



Strengthening capacity to design and implement policies and identify solutions that promote transport connectivity for the achievement of the SDGs

Virtual Training-workshop for policy-makers from Landlocked Developing Countries and Transit Countries

27 – 28 September 2021

Experiences from South America and new possible solutions for transport in LLDC and transit countries



**Ricardo J Sanchez
PhD in Economics**

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

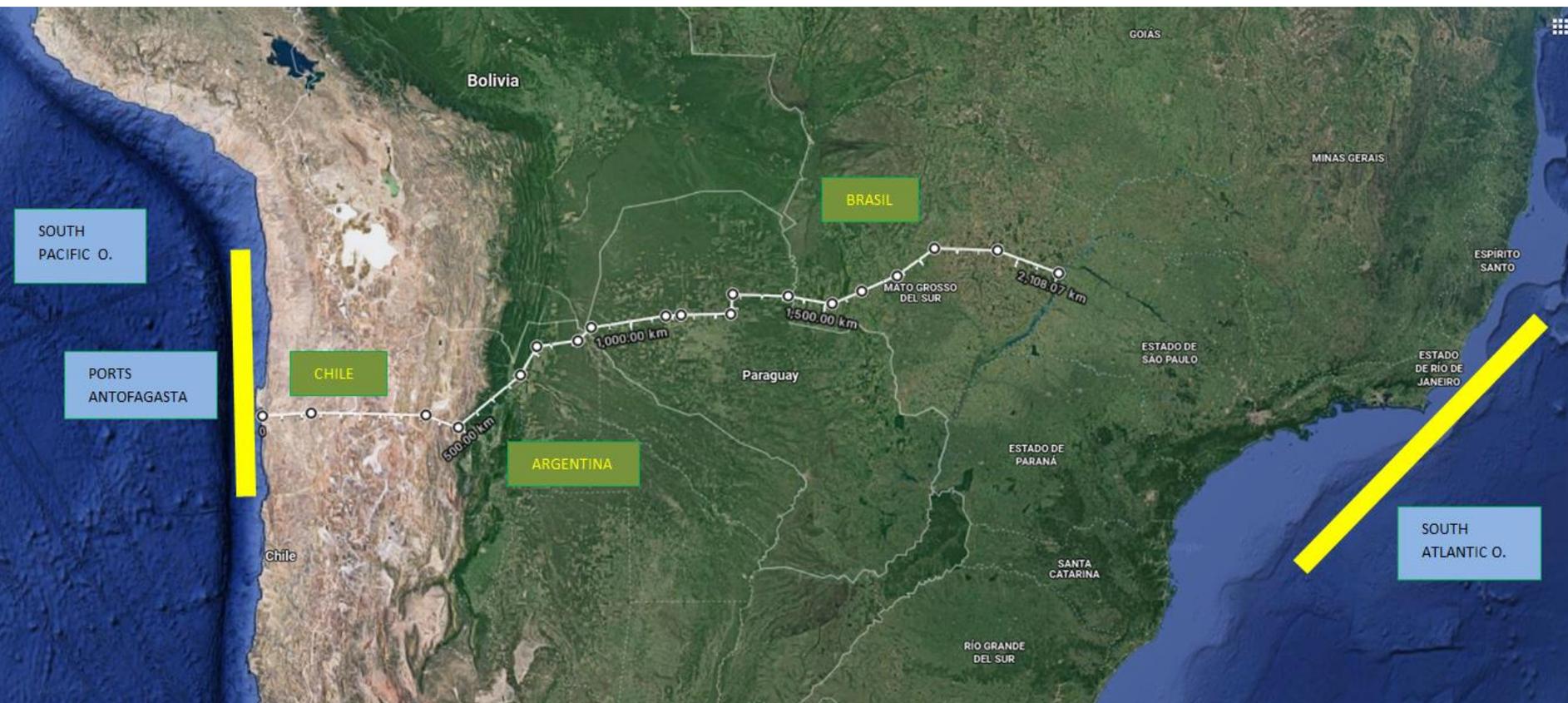
Figure 2
Helps government to:
1. Report Advances Vienna Programme of Action
2. Draft development, transport, infrastructure plans.
3. Compare national rules regarding cargo transport with international standards.
4. Compare national global score with other countries in the regions. Identify weaknesses-opportunities.

