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Inter-regional workshop on multimodal corridor management

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September 4th, 2023.



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Trabajando por
un futuro productivo,
inclusivo y sostenible

Latin America and the Caribbean and subregions: Passenger and freight transport volume, by mode of transport (share of total)

- Among the modes of transport (road, rail, aviation and inland waterways), road transport has maintained its leading role in handling the volume of both passengers and freight in the region, with consequences for the environment and congestion.



| | 2020 | |
|---------------------------------|------------|-------|
| | Passengers | Cargo |
| Latin America and the Caribbean | 91,9% | 76,8% |
| South America | 91,3% | 82,2% |
| Central America and Mexico | 90,7% | 76,8% |
| The Caribbean | 97,7% | 96,4% |



| | 2020 | |
|---------------------------------|------------|-------|
| | Passengers | Cargo |
| Latin America and the Caribbean | 3,5% | 10,6% |
| South America | 7,3% | 9,1% |
| Central America and Mexico | 3,4% | 19,3% |
| The Caribbean | 1,9% | 3,6% |



| | 2020 | |
|---------------------------------|------------|-------|
| | Passengers | Cargo |
| Latin America and the Caribbean | 4,6% | 0,1% |
| South America | 8,8% | 0,1% |
| Central America and Mexico | 5,9% | 0,2% |
| The Caribbean | 0,4% | 0,1% |



| | 2020 | |
|---------------------------------|-------|--|
| | Cargo | |
| Latin America and the Caribbean | 7,8% | |
| South America | 8,6% | |
| Central America and Mexico | 3,8% | |
| The Caribbean | 0,0% | |

Inland Transport Corridors

- ✓ The corridors favour multimodal logistics solutions: road, rail and waterway.
- ✓ In 2021 UN ECLAC developed two studies about a set of qualitative and quantitative indicators regarding the inland transport corridors and exhibit the main challenges for the international navigation of rivers.

❖ Waterways Classification proposal in South America.

- “Marco para una clasificación de vías navegables interiores en América del Sur”. PIANC/CEPAL.

❖ A survey about regional integration by inland navigation.

- “River connectivity profile” for South America .
 - ✓ South America has a river runoff equivalent to 25 per cent of the world's value.
 - ✓ The volume of water in its rivers represents almost half of the total volume of all the world's watercourses.
 - ✓ Despite this enormous potential, the South American continent is at a low level of physical river integration.

Sustainable Inland Transport Connectivity Indicators in Paraguay

- ❖ During 2020-2022 UNECE with the support of ECLAC and ESCWA developed a set of 215 Sustainable Inland Transport Connectivity Indicators which have been tested in Georgia, Kazakhstan, Serbia, Jordan, and Paraguay.
- ❖ ECLAC developed Sustainable Inland Transport Connectivity Indicators for Paraguay Paraguay`s National.
- ❖ Connectivity Report contains 161 indicators that assess road and inland transport in the country.

ECLAC has published the study ::“National Connectivity Report, Paraguay including 161 indicators that evaluate road and Inland Waterway transport.

