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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 [77/246](#), in which the General Assembly requested the Secretary-General to submit at its seventy-eighth session a 10-year assessment report on the implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024. As noted in the report, mixed progress was made in the implementation of the six priority areas of the Vienna Programme of Action. The combined effects of the coronavirus disease (COVID-19) pandemic, war in Ukraine and climate change affected progress. The report underscores that the severe financing deficit, in particular for infrastructure, limited data and technical capacity constraints also undermined progress. Furthermore, adverse global economic conditions characterized by tepid growth, surging inflation, rising energy and food prices, supply chain disruptions and elevated trade costs continue to affect landlocked developing countries' recovery efforts. The report contains recommendations for consideration for the new programme of action and also provides an update on the preparations for the third United Nations Conference on Landlocked Developing Countries to be held in 2024.

\* [A/78/150](#).

\*\* The present report was submitted for processing after the deadline for technical reasons beyond the control of the submitting office.



## I. Introduction

1. In its resolution [77/246](#), the General Assembly requested the Secretary-General to submit at its seventy-eighth session a 10-year assessment report on the implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024 in preparation for the third United Nations Conference on Landlocked Developing Countries to be held in 2024. The present report provides an assessment of the progress in the implementation of the Vienna Programme of Action since 2014 and contains recommendations for consideration for a successor programme of action.

2. The report is based, inter alia, on submissions made by international and regional organizations. The full text of inputs received is available on the website of the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States. The report is also based on national reports submitted by landlocked developing countries, background reports of the regional reviews, reports of pre-conference events and statistical data from secondary sources contained in the annex.

## II. Overview of socioeconomic development in landlocked developing countries

3. The last half of the implementation period of the Vienna Programme of Action was marked by the devastating impacts of the coronavirus disease (COVID-19) pandemic, which stalled or reversed socioeconomic development gains that had been achieved by landlocked developing countries. The fragile recovery from the COVID-19 pandemic has been further disturbed by the challenging global macroeconomic conditions, resulting in the exacerbation of their structural and geographical vulnerabilities. The tepid global economic growth, rising inflation and interest rates, protracted war in Ukraine, supply chain disruptions, elevated food and fuel costs and the exacerbating impacts of climate change are all compounding landlocked developing countries' trade- and transit-related vulnerabilities.

4. According to the Department of Economic and Social Affairs,<sup>1</sup> the average gross domestic product (GDP) growth rate for the landlocked developing countries group dropped from about 6.8 per cent during the period 2000–2014 to an estimated 3.4 per cent between 2015 and 2023. It tumbled to -1.2 per cent in 2020 as a result of the COVID-19 pandemic, before increasing to 4.6 per cent in 2021, and was estimated to be 3.6 per cent in 2022. This modest recovery was, however, insufficient to reverse the increase in poverty owing to COVID-19, particularly among marginalized groups, including women, children and informal workers.

5. Landlocked developing countries tend to lag behind their coastal counterparts. The cost of landlockedness can be measured in terms of the increased level of development that those countries could achieve if they had access to the sea. According to recent estimates from the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, exports and human development in landlocked developing countries would increase by 18 per cent and 19 per cent, respectively, if they were not landlocked.

6. The average growth rate in landlocked developing countries' exports of goods and services fell by 53 per cent, from 8.6 per cent between 2003 and 2013 to 4 per cent between 2014 and 2023. COVID-19 caused a more pronounced sharp drop in

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<sup>1</sup> *World Economic Situation and Prospects 2023* (United Nations publication, 2023).

landlocked developing countries' exports. The pandemic disrupted global supply chains, leading to shipment delays and high shipping costs from mid-2020 to the end of 2022. In 2021, global freight rates experienced a steep increase, reaching a record price of nearly \$10,400 per forty-foot container in September 2021.<sup>2</sup> In June 2023, the global freight rate was \$1,500, which is close to pre-pandemic levels.

7. The annual growth rate of real GDP per capita in landlocked developing countries decreased, from 1.4 per cent in 2015 to -3.8 per cent in 2020, and their average growth rate in GDP per capita dropped by about two percentage points between 2014 and 2021 since the previous decade.

8. Inflation in landlocked developing countries rose from 6.2 per cent in 2015 to 20.5 per cent in 2022. These countries are facing increasingly difficult trade-offs between fighting inflation, preserving financial stability and supporting inclusive and sustainable economic recoveries, particularly in the context of lingering geopolitical and economic uncertainties. High and rising interest rates pose significant debt sustainability risks to several landlocked developing countries with large external debt burdens.

9. Poverty levels in landlocked developing countries have declined, but they are still higher than the world average. According to World Bank data, the poverty headcount ratio at \$2.15 a day, as a percentage of the population, was 33.4 per cent over the period 2010–2013 and declined to 29.5 per cent over the period 2014–2019.

10. There was a positive trend in the human development index, which rose from 0.587 to 0.605 between 2014 and 2019. However, as a result of the COVID-19 pandemic, the index fell to 0.599 in 2020 and 0.597 in 2021.

11. Food insecurity worsened in landlocked developing countries. According to the Food and Agriculture Organization of the United Nations (FAO), the prevalence of moderate or severe food insecurity, as a percentage of the total population of landlocked developing countries, increased from 43.4 per cent in 2015 to 57.9 per cent in 2022. During the same period, the prevalence of undernourishment also increased from 15.4 per cent to 19.2 per cent. The share of these countries facing moderately to abnormally high food prices increased to a record high of 54 per cent in 2020, but fell to 32.1 per cent in 2021. These high global food prices affected food imports in many landlocked developing countries.

12. Social protection systems remained limited in coverage. In 2020, the proportion of the population covered by at least one social protection benefit was 19.6 per cent, compared with the world average of 46.9 per cent.

13. Over the review period, landlocked developing countries were significantly affected by climate-induced hazards and disasters, such as desertification, recurrent droughts, biodiversity loss, melting glaciers and floods. Many of these countries are highly reliant on natural resources and agriculture, and disasters, therefore, impose a profound negative impact on them, hampering their development. There is an urgent need to further increase resilience in landlocked developing countries to future-proof development efforts.

14. Landlocked developing countries made progress on most health indicators until 2019. The pandemic, however, affected that progress owing to, inter alia, weak health-care systems, insufficient access to COVID-19 vaccines, high trade and transportation costs and unpredictable transit restrictions. Progress was reported on several gender equality indicators until 2020. However, a substantial gender gap persists, in particular in terms of employment, food security and Internet use.

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<sup>2</sup> Statista, "Global container freight rate index from January 2019 to June 2023". Available at [www.statista.com/statistics/1250636/global-container-freight-index/](https://www.statista.com/statistics/1250636/global-container-freight-index/).

15. While there has been an improvement in some indicators related to quality education in landlocked developing countries over the past 15 years, the COVID-19 pandemic resulted in major disruptions.

