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Groups of countries in special situations: follow-up to the second United Nations Conference on Landlocked Developing Countries

Implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024

Report of the Secretary-General

Summary

The present report is submitted pursuant to resolution [73/243](#), in which the General Assembly requested the Secretary-General to submit at its seventy-fourth session a progress report on the implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024. The report contains a review of the implementation of the Vienna Programme of Action during the period 2014–2019, with a focus on assessing the progress made and the outstanding challenges. As shown in the report, mixed progress has been made in the priority areas of the Vienna Programme of Action and more needs to be done. The report contains recommendations for accelerating the implementation of the Vienna Programme of Action over the next five years.

* [A/74/50](#).



I. Introduction

1. In resolutions [72/232](#) and [73/243](#) the General Assembly decided to convene a comprehensive high-level midterm review on the implementation of the Vienna Programme of Action for Landlocked Developing Countries¹ for the Decade 2014–2024, to be held no later than December 2019. It also decided that the midterm review would review progress made by landlocked developing countries, transit countries and development partners in the implementation of the Vienna Programme of Action and would be a forum for sharing best practices and lessons learned and identifying obstacles and constraints encountered and actions and initiatives needed to overcome them, as well as new challenges and emerging issues, in order to further accelerate the implementation of the Vienna Programme of Action. The present report provides a comprehensive analysis on progress made in the implementation of the Vienna Programme of Action since 2014 and includes recommendations for accelerating such implementation.

2. The information and analysis contained in the report were drawn from multiple sources, including national reports on the implementation of the Vienna Programme of Action submitted by landlocked developing countries; outcome and background reports of the regional reviews; information and data from the United Nations system and international organizations; reports of pre-conference events; and other substantive reports. An annex containing statistical tables is also attached.

II. Overview of socioeconomic development in landlocked developing countries

3. Landlocked developing countries have exhibited mixed progress in their socioeconomic development. Growth in real gross domestic product (GDP) for those countries declined, from 5.6 per cent in 2014 to 2.9 per cent in 2016, its lowest level since 1998. However, it rose to 4.5 per cent in 2017 and is forecast to remain at about that level in the period from 2018 to 2020. There were, however, wide variations within the group of landlocked developing countries: 9 countries had an annual GDP growth rate of more than 7 per cent in 2014, compared with only 4 in 2017, while 14 had a rate between 4 per cent and 7 per cent in 2014, compared with 17 in 2017.

4. The annual growth rate of real GDP per capita in landlocked developing countries decreased, from 3.1 per cent in 2014 to 2.1 per cent in 2017, and in 2017, their GDP per capita was only 15 per cent of the world average. Inflation in those countries rose, from 5.6 per cent in 2014 to a high of 12.7 per cent in 2016, before declining to 7.4 per cent in 2018.

5. Landlocked developing countries are affected negatively by the high cost of trade that they face, which is double that of transit developing countries.² They continued to face greater difficulties than coastal countries in expanding international trade, and their share of global exports declined by 18 per cent during the reporting period.

¹ Afghanistan, Armenia, Azerbaijan, Bhutan, Bolivia (Plurinational State of), Botswana, Burkina Faso, Burundi, Central African Republic, Chad, Eswatini, Ethiopia, Kazakhstan, Kyrgyzstan, Lao People's Democratic Republic, Lesotho, Malawi, Mali, Mongolia, Nepal, Niger, North Macedonia, Paraguay, Republic of Moldova, Rwanda, South Sudan, Tajikistan, Turkmenistan, Uganda, Uzbekistan, Zambia and Zimbabwe.

² Algeria, Angola, Argentina, Bangladesh, Benin, Brazil, Cambodia, Cameroon, Chile, China, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Eritrea, Ghana, Guinea, India, Iran (Islamic Republic of), Kenya, Mozambique, Myanmar, Namibia, Nigeria, Pakistan, Peru, Senegal, Somalia, South Africa, Thailand, Togo, Turkey, United Republic of Tanzania, Uruguay and Viet Nam.

6. On the social front, the percentage of the employed population below the poverty line in landlocked developing countries declined, from 26.8 per cent in 2015 to 25.5 per cent in 2017.

7. Progress has been recorded against some health- and education-related indicators, as well as with gender equality and the empowerment of women and girls. For example, net school enrolment one year before the official primary entry age for girls increased, from 34.2 per cent in 2010 to 43.4 per cent in 2016. Access to improved drinking water sources and sanitation facilities remained low, however. The ranking of landlocked developing countries on the human development index³ improved by only 1.5 per cent from 2014 to 2018. Their average ranking on the index for 2018 lagged behind the world average by 20 per cent. Of the 10 countries with the lowest ranking on the index in 2018, 7 were landlocked developing countries.

III. Status of implementation of the priorities of the Vienna Programme of Action

Priority 1: fundamental transit policy issues

8. During the reporting period, a significant number of members of the World Trade Organization (WTO) accepted its Agreement on Trade Facilitation, in particular 24 of the 26 landlocked developing countries and 27 transit countries, as shown in the table below.

9. In the past four years, four landlocked developing countries and three transit countries became parties to the Protocol of Amendment to the International Convention on the Simplification and Harmonization of Customs Procedures (revised Kyoto Convention) of the World Customs Organization (WCO), which is one of the most important instruments for the harmonization and simplification of customs procedures. Four new transit countries became parties to the Customs Convention on the International Transport of Goods under Cover of TIR Carnets: Pakistan (2015), China (2016), India (2017) and Argentina (2018). In addition, one landlocked developing country became a party to the International Convention on the Harmonization of Frontier Controls of Goods and two to the Convention on Road Signs and Signals.

Status of ratification of key international conventions to promote trade and transport facilitation

<i>Convention</i>	<i>Landlocked developing countries as of December 2014</i>	<i>Landlocked developing countries as of May 2019</i>	<i>Transit countries as of December 2014</i>	<i>Transit countries as of May 2019</i>
WTO Agreement on Trade Facilitation (2013)	–	24	–	27
Revised Kyoto Convention (1999)	15	19	19	22
Customs Convention on the International Transport of Goods under Cover of TIR Carnets (1975)	11	11	5	9
International Convention on the Harmonization of Frontier Controls of Goods (1982)	11	12	3	3
Convention on Road Signs and Signals	9	11	8	8

Source: Office of Legal Affairs, Economic Commission for Europe, WCO and WTO.

³ A composite measure used by the United Nations Development Programme that incorporates life expectancy, education and income.

10. During the reporting period, there was significant development of regional, subregional and multilateral initiatives to support transit. For example, the Eurasian Economic Union adopted a new customs code in January 2018; Afghanistan, India and Iran (Islamic Republic of) signed a transport and transit corridor agreement in 2016; the Southern African Development Community, the Common Market for Eastern and Southern Africa (COMESA) and the East African Community launched the Tripartite Transport and Transit Facilitation Programme in 2017; the African Continental Free Trade Area entered into force in May 2019; and Latin American landlocked developing countries and transit countries signed the eighth additional protocol to the Agreement on River Transport for the Paraguay-Paraná Waterway in 2018.

11. Also during the reporting period, tools were developed to build the capacity of landlocked developing countries and transit countries to improve transit. For example, in 2017, WCO launched transit guidelines to assist Member States in applying the standards set in international conventions.

12. During the reporting period, landlocked developing countries and transit countries signed agreements relating to the establishment and use of dry ports. In Asia, five more countries ratified the Intergovernmental Agreement on Dry Ports, which entered into force in April 2016.

13. Progress was made in some corridors on the first specific objective of the Vienna Programme of Action, namely, to reduce travel time along corridors, with the aim of allowing transit cargo to move a distance of 300 to 400 km every 24 hours. Data to monitor this objective are available for only some corridors. Data on overall road corridor performance in the Central Asia Regional Economic Cooperation Programme show an overall average speed of 530 km every 24 hours in 2017, indicating that the subregion has achieved the target. For rail transport, the target was achieved in only one corridor of the Programme; there is a need to work towards increasing the speed in the other rail corridors. The Economic and Social Commission for Asia and the Pacific has indicated that the objective for transit travel speed had not yet been achieved in South Asia transit corridors. For example, the average speed with delay from Bangladesh to Nepal (in transit through India), travelling through Banglabandha, was estimated to be 260 km per 24 hours in 2017.