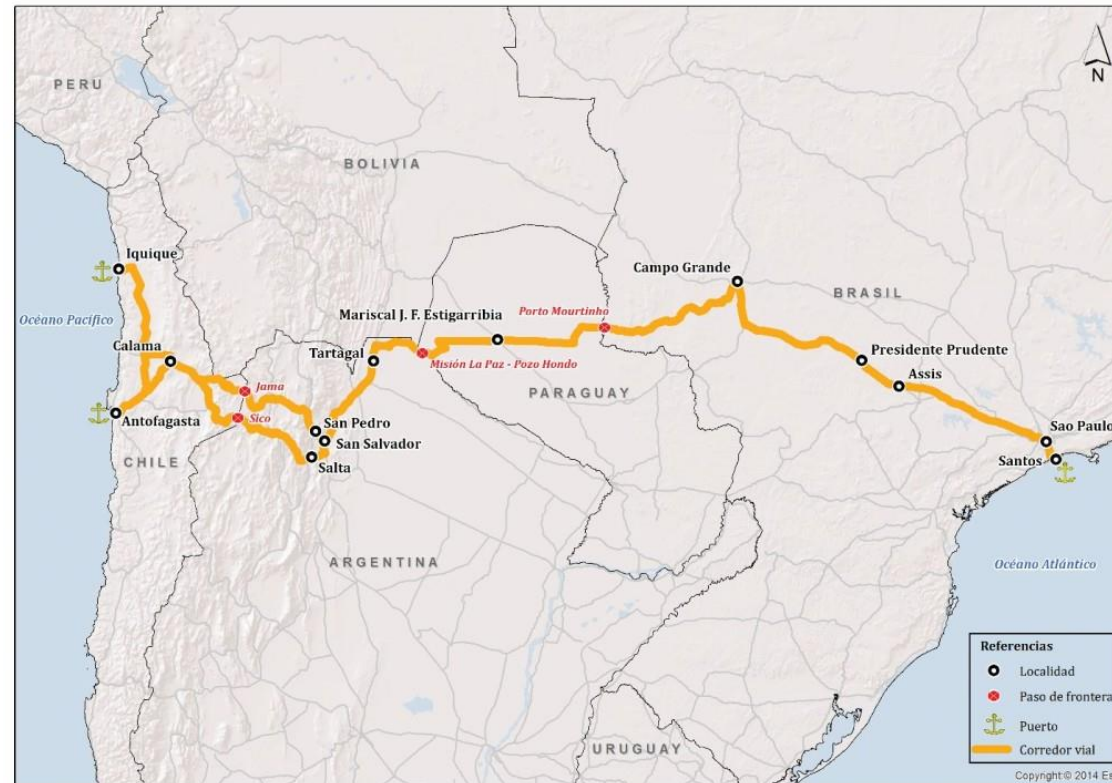
Currently, we are updating and analyzing the evolution of indicators.

Sustainable Inland Transport Connectivity Indicators in Paraguay

- ❖ The National Connectivity Report (report covers and measures the performance of inland transport modes namely railway, road and inland waterway (transport modes In the Paraguayan case, railway is not developed as of NCR preparation period because it does not transport cargo).
- ❖ All modes of transport are studied through three key pillars economic, social and environmental sustainability.
- ❖ The NCR is the next step after the development of Sustainable Inland Transport Connectivity Indicators (which is a tool developed under the UNDA funded project “Sustainable transport connectivity and implementation of transport related Sustainable Development Goals (in selected landlocked and transit/bridging countries”
- ❖ SITCIN can be used by LLDCs and non LLDCs in and outside the UNECE region, to voluntarily assess and report their progress towards achieving UN SDGs, the 2030 Agenda for Sustainable Development and ultimately the Vienna Programme of Action.
- ❖ **On 27 and 28 July, 2023, together with OHRLLS and the Ministry of Paraguayan’s Foreign Affairs, we revised the Vienna Programme of Action and the corridor was part of the Agenda.**

✓ Bioceanic Road Corridor:

- ✓ The Bioceanic Corridor is the most important project undertaken by Paraguay's Ministry of Public Works and Communications (MOPC) in the Chaco region.
- ✓ The corridor will connect the most important maritime ports of the Pacific and Atlantic. According to the Ministry of Public Works of Paraguay, the construction of this Corridor has a high strategic value for Paraguay because it will turn the Western Region into an international logistics centre by becoming the shortest route between the Chilean and Brazilian ports.



✓ Central Biocenic Railway Corridor:

- ❖ The Bolivian government has identified the Central Bi-Oceanic Rail Corridor (CFBC) as a priority rail project. Its purpose is to establish a connection between the port of Santos in Brazil, located on the Atlantic Ocean, and the port of Ilo in Peru, located on the Pacific Ocean.
- ❖ This linkage has the potential to lower the costs associated with exporting and importing, and to promote a sustainable means of transport that integrates with the river routes of the Plata and Amazon basins.

Sustainable Transport Connectivity Indicators in Paraguay (SITCIN)