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

#### Priority 1: fundamental transit policy issues

16. During the review period, the World Trade Organization (WTO) Agreement on Trade Facilitation, which is aimed at expediting trade procedures, including the movement, release and clearance of goods, entered into force in 2017. The table below shows progress made in ratification of the Agreement on Trade Facilitation and other international conventions that promote transit.

#### 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 July 2023</i>	<i>Transit countries as of December 2014</i>	<i>Transit countries as of July 2023</i>
WTO Agreement on Trade Facilitation (2013)	0	26	0	29
Revised Kyoto Convention (2006)	15	23	19	22
Customs Convention on the International Transport of Goods under Cover of the TIR Carnets (1975)	11	11	5	9

*Source:* Office of Legal Affairs, World Customs Organization and WTO.

17. During the review 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 2018; Afghanistan, India and Iran (Islamic Republic of) signed a transport and transit corridor agreement in 2016; the Southern African Development Community, Common Market for Eastern and Southern Africa and 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. Furthermore, several landlocked developing countries and transit countries signed agreements related to the establishment and use of dry ports. In Asia, the Intergovernmental Agreement on Dry Ports entered into force in April 2016.

18. While progress was made on ratifying the relevant legal agreements, more work is needed to create greater awareness and understanding of the benefits of accession to these agreements and the need for enhanced capacity-building, including on the mainstreaming of these agreements in national development plans. Simplified guidelines for the implementation of these agreements are necessary.

19. During the review period, tools were developed to improve transit, such as the World Customs Organization (WCO) transit guidelines, electronic consignment note (eCMR), and electronic TIR (eTIR).

20. Some progress was made in some corridors on the Vienna Programme of Action specific objective of reducing 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 specific objective are available for only some corridors. Data on overall road corridor performance in the Central Asia Regional Economic Cooperation Programme show an increase in the average speed without delay from 535 km every 24 hours in 2016 to 544 km every 24 hours in 2020, indicating that this subregion has already achieved the target. For rail transport, the average speed without delay increased to 456 km every 24 hours in 2019, but decreased to 403 km every 24 hours in 2020.

21. In Africa, some corridors, such as the Central Corridor and Trans-Kalahari Corridor, managed to achieve the specific objective of the Vienna Programme of Action, while for others, there were no readily available data. In Latin America, improvements in border crossing procedures along the Ciudad del Este (Paraguay)-Ponta Grossa (Brazil) road corridor facilitated a reduction in travel time from 24 hours to 20 hours, with the average speed 670 km every 24 hours, while that of the Santa Cruz (Plurinational State of Bolivia)-Arica (Chile) road corridor is 460 km every 24 hours, indicating that the Vienna Programme of Action target has been achieved.

22. Multimodal connectivity remains a challenge for landlocked developing countries. The latest World Bank data show that the average cargo dwell time in those countries in 2022 was an average of 12 days, varying from 3.3 days in Armenia to 25 days in Mongolia. The comparable figure for transit countries was seven days. The COVID-19 pandemic worsened dwell times at seaports. Although pre-pandemic data are not readily available, World Bank studies indicate that the average cargo dwell time in most ports in East Asia or Europe was close to four days.

23. Overall, there was a dearth of data to monitor the specific objectives of the Vienna Programme of Action.

## **Priority 2: infrastructure development and maintenance**

24. 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. Several highway networks and railway lines were commissioned in those countries during the review period, but many more are needed.

25. In the Africa region, the African Infrastructure Development Index<sup>3</sup> shows that of the 16 African landlocked developing countries, only Botswana has a relatively good road network, with a score of over 25, followed by Burkina Faso, Eswatini, Rwanda and Zimbabwe, which have scores of between 10 and 15. The remaining 11 landlocked developing countries have a score that is less than 10, and 5 of them are in the bottom 10 with scores of between 0.07 and 2.35. It is also worth noting that the composite scores of some landlocked developing countries regressed significantly between 2014 and 2021, suggesting poor maintenance of the existing network and/or underinvestment in new viable transport infrastructure projects. Regarding railway infrastructure, the general pace of provision is low. Four African landlocked developing countries do not have railways and the African railway network, which is mostly situated in North and Southern Africa, has over 26,362 km of missing links. The infrastructure deficit and high cost of logistics constitute major constraints to the growth of landlocked developing countries and to the full realization of the African Continental Free Trade Area.

26. In the Asia region, landlocked developing countries made some progress in the development and maintenance of the Asian Highway Network. Only 8 per cent of roads in landlocked developing countries that are participants in the Asian Highway Network are classified as primary or class I, compared with 35 per cent for the entire

<sup>3</sup> African Development Bank Group, "Africa Infrastructure Development Index (AIDI), 2022", Africa Infrastructure Knowledge Program database. Available at <https://infrastructureafrica.org/dataforafrica.org/pbuerhd/africa-infrastructure-development-index-aidi-2022>.

network. There was development and expansion of railways in some Euro-Asian landlocked developing countries during the review period. For example, the railway line was expanded in Kazakhstan, the Lao People's Democratic Republic, Mongolia, Turkmenistan and Uzbekistan between 2014 and 2021. A major issue concerning railways is the lack of harmonization in gauges and rolling stock, which hinders seamless railway connectivity between the countries.

27. In the Latin America region, both Bolivia (Plurinational State of) and Paraguay expanded their road networks. Their paved road density improved, increasing from 1.38 km per 100 km<sup>2</sup> to 2.50 km per 100 km<sup>2</sup> of the total territory between 2014 and 2022 in Paraguay and from 0.65 km per 100 km<sup>2</sup> to 2.88 km per 100 km<sup>2</sup> of the total territory in Bolivia (Plurinational State of) between 2014 and 2020. Despite this progress, much more still needs to be done to improve the quality of the roads.

28. Inland waterways are used in landlocked developing countries in Latin America in particular to gain access to the sea. The scale of inland water transport through the Paraguay-Paraná Waterway increased during the review period in large part as a result of the increase in soybean production and the construction of two ports. However, over time, recurrent droughts have affected commercial navigation. Other challenges include operational, management-related and regulatory issues and coordination with countries involved.

29. Air traffic in landlocked developing countries, measured in registered carrier departures, increased by 16 per cent over the period from 2014 to 2019. However, the airline industry in those countries suffered a dramatic decrease during the pandemic, plunging by 43 per cent in 2020, and then started to recover in 2021 when registered carrier departures were 64 per cent of the peak reached in 2018. Restoring air connectivity is critical for the sustainable recovery of landlocked developing countries, since it supports tourism, trade and other vital business activities. It is necessary to enhance development and investment for aviation infrastructure that is sustainable, efficient and cost-effective.

30. 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 60.3 per cent in 2021. However, landlocked developing countries still lag behind the world average of 91.4 per cent. Euro-Asian and Latin American landlocked developing countries were able to achieve access rates of more than 90 per cent, while African landlocked developing countries have an average access rate of 37 per cent, implying the need for greater efforts for the Africa region. Although landlocked developing countries experienced an increase in electricity in rural areas between 2014 and 2021, the gap between urban areas (89 per cent) and rural areas (49 per cent) is still significant. Landlocked developing countries require additional assistance in electrifying the last mile, including developing bankable projects, financing and capacity-building to improve efficiencies.