14. In Africa, some corridors, such as the Central Corridor and the Trans-Kalahari Corridor, managed to achieve the specific objective of the Vienna Programme of Action, while others did not and, in some cases, there were no readily available data on the indicator for some corridors. In Latin America, the Ciudad del Este (Paraguay)-Ponta Grossa (Brazil) road corridor has an average rate of 560 km per 24 hours, while that of the Santa Cruz (Plurinational State of Bolivia)-Arica (Chile) road corridor is 442 km per 24 hours, indicating that the Vienna Programme of Action target has been achieved.

15. The second specific objective of the Vienna Programme of Action is to significantly reduce the time spent at land borders. The logistics performance index of the World Bank, composed of six key dimensions, including efficiency of the clearance process by border control agencies, quality of trade- and transport-related infrastructure, ease of arranging competitively priced shipments and competence and quality of logistics services, shows that landlocked developing countries had a logistics performance index of 2.49 in 2014, compared with 2.69 for transit countries and 2.89 for the world. In 2018, the landlocked developing countries had an even lower logistics performance index of 2.45, compared with 2.72 for transit countries and 2.87 for the world. Greater effort is needed to improve the movement of goods within national corridors and across borders.

16. The third specific objective is to significantly improve intermodal connectivity, with the aim of ensuring efficient transfers from rail to road and vice versa and from port to rail and/or road and vice versa. Although data to measure progress on this specific objective are not readily available, World Bank studies indicate that the average cargo dwell time in most ports in East Asia or Europe is close to four days. In Africa, the port of Durban, South Africa, is comparable, with a dwell time of four days. Some progress was made in reducing cargo dwell time at the ports of Dar es Salaam, United Republic of Tanzania, and Mombasa, Kenya, which decreased from 14 days to 9 days and from 11 days to 4 days, respectively, between 2012 and 2017.

17. Overall, there is a need to capture data to monitor the specific objectives of the Vienna Programme of Action.

Priority 2: infrastructure development and maintenance

18. Some progress was made in completing missing links and generally improving the quality of infrastructure for increased connectivity of landlocked developing countries, but challenges remain. Landlocked developing countries have expanded and upgraded their road and rail infrastructure. Several highway networks and railway lines were commissioned in those countries during the reporting period. According to World Bank data, the total number of rail lines in those countries increased by 10.8 per cent from 2014 to 2017.

19. Current aggregate data on road indicators are not available. Using the most recent data, ranging from 2009 to 2015, the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States calculated the road density in paved road network length (in kilometre) per unit of land area (in square kilometre) in order to quantify transport infrastructure and estimated that landlocked developing countries had a paved road density of 19.1, considerably below the global density of 151. In terms of railways, landlocked developing countries had a density of 3.6, compared with a world average of 9.5. The largest deficiencies for both road and rail are for landlocked developing countries in East Asia and West Africa. Road and railway development need to be accelerated in order to improve the connectivity and trade potential of landlocked developing countries.

20. Major constraints in developing and maintaining road and rail infrastructure connectivity include limited financial resources, institutional bottlenecks and limited skilled human resources. The differences in rail gauges among countries remain a challenge.

21. The number of registered air carrier departures worldwide increased in landlocked developing countries by 8.4 per cent, from 401,328 in 2014 to 435,209 in 2017. The global share of those countries in freight transport by air also increased, from 0.9 per cent in 2014 to 1.4 per cent in 2017. Air transport is particularly important because it provides landlocked developing countries with direct access to international markets. In January 2018, the African Union launched the Single African Air Transport Market, which is aimed at increasing the continent's global share of the aviation industry. The Market provides for the full liberalization of intra-African air transport services. By May 2019, 28 African countries had joined the Market.

22. Inland waterways are used in landlocked developing countries in Latin America, South-East Asia and Central Africa in particular. The scale of inland water transport through the Paraguay-Paraná Waterway increased during the reporting period in large part as a result of an increase in soybean production and the construction of two ports. In Asia, a research study on the development potential for international shipping on the Lancang-Mekong River (China, Lao People's Democratic Republic, Myanmar and Thailand) was published in 2016 to contribute to further development of the

inland waterways. The major challenges of inland waterways include the reduction in water level during dry periods; silting; constraints in the development of port infrastructure; operational, management-related and regulatory issues; and coordination with the countries involved.

23. Regarding energy, the average proportion of the population with access to electricity in landlocked developing countries increased, from 49.5 per cent in 2014 to 56.3 per cent in 2017; however, landlocked developing countries still lag behind the world average of 88.8 per cent. The Euro-Asian and Latin American landlocked developing countries were able to achieve access rates of more than 90 per cent, while the African landlocked developing countries have an average access rate of 32 per cent. Although landlocked developing countries experienced an increase in electricity in rural areas from 2014 to 2017, the rural-urban gap is still significant.

24. In landlocked developing countries, access to clean fuels and technology for cooking increased marginally, from 28.1 per cent in 2015 to 28.8 per cent in 2017.

25. The share of renewable energy in total energy consumption in landlocked developing countries increased slightly, from 44.8 per cent in 2015 to 45 per cent, in 2016.

26. The energy intensity of landlocked developing countries, measured in terms of primary energy and GDP, exhibited steady improvement, falling from 13.3 to 7.5 megajoules per United States dollar (2011 purchasing power parity) between 2000 and 2016, an achievement that should be maintained.

27. With regard to information and communications technology (ICT), landlocked developing countries experienced significant growth in mobile cellular subscriptions, which increased from 66 to 72 subscriptions per 100 persons between 2014 and 2017. However, landlocked developing countries lag significantly behind the world average of 104 subscriptions per 100 persons. The proportion of individuals using the Internet in landlocked developing countries increased from 17.3 per cent in 2014 to 25.7 per cent in 2017, but it remained considerably below the world average of 48.6 per cent. Landlocked developing countries continue to face high costs for broadband, and greater efforts are required to lower prices.

28. The investment needs for infrastructure development in the transport, energy and ICT sectors are great. In a recent study, the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States estimated that, to reach the global average of road and rail network densities, landlocked developing countries would need to construct nearly 200,000 km of paved roads and 46,000 km of railway at a cost of about \$0.51 trillion. Closing this gap will require not only enhanced resources from the public sector, the private sector and international development partners, as well as the exploration of new sources of financing, but also efforts to make better use of existing resources.

Priority 3: international trade and trade facilitation

29. The participation of landlocked developing countries in global trade measured by their share of global merchandise exports decreased, from 1.19 per cent in 2014 to an estimated 0.98 per cent in 2018. Their share declined from 2014 to 2016, when it reached 0.8 per cent, then slightly recovered in 2017 and 2018, but it still lags behind the share that they had five years earlier. The slight recovery followed an increase in world merchandise exports that was driven mainly by an increase in the price of commodities.

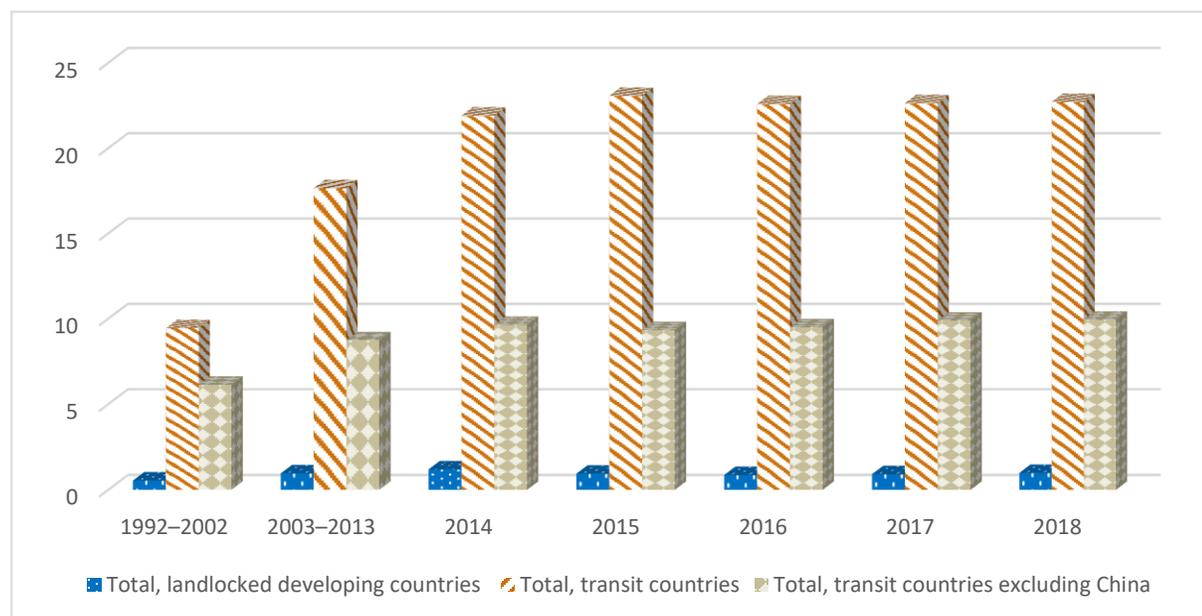
30. As shown in figure I below, the share of landlocked developing countries was only 10 per cent of the share of transit countries, excluding China, in 2018. Their

exports continued to be undiversified and were typically limited to a small number of products.

