Implementation of VPoA Priority – Fundamental Transit Policy Issues: Global Perspectives
## Status of Ratification

<table>
<thead>
<tr>
<th>Convention</th>
<th>LLDCs 2014</th>
<th>LLDCs 2019</th>
<th>Transit Countries 2014</th>
<th>Transit Countries 2019</th>
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</thead>
<tbody>
<tr>
<td>World Trade Organization Trade Facilitation Agreement (2013)</td>
<td>0</td>
<td>24</td>
<td>0</td>
<td>27</td>
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<tr>
<td>Revised Kyoto Convention (2006)</td>
<td>15</td>
<td>4</td>
<td>19</td>
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<td>Customs Convention on the International Transport of Goods under Cover of the TIR Carnets (1975)</td>
<td>11</td>
<td>11</td>
<td>5</td>
<td>8</td>
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Regional, sub-regional and multilateral initiatives to support transit

• the Eurasian Economic Union adopted a new customs code from January 2018;
• India, Iran and Afghanistan signed a transport and transit corridor agreement in 2016
• the African Continental Free Trade Area entered into force in May 2019
• Many LLDCs are engaging in Belt & Road Initiative
• Bangladesh, Bhutan, India and Nepal signed a Motor Vehicles Agreement in 2015 movement of cargo.
• India and Nepal signed agreements on road connectivity and transit 2016.
• Russian, China and Mongolia signed 2016 agreement on road transport and economic corridor.
Specific objectives of the VPoA

- **Reducing travel time along the corridors** - aim transit cargo to move 300-400km for every 24 hours;
- Central Asia Regional Economic Cooperation Program (CAREC) - road corridor performance overall average speed of 530km/24hrs in 2017 – specific objective was achieved
- Rail – only 1 CAREC rail corridor achieved the specific objective
- In South Asia transit corridors specific objective not achieved yet.
- In Africa some corridors eg. Central Corridor and Trans Kalahari corridor other have not yet achieved while some corridors do not have readily available data on the indicator
- Data not readily available to monitor the indicators
Specific objectives of the VPoA

- Reducing cargo dwell times at seaports
  - World Bank studies indicate that the average cargo dwell time in most ports in East Asia and Europe is close to four days.
  - In Africa, the port of Durban is comparable, has a dwell time of four days.
  - Dar es Salaam port reduced cargo dwell time, from 14 days in 2012 to 9 days in 2017.
  - Mombasa port reduced from 11 days to 4 over the same period.
  - Other port dwell times in 2017: in Douala, Cameroon, 17 days; in Lomé, Togo, 9 days; in Tema, Ghana, 15 days.
  - More efforts are needed to reduce the port dwell times, and there is a need to capture data and update it regularly in order to monitor this objective.
Specific objectives of the VPoA

- Reducing time spent at the land borders.
- **WB logistic performance index** – a weighted average of the country scores on 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; competence and quality of logistics services.
- LLDCs had a lower LPI of **2.49** in 2014 when compared to **2.69** for the transit developing countries and **2.89** for the world.
- In 2018 the LLDCs still had a lower LPI of 2.45 when compared to 2.72 for the transit developing countries and 2.87 for the world.
- More effort is needed to improve the movement of goods across the borders.
Suggested recommendations

• LLDCs and transit countries encouraged to ratify relevant international & regional agreements.
• Effective implementation of the agreements
• International organs and development partners encouraged to scale up technical assistance.
• LLDCs and transit countries encouraged to use available tools eg. the WCO Transit Guidelines.
• LLDCs and transit countries that have not yet done so encouraged to make more efforts to meet the VPoA specific objectives of reducing travel time along the corridors; reducing cargo dwell times at seaports and reduce time spent at the land borders. More regular data is needed.
Thank You

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