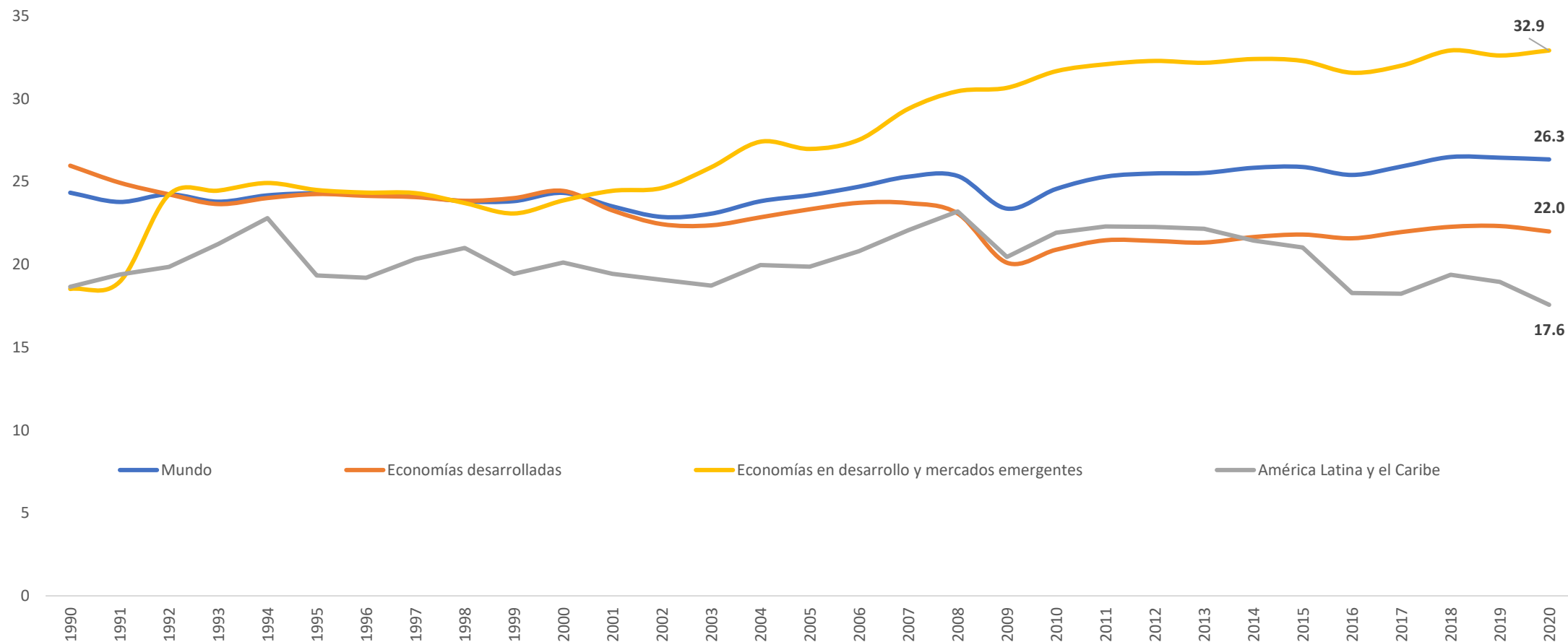
Paraná Paraguay Waterway System:

Survey of the productive capacity of pre-export products and their associated cold logistics along the Capricorn Axis, a road corridor identified in the original programme of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA), which includes the states of Mato Grosso del Sur and Goiás in Brazil, the whole of Paraguay, the provinces of Salta, Jujuy and Tucumán in Argentina, and the regions of Tarapacá, Atacama and Antofagasta in Chile.



Total investment in Latin America and the Caribbean has been on a clear downward trend.