31. Landlocked developing countries as a group recorded a trade deficit of \$33 billion in 2015 and \$35 billion in 2016. While the deficit was reduced to about \$23 billion in 2018, many of those countries show a persistent trade deficit.

Figure I
Share of merchandise exports in global trade

(Percentage)



Source: UNCTADstat.

32. In the past five years, Afghanistan and Kazakhstan became members of WTO, and South Sudan is currently in the accession process.

33. International trade remains important to the economies of landlocked developing countries, as demonstrated by the relatively high ratio of exports and imports to GDP, which stood approximately at about 63.2 per cent in 2017, having declined from 68.9 per cent in 2014. Notwithstanding the decline, it remains higher than the average ratio for developing countries (57.9 per cent) and developed countries (54.3 per cent). International trade is critical to the growth of landlocked developing countries because it is the means by which they can increase the extent of their market and alleviate the constraints imposed by limited domestic markets, acquire capital goods needed for the pursuit of their structural transformation and gain access to consumption goods that are not produced domestically.

34. Addressing high trade costs faced by landlocked developing countries is fundamental to their integration into regional and global trade and value chains. The WTO Agreement on Trade Facilitation contains provisions for the expedited movement, release and clearance of goods across borders, including goods in transit, and it is expected to reduce trade costs by up to 17 per cent.

35. Landlocked developing countries are making efforts to implement the Agreement on Trade Facilitation and have adopted a wide range of measures at simplifying trade regulations, documents and procedures with support from their development partners and transit countries. Some of the trade facilitation measures and tools that landlocked developing countries have adopted over the reporting period

include cross-border paperless trade, e-based transit and transport facilitation tools, single-stop inspections, electronic payment and transparency and the modernization of border posts and customs services.

36. According to the United Nations Conference on Trade and Development (UNCTAD) database, during the reporting period, 10 landlocked developing countries established trade facilitation committees, bringing the overall total to 24 landlocked developing countries. Other trade facilitation initiatives implemented during the reporting period include the adoption of instruments for authorized economic operators, the establishment of one-stop-border-posts and the establishment of trade information portals.

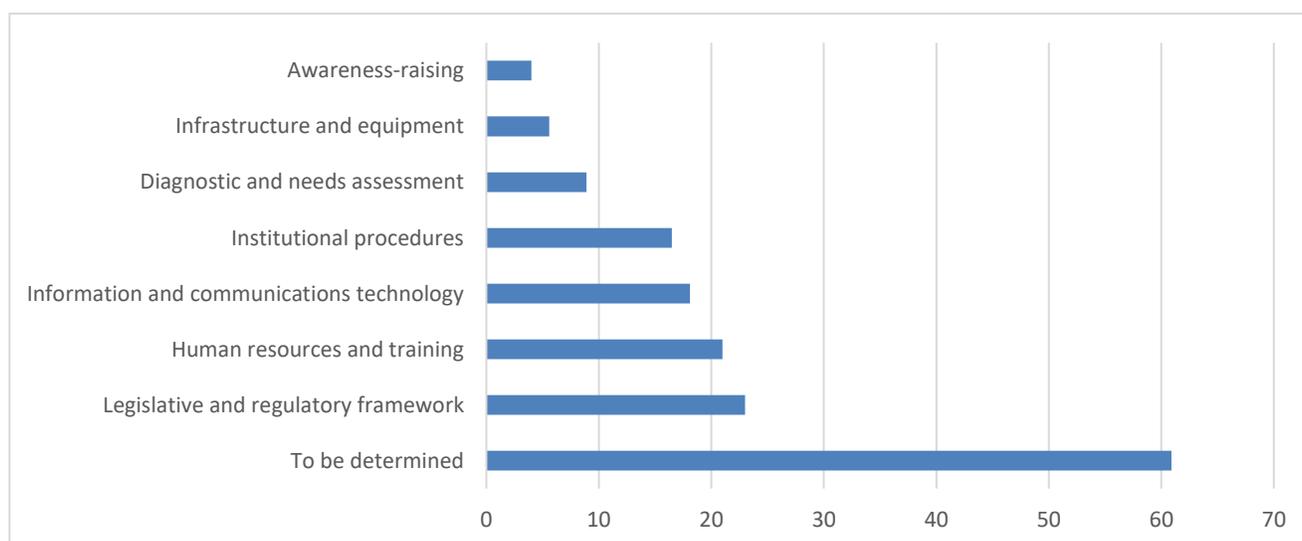
37. Notwithstanding the progress made, the implementation of the Agreement on Trade Facilitation by landlocked developing countries is estimated to be 34.3 per cent of the notifiable provisions, compared with 61.5 per cent for developing countries and 100 per cent for developed countries. Approximately 20 per cent of the notifiable provisions have been designated to be implemented at a future date, and 29.2 per cent have been flagged as needing technical assistance support for implementation. About 16 per cent of the provisions have not yet been categorized.

38. The implementation of the Agreement on Trade Facilitation by transit developing countries is fundamental to reducing the high trade costs faced by landlocked developing countries. According to notifications submitted by transit developing countries, it is estimated that they are implementing about 47.2 per cent of the Agreement on Trade Facilitation commitments.

39. Landlocked developing countries are still to determine their technical assistance needs for about 60 per cent of the provisions in the Agreement. This can be an indication of the need for technical assistance to assess the capacity needs of those countries. Figure II below shows the measures frequently indicated by landlocked developing countries as requiring technical assistance to implement the Agreement on Trade Facilitation.

Figure II
Type of technical assistance needed

(Percentage)



Source: WTO Agreement on Trade Facilitation.

Priority 4: regional integration and cooperation

40. Interest in regional integration and cooperation grew among landlocked developing countries. From the end of 2014 to 16 April 2019, nine landlocked developing countries had notified WTO that they had entered into new regional trade agreements. The average number of regional trade agreements that landlocked developing countries were parties to increased from 3.34 to 3.91 per country during that period, with the number of agreements per country ranging from one to nine.

41. The participation of landlocked developing countries in regional trade agreements has increased in all regions since 2014. However, landlocked developing countries in Europe and Asia are, on average, parties to more regional trade agreements than those in Africa.

42. On average, the share of exports by landlocked developing countries to destinations within their respective regions fell slightly, from 64.8 per cent in 2014 to 64.6 per cent, in 2016/2017. Asian landlocked developing countries trade relatively more with their regional neighbours, and their intraregional exports increased from 75.7 per cent to 78.5 per cent, while for African landlocked developing countries, the share fell from 30.9 per cent to 28.7 per cent. The intraregional exports of Latin American landlocked developing countries fell from 58 per cent to 52.4 per cent.

43. The African Continental Free Trade Area includes provisions on tariffs, trade facilitation, transit and customs cooperation that will be of particular benefit to landlocked developing countries and it can facilitate their integration into regional value chains and expand their trade capabilities. It is expected that intra-African trade will continue to grow as regional integration leads to the reduction of trade barriers.

44. The Eurasian Economic Union, which includes three landlocked developing countries, and the ASEAN Economic Community were both established in 2015. In 2018, Kazakhstan, the Republic of Moldova and Turkey launched the procedure to accede to the Agreement on the Development of Multimodal Transport along the Transport Corridor Europe-Caucasus-Asia, which was based on a unified legal framework and initially signed by Armenia, Azerbaijan, Georgia, Kyrgyzstan and Tajikistan in 2009.

