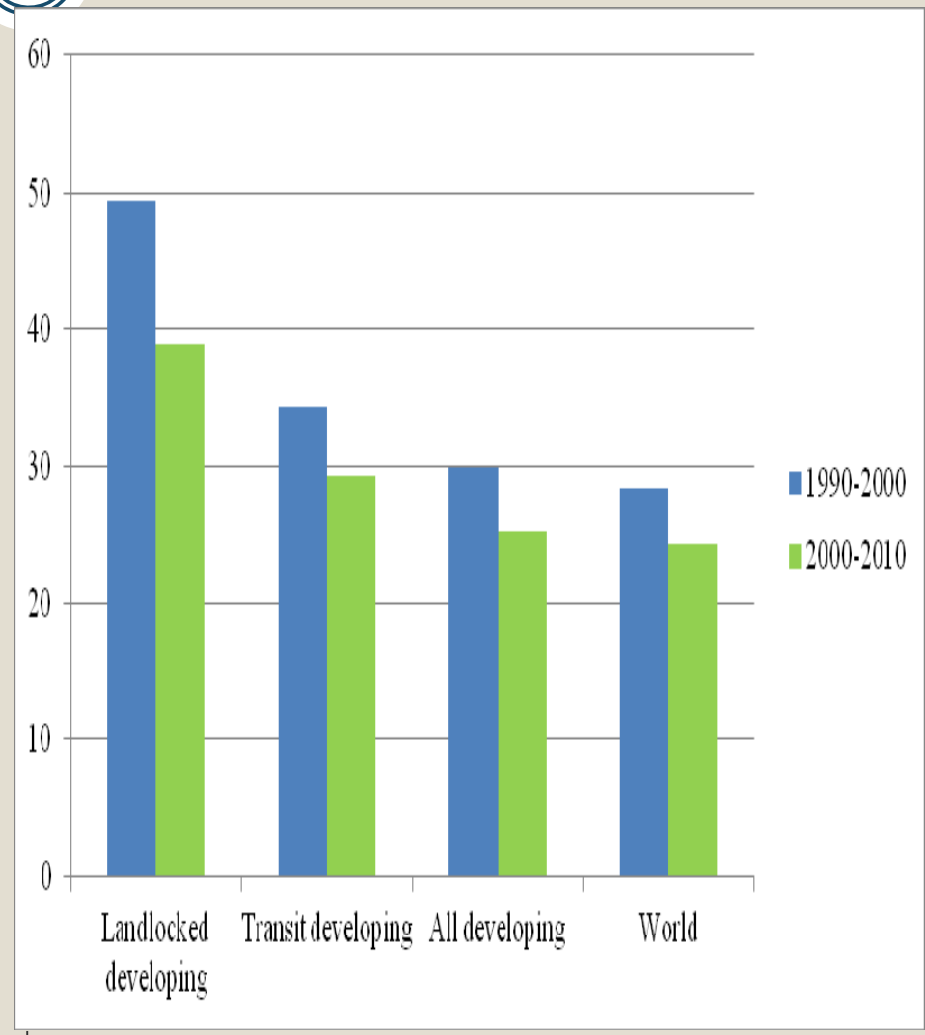


Average annual GDP growth 2003-2011 varies between countries



Poverty headcount ratio at 1.25 dollars per day (% of total pop) has decreased but still high. LLDCs will unlikely achieve the MDGs by 2015

- 38 per cent of LLDC population still live on less than \$1.25 per day and per person
- Half of LLDCs continue to have mortality rates in excess of 150 per 1000 live births
- Efforts to narrow the gender inequality have been recorded but much needs to be done in areas of education and labor market



LLDCs have made progress in facilitating transport and trade across borders, BUT still it takes almost double the time it takes transit countries to export or import