31. With regard to information and communications technology (ICT), landlocked developing countries experienced significant growth in mobile cellular subscriptions, which increased from 69.8 per 100 persons in 2014 to 78.6 per 100 persons in 2021. However, they lag significantly behind the world average of 107.3. The proportion of individuals using the Internet in landlocked developing countries increased from 17.4 per cent in 2014 to 32.3 per cent in 2021, but it remained way below the world average of 63.1 per cent. Landlocked developing countries continue to face high costs for broadband and more efforts are required to lower prices.

32. The investment needs for infrastructure development in the transport, energy and ICT sectors are substantial. In a 2018 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 road and rail

network densities, landlocked developing countries would need to construct almost 200,000 km of paved roads and another 46,000 km of railway at a cost of about \$0.51 trillion.

### Priority 3: international trade and trade facilitation

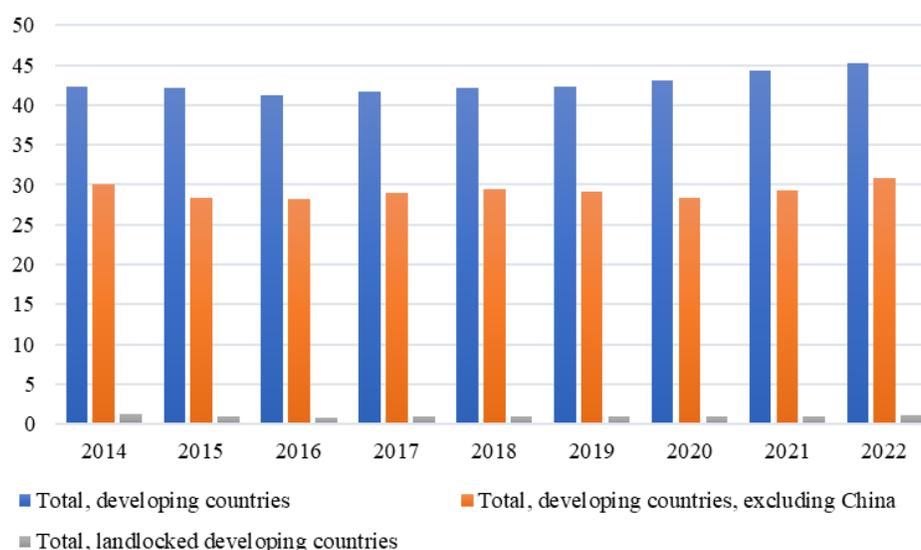
33. Landlocked developing countries experienced a steep decline in their share of merchandise exports in global trade immediately after the commencement of the Vienna Programme of Action in 2014 and until 2015. They rebounded, however, to record a steady increase between 2016 and 2019. The impact of COVID-19 led to a significant drop, by about 11 per cent, in their merchandise exports in 2020. This significant drop demonstrated the fragility of landlocked developing countries' position in world trade. Landlocked developing country merchandise exports rebounded in 2021 as they recorded a 30.6 per cent increase to \$219 billion between 2020 and 2021. Their exports are estimated to have further increased to \$279 billion in 2022.

34. The growth in landlocked developing countries' merchandise exports has been attributed mainly to the increase in demand and price of commodities. Despite this growth in trade, their share in global merchandise exports remained substantially unchanged (see figure I). While their share in global trade was relatively small, the economies of landlocked developing countries are generally more open than those of the rest of the world, as demonstrated by trade as a percentage of GDP, which was 74 per cent for those countries compared with 57 per cent for the rest of the world, and they are thus more vulnerable to global economic shocks.

35. Landlocked developing countries' merchandise imports decreased between 2014 and 2016, which was followed by a steady increase until 2020 when COVID-19 hit, resulting in a 10 per cent decrease. Between 2020 and 2021, landlocked developing countries' merchandise imports increased by 21 per cent to \$249 billion, followed by a further increase of 17.7 per cent in 2022.

Figure I  
Share of merchandise exports in total world exports

(Percentage)



Source: United Nations Conference on Trade and Development.

36. Trade in services and e-commerce have the potential to be less affected by geographical challenges and represent an opportunity for significant growth in

landlocked developing countries. The share of services from landlocked developing countries in global trade has, however, not shown any significant changes since the adoption of the Vienna Programme of Action. The lack of diversification of services and dependence on international tourism and transport made landlocked developing countries extremely vulnerable to the effects of the COVID-19 pandemic. Consequently, those countries suffered a 36 per cent decline in services exports in 2020. In 2021, landlocked developing countries' total services exports increased by 20.3 per cent to \$36 billion, compared to a 17.2 per cent increase for the rest of the world.

37. Landlocked developing countries' trade balance dropped from \$8.7 billion in 2014 to \$-34.0 billion in 2015 and remained negative, despite some improvements in 2017 and 2018. This negative trade balance implies that since 2015, most landlocked developing countries have not been able to raise enough revenue from trade for development finance.

38. The COVID-19 pandemic, which led to the closing of borders and introduction of stringent border measures, as well as the current global unrest, demonstrated the vulnerability of landlocked developing countries. This has underscored the importance of trade facilitation, particularly the freedom of transit to landlocked developing countries, and the need for enhanced implementation of the Agreement on Trade Facilitation. The Agreement on Trade Facilitation contains provisions for expediting the flow of goods, including goods in transit, and easing trade bottlenecks at borders. Notwithstanding the increasing participation in trade facilitation programmes and activities by most landlocked developing countries since 2014, the rate of ratification of international agreements on trade facilitation and implementation of the provisions therein is generally below the global average (62.1 per cent) in landlocked developing countries (55 per cent).<sup>4</sup>

39. The implementation of the Agreement on Trade Facilitation remains low among landlocked developing countries compared to the averages of transit countries and developing countries. On average, landlocked developing countries have fully implemented about 35 per cent of the Agreement on Trade Facilitation measures, compared to 51 per cent for transit countries and 60 per cent for developing countries. With respect to the future implementation of commitments, 21 per cent of the commitments are to be implemented with additional time and, for 6 per cent, technical assistance is needed for implementation. Landlocked developing countries and transit countries require enhanced support to fully implement the Agreement on Trade Facilitation.

#### **Priority 4: regional integration and cooperation**

40. There was a growing interest in regional integration and cooperation among landlocked developing countries over the review period and they undertook several actions to strengthen their participation in regional trade, transport, communication and energy networks and the harmonization of regional policies to enhance regional synergies, competitiveness and value chains at the regional level.

41. The number of regional trade agreements that each landlocked developing country is a party to has increased, on average, from 3.3 in 2014 to 4.3 in 2023. Most landlocked developing countries participate in more than one regional trade agreement and several countries participate in more than five agreements. Despite the increased participation of landlocked developing countries in regional trade agreements, the economic and trade impacts have fallen far short of expectations. Some arrangements have remained dormant and have been less effective in boosting trade and investment. Financial constraints and other challenges, including

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<sup>4</sup> See [www.untfsurvey.org/](http://www.untfsurvey.org/).

overlapping non-trade issues and conflicts and political instability have delayed the integration process.