45. Many landlocked developing countries are also joining the Belt and Road Initiative, which can improve their connectivity in infrastructure, trade, finance and policies and become an effective mechanism for overcoming development challenges relating to landlockedness.

46. In Latin America, Paraguay and the Plurinational State of Bolivia are participating in the ambitious regional corridor integration project connecting the Atlantic and the Pacific coasts of South America.

47. Landlocked developing countries have also entered into bilateral and plurilateral trade, transport and transit-related agreements with their neighbours. For example, in 2015, Bangladesh, Bhutan, India and Nepal signed a motor vehicles agreement to facilitate the movement of cargo across their borders. In 2016, India and Nepal signed agreements on road connectivity and transit. Also in 2016, China, Mongolia and the Russian Federation signed an agreement on road transport and a trilateral economic partnership agreement for building an economic corridor between them. Mongolia and the Russian Federation signed an agreement in 2018 on terms for rail freight transit transport. A trade and transit agreement between Nepal and China was signed in 2015. The Lapis-Lazuli Transit, Trade and Transport Route Agreement, aimed at enhancing regional economic cooperation and connectivity among Afghanistan, Azerbaijan, Georgia, Turkey and Turkmenistan, was signed in 2017.

Priority 5: structural economic transformation

48. Since the adoption of the Vienna Programme of Action, many landlocked developing countries have placed economic transformation at the centre of their national development plans and adopted strategies for the diversification and upgrading of their economies, industrialization, export promotion and private sector development. Several landlocked developing countries have also established industrial parks, export processing zones and special economic zones.

49. Although some progress has been made over the reporting period, landlocked developing countries as a whole have made only limited progress towards achieving structural transformation. One of the main challenges for those countries is to reverse the de-industrialization trend. Their economies have been shifting away from agriculture and manufacturing towards the service sector at much lower levels of income than early industrialized nations. The average value added contribution of the manufacturing sector to GDP in those countries has remained low and only increased slightly, from 9 per cent in 2014 to 9.6 per cent in 2017.

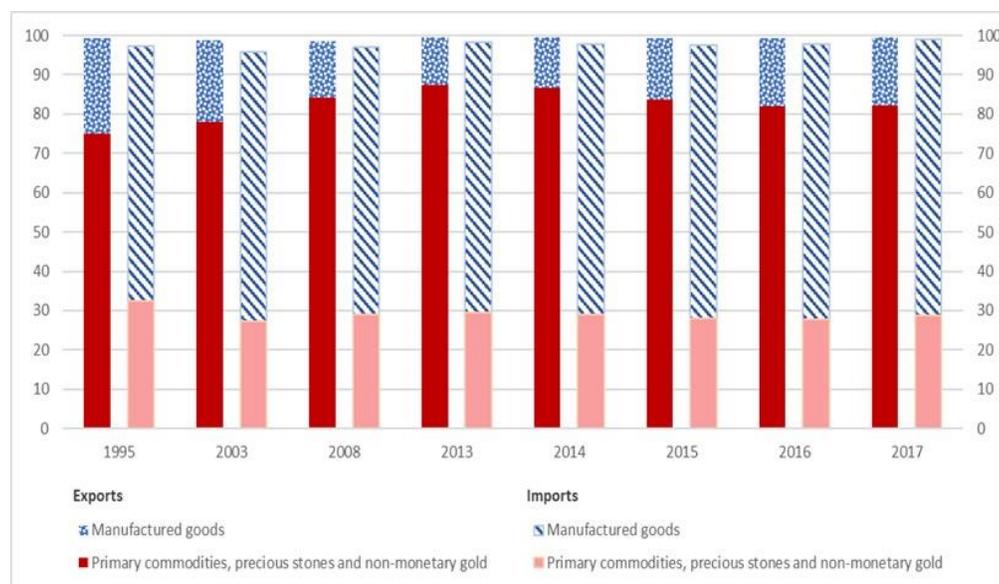
50. The value added contribution of the agriculture sector in landlocked developing countries increased from 14.3 per cent of GDP in 2014 to 15.6 per cent in 2017. It has, however, declined in 19 of the 27 landlocked developing countries for which data are available. Many landlocked developing countries are heavily reliant on agriculture and the agro-processing industry to drive structural transformation. For example, within the context of the Common Market for Eastern and Southern Africa, East African Community and Southern African Development Community Tripartite, the value chains identified by landlocked developing countries as of priority development include maize; cassava; fish; hides, shoes and leather; and sugar. Increased agricultural productivity is key to agricultural growth and agro-processing. However, climate change is negatively affecting agricultural productivity, underscoring the importance of addressing the impacts of climate change.

51. The value added share of the service sector has continued to increase, from 47.3 per cent in 2014 to 48.3 per cent in 2017; however, it comprises mostly low-productivity services.

52. Another challenge faced by landlocked developing countries is the lack of economic diversification. Of the 32 landlocked developing countries, 26 are commodities-dependent, meaning that commodities account for more than 60 per cent of their exports. As shown in figure III below, the share of primary commodity exports (including precious stones, non-monetary gold, oil and gas) fell from 86.6 to 82.3 per cent from 2014 to 2017, but it remains very high, compared with 30 per cent for developing countries as a whole. Conversely, 70.3 per cent of the imports of landlocked developing countries in 2017 were manufactured goods, up from 68.8 per cent in 2014.

Figure III
Share of primary commodities and manufactured goods in exports and imports of landlocked developing countries

(Percentage)



Source: UNCTADstat.

53. The Export Concentration Index⁴ for landlocked developing countries decreased from 0.359 in 2014 to 0.239 in 2017, which suggests that those countries had made some progress in diversifying their exports. However, their export structures remained highly concentrated compared with those of developing countries as a whole, for which the index was 0.091. The lack of diversification of Landlocked developing countries makes them not only vulnerable to external shocks but also limits their competitiveness and ability to create high value added products and meaningful productive employment.

54. There is potential for landlocked developing countries to add value to their economies and diversify into such areas as light manufacturing, and services, in particular tourism. For example, Oxford Economics forecasts that, by 2036, the impact of air transport and the tourism that it facilitates in landlocked developing countries will have grown to a \$54.7 billion contribution to their GDP, that is, a 162 per cent increase over 2016.

55. A key driving force in bringing about structural transformation is the private sector. According to the Doing Business reports of the World Bank, between 2014/15 and 2017/18, all landlocked developing countries made improvements in their regulatory environment for business. A total of 11 of those countries featured among the 46 economies that made the biggest regulatory improvements in the ease of doing business in 2017/18. However, 12 landlocked developing countries are still in the bottom quarter of the ranking.

56. Additional efforts are needed to support and enable the private sector, in particular micro-, small and medium-sized enterprises, to grow and bring about structural transformation. The value of domestic credit provided to the private sector

⁴ A measure of the degree of product concentration, also known as the Herfindahl-Hirschman Index. An index value closer to 1 indicates that the exports or imports of a country are highly concentrated on a few products.

in landlocked developing countries increased from an average of 30.9 per cent of GDP in 2014 to 32.4 per cent in 2017. However, this percentage remained very low, compared with nearly 100 per cent for developing countries as a whole.

57. Landlocked developing countries also face low technology intensity. High-technology exports as a percentage of manufactured exports were below 10 per cent in 2016/2017 in 16 of the 22 landlocked developing countries for which data were available. Research and development-related expenditure was only 0.24 per cent of GDP in landlocked developing countries in 2016 and has been relatively constant since the 2000s. Such low investment in research and development is not supportive of the level of innovations required for facilitating economic transformation.

58. New technology and the digital economy, including the emergence of e-commerce, present opportunities for landlocked developing countries. According to the 2018 UNCTAD business-to-consumer electronic commerce index, which measures an economy's preparedness to support online shopping, 6 landlocked developing countries ranked in the first half of the list, while 20 had made improvements in their index since the previous year. At the same time, however, 14 landlocked developing countries ranked in the bottom quarter, with those in Africa in particular lagging behind in terms of e-commerce readiness. Key barriers to the development of the digital economy in landlocked developing countries include the limited use of the Internet and access to affordable ICT infrastructure, a lack of awareness of and trust in online markets, a lack of online payment facilities, a weak legal and regulatory framework and limited e-commerce skills. More efforts are needed to prepare small and medium-sized enterprises to take advantage of the digital economy.