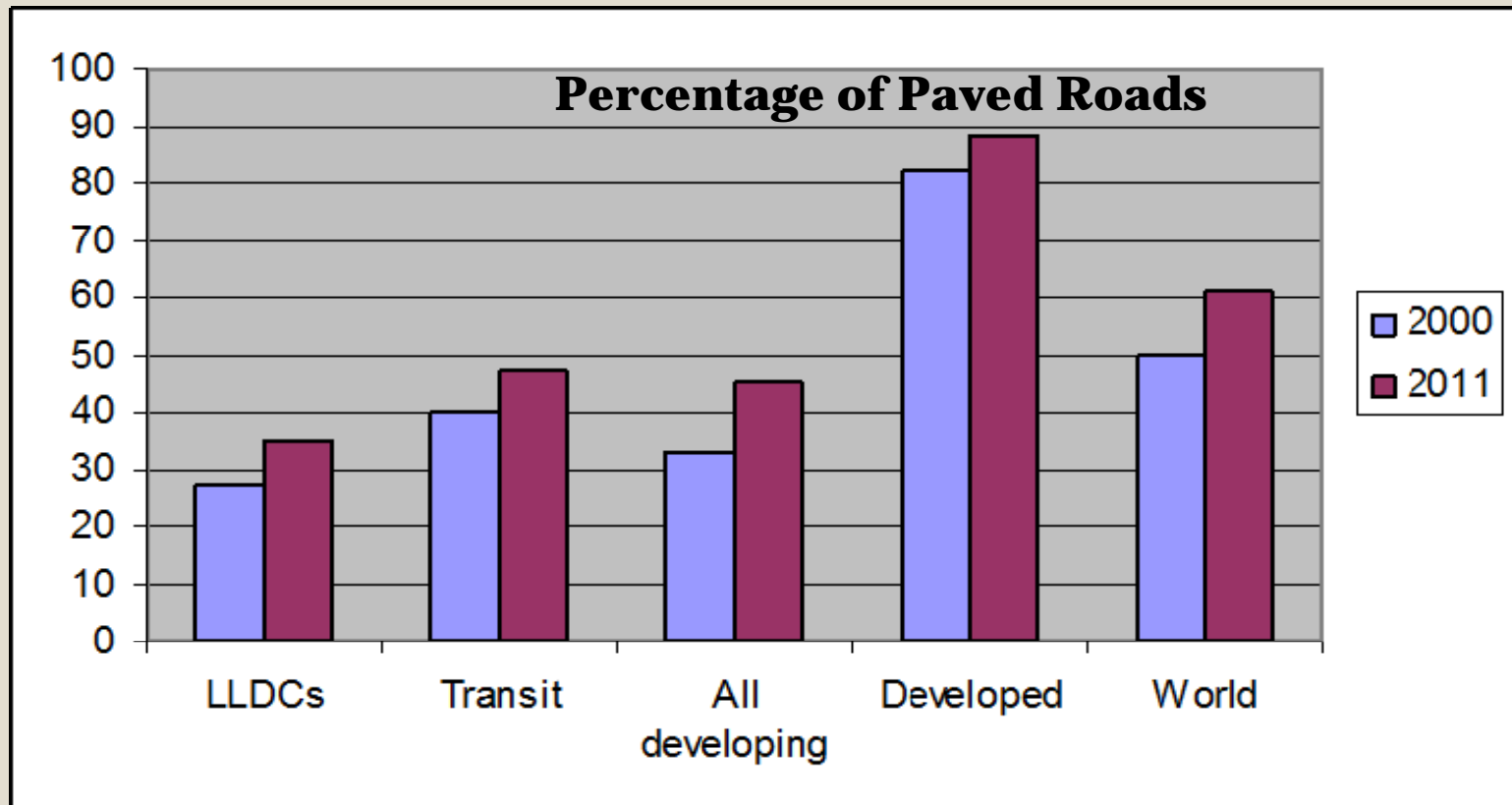
Exports	<i>Documents to export (number)</i>		<i>Time to export (days)</i>		<i>Cost to export (US\$ per container)</i>	
	<i>2006</i>	<i>2013</i>	<i>2006</i>	<i>2013</i>	<i>2006</i>	<i>2013</i>
Average LLDCs	9	8	48	42	2,207	3,040
Average transit countries	8	8	30	23	1,004	1,268
Imports	<i>Documents to import (number)</i>		<i>Time to import (days)</i>		<i>Cost to import (US\$ per container)</i>	
	<i>2006</i>	<i>2013</i>	<i>2006</i>	<i>2013</i>	<i>2006</i>	<i>2013</i>
Average LLDCs	11	10	57	48	2,688	3,643
Average transit countries	10	8	38	27	1,282	1,567

Costs to export and import have increased by 38 and 36 per cent respectively between 2006 and 2013

- **Bolivia:** 21 days and \$1,440 to export and 24 days and \$1,745 to import a container
- **Paraguay:** 29 days and \$1,850 to export and 30 days and \$2,275 to import a container (*World Bank Doing Business Report 2014*)