RNC

Conclusions & Recommendations



2. Bioceanic corridor



PARAGUAY 565 KM

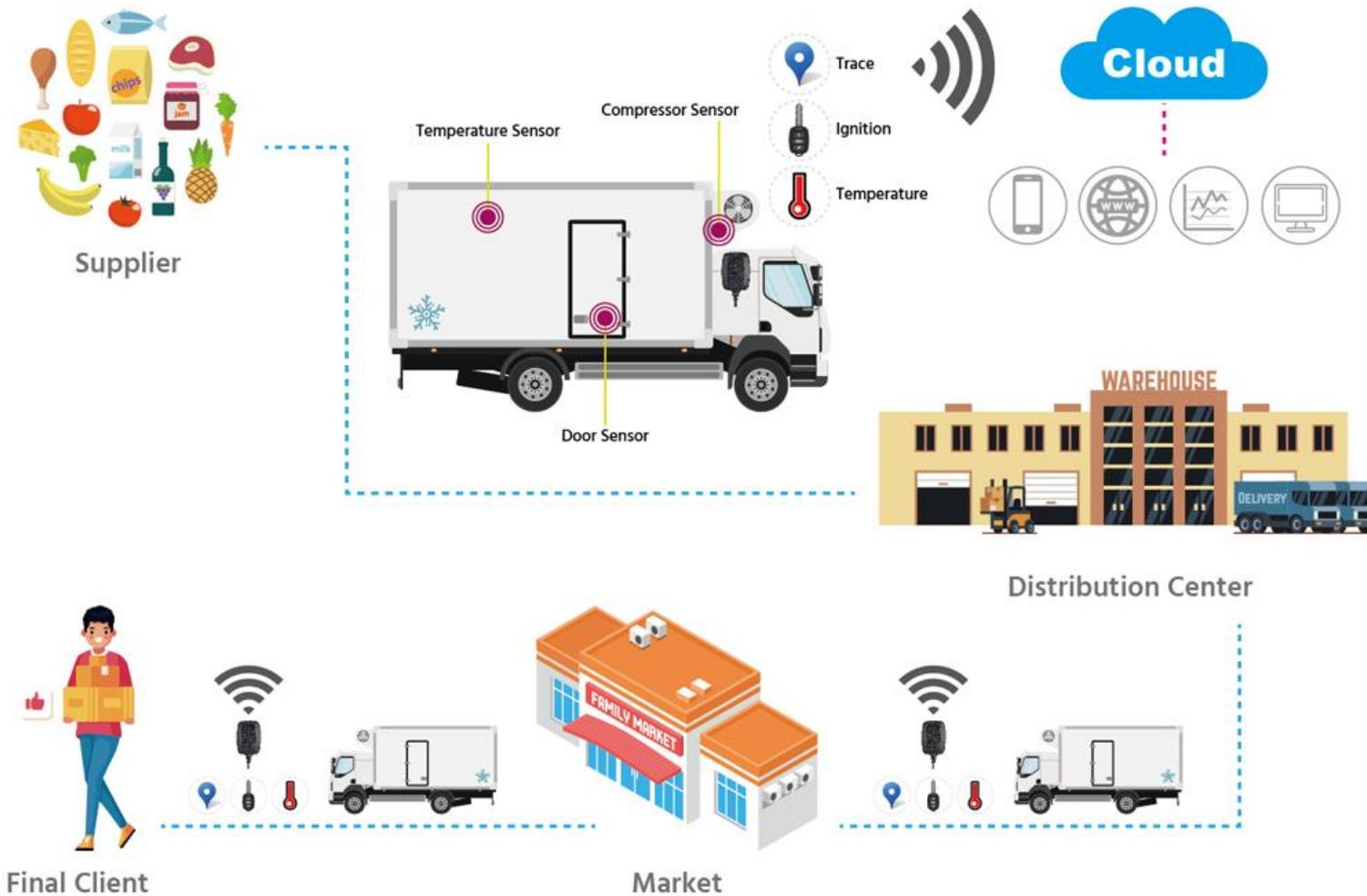
date: 08/13/21

The east section of the corridor is almost finalized, 203 km have been built and 72 km are left. The west section of the corridor is undergoing a bidding process.



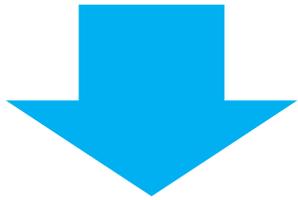


3. Cold logistics (Infrastructure + services)



4. 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



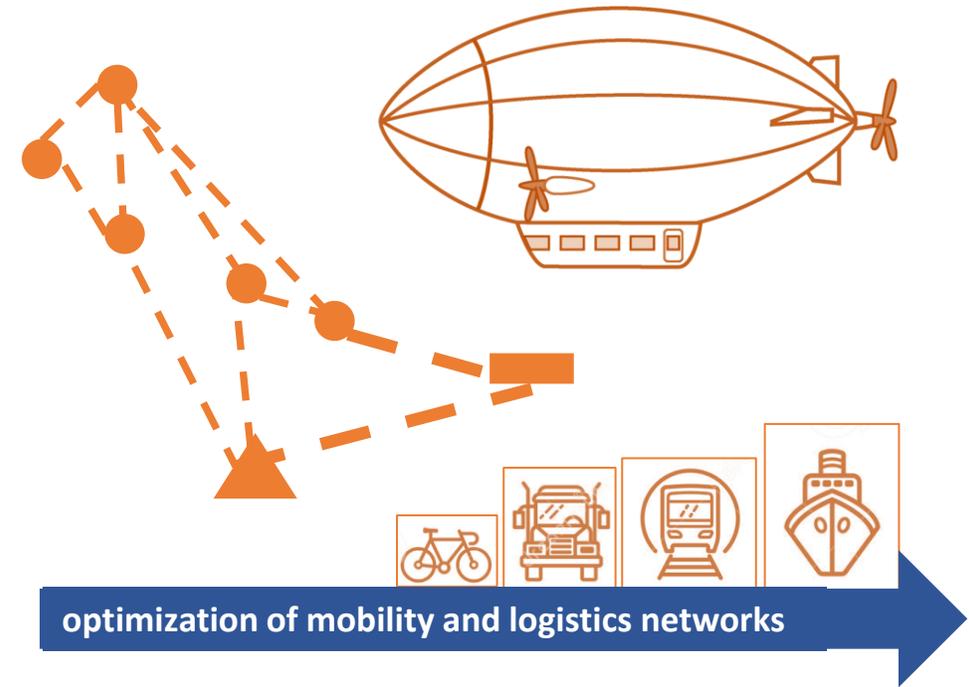
Airships: "new" means of transportation for the integration of remote areas

- ✓ 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



Strengthening capacity to design and implement policies and identify solutions that promote transport connectivity for the achievement of the SDGs

Virtual Training-workshop for policy-makers from Landlocked Developing Countries and Transit Countries

27 – 28 September 2021

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



**Ricardo J Sanchez
PhD in Economics**