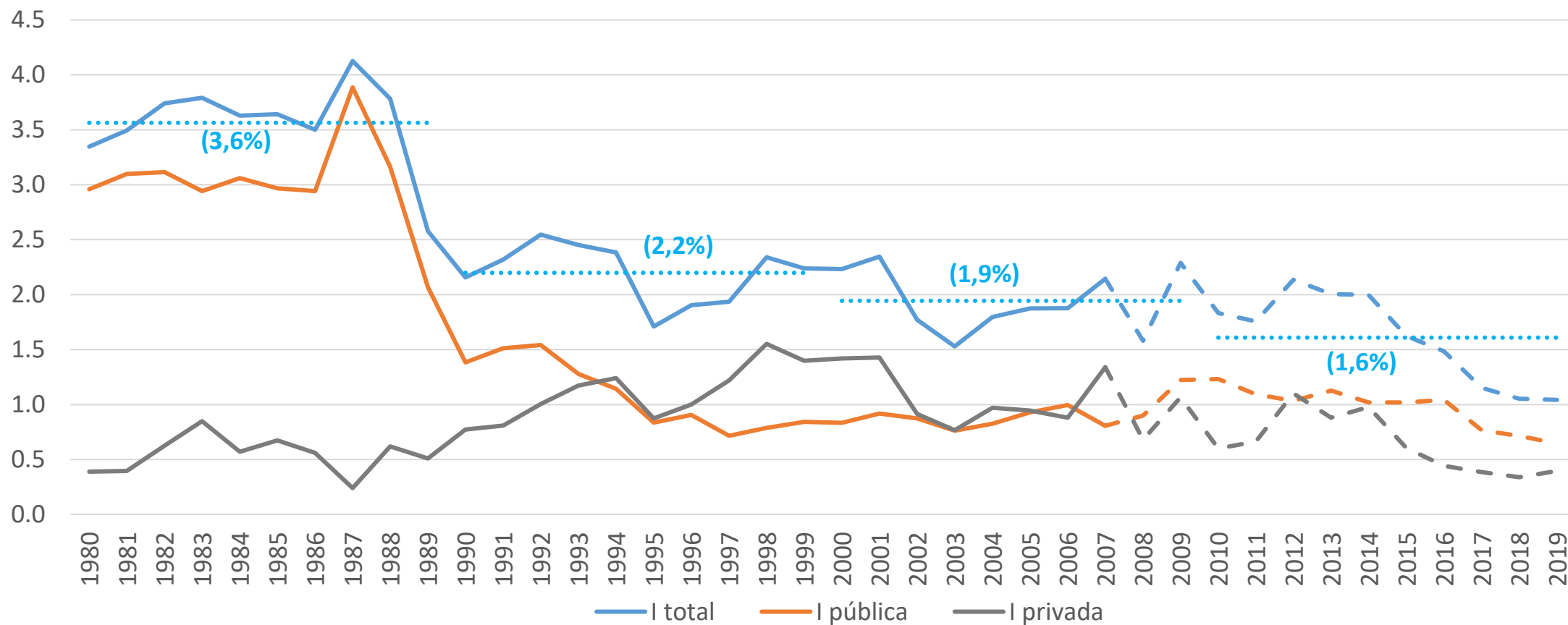
Country groups: total investment as a percentage of GDP, 1990-2020
(Ratios based on current dollars, in percentages)



Source: A. Coremberg, J. Lardé, R. J. Sánchez y J. Sanguinetti (2021), "Políticas anticíclicas y propuesta para el cálculo del recupero fiscal de la inversión en infraestructura", *Serie Comercio Internacional No. 166*, ECLAC, United Nations, Santiago de Chile.

The largest infrastructure investment in the region was observed during the 1980s.

Latin America: Infrastructure investment by sector, public and private, 1980-2019
(Percentages of GDP)