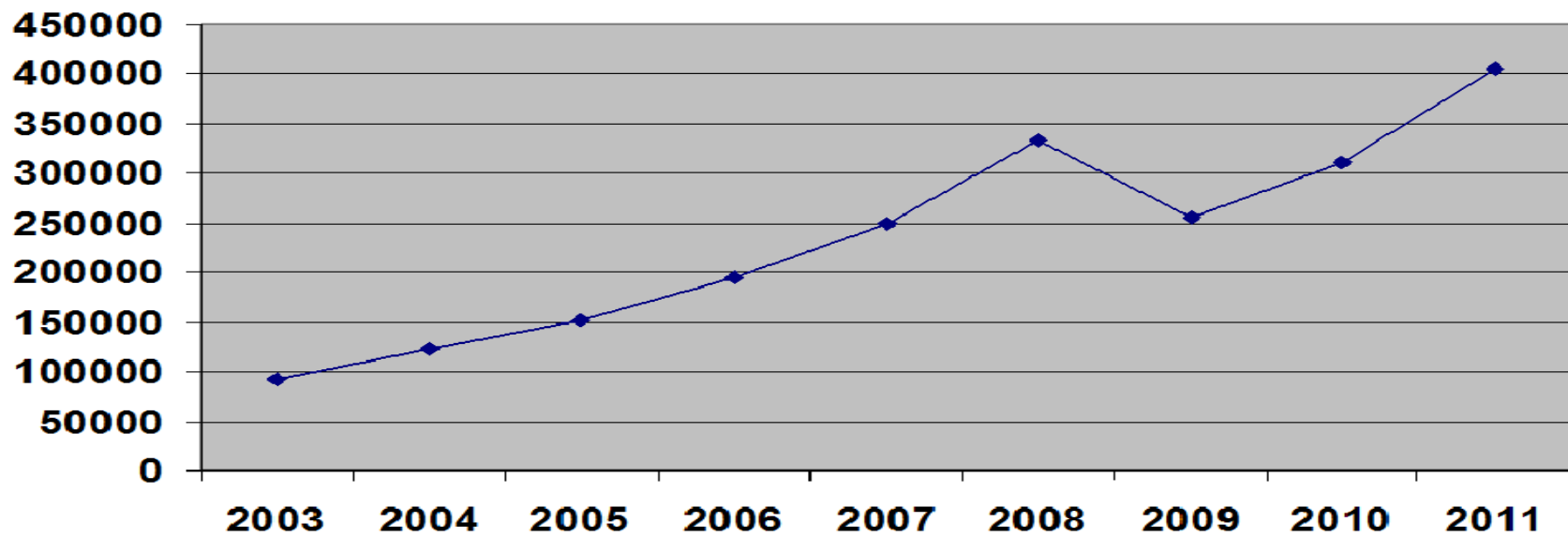
The percentage of paved roads in LLDCs is low, compared to other groups of countries