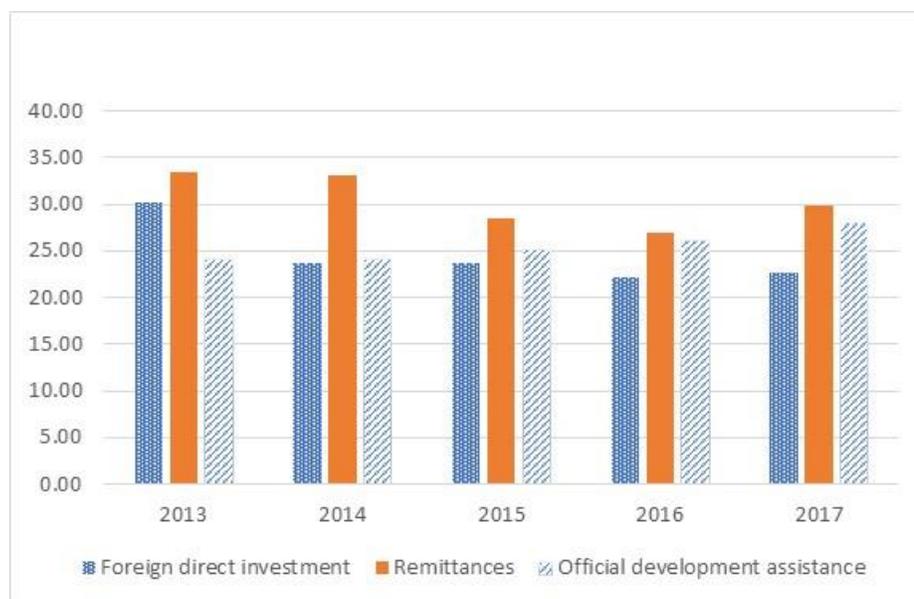
Priority 6: means of implementation

59. Official development assistance (ODA) remains one of the key sources of external development finance for many landlocked developing countries. ODA flows to landlocked developing countries as a whole increased from \$24 billion in 2014 to \$28 billion in 2017 and represent 17.2 per cent of total ODA flows to developing countries. ODA flows continue to be concentrated in a few landlocked developing countries. In 2017, six of them received more than half of ODA flows, while the lowest six accounted for approximately 3.5 per cent of ODA flows to landlocked developing countries.

60. As a percentage of the gross national income of landlocked developing countries, ODA increased from 3.35 per cent in 2014 to 4.04 per cent in 2017, while it declined for all developing countries during the same period, from 0.62 to 0.60 per cent. In 2017, ODA accounted for more than 12 per cent of gross national income in six landlocked developing countries. Figure IV below shows the inflow of ODA, foreign direct investment (FDI) and remittances to landlocked developing countries between 2013 and 2017.

Figure IV
Official development assistance, foreign direct investment and remittances to landlocked developing countries

(Billions of United States dollars)



Source: UNCTAD, World Bank Development Indicators and Organization for Economic Cooperation and Development.

61. Foreign direct investment flows to landlocked developing countries continued to decline, from \$28.7 billion in 2014 to \$22.7 billion in 2017, accounting for 1.6 per cent of global inflows. The share of total global flows of landlocked developing countries was 2.1 per cent in 2014. In addition, during the reporting period, FDI flows remained concentrated in a few countries, with the top five recipients accounting for more than 50 per cent of total flows to the group, while others received very little.

62. According to UNCTAD, there was a decline in greenfield FDI projects in landlocked developing countries, from 339 projects in 2014 to 196 projects in 2017. Landlocked developing countries managed to attract only 3 per cent of all greenfield FDI projects in the developing world in 2017.

63. Remittance flows to landlocked developing countries declined from \$33.2 billion in 2014 to \$31.5 billion in 2018. As with ODA and FDI, remittance flows are also concentrated in a few landlocked developing countries, with five landlocked developing countries accounting for more than 50 per cent of total inflows to such countries from 2014 to 2017.

64. Aid-for-trade disbursements to landlocked developing countries increased from \$6 billion in 2014 to \$7.2 billion in 2017. The disbursement to landlocked developing countries in 2017 accounted for 16.8 per cent of the total disbursements to all developing countries.

IV. Progress of landlocked developing countries towards selected Sustainable Development Goals

65. Since the adoption of the Vienna Programme of Action, the international community has adopted the 2030 Agenda for Sustainable Development, which is a

transformative agenda that emphasizes equality and inclusiveness and underscores the principle of leaving no one behind. In the 2030 Agenda, the special needs of landlocked developing countries are recognized and support for the implementation of the Vienna Programme of Action, which is also integral to the 2030 Agenda, is underscored. To succeed in achieving the Sustainable Development Goals in landlocked developing countries, it is crucial that the Vienna Programme of Action be implemented fully.

66. With regard to Goal 1 (end poverty in all its forms everywhere), as already noted, although some progress has been made, one third of the population of landlocked developing countries still lives in extreme poverty. With regard to Goal 2 (end hunger, achieve food security and improved nutrition and promote sustainable agriculture), the prevalence of undernourishment in landlocked developing countries increased to an estimated 23.2 per cent during the period 2014–2016, compared with 22.9 per cent during the period 2009–2011. In 2015, moderate or severe food insecurity in those countries affected 51.6 per cent of the adult population, compared with a global average of 23.9 per cent. Food insecurity is exacerbated by climate change, the impacts of which now account for 80 per cent of all globally reported disasters.

67. With regard to Goal 3 (ensure healthy lives and promote well-being for all at all ages), the rate of maternal mortality in landlocked developing countries in 2015 was 388 per 100,000 live births, compared with a world average of 216, and has declined steadily since 2000. The mortality rate of children under 5 years of age declined, from 68.9 to 60.8 per 1,000 live births from 2014 to 2017. Progress has also been achieved since 2014 with regard to indicators for new HIV cases, tuberculosis, neglected tropical diseases, non-communicable diseases and suicide.

68. With regard to Goals 4 (ensure inclusive and equitable quality education and promote lifelong learning opportunities for all) and 5 (achieve gender equality and empower all women and girls), continued overall improvement in school enrolment indicators has been registered since 2014, although gender disparities persist. Progress continues to be made with regard to indicators related to gender equality and the empowerment of women and girls. In 2018, 25 per cent of the seats in national parliaments and local governing bodies in landlocked developing countries were held by women, up slightly from 24.6 per cent in 2014.

69. With regard to Goal 6 (ensure availability and sustainable management of water and sanitation for all), notwithstanding steady improvements in recent years, the average proportion of the population in landlocked developing countries with access to improved drinking water sources and sanitation facilities remains very low, and well below world averages, in particular in rural areas.

70. With regard to Goal 7 (ensure access to affordable, reliable, sustainable and modern energy for all), the percentage of the population with access to electricity and energy intensity improved over the reporting period.

71. With regard to Goal 9 (build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation), there has been continued growth in air passenger and freight transport since 2014, and manufacturing value added as a share of total GDP increased slightly between 2014 and 2017.

72. With regard to Goal 13 (take urgent action to combat climate change and its impacts), the continued high vulnerability of landlocked developing countries to the negative impacts of climate change, which are exacerbating drought, desertification, land degradation and the melting of glaciers, is of serious concern. The tragic loss of life and livelihoods recently caused by Cyclone Idai is a stark reminder of the

vulnerability of those countries. Additional resources are urgently needed to support them with the preparation and implementation of national adaptation plans.

73. With regard to Goal 14 (conserve and sustainably use the oceans, seas and marine resources for sustainable development), progress has been made in raising awareness of landlocked developing countries about their right to utilize the oceans, seas and marine resources, and to carry out activities in the international seabed area.

74. With regard to Goal 15 (protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss), historical trends exhibit a pattern of increasing deforestation in landlocked developing countries, which has continued during the Vienna Programme of Action period.

75. With regard to Goals 10 (reduce inequality within and among countries) and 17 (strengthen the means of implementation and revitalize the global partnership for sustainable development), ODA flows to landlocked developing countries increased by 17 per cent from 2014 to 2017. Total debt service as a percentage of exports rose from 19 per cent in 2014 to 24.5 per cent in 2017, and there is growing concern about debt distress, in particular with regard to African landlocked developing countries.