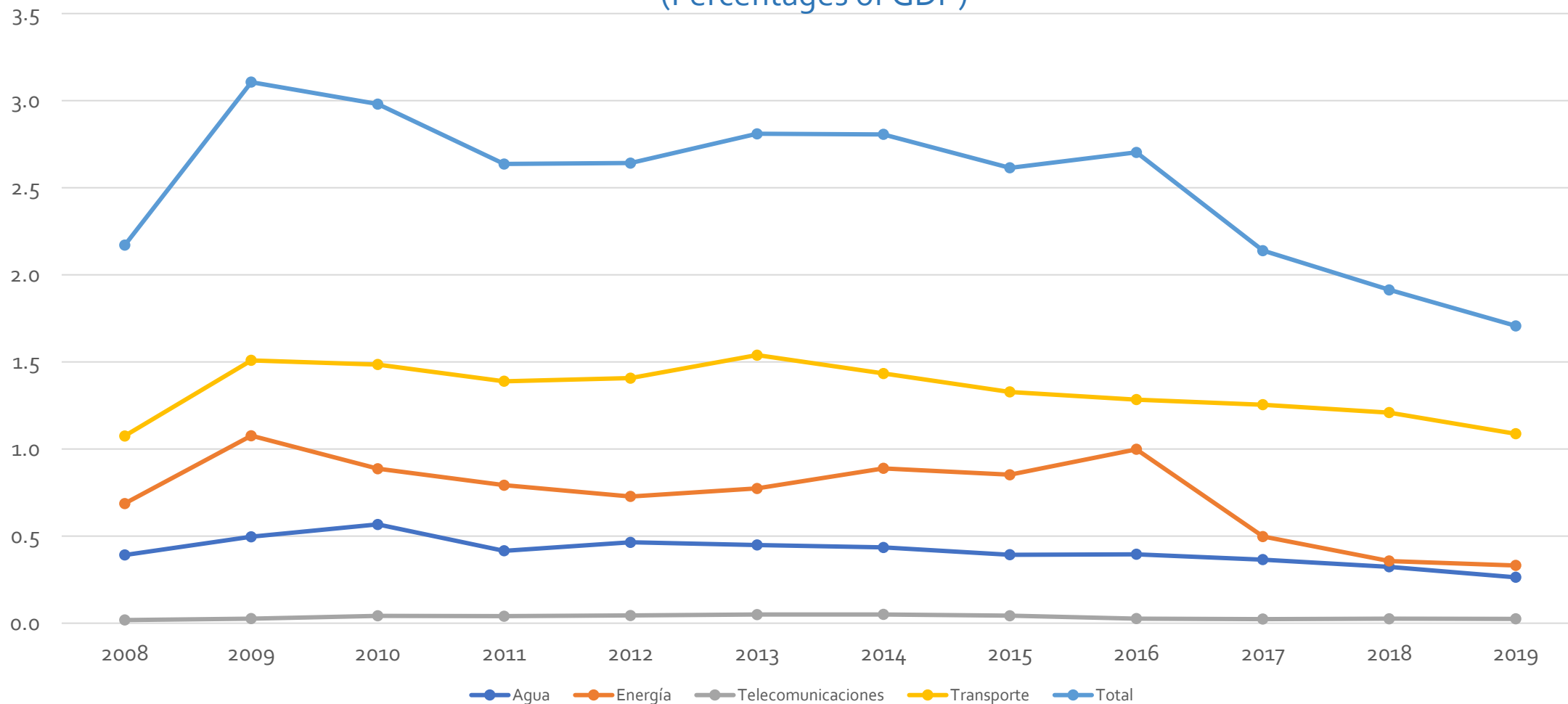
Source: CEPAL sobre la base de datos de INFRALATAM (<http://infralatam.info/>); César Calderón y Luis Servén (2010) y Private Participation in Infrastructure Database [en línea] <http://ppi.worldbank.org>

Nota: Incluye inversiones en transporte (carreteras y líneas ferreas), electricidad, telecomunicaciones y agua y saneamiento.

Los datos son promedios ponderados de los siguientes países, desde 1980 hasta 2014: Argentina, Brasil, Chile, Colombia, México y Perú. La inversión privada desde 2015 en adelante solo incluye Argentina, Brasil, Chile, Colombia, México y Perú. No incluyen datos por concesiones o inversiones público privadas.

Latin America and the Caribbean: public investment in infrastructure by sector, 2008-2019

(Percentages of GDP)



Source CEPAL sobre la base de datos de INFALATAM (<http://infralatam.info/>).

Nota: Incluye inversiones en transporte (carreteras, líneas ferreas, aeropuertos, navegación marítima y fluvial), energía, telecomunicaciones y agua (riego, defensas contra inundaciones y agua y saneamiento). No incluyen datos por concesiones o inversiones público privadas.

Los datos son promedios ponderados de los siguientes países, ARG, BEL, BOL, BRA, CHL, COL, CRI, SLV, ECU, GUA, GUY, HTI, HND, MEX, NIC, PAN, PAR, PER, DOM, TTO, URY.

Conclusions and recommendations

- ✓ The corridor is an opportunity to favor multimodal logistics solutions: road, rail and waterway.
- ✓ The improvement of infrastructure implied by the projects, especially in ports, airports and intermodal connections could positively contribute on the inland regions linked to the corridor, which will have better connectivity for incoming and outgoing traffic of cargo and people to their hinterland.
- ✓ One of the big challenges in the region is to close the infrastructure gap. The recent crises have led to a loss of public sector revenues and increased indebtedness in the countries, which means that fewer resources are available for investment. Today, public sector efforts need to be complemented by private sector efforts.
- ✓ The implementation of Public Private Partnerships are crucial to maintain and implement new projects. Elements such as climate change, resilience and social participation should not be forgotten as priorities in the planning, development, operation, closure and post-closure of any project.

Conclusions and recommendations

- ✓ The recent crises have exhibited the vulnerabilities of the supply chain.
- ✓ Latin America and the Caribbean maintains a low degree of integration that needs to be addressed. **Corridors are crucial in this process.**
- ✓ There is too much work to do in modal shift in the region and in the transition to clean transport, reducing traffic and congestion on the roads and thereby generate lower carbon dioxide emissions to comply with the Paris Agreement on Climate Change.