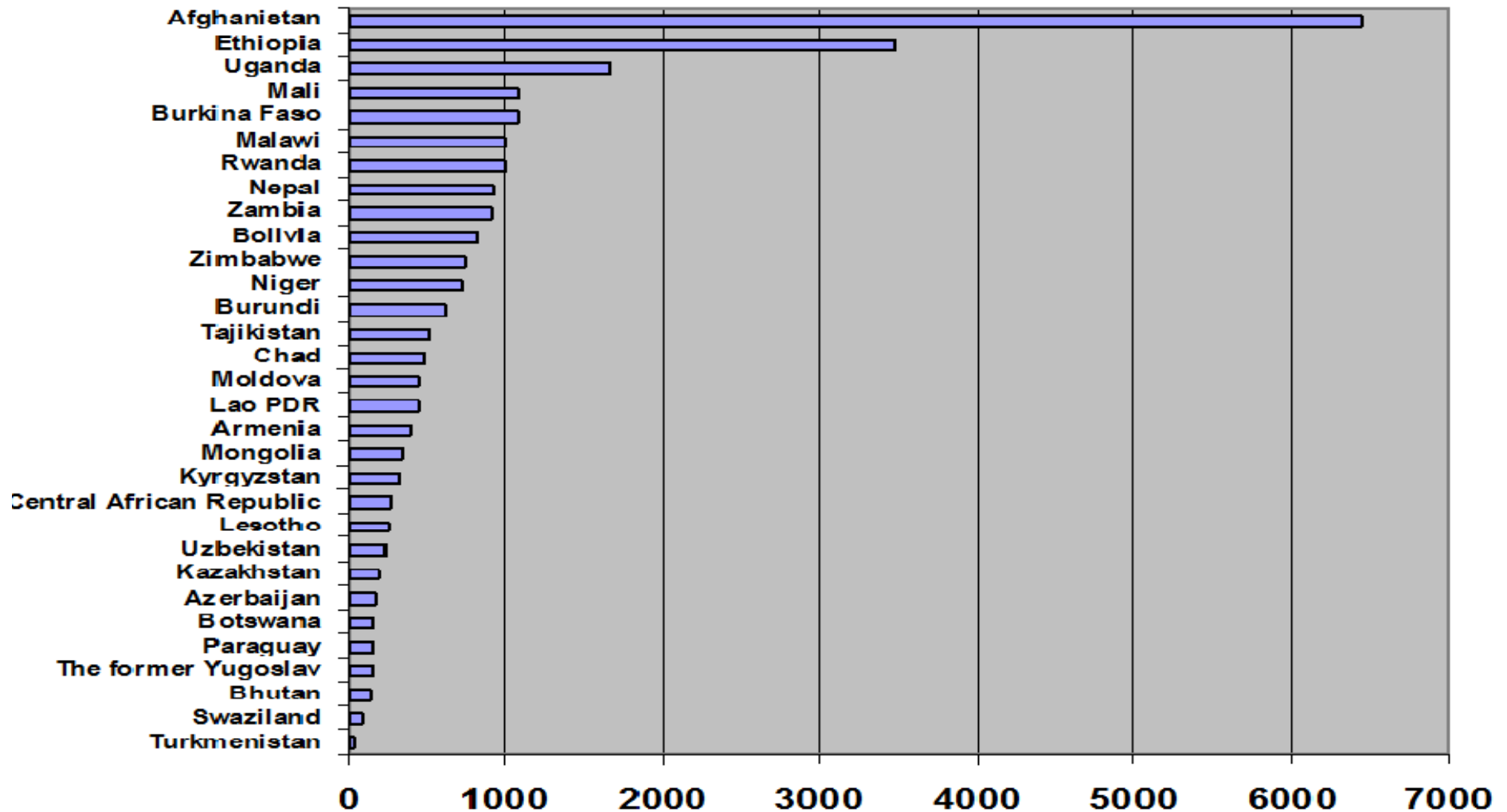
LLDCs merchandise exports grew by 36 per cent to reach a record-high of \$224 billion in 2011. Imports recorded an increase of 23 per cent.

.....BUT LLDCs account for a very low proportion of only 1.2 per cent of the world trade