V. Follow-up and review

76. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States continued to coordinate the activities of the United Nations system to facilitate the effective implementation of the Vienna Programme of Action. During the reporting period, the Office convened inter-agency consultative group meetings at which participants discussed greater coordination of support for the implementation of the Vienna Programme of Action and the preparations for the midterm review of the Vienna Programme of Action.

77. During the reporting period, the Office of the High Representative organized meetings to advocate and raise awareness, support peer learning and the exchange of best practices and foster coherence in the implementation of the Vienna Programme of Action and the 2030 Agenda. Several of the meetings were also organized in the context of the midterm review of the Vienna Programme of Action. They included: three regional review meetings (for Europe and Asia, Africa and Latin-America); a ministerial meeting of landlocked developing countries on trade and another on transport; thematic pre-conference events relating to the Ministerial Meeting of Landlocked Developing Countries on Trade and Transport; the inaugural conference of the International Think Tank for Landlocked Developing Countries; a meeting on accelerating sustainable energy for all in landlocked developing countries; an expert group meeting on promoting science, technology, innovation and policies for achieving structural economic transformation and sustainable development in landlocked developing countries; and side events with partners on energy, ICT connectivity, trade facilitation, FDI, migration and climate change. The Office also provided substantive backstopping support to the landlocked developing countries group for the formulation of the group's position and in the context of negotiations on outcome documents in follow-up to global frameworks.

78. The Economic and Social Commission for Asia and the Pacific has been reviewing the implementation of the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021), which includes addressing the special needs of landlocked developing countries. The Commission organized several sectoral capacity-building activities during the reporting period to

benefit such countries, which were aimed at: enhancing the sustainability of transport connectivity; improving transport connectivity between Asia and Europe; improving road safety and urban mobility; developing highways, railways and dry ports; and facilitating intermodal and cross-border transport operations.

79. The Economic Commission for Latin America and the Caribbean has developed various technical instruments for decision-making, recommendations for regionally coordinated logistics policies and actions aimed at institution-building, promoting regional dialogue and establishing logistics integration indicators to promote integration and sustainable development in the region.

80. The Economic Commission for Europe is engaged with landlocked developing countries in Central Asia, and areas of cooperation include the development of national trade facilitation road maps, the establishment of national trade facilitation bodies, the adoption of international electronic business standards, the development of single windows and the implementation of the WTO Agreement on Trade Facilitation.

81. The Economic Commission for Africa carried out relevant technical assistance to address the constraints of landlocked developing countries in a holistic manner, facilitated the establishment of the Africa Corridor Management Alliance, undertook analytical work to assess regional integration in Africa and provided support to Member States with regard to negotiations on the African Continental Free Trade Area.

82. The United Nations Industrial Development Organization provided support, including for building trade capacity to create income-generating activities, the development of agribusiness and agro-industries, fostering the use of renewable energy, promoting cleaner production methods and energy efficiency, advocacy for environmental protection and nurturing multi-stakeholder partnerships.

83. The United Nations Office for Project Services implemented projects in many landlocked developing countries in support of the Vienna Programme of Action, including work in the areas of transport and transit efficiency, digital communication and energy infrastructure.

84. The United Nations Development Programme provided support to landlocked developing countries for implementing the priorities of the Vienna Programme of Action and the 2030 Agenda, through the mainstreaming, acceleration and policy support strategy, the provision of platforms for knowledge exchange, advocacy work and the broadening of partnerships, and programmes supporting the financing of activities related to the Sustainable Development Goals.

85. UNCTAD provided support to landlocked developing countries and transit developing countries for implementing the Agreement on Trade Facilitation through the Automated System for Customs Data, which facilitates custom clearance in 23 landlocked developing countries. UNCTAD also provided capacity-building support to national trade facilitation committees for enhancing productive capacities and for science and technology.

86. The Department of Economic and Social Affairs supported landlocked developing countries with regard to sustainable transport in the context of the Global Conference on Sustainable Transport and to access funding for sustainable forest management.

87. Over the past four years, the International Trade Centre has implemented 29 national and 5 regional projects in landlocked developing countries that included integrating micro-, small and medium-sized enterprises into value chains, building

the capacity of women and young people to participate in international trade and facilitating exchange between buyers and sellers.

88. The United Nations Office for Disaster Risk Reduction developed the Sendai Framework monitor to track progress against the seven global targets of the Sendai Framework for Disaster Risk Reduction 2015–2030 and the Sustainable Development Goals relating to disaster risk reduction. As at 1 May 2019, 24 landlocked developing countries were using the monitor.

89. The International Telecommunication Union undertook substantive analyses and provided technical assistance on improved ICT connectivity to landlocked developing countries.

90. The World Intellectual Property Organization supported the establishment of technology and innovation support centres, provided technological and human resource capacity-building activities and implemented its project on the transfer of appropriate technology for development in four landlocked developing countries.

91. The International Civil Aviation Organization held a series of global and regional seminars, including in landlocked developing countries, to facilitate the implementation of the Traveller Identification Programme that provides the framework for achieving significant enhancements in aviation security and facilitation.

92. WTO continued to provide support for the implementation of its Agreement on Trade Facilitation, including in landlocked developing countries. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, WTO and other agencies organized a workshop on border agency cooperation for English-speaking countries of the Southern African Development Community. WTO also launched the Trade Facilitation Agreement Facility, which provides grants to members that have difficulty obtaining assistance elsewhere. Landlocked developing countries and transit developing countries can also benefit from the programme.

93. The World Customs Organization continued to contribute to improving transit systems for landlocked developing countries by setting standards for simplified and harmonized border procedures, delivering capacity-building projects and enhancing cooperation and coordination with development partners.

94. The Common Fund for Commodities made efforts to promote structural economic transformation in landlocked developing countries. During the reporting period, the Fund received project proposals originating from 14 landlocked developing countries, and 16 projects were approved to receive financial support for a total value of \$45.2 million.

95. The World Bank Group supported 30 of the 32 landlocked developing countries and currently has 48 active lending projects in 24 landlocked developing countries, valued at \$10.8 billion. The main areas of support include highways and roads (40 per cent), telecommunications (20 per cent), public administration (16 per cent) and railways (10 per cent).

96. The Inter-American Development Bank supported Paraguay and the Plurinational State of Bolivia and, during the period 2014–2018, approved their projects for infrastructure development and maintenance valued at \$517 million and \$654 million, respectively.

97. The Asian Development Bank provided \$4.3 billion worth of loans and grants to landlocked developing countries in the period 2015–2017, accounting for around 32 per cent of overall regional cooperation and integration support. More than 85 per cent of this lending volume was provided to the transport and energy sectors.

98. The African Development Bank supported infrastructure projects that promote regional integration, including towards roads, energy, seaports and one-stop border posts. The European Bank for Reconstruction and Development invested in transport, power and energy infrastructure projects in landlocked developing countries in Europe and Asia.

99. The Organization for Security and Cooperation in Europe organized capacity-building activities and targeted training on various aspects of trade facilitation, transit transport development and customs and border regulations in 2017 in Central Asia.

100. The International Road Transport Union continued to raise awareness and undertake efforts with regard to building the capacity of landlocked developing countries and transit countries to implement the Customs Convention on the International Transport of Goods under Cover of TIR Carnets.

101. The International Think Tank for landlocked developing countries undertook analytical work on priority issues of the landlocked developing countries.

VI. Conclusions and recommendations

102. Landlocked developing countries face special challenges associated with their lack of direct territorial access to the sea and their remoteness and isolation from world markets. In the past five years, a mixed picture has emerged, in which progress in implementing the Vienna Programme of Action has been tangible in some areas and limited in others. Many challenges remain for the full implementation of the Vienna Programme of Action. The high rate of acceptance of the WTO Agreement on Trade Facilitation by landlocked developing countries and transit countries and the deepening of regional integration and cooperation, evidenced by the Eurasian Economic Union, the African Continental Free Trade Area, the Belt and Road Initiative and several multilateral agreements, indicate the potential to yield greater improvements in transit time for landlocked developing countries and contribute to advancing the 2030 Agenda. Improvements in road and rail corridor performance were observed in some regions. During the reporting period, growth was also experienced in dry ports, and progress was made towards upgrading and expanding road and rail transport infrastructure in all the regions with landlocked developing countries, as well as towards improving access to energy and ICT. However, there is a need for greater support to bring the transport infrastructure of landlocked developing countries to comparable global standards.

