



## MINISTERIAL TRANSPORT CONFERENCE OF LANDLOCKED DEVELOPING COUNTRIES

«Ashgabat Process: Financing for Better Connectivity»

National Tourist Zone «Awaza»  
15-16 August 2022

**Progress and challenges in achieving the transport connectivity specific objectives of the VPoA, the transport related SDGs, and impact of the COVID-19 pandemic: Implications for the new programme of action:**

**UN-ECLAC contributions to LLDC and transit countries**



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# 1. SUSTAINABLE INLAND TRANSPORT CONNECTIVITY

**Figure 1**

215 indicators in 6 chapters
Border crossing facilitation
Infrastructure
Safety
Transport of perishable foodstuff and dangerous goods
Multimodality
Environment

**Figure 2**

Helps government to:
1. Report Advances Vienna Programme of Action
2. Draft development, transport, infrastructure plans.
3. Compare national rules regarding cargo transport with international standards.
4. Compare national global score with other countries in the regions. Identify weaknesses-opportunities.

RNC

Conclusions & Recommendations



## 2. TRANSVERSAL MULTI-MODAL CORRIDORS





## PARAGUAY, 565 km







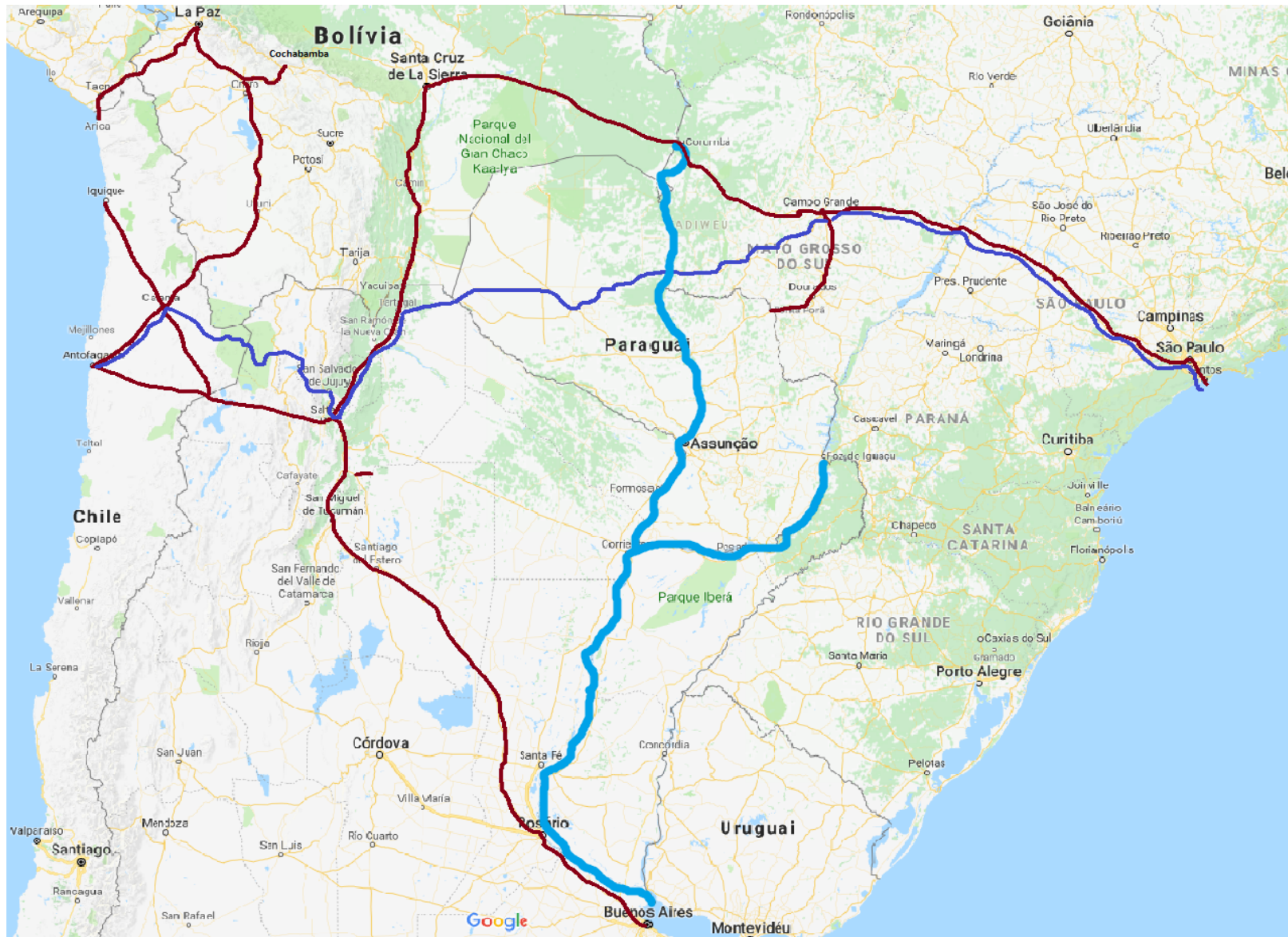
# RAILWAYS CORRIDOR AND THE ADVANTAGES OF THE WATER-RAILWAY CORRIDOR



ROUTES		TRANSPORT COST
Buenos Aires - Campo Grande (Highway through Foz do Iguaçu and São Paulo)		\$ 767,40/t
MULTIMODALITY		
Buenos Aires - Campo Grande (Highway and Waterway)		\$ 243,22/t
Potential generalized costs reduction of		68%!



# FULL INTEGRATION: ROAD, RAIL AND WATERWAY CORRIDORS



RAILWAYS



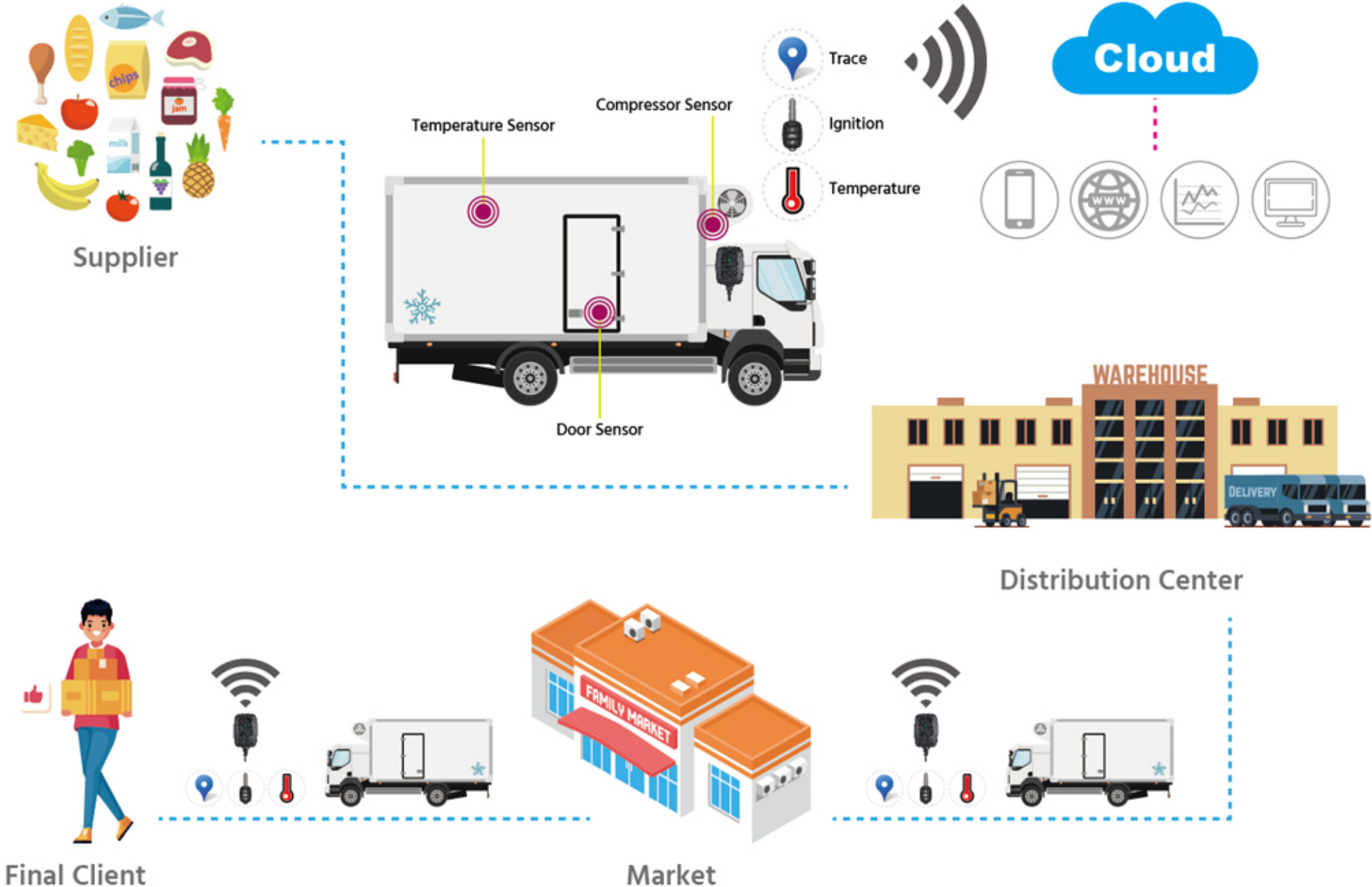
HIGHWAYS



WATERWAYS



### 3. COLD LOGISTICS (infrastructure + services)



## 4. New transport technologies: AIRSHIPS FOR ISOLATED OR LESS CONNECTED AREAS

- ✓ Technological advances in Lighter-than-Air (LTA) vehicles, commonly known as “airships”
- ✓ Current trend of logistics towards more efficient, sustainable and resilient transportation networks