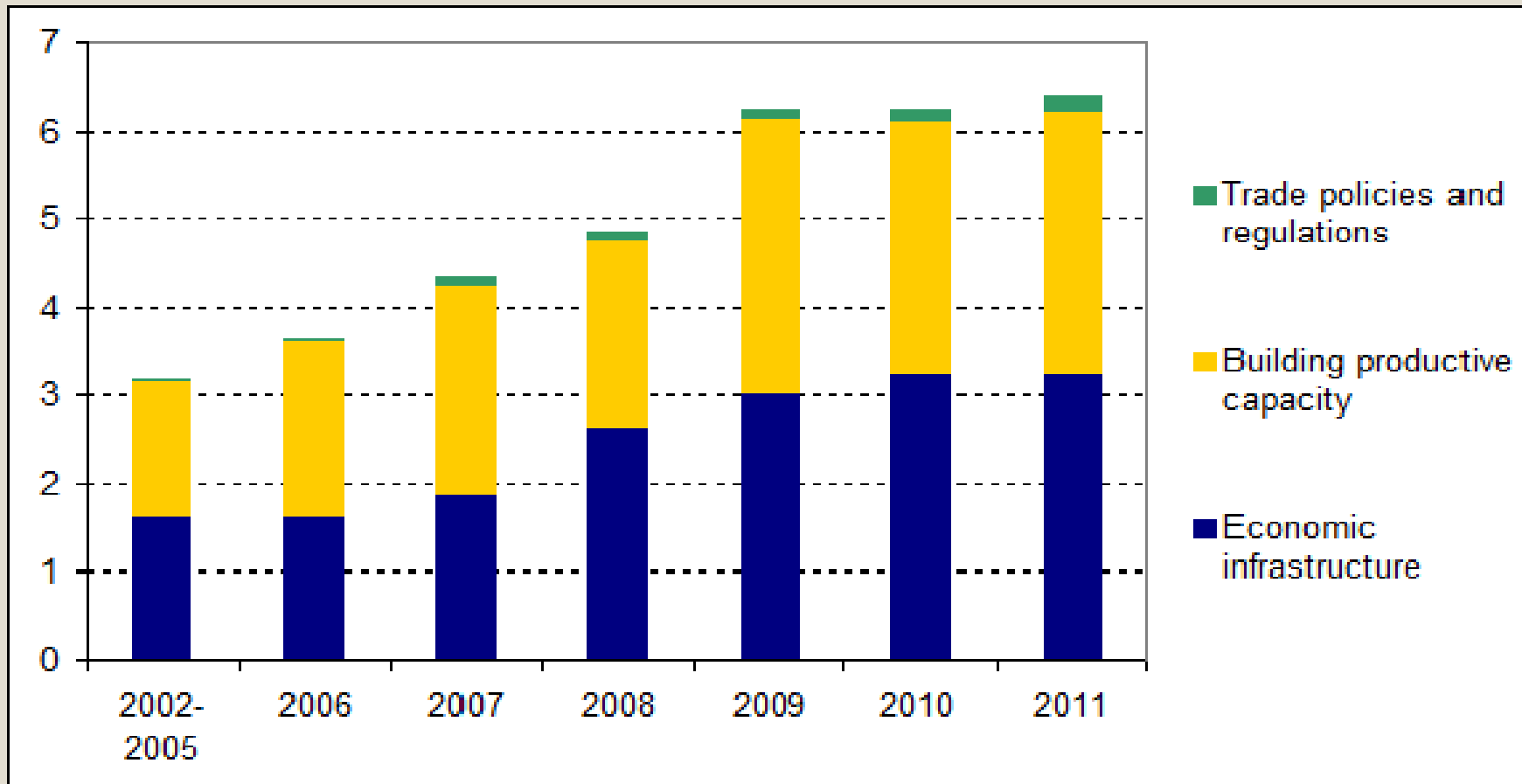
**TOTAL TRADE (EXPORTS and IMPORTS) BY LLDCs
US\$Million**



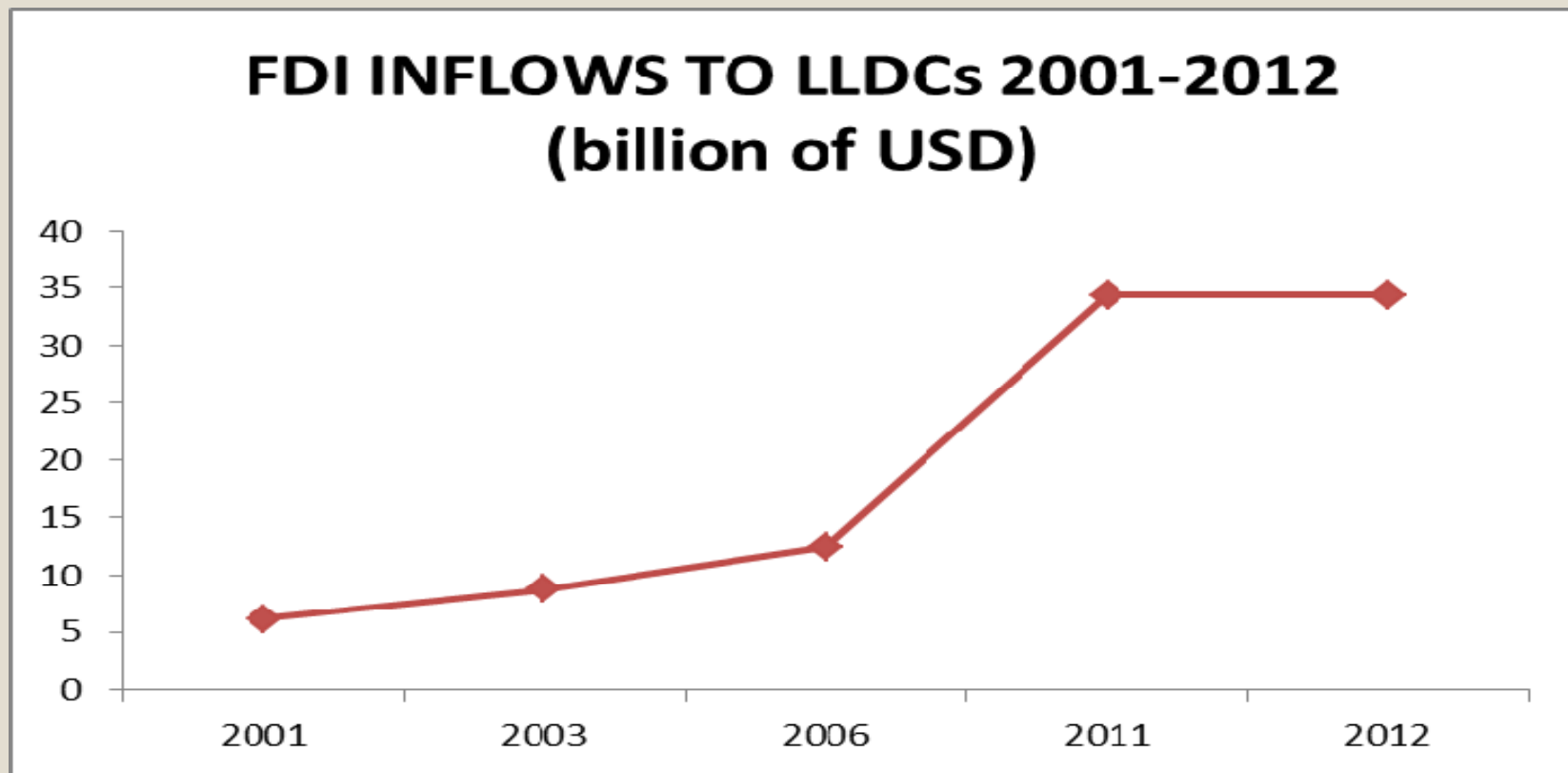
After rising by 60 per cent in real terms between 2003 and 2010, ODA flows to LLDCs fell by 3.3 per cent from \$26.5 billion in 2010 to \$25.7 billion in 2011