42. For African landlocked developing countries, a new milestone was reached in 2019 with the establishment of the African Continental Free Trade Area. With the full liberalization of a large economic space, the African Continental Free Trade Area accords African landlocked developing countries an opportunity to explore new product lines, participate in value chains and increase their participation in international trade.

43. For the Asia-Pacific region, a key milestone in regional integration was the signing of the Regional Comprehensive Economic Partnership Agreement in 2020. The Agreement covers trade in goods and services, investment, and economic and technical cooperation. The Eurasian Economic Union, encompassing three landlocked developing countries, and the Association of Southeast Asian Nations Economic Community were both established in 2015.

44. 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 the countries. A trade and transit agreement between China and Nepal was signed in 2015. The Lapis Lazuli Transit, Trade and Transport Route agreement between Afghanistan, Azerbaijan, Georgia, Türkiye and Turkmenistan was signed in 2017.

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

46. Many landlocked developing countries are also engaging in the context of the Silk Road Economic Belt and 21st Century Maritime Silk Road, an initiative which is aimed at improving connectivity in infrastructure, trade, finance and policies.

#### **Priority 5: structural economic transformation**

47. Landlocked developing countries have made very limited progress towards achieving structural transformation since the adoption of the Vienna Programme of Action. Their export structure is still characterized by a strong dependence on primary commodities. In 2021, primary commodities accounted for 83 per cent of merchandise exports from landlocked developing countries, down from 86 per cent in 2014. The world average was around 28 per cent in 2021. Of the 32 landlocked developing countries, commodities account for more than 60 per cent of exports in 26 of them, making them vulnerable to commodity price shocks.

48. Landlocked developing countries' average manufacturing value added as a share of GDP remained stable over the period 2014–2022 at about 11 per cent. However, these rates are significantly lower than the shares registered in the 1990s. The deindustrialization trend remains a major challenge for those countries. Their economies have been shifting away from agriculture and manufacturing towards the services sector at much lower levels of income than early industrialized nations.

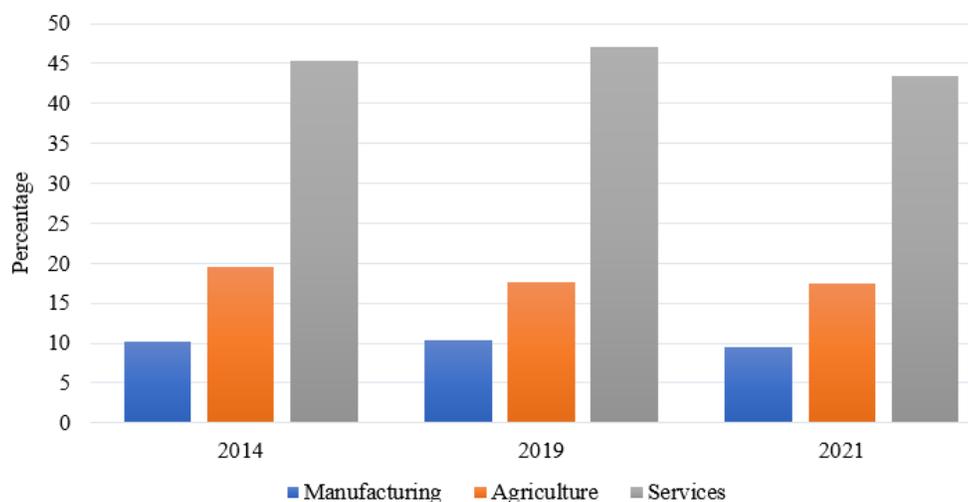
49. The value added contribution of the agriculture sector in landlocked developing countries exhibited a declining trend between 2014 and 2021, as shown in figure II. The declining share of agriculture in GDP between 2014 and 2021 largely reflects declining productivity in most landlocked developing countries and not necessarily the desired successful structural transformation. Many landlocked developing

countries are heavily reliant on agriculture and agroprocessing to drive structural transformation. However, multiple shocks, including COVID-19-related disruptions, climate change and geopolitical unrest, had an impact on agriculture productivity.

50. Although the share of services in GDP increased between 2014 and 2019, landlocked developing countries' share of services in global trade declined in the same period, suggesting that the increasing contribution of services to GDP did not translate into improved incomes and availability of competitive services in most of those countries.

Figure II  
**Value added in landlocked developing countries**

(Percentage of GDP)



Source: World Bank.

51. A key driving force in bringing about structural transformation is the private sector. 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. Access to finance in landlocked developing countries remains limited. Although domestic credit provided to the private sector as a percentage of GDP increased from 25.3 per cent (2014) to 31.5 per cent (2021), this proportion remains far below the world average of 145 per cent.

#### Priority 6: means of implementation

52. The mobilization of domestic resources constitutes a highly important means to support development. Gross domestic savings as a percentage of GDP increased from 24.3 per cent in 2014 to 26.7 per cent in 2019, but fell to 20.3 per cent in 2020 and then increased to 24.1 per cent in 2021. However, this figure was much lower than the world average of 28 per cent, suggesting persistent development finance deficits in landlocked developing countries. Further efforts are needed to increase domestic savings.

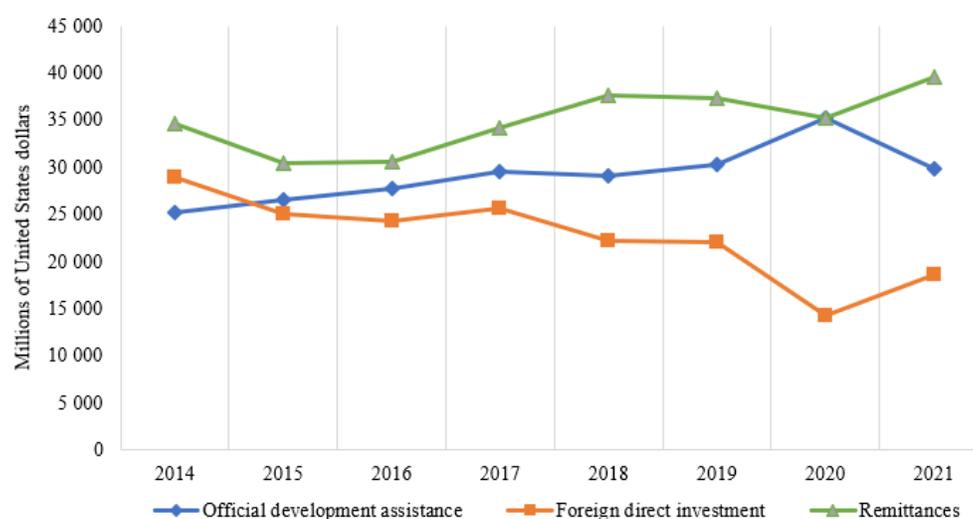
53. Official development assistance (ODA) remains one of the key sources of external development finance for many landlocked developing countries. As shown in figure III, ODA flows to landlocked developing countries as a group increased from \$25 billion in 2014 to \$35 billion in 2020, as ODA flows increased during the COVID-19 pandemic. In 2021, ODA flows to landlocked developing countries

decreased by 15 per cent. ODA flows continue to be concentrated in a few landlocked developing countries.