103. The share of landlocked developing countries in global merchandise trade remains below 1 per cent, and there has been limited progress on structural economic transformation and the diversification of their economies. Even though landlocked developing countries and transit countries have adopted a growing number of trade facilitation measures, such as one-stop border posts, single windows and others, during the review period, more needs to be done for them to implement the Agreement on Trade Facilitation fully.

104. Lack of adequate financial resources and capacity constraints are some of the biggest challenges that landlocked developing countries face in their efforts to implement the Vienna Programme of Action and achieve sustained growth and sustainable development. The ability of those countries to attract and retain investment, including FDI, remains a challenge that needs to be fully addressed. Although ODA has increased during the reporting period, it continues to be concentrated in a few landlocked developing countries, and enhanced resources

are needed to support landlocked developing countries to achieve the Sustainable Development Goals by 2030.

105. The other key challenge experienced has been a lack of reliable and regular data to inform policy and follow-up, in particular on transport infrastructure, trade costs and transit and trade facilitation measures. Other challenges at the national level include insufficient coordination, a lack of adequate financial resources for infrastructure facilities that connect with transit countries and a lack of capacity in formulating financially viable infrastructure projects.

106. Landlocked developing countries have made efforts towards achieving the Sustainable Development Goals; however, their progress is slow, as they mostly lag behind the averages of all the developing countries and of the world. In the context of General Assembly resolution [72/279](#) on the repositioning of the United Nations development system, it is critical that the reformed United Nations development system provide enhanced support to landlocked developing countries in the implementation of the Vienna Programme of Action and the ambitious 2030 Agenda to ensure that no one is left behind.

107. The mobilization of additional financing is crucial to increase investments in resilient and sustainable infrastructure development and maintenance, improved trade facilitation, increasing trade, structural transformation and efforts to address internal and external vulnerabilities. Although the landlocked developing countries have made considerable efforts to mobilize domestic resources, there are enormous financing gaps. It is important for the international community to provide more support in the form of ODA, South-South and triangular cooperation and FDI. Multilateral and regional development banks should provide dedicated infrastructure funding for the landlocked developing countries and support those countries and transit developing countries in designing bankable implementable infrastructure and transport projects that are financially viable and environmentally friendly. Other forms of international development cooperation, public-private partnerships, concessional and non-concessional loans, blended finance, risk mitigation instruments, pooled funding structures and other innovative approaches should be utilized.

108. Technical assistance and capacity development support for landlocked developing countries are essential in several areas, including: the effective accession to and ratification and implementation of relevant international and regional agreements, including the Agreement on Trade Facilitation; the formulation and implementation of effective, targeted and high-quality policies and strategies, including industrial policies, that promote value addition, the industrialization of agriculture and the diversification of their production and export base; the promotion of innovation and a greater use and adaptation of technology; the strengthening of national resource mobilization to prevent and combat illicit financial flows and obtain access to available financing; the strengthening of an enabling environment for investments; and regional integration efforts.

109. Development partners, the United Nations system and other international and regional organizations should support landlocked developing countries in the strengthening of their national statistical systems, enabling them to enhance regular data generation and statistical analysis, in particular with regard to Vienna Programme of Action indicators on transport and specific objectives of improving transit, to support the effective monitoring and evaluation of the implementation of the Vienna Programme of Action.

110. Landlocked developing countries, in cooperation with transit developing countries, need to continue to develop and implement trade facilitation measures to simplify border crossing operations, implement joint border management systems and harmonize customs and other border crossing rules, procedures and documentation, with a view to ensuring faster and cheaper cross-border trade. To facilitate the acquisition of assistance under the Agreement on Trade Facilitation, landlocked developing countries need to indicate their capacity needs for the measures notified under category C of the Agreement.

111. Landlocked developing countries are encouraged to take the steps necessary to enhance their participation in e-commerce by adopting policies that facilitate the development of the necessary e-commerce infrastructure.

112. Landlocked developing countries should improve the enabling legal and regulatory environment for increased private sector contribution to the accelerated implementation of the Vienna Programme of Action, in particular for micro-, small and medium-sized enterprises. Development partners should provide technical, financial and capacity-building assistance to support such efforts.

113. Landlocked developing countries should continue to look beyond trade issues and explore the potential of regional cooperation on joint projects in infrastructure, trade and transport facilitation and other areas, such as research and development.

114. Landlocked developing countries and transit countries should strive to promote an integrated and sustainable approach to the management of international transport corridors to promote regional connectivity.

115. Development partners, the United Nations system and other international and regional organizations should support the efforts of landlocked developing countries towards greater resilience-building, the redoubling of efforts to address climate change and increased investments in disaster risk reduction, including disaster preparedness, early warning and early action.

Annex

Statistical tables

Table 1
Gross domestic product, rate of growth, official development assistance and foreign direct investment

<i>Landlocked developing countries</i>	<i>GDP (constant 2010 prices, billions of United States dollars)</i>		<i>Real GDP growth (percentage)</i>		<i>Official development assistance (constant 2017 prices, millions of United States dollars)</i>		<i>Foreign direct investment inflows (millions of United States dollars)</i>	
	2014	2017	2014	2017	2014	2017	2014	2017
Afghanistan	21.27	22.17	3.06	2.5	4 676	3 804	44	54
Armenia	11.85	13.17	3.64	7.49	242	256	404	246
Azerbaijan	57.91	56.78	2.8	0.11	198	116	4 430	2 867
Bhutan	1.94	2.37	5.75	6	119	119	32	10
Bolivia (Plurinational State of)	24.48	27.88	5.46	4.2	613	949	657	725
Botswana	16.43	17.24	4.15	2.36	97	102	515	401
Burkina Faso	11.25	13.16	4.33	6.32	1 035	890	356	486
Burundi	2.41	2.47	4.24	0	466	428	47	0
Central African Republic	1.37	1.56	1.04	4.33	549	508	3	17
Chad	12.62	12.35	3.4	-3.14	357	648	-676	335
Eswatini	5.16	5.35	1.93	2	83	147	26	-137
Ethiopia	39.44	52.04	10.26	11.11	3 276	4 121	1 855	3 586
Kazakhstan	186.5	198.4	4.21	4.03	80	59	8 406	4 634
Kyrgyzstan	5.86	6.64	4.02	4.58	537	461	248	94
Lao People's Democratic Republic	9.91	12.16	7.61	6.89	437	480	721	813
Lesotho	2.84	2.93	3.12	-1.56	102	147	162	135
Malawi	8.19	9.12	6.21	5.08	850	1 515	599	277
Mali	14.76	18.47	7.79	6.94	1 118	1 358	144	266
Mongolia	11.41	12.42	7.89	5.07	295	764	337	1 494
Nepal	19.47	21.72	5.99	7.5	791	1 268	30	198
Niger	7.41	8.5	7.53	4.89	832	1 223	822	334
North Macedonia	10.22	10.94	3.63	0.24	188	150	272	256
Paraguay	24.67	27.55	4.72	4.28	58	143	412	356
Republic of Moldova	7.06	7.68	4.79	4.53	479	241	343	214

	<i>GDP (constant 2010 prices, billions of United States dollars)</i>		<i>Real GDP growth (percentage)</i>		<i>Official development assistance (constant 2017 prices, millions of United States dollars)</i>		<i>Foreign direct investment inflows (millions of United States dollars)</i>	
	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>
<i>Landlocked developing countries</i>								
Rwanda	7.63	9.34	7.62	6.1	949	1 225	459	366
South Sudan	11.95	12.76	22.24	1.26	1 833	2 183	44	80
Tajikistan	7.12	8.64	6.69	7.08	324	317	289	141
Turkmenistan	34.97	42.1	10.35	6.47	31	29	3 830	2 314
Uganda	23.55	26.81	4.55	5	1 521	2 008	1 059	700
Uzbekistan	54.02	65.09	8.01	5.18	300	638	757	96
Zambia	25.32	27.99	4.69	3.52	926	1 036	1 489	1 091
Zimbabwe	14.48	15.26	2.13	3.01	691	726	545	289
Total/average	21.67	24.1	5.58	4.47	24 052	28 059	28 659	22 738

Source: Statistics Division of the Department of Economic and Social Affairs of the Secretariat, Organization for Economic Cooperation and Development and UNCTADstat.