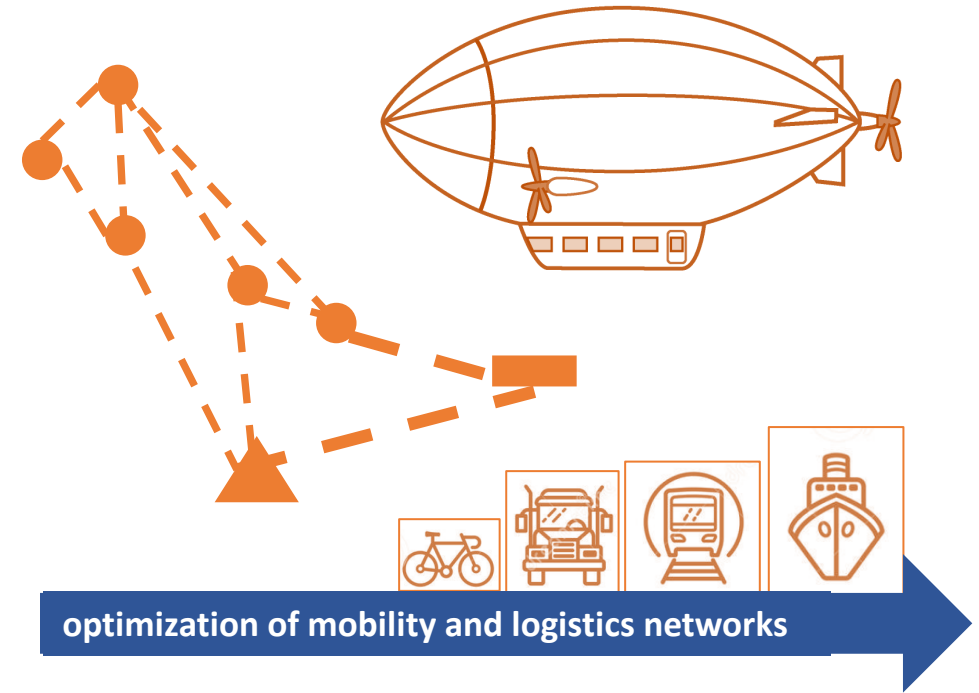
Airships: "new" means of transportation for the integration of remote areas

- ✓ potential supplement to traditional modes that can help improve co-modality / synchro-modality
- ✓ accomplish social functions as well
- ✓ achieving a distinct improvement in connectivity - accessibility
- ✓ an alternative for the promotion of development, to promote the fulfilment of the Sustainable Development Goals postulated by the United Nations.

# AIRSHIPS AS A NEW TRANSPORT ALTERNATIVE FOR LLDC and TRANSIT COUNTRIES

## HYPOTHESIS

*“The airships are required to be incorporated into the transport matrix (both nationally and regionally) so that they are able to make a significant contribution to change the transportation paradigm and to move towards more efficient, sustainable and resilient networks, as a way towards more co-modal/synchro-modal systems.”*



## METHODOLOGY AND MAIN RESULTS

Methodology based on assesment of the state of the art

State of the art in LTA technology

Representative LTA models and different uses

State of the art in Viability Case studies

Case studies methodology

Study of the current trend in logistics and mobility

Trend: Co- / synchro modality

Preliminary survey of America: Amazonas & Patagonia

Current scenario: economic activity but difficult accessibility

Airships might be necessary in areas of low accessibility, such as the Amazon and Patagonia, and especially to LLDC

Future Research



## 5. FINANCING



[www.cepal.org/transporte](http://www.cepal.org/transporte)

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### Public-private partnerships under the “people-first” approach

#### Introduction

Over the last few decades, the figures reported for economic growth and productivity in Latin American and Caribbean countries have been below expectations, particularly for countries with higher GDPs and larger populations and land areas, such as Argentina, Brazil and Mexico. Among the various arguments over the factors driving this result, numerous empirical studies show the existence of a strong link between infrastructure investment, economic growth and the impact on poverty. The region's economies require



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# **Thank you very much for your attention!**



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