Aid for Trade to LLDCs reached \$6.4 billion in 2011, a 70 per cent increase since 2005. Most flows are directed to economic infrastructure and building productive capacity



FDI inflows to LLDCs have reached \$34.8 billion in 2011 and 2012, growing by 24 per cent since the previous year and up from just \$8.9 billion in 2003



Emerging Challenges



- Landlocked developing countries are negatively affected by:
 - **Economic and financial crisis**
 - **High and volatile food and energy prices**
 - **Climate Change, land degradation, desertification and drought**

New Opportunities



- **South-South and Triangular Cooperation**
- **Remittances**
- **ICT as an enabler for development**
- **Services Sector**
- **Tourism**
- **Innovative Financing Mechanisms**

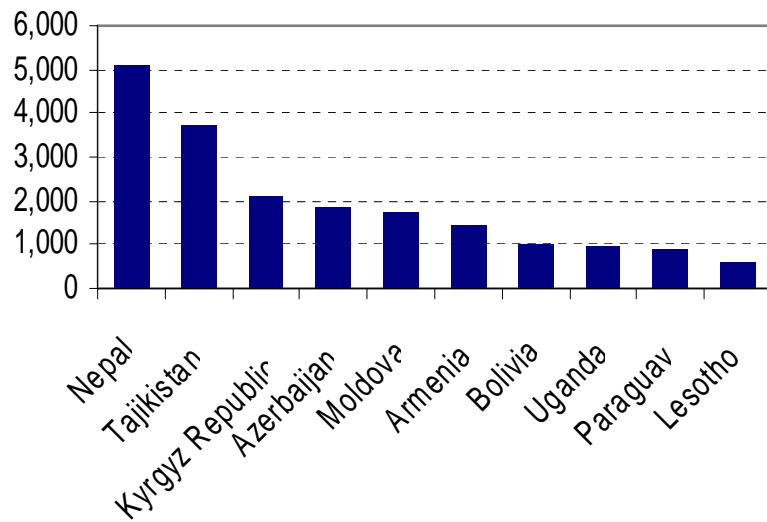
South-South Cooperation



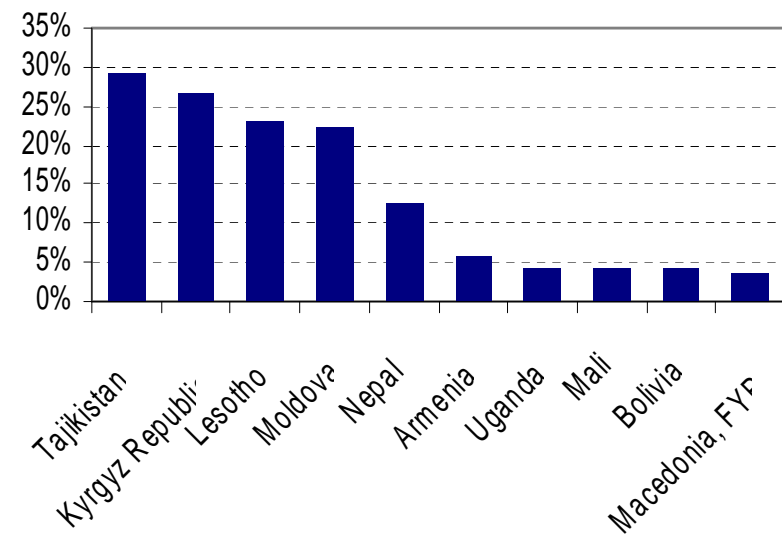
- LLDCs increasingly benefit from external support under South-South cooperation
- South-South cooperation, in particular from transit countries, offers potential for increased financial and technical assistance for LLDCs:
 - Increased FDI
 - Increased market access and diversified trade opportunities
 - Peer-to-peer sharing of experiences and best practices
 - Cooperation in transfer of technology
 - Regional economic integration and cooperation

**Remittances to LLDCs in 2012 estimated at \$22bn.
 Only 5% of total remittances to developing countries
 Reducing high cost of remittances remains key.**

Remittance inflows in 2012 (US\$ million)



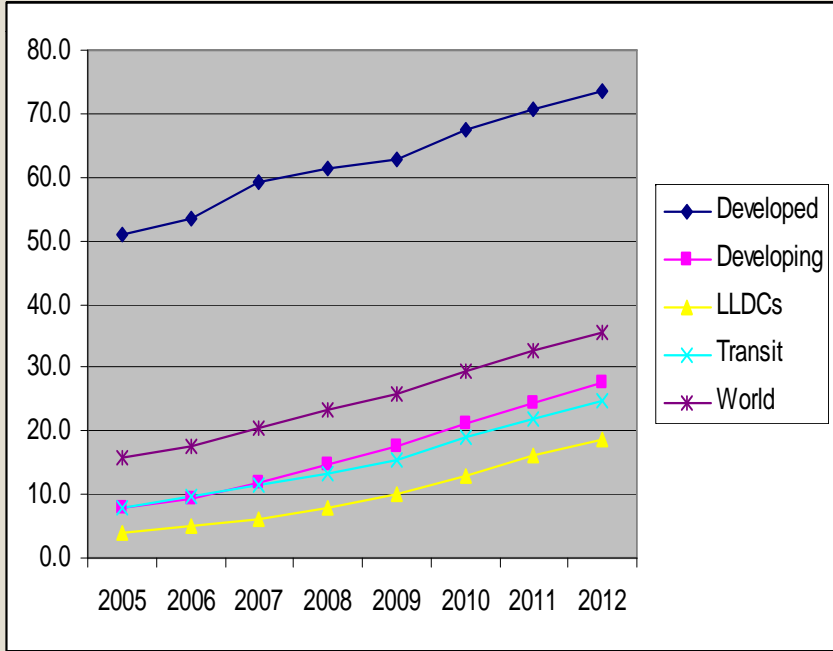
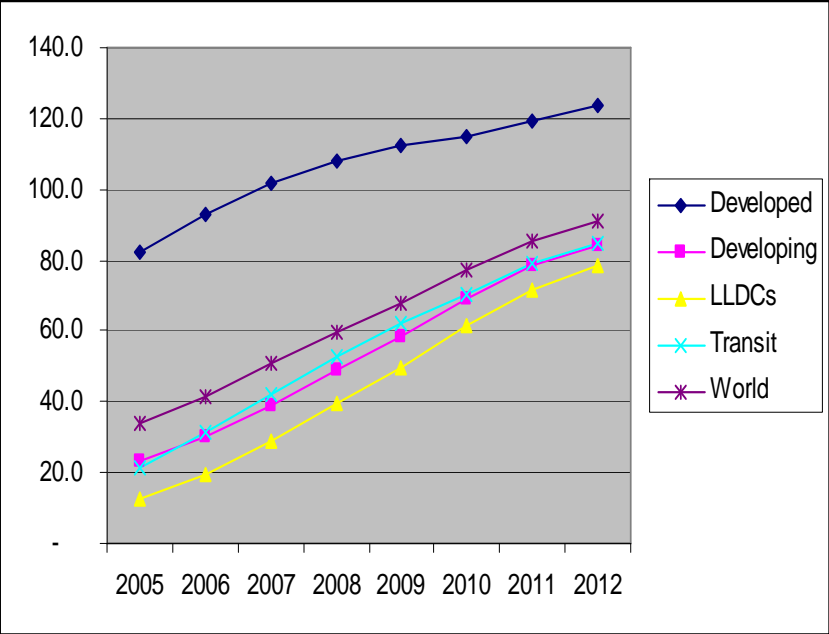
Remittance inflows in 2012 (% of GDP)