Abbreviation: GDP, gross domestic product.

Table 2
Rail lines, air transport, access to electricity and information and communications technology

	<i>Rail lines, total route (km)</i>		<i>Air transport, registered carrier departures</i>		<i>Access to electricity (per cent of population)</i>		<i>Percentage of individuals using the Internet</i>		<i>Mobile-cellular telephone subscriptions per 100 inhabitants</i>	
	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>
<i>Landlocked developing country</i>										
Afghanistan	..	..	25 920	23 682	89.5	97.7	7	11.4	56.2	67.4
Armenia	..	686	0	..	100	100	54.6	69.7	119	119
Azerbaijan	2 066	2 132	21 910	25 365	100	100	75	79	111	103
Bhutan	..	..	8 772	7 927	91.5	97.7	30.3	48.1	80.4	90.5
Bolivia (Plurinational State of)	..	..	51 017	47 566	90	91.8	34.6	43.8	98.9	99.2
Botswana	..	..	8 304	6 901	56.1	62.8	36.7	41.4	157.3	141.4
Burkina Faso	518	518	3 672	3 863	19.2	25.5	9.4	15.9	71	93.5
Burundi	..	..	..	..	7	9.3	1.4	5.6	32.3	54.5
Central African Republic	..	..	..	..	21.3	30	3.6	4.3	25.6	25.2
Chad	..	..	72	..	8.5	10.9	2.9	6.5	38.7	42.7
Eswatini	..	..	..	..	65	73.5	26.2	30.3	70.8	76.9
Ethiopia	..	..	71 166	99 263	27.2	44.3	7.7	18.6	31.3	37.7
Kazakhstan	14 767	16 040	71 220	65 009	100	100	66	76.4	163.5	146.6
Kyrgyzstan	424	424	17 388	27 097	99.8	100	28.3	38.2	131	121.9
Lao People's Democratic Republic	..	..	12 732	9 731	83.1	93.6	14.3	25.5	70.2	54.1
Lesotho	..	..	..	..	27.8	33.7	22	29.8	99.7	70.9
Malawi	..	..	1 644	2 327	11.9	12.7	5.8	13.8	33	41.7
Mali	..	..	0	..	33	43.1	7	12.7	138.6	118.8
Mongolia	1 823	1 810	5 706	5 277	81.2	85.9	19.9	23.7	103.5	126.4
Nepal	..	..	19 560	33 767	84.9	95.5	15.4	21.4	81.3	123.2
Niger	..	..	407	471	16.5	20	1.2	10.2	43	40.9
North Macedonia	699	683	..	..	100	100	68.1	76.3	107.1	96.4
Paraguay	..	..	5 496	3 476	99	99.3	43	61.1	111.5	109.6
Republic of Moldova	1 156	1 151	8 400	14 116	100	100	67	76.1	91.8	90.4
Rwanda	..	..	12 096	4 593	19.8	34.1	10.6	21.8	68.3	72.2
South Sudan	..	..	..	..	15.2	25.4	4.5	8	24.9	22.2
Tajikistan	597	620	7 985	5 283	99.4	99.3	17.5	22	95.7	111

	<i>Rail lines, total route (km)</i>		<i>Air transport, registered carrier departures</i>		<i>Access to electricity (per cent of population)</i>		<i>Percentage of individuals using the Internet</i>		<i>Mobile-cellular telephone subscriptions per 100 inhabitants</i>	
	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>
<i>Landlocked developing country</i>										
Turkmenistan	3 115	3 840	6 068	11 068	100	100	12.2	21.3	131.8	162.8
Uganda	..	..	6 864	4 233	20.4	22	16.9	23.7	52.4	58.2
Uzbekistan	4 202	4 642	23 149	21 730	100	100	35.5	52.3	70.9	76
Zambia	..	..	8 050	9 020	27.9	40.3	19	27.9	64.8	78.6
Zimbabwe	..	..	3 730	3 444	32.3	40.4	16.4	27.1	76.6	85.3
Total/average	29 367	32 546	401 328	435 209	49.5	56.3	17.3	25.7	66.1	72.1

Source: World Bank, Sustainable Development Goals indicators database and International Telecommunication Union.

Table 3
Merchandise exports and sectoral contributions to the economy

<i>Landlocked developing country</i>	<i>Share of merchandise exports in global trade (percentage)</i>		<i>Manufacturing, value added (percentage of GDP)</i>		<i>Agriculture, forestry and fishing, value added (percentage of GDP)</i>		<i>Services, value added (percentage of GDP)</i>	
	<i>2014</i>	<i>2018</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>
Afghanistan	0.003	0.004	11.48	11.1	22.14	20.47	52.99	52.66
Armenia	0.008	0.012	9.67	10.23	18.07	14.94	47.41	51.32
Azerbaijan	0.149	0.11	4.71	4.72	5.32	5.63	33.62	37.48
Bhutan	0.003	0.003	8.12	7.25	16.77	17.37	37.23	37.15
Bolivia (Plurinational State of)	0.065	0.046	9.74	10.49	9.74	11.59	41.47	48.74
Botswana	0.045	0.031	5.31	5.13	2.09	1.99	55.7	58.4
Burkina Faso	0.013	0.017	6.27	5.49	31.36	28.66	40.33	55.13
Burundi	0.001	0.001	..	..	34.96	..	39.13	..
Central African Republic	0.001	0.001	7.77	..	40.59	39.63	39.66	39.31
Chad	0.022	0.01	2.69	..	50.65	49.13	31.09	33.9
Eswatini	0.011	0.009	30.79	30.09	9.46	8.36	49.8	53.39
Ethiopia	0.018	0.014	3.99	5.59	38.52	34	39.89	36.92
Kazakhstan	0.419	0.313	10.32	11.2	4.33	4.36	54.84	57.42
Kyrgyzstan	0.01	0.009	13.68	15.1	14.72	12.33	50.61	50.38
Lao People's Democratic Republic	0.014	0.027	8.43	7.48	17.85	16.2	44.16	41.53
Lesotho	0.004	0.006	11.99	13.73	5.62	6.12	54.44	52.52
Malawi	0.007	0.005	9.55	9.37	28.7	26.1	49.8	52.43
Mali	0.015	0.015	..	..	37.46	38.35	37.31	37.55
Mongolia	0.03	0.036	8.78	9.04	13.34	10.35	45.82	42.28
Nepal	0.005	0.004	5.75	5.07	30.27	26.24	48.65	51.6
Niger	0.008	0.007	6.3	5.71	36.71	39.65	36.93	38.31
North Macedonia	0.026	0.035	10.95	12.68	10.18	7.89	53.83	54.62
Paraguay	0.051	0.046	18.81	19.95	11.68	10.31	47.1	48.04
Republic of Moldova	0.012	0.014	11.63	..	13.05	..	54.49	..
Rwanda	0.004	0.006	5.89	5.93	28.75	30.96	47.16	46.38
South Sudan	..	..	..	..	..	..	..	..
Tajikistan	0.005	0.006	7.52	..	23.46	..	40.56	..
Turkmenistan	0.092	0.051	..	..	8.3	..	..	..

<i>Landlocked developing country</i>	<i>Share of merchandise exports in global trade (percentage)</i>		<i>Manufacturing, value added (percentage of GDP)</i>		<i>Agriculture, forestry and fishing, value added (percentage of GDP)</i>		<i>Services, value added (percentage of GDP)</i>	
	<i>2014</i>	<i>2018</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>	<i>2014</i>	<i>2017</i>
Uganda	0.012	0.016	8.51	8.59	25.07	24.58	47.13	47.11
Uzbekistan	0.061	0.058	..	..	17.27	16.99	44.34	39.85
Zambia	0.051	0.046	6.82	7.55	6.78	6.75	53.51	52.19
Zimbabwe	0.02	0.023	12.59	11.02	8.75	8.34	57.59	60.59
Total/average	1.19	0.98	9.04	9.59	14.31	15.58	47.26	48.34

Source: UNCTADstat and World Bank.

Abbreviation: GDP, gross domestic product.