54. As a percentage of the gross national income of landlocked developing countries, ODA increased from 1.96 per cent in 2014 to 2.13 per cent in 2021. In 2021, ODA accounted for more than 10 per cent of the gross national income in eight landlocked developing countries.

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

(Millions of dollars)



Source: Organisation for Economic Co-operation and Development, United Nations Conference on Trade and Development and World Bank.

55. Aid for trade disbursements to landlocked developing countries increased from \$15.9 billion in 2017 to \$17.5 billion in 2021. However, the share of aid for trade to landlocked developing countries compared to the total to developing countries dropped by 10 per cent, which is concerning given the specific developmental needs that landlocked developing countries have in all aspects of trade and trade facilitation.

56. Foreign direct investment (FDI) flows to landlocked developing countries declined from \$28.9 billion in 2014 to \$22 billion in 2019 and the COVID-19 pandemic led to a further and severe decline by 35 per cent in 2020, as shown in figure III. Although FDI inflows recovered in 2021, this recovery was below both the global and developing country average increase. Some factors leading to the decline in FDI flows to landlocked developing countries over the years include their weak integration into global and regional trade networks, higher competition for investment flows, low productive capacity and uncompetitive investment regulations. FDI flows also remained concentrated in a few countries.

57. FDI inflows to landlocked developing countries have largely been towards natural resources, with limited investment inflows in manufacturing and services. This has perpetuated natural resource dependency and denied landlocked developing countries the opportunity to leverage the knowledge spillovers and other benefits associated with foreign investment for their structural transformation. It is important for landlocked developing countries to attract FDI by providing a suitable environment for foreign investment, including reliable and transparent institutions, efficient regulatory frameworks and overall macroeconomic and political stability.

58. Remittance flows to landlocked developing countries increased by 43 per cent between 2014 and 2022. The distribution of remittances across those countries is also quite uneven.

59. External borrowing is an important source of financing. For the 22 landlocked developing countries for which a debt distress analysis is available, 8 have a high risk of distress and 3 are already in distress.

#### **IV. Follow-up and review**

60. During the review period, a road map for accelerated implementation of the Vienna Programme of Action, consisting of projects being implemented by the United Nations and other international and regional organizations, was adopted in 2020 by the Annual Ministerial Meeting of Landlocked Developing Countries. The road map has more than 430 initiatives and deliverables covering the six priority areas of the Vienna Programme of Action. About a quarter of the activities contained in the road map were reported as completed in 2022 and resulted in strengthening the capacities of landlocked developing countries and increasing their knowledge on transit, trade and infrastructure development; energy and ICT; structural economic transformation; cooperation between landlocked developing countries and transit countries; and climate action. Approximately 100 newly reported initiatives were added to the road map in 2022.

61. Over the review period, the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States coordinated activities of the United Nations system to facilitate the effective implementation of the Vienna Programme of Action; provided support to Member States in their intergovernmental processes related to landlocked developing countries; advocated and raised awareness of the challenges faced by landlocked developing countries; monitored and reported on the implementation of the Vienna Programme of Action; undertook capacity-building activities and the exchange of experiences to strengthen the connectivity of landlocked developing countries and promote the implementation and review of the Vienna Programme of Action at the national level, including through the network of national focal points; and worked with resident coordinators on the implementation of the Vienna Programme of Action. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States provided substantive support for intergovernmental processes on the impacts of the COVID-19 pandemic on landlocked developing countries and worked with Member States and other partners to organize ministerial and thematic meetings on transport and ICT connectivity, renewable energy, trade facilitation, structural transformation, FDI, the promotion of science, technology, innovation policies and climate change, among others. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States is coordinating the preparations for the third United Nations Conference on Landlocked Developing Countries to be held in 2024 by providing substantive and logistical support.

62. The Economic and Social Commission for Asia and the Pacific provided capacity-building activities during the review period that benefited landlocked developing countries in different thematic areas, including: transport connectivity; road safety and urban mobility; the development of highways, railways and dry ports; cross-border transport operations; trade facilitation; structural economic transformation; and building resilience to the COVID-19 pandemic. The Economic and Social Commission for Asia and the Pacific and the Economic Commission for Europe

(ECE) have been supporting regional integration and cooperation through the Special Programme for the Economies of Central Asia.

63. The Economic Commission for Latin America and the Caribbean developed a set of qualitative and quantitative indicators regarding inland transport and regionally coordinated logistics policies and provided various technical tools for decision-making, identified main challenges and recommendations for the international navigation of rivers, and provided technical support and capacity-building to strengthen national disaster loss databases.

64. ECE developed an observatory on border crossings status due to COVID-19, an online platform that provides real-time, up-to-date information on freight border crossing limitations globally. ECE supported landlocked developing countries in enhancing transport development and facilitation, developing trade facilitation road maps, establishing national trade facilitation bodies, establishing paperless trading systems and risk-based customs clearance systems, adopting international electronic business standards and developing single windows, sustainable trade, the circular economy, innovation and gender responsive standards.

65. The Economic Commission for Africa supported Member States in the negotiation of the African Continental Free Trade Area and is now helping to implement it. It provided 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 on assessing regional integration in Africa and is providing support in the areas of climate change, energy, transit transport, ICT connectivity and the promotion of sustainable development and structural transformation.

66. The United Nations Conference on Trade and Development (UNCTAD) provided support to landlocked developing countries and transit developing countries in implementing the Agreement on Trade Facilitation through the Automated System for Customs Data, which facilitates customs clearance. UNCTAD provided capacity-building support in several areas, including productive capacities and science and technology, e-commerce, corridors and transit, and finance. In 2022, UNCTAD continued its deployment of business facilitation tools through its programme of web-based online electronic systems, namely the e-regulation and e-registration systems and trade portals, in several landlocked developing countries to improve their business climate. UNCTAD supported landlocked developing countries at the country level to elaborate, formulate and implement services policies.

67. The Department of Economic and Social Affairs coordinated and provided support to landlocked developing countries in preparing voluntary national reviews on the Sustainable Development Goals.

68. In 2023, the Development Coordination Office conducted a survey<sup>5</sup> and all the resident coordinator offices that participated reported that the priorities of the Vienna Programme of Action were analysed by their United Nations country teams during the design and implementation of the common country analysis and the United Nations Sustainable Development Cooperation Framework, the most important instrument for planning and implementation of the United Nations development activities at the country level.

