



United Nations
**Sustainable
Transport
Conference**

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FACT SHEET COUNTRIES IN SPECIAL SITUATIONS

- Countries in special situations face myriad challenges as they pursue sustainable development, with transport often being a key element. They are all especially dependent on transport networks and also highly vulnerable due to factors such as insufficient infrastructure investment and limited capacity, poor cross-border connectivity, and greater exposure to climate change and extreme weather events.
- High transport and transit cost, restricted access to the sea, limited air service for passengers and cargo, poor transport infrastructure, inadequate transit procedures, unreliable logistics systems and difficulties securing investments and partnerships are among the challenges that must be addressed in order to achieve sustainable development in countries in special situations, including least developed countries, landlocked developing countries, and small island developing states.
- The average distance to the nearest seaport for the LLDCs is 1,370 km. According to World Bank data, the LLDCs pay trade costs that are more than twice that of the transit countries and these costs have been increasing over time.
- Although the estimated time that landlocked developing countries take to import has decreased from 57 days in 2006 to 47 days in 2014 and to export from 49 to 42 days, that is still almost twice the time taken by transit countries.
- The average cost of exporting a container for landlocked developing countries is estimated at \$3,204, compared with \$1,268 for transit countries, and similarly \$3,884 compared with \$1,434 for importing a container.
- Small Island Developing States are very remote from the major global markets located in Asia, North America, North Europe, the Mediterranean, Western Asia and the Indian subcontinent. The weighted average distance from these markets is around 8,200 kilometres (km) for Caribbean SIDS and around 11,500 km for Pacific SIDS.
- Transport consumes around 70 per cent of the total fuel imported in the Pacific region.