High growth of mobile telephones and internet use, but LLDCs still lag behind other groups of countries

The cellular subscriptions (per 100 inhabitants) increased from 6.4 per cent to 78.2 per cent between 2003 and 2012

The average percentage of internet users increased from 2.2 per cent to 18.2 per cent between 2003 and 2012

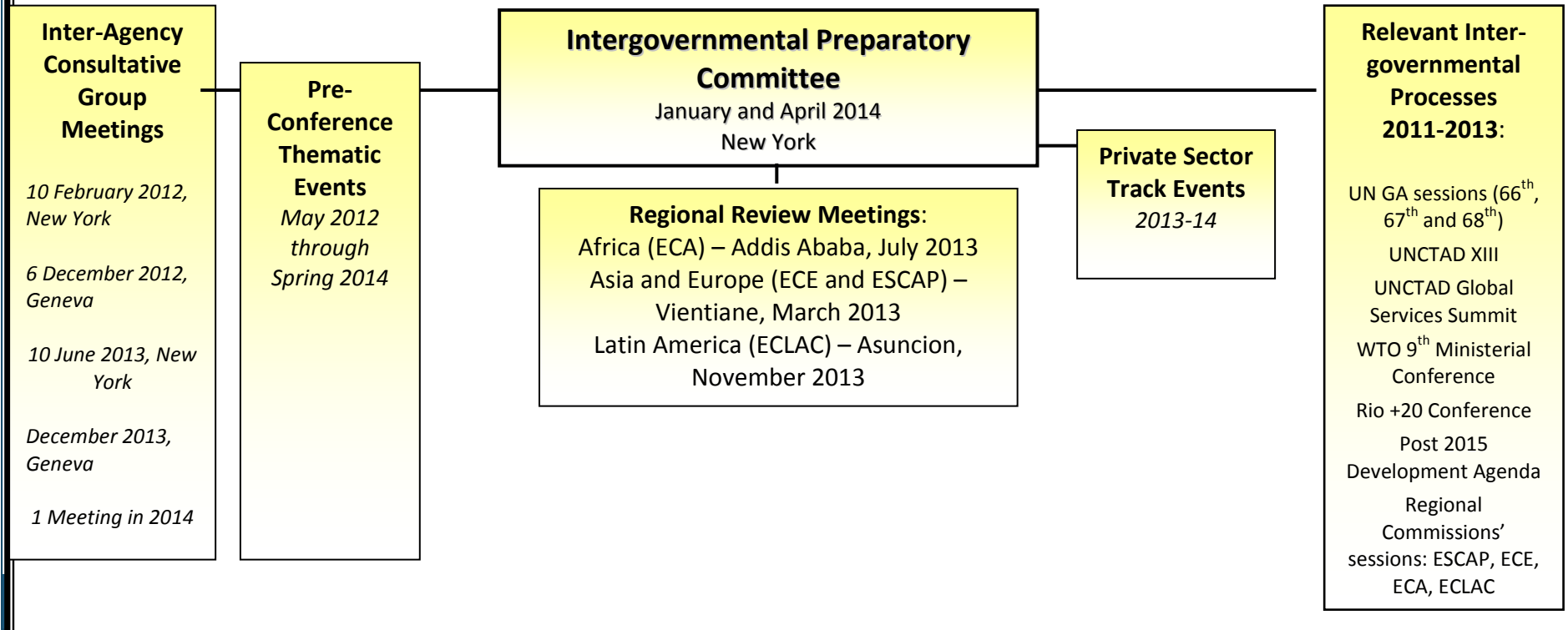




Roadmap for the Preparatory Process



PREPARATORY PROCESS



THANK YOU



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