69. The United Nations Environment Programme provided demand-driven tailored support to countries, including landlocked developing countries, seeking to leverage

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<sup>5</sup> The survey collected inputs from resident coordinator offices in landlocked developing countries, including: Afghanistan, Chad, Kazakhstan, Lao People's Democratic Republic, Lesotho, Mali, Mongolia, Paraguay, Republic of Moldova, Tajikistan, Turkmenistan, Uzbekistan and Zambia.

trade and investment as vehicles for achieving the Sustainable Development Goals and their Paris Agreement commitments. The United Nations Environment Programme facilitated the exchange of knowledge on climate change adaptation between countries, including landlocked developing countries, strengthening their resilience and reducing their vulnerability to climate shocks.

70. The United Nations Office for Disaster Risk Reduction supported landlocked developing countries in designing national platforms for disaster risk reduction to strengthen risk governance through an all-of-government approach. The United Nations Office for Disaster Risk Reduction also provided support to landlocked developing countries in strengthening early warning systems.

71. The International Trade Centre supported landlocked developing countries in integrating micro-, small and medium-sized enterprises into value chains; building the capacity of women and young people to participate in international trade; facilitating exchange between buyers and sellers; developing trade facilitation portals; and simplifying trade procedures. The International Trade Centre, Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States and partners organized a dedicated session on the priorities of landlocked developing countries back-to-back with the World Export Development Forum in Mongolia in 2023.

72. The International Telecommunication Union undertook substantive analyses and provided recommendations for digital inclusion through resilient infrastructure under the Connect2Recover initiative and provided technical assistance on improved ICT connectivity for landlocked developing countries.

73. The United Nations Industrial Development Organization implemented 304 national projects over the period 2014–2022 to support sustainable industrial development in landlocked developing countries, contributing to all six priorities of the Vienna Programme of Action, with a total technical cooperation delivery of \$124.43 million. The United Nations Industrial Development Organization provided support, including on energy-related projects; building trade capacity to advance economic competitiveness; technologies for economic diversification; the development of agribusiness and agro-industries; renewable energy; and nurturing multi-stakeholder partnerships.

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

75. The United Nations Development Programme provided support on-demand to landlocked developing countries for energy projects and capacity-building on tools to support the development of small and medium-sized enterprises linked to value chains. The United Nations Development Programme is providing technical support to 13 landlocked developing countries in Africa in implementing integrated national financing frameworks.

76. The United Nations Population Fund supported landlocked developing countries in updating their nationally determined contributions and national adaptation plans and in strengthening the health, gender and youth components. It also provided support in strengthening their health systems and social protection systems and in preparing population and development data censuses.

77. The United Nations Office for South-South Cooperation, through two trust funds for South-South cooperation, allocated more than \$16.3 million to projects supporting landlocked developing countries in the implementation of the Sustainable Development

Goals, with more than 75 per cent of the funds allocated to projects to eliminate poverty and hunger and to support good health, quality education and gender equality.

78. The World Intellectual Property Organization assisted landlocked developing countries in developing and implementing national intellectual property policies and innovation strategies and undertook skills development and capacity-building. The World Intellectual Property Organization has implemented more than 40 projects in 30 landlocked developing countries in the fields of patents, trademarks, industrial design, copyrights and traditional knowledge.

79. The International Civil Aviation Organization actively promoted dialogue and the exchange of information among Member States and industry on the liberalization of market access for passenger and air cargo services through various forums and facilitated work towards the efficient implementation of respective declarations and framework plans of action.

80. The International Atomic Energy Agency supported its member States, including 30 landlocked developing countries, to build, strengthen and maintain human and institutional capacities for the safe, peaceful and secure use of nuclear science, technology and applications in support of national development priorities.

81. FAO provided support to landlocked developing countries in developing research, extension and agricultural innovation systems and promoted a hybrid model of the Farmer Field School and the Farm Business School. Through the initiatives it leads or supports, including the Hand-in-Hand initiative,<sup>6</sup> the Great Green Wall initiative<sup>7</sup> and the G5 Sahel Resilience programme, FAO is helping to address food security and nutrition in several African landlocked developing countries.

82. WTO, through the Trade Facilitation Agreement Facility, assisted members through a range of activities, such as workshops and national events, to help them to identify their needs and prepare their notifications, as well as through matchmaking and by providing project preparation and project implementation grants in cases where donor support was not forthcoming. WTO organized, at the request of and in cooperation with the Geneva Group of landlocked developing countries, a workshop on transit issues in June 2023. WTO also supported landlocked developing countries through the dedicated session on transit and aid for trade.

83. WCO provided technical assistance and capacity-building support to landlocked developing countries in a broad range of customs-related areas, including transit and trade facilitation. Since 2014, WCO has developed several tools to facilitate the implementation of the Vienna Programme of Action, including the *Transit Handbook: To Establish Effective Transit Schemes for LLDCs*; *Transit Guidelines: Route for Efficient Transit Regime*; *Compendium: Best Practices in the Area of Transit*; and “Railway guidance”.

84. The Common Fund for Commodities contributed to the implementation of the Vienna Programme of Action by supporting projects that promote the structural economic transformation of commodity sectors in landlocked developing countries.

85. The World Bank supported landlocked developing countries through lending projects, including in the areas of highways and roads, telecommunications, public administration and railways.

86. The Inter-American Development Bank supported landlocked developing countries in Latin America through projects for infrastructure development and maintenance.

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<sup>6</sup> See [www.fao.org/hand-in-hand/en](http://www.fao.org/hand-in-hand/en).

<sup>7</sup> See [www.fao.org/in-action/action-against-desertification/overview/great-green-wall/en/](http://www.fao.org/in-action/action-against-desertification/overview/great-green-wall/en/).

87. The Asian Development Bank provided regional cooperation and integration support in the form of loans and grants, as well as technical assistance to landlocked developing countries in the Asia-Pacific region, in the areas of trade, infrastructure development, trade facilitation, energy, emerging technologies, and e-commerce and digital trade.

88. Since 2014, the African Development Bank has supported the building and rehabilitation of more than 1,700 km of roads and spent more than \$8 billion on corridor development, covering 12,700 km of roads. It also supported the establishment of energy infrastructure projects and one stop border posts.

89. The European Bank for Reconstruction and Development invested in transport, power and energy infrastructure projects in landlocked developing countries in Europe and Asia.

90. The Green Climate Fund provided funding for multi-country projects that include some landlocked developing countries, amounting to \$2.8 billion, which is equivalent to 24 per cent of total Green Climate Fund funding.

91. The Organization for Security and Cooperation in Europe organized capacity-building activities and targeted training and expert support related to the various aspects of trade facilitation, transit transport development, customs and border regulations in Central Asia.

92. The International Development Law Organization helped to strengthen landlocked developing countries' ability to attract and manage FDI and to strengthen the ability of judicial actors in those countries to settle commercial disputes efficiently and effectively.

93. The International Road Transport Union facilitated and expedited administrative processes related to the electronic exchange of transport documents, such as e-permits and eCMR, and continues to raise awareness among landlocked developing countries and transit countries about implementing the TIR system.

94. The International Think Tank for Landlocked Developing Countries undertook analytical work and capacity-building on priority issues in those countries, including infrastructure development and investment, trade facilitation and connectivity.

## **V. Status of preparations for the third United Nations Conference on Landlocked Developing Countries**

95. Progress has been made in the preparations for the third United Nations Conference on Landlocked Developing Countries, which will be held in Kigali in June 2024. Landlocked developing countries are preparing national reports that provide an assessment of progress, obstacles and constraints in the implementation of the Vienna Programme of Action and priorities for the next 10-year programme of action.

96. The African regional review meeting was held on 29 and 30 May 2023 and adopted the "Gaborone outcome document". Climate change, the COVID-19 pandemic, transit transport infrastructure deficiencies, trade facilitation, greater digitization, enhanced access to electricity and debt distress were among some of the major challenges highlighted. In the outcome document, the call was to address these challenges.

97. The Latin America regional review meeting was held in Paraguay on 27 and 28 July 2023 and the "Asuncion call for action" was adopted. The Europe and Asia regional preparatory meeting will take place on 22 and 23 August 2023. In addition, the President of the General Assembly and the President of the Economic and Social

Council will organize a special event dedicated to preparations for the third United Nations Conference on Landlocked Developing Countries later in 2023. These events will provide valuable information for the process.

98. The two meetings of the preparatory committee will be held from 5 to 8 February 2024 and from 29 April to 1 May 2024.

99. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States has organized inter-agency consultative group meetings to mobilize support for the Conference from United Nations system entities, which are actively engaging in the preparations through substantive thematic assessments and the organization of thematic meetings in their relevant fields of expertise.

100. A number of pre-conference events have been held, including on improving transport connectivity; promoting resilience and the sustainability of transport systems in landlocked developing countries; strengthening climate action in landlocked developing countries; building back better following the COVID-19 pandemic; disaster risk reduction; private sector contribution to development; investing in infrastructure development; enhancing the role of FDI for structural economic transformation in landlocked developing countries; and scaling up renewables in landlocked developing countries.

101. The dedicated session on landlocked developing countries organized on the margins of the World Export Development Forum in 2023 served to highlight important priorities for landlocked developing countries including: investment in physical and soft infrastructure; the promotion of cross-border transport and logistics facilitation for resilient border operations; increased digitalization for seamless, contactless and paperless border crossings; capacity-building support to strengthen digital skills; deeper regional cooperation; greater and accessible trade financing options for landlocked developing countries; gender-responsive trade facilitation measures; increased e-commerce and e-trading; and the creation of an enabling policy environment for digitalization.

102. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States organized a meeting for national focal points of landlocked developing countries to discuss possible priorities for the next programme of action. Some of the priorities that they stressed included: increased investments in sustainable and resilient infrastructure development for enhanced connectivity for transport, energy and ICT; increased capacity-building for developing bankable projects; enhanced trade facilitation; digital transformation; increased diversification; improved structural transformation; enhanced governance; restoring security and peace; building resilience to climate change; debt sustainability; and increased means of implementation from all sources.

## VI. Conclusions and recommendations

**103. Over the period of implementation of the Vienna Programme of Action, tangible progress was made in some areas, while in other areas it was limited. Many challenges were experienced in the implementation of the Vienna Programme of Action. They include, inter alia, the shortage of financial and human resources for implementing the Vienna Programme of Action; the severe infrastructure financing deficit; the poor maintenance of existing infrastructure; the limited capacity for developing bankable projects; conflict and fragility in some landlocked developing countries that affected the implementation of regional infrastructure projects; the rising risk of debt distress; the low**

implementation rate of trade facilitation measures; and the lack of awareness about the legal instruments that support improvement in transit.

104. The overlapping crises of the COVID-19 pandemic, climate change and the global fallout of the war in Ukraine exacerbated the vulnerabilities of landlocked developing countries. The other key capacity challenge experienced was 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 included 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.

105. The third United Nations Conference on Landlocked Developing Countries offers a unique opportunity to chart a course towards sustainable development for landlocked developing countries to ensure that they are not left further behind. The unfinished business of the Vienna Programme of Action must be completed. Some key recommendations for consideration for the new programme of action are presented below.

106. Infrastructure development and maintenance to enhance transit remains crucial. The mobilization of additional financing is vital to increase investments in resilient and sustainable infrastructure development and maintenance.

107. The development of international transport corridors to promote the regional connectivity of landlocked developing countries is fundamental. Promoting security in transit is vital.

108. Greater investment, both in quantity and quality, is needed in robust ICT infrastructure in landlocked developing countries, such as broadband connectivity and digital trade facilitation systems.

109. Progress achieved in sustainable energy access must be scaled up.

110. Building the productive capacities of landlocked developing countries, promoting value addition and export diversification and moving up global value chains are vital to increasing their trade potential. Landlocked developing countries' efforts need to be supported by enabling multilateral trading and financial systems.

111. 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. It will also be necessary to automate border processes and adapt to emerging technologies for seamless, contactless and paperless border crossings.

112. 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.

113. It is necessary to promote enhanced support for capacity-building to develop digital infrastructure and policies to support e-commerce and the digital economy, in order to help landlocked developing countries to integrate in global trade.

114. It is necessary to promote enhanced structural transformation, including through intensified industrialization, and a greater utilization of science, innovation and technology.

115. Landlocked developing countries and their transit neighbours could foster regional integration including through joint projects on regional infrastructure, trade and transport facilitation and other areas.

116. In order to strengthen the mobilization of domestic resources, the continued efforts of landlocked developing countries, such as reforms of the taxation system and expansion of revenue bases, are crucial.

117. Landlocked developing countries could also explore new and innovative financing mechanisms to raise capital, including by gaining access to global climate funds and mobilizing resources through the issuance of green bonds and other instruments. Landlocked developing countries could also explore greater participation in South-South and triangular cooperation.

118. Landlocked developing countries are encouraged to promote a conducive environment to attract and retain FDI and enhance competitiveness, including by providing reliable and transparent institutions, efficient regulatory frameworks and overall macroeconomic and political stability.

119. Development partners are called upon to adhere to the target of allocating 0.7 per cent of their gross national income to ODA and to make it predictable.

120. Multilateral and regional development banks should provide dedicated infrastructure funding for 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.

121. Landlocked developing countries need both short-term and long-term support in the area of debt sustainability, such as well-designed debt relief interventions, through a combination of temporary standstills, reprofiling and restructuring and longer-term comprehensive measures.

122. Landlocked developing countries require support to build resilience towards the post-COVID-19 recovery and climate change adaptation and mitigation, including through increased climate finance, disaster preparedness and early warning and early action.

123. Strengthening the national statistical systems of landlocked developing countries is essential to enable them to enhance regular data generation and statistical analysis, in particular with regard to indicators that can be used to monitor and evaluate progress of the new programme of action.

124. Landlocked developing countries require greater technical assistance and capacity development support in several areas, including: the effective accession to and ratification and implementation of relevant regional agreements; developing bankable projects; implementing effective, targeted industrial policies that promote value addition; the industrialization of agriculture and diversification of their production and export base; promoting innovation and the greater use and adaptation of technology; strengthening domestic resource mobilization and preventing and addressing illicit financial flows; and strengthening the enabling environment for investments.

125. Greater mainstreaming of the new programme of action into development strategies and programmes at the national and regional levels will be critical to ensuring its implementation.

126. A new road map is need for the new programme of action to accelerate its implementation.

## Annex

## Statistical tables

Table 1

**Gross domestic product growth, official development assistance, foreign direct investment inflows and external debt stocks**

	GDP growth (percentage)		Net official development assistance (constant 2020 prices, billions of United States dollars)		Foreign direct investment inflows (millions of United States dollars)		External debt stocks (percentage of gross national income)	
	2014	2022	2014	2021	2014	2021	2014	2021
<i>Landlocked developing countries</i>								
Afghanistan	2.7	–	4.89	4.40	44	21	12.34	–
Armenia	3.6	12.60	0.25	0.15	407	379	70.52	102.59
Azerbaijan	2.8	4.65	0.20	0.00	4430	(1 708)	16.55	27.47
Bhutan	5.8	4.33	0.12	0.12	22	2	103.90	–
Bolivia (Plurinational State of)	5.5	3.20	0.64	0.48	657	594	28.39	40.56
Botswana	5.7	6.43	0.10	0.09	515	55	16.46	11.90
Burkina Faso	4.3	2.47	1.09	1.50	356	137	77.21	55.01
Burundi	4.2	1.83	0.49	0.56	47	8	25.58	33.21
Central African Republic	0.1	0.38	0.58	0.62	3	30	34.56	41.49
Chad	6.9	2.49	0.38	0.68	(676)	562	27.93	34.56
Eswatini	0.9	0.47	0.09	0.12	26	126	12.67	25.32
Ethiopia	10.3	6.36	3.45	3.76	1855	4 259	30.55	27.11
Kazakhstan	4.2	3.21	0.08	0.05	8489	3 172	79.50	95.90
Kyrgyzstan	4.0	7.00	0.53	0.45	348	248	101.79	115.81
Lao People's Democratic Republic	7.6	2.25	0.45	0.54	868	1 072	75.95	97.16
Lesotho	1.7	2.09	0.11	0.17	95	27	33.54	63.92
Malawi	5.6	0.80	0.89	1.09	387	50	28.31	25.69
Mali	7.1	3.70	1.17	1.33	144	660	25.19	34.77
Mongolia	7.9	4.85	0.31	0.27	338	2 140	188.74	260.65
Nepal	6.0	5.84	0.83	1.48	30	196	17.26	24.27
Niger	6.6	11.11	0.88	1.68	823	755	17.64	32.82
North Macedonia	3.6	2.22	0.20	0.32	273	606	64.87	82.01
Paraguay	5.3	0.20	0.06	0.17	412	122	42.36	56.16
Republic of Moldova	5.0	(5.58)	0.50	0.56	341	264	56.63	66.08
Rwanda	6.2	6.76	1.00	1.25	459	212	36.17	82.94
South Sudan	3.4	6.55	1.92	1.98	44	68	–	–
Tajikistan	6.7	8.00	0.34	0.52	451	84	45.36	66.68
Turkmenistan	10.3	1.79	0.03	0.03	3830	1 453	18.59	–
Uganda	5.1	4.93	1.60	2.38	1059	1 142	27.15	48.33
Uzbekistan	6.9	5.67	0.31	1.11	809	2 044	14.71	56.16
Zambia	4.7	3.44	0.97	1.02	1489	(457)	34.57	124.71
Zimbabwe	1.5	3.03	0.73	0.92	545	166	43.64	53.75
<b>Total/average</b>	<b>3.11</b>	<b>2.32</b>	<b>0.79</b>	<b>0.93</b>	<b>903.68</b>	<b>577.69</b>	<b>45.43</b>	<b>57.65</b>

Source: World Bank, Organisation for Economic Co-operation and Development, United Nations Conference on Trade and Development and International Monetary Fund.

Abbreviation: GDP, gross domestic product.

Table 2  
Merchandise exports and manufacturing value added

	<i>Merchandise exports (current prices, billions of United States dollars)</i>		<i>Share of merchandise exports in global merchandise exports (percentage)</i>		<i>Manufacturing, value added (percentage of GDP)</i>	
	2014	2022	2014	2022	2014	2021
<i>Landlocked developing countries</i>						
Afghanistan	0.57	0.88	0.003	0.004	11.5	9.1
Armenia	1.52	5.36	0.008	0.021	9.7	11.4
Azerbaijan	28.26	41.79	0.148	0.167	4.7	6.8
Bhutan	0.58	0.72	0.003	0.003	8.3	5.9
Bolivia (Plurinational State of)	12.30	13.65	0.064	0.055	9.7	10.7
Botswana	8.51	8.30	0.045	0.033	7.8	5.6
Burkina Faso	2.45	4.52	0.013	0.018	11.0	9.5
Burundi	0.13	0.18	0.001	0.001	10.1	–
Central African Republic	0.10	0.14	0.001	0.001	17.4	17.5
Chad	4.19	3.30	0.022	0.013	2.7	–
Eswatini	2.00	2.08	0.010	0.008	30.6	26.7
Ethiopia	3.28	3.94	0.017	0.016	4.0	4.6
Kazakhstan	79.46	84.66	0.416	0.338	10.3	13.6
Kyrgyzstan	1.90	2.19	0.010	0.009	13.7	13.5
Lao People's Democratic Republic	2.66	7.91	0.014	0.032	8.4	8.7
Lesotho	0.83	1.12	0.004	0.004	12.3	15.1
Malawi	1.37	0.95	0.007	0.004	9.5	–
Mali	2.78	5.29	0.015	0.021	7.0	6.7
Mongolia	5.78	12.54	0.030	0.050	8.8	7.1
Nepal	0.89	1.29	0.005	0.005	5.6	4.7
Niger	1.45	1.24	0.008	0.005	8.5	7.6
North Macedonia	4.97	8.73	0.026	0.035	11.0	12.7
Paraguay	9.64	9.96	0.050	0.040	18.8	19.7
Republic of Moldova	2.34	4.34	0.012	0.017	11.6	9.4
Rwanda	0.72	2.11	0.004	0.008	6.8	9.2
South Sudan	–	–	–	–	2.7	–
Tajikistan	0.98	2.14	0.005	0.009	7.6	–
Turkmenistan	17.50	11.70	0.092	0.047	–	–
Uganda	2.26	3.97	0.012	0.016	15.5	16.4
Uzbekistan	11.50	15.35	0.060	0.061	12.7	20.0
Zambia	9.69	11.65	0.051	0.047	6.8	9.4
Zimbabwe	3.87	6.59	0.020	0.026	12.6	12.4
<b>Total/average</b>	<b>224.47</b>	<b>278.58</b>	<b>1.176</b>	<b>1.113</b>	<b>11.78</b>	<b>11.71</b>

Source: United Nations Conference on Trade and Development, United Nations Industrial Development Organization and World Bank.

Abbreviation: GDP, gross domestic product.