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Economic Commission for Latin America

TRANSPORT ACTIVITIES OF CEPAL

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TRANSPORT ACTIVITIES OF CEPAL

Due to the requirements of colonial-type trade, the Latin American region began by exporting agricultural products and raw materials to European metropolitan centres. As many of Latin America's roads, railways and port facilities were originally constructed for extra-regional commercial intercourse, these countries subsequently lacked the necessary interconnecting routes which would allow reciprocal trade. After many decades of effort, the Latin American region now possesses a reasonably complete network of highways and rail connexions between countries. Thanks to this transport network, the increasing industrialization of the Latin American economies, and the formation of such regional economic organizations as Latin American Free Trade Association (LAFTA), Board of the Cartagena Agreement (JUNAC), Caribbean Community (CARICOM) and the Permanent Secretariat of the General Treaty for Central America Economic Integration (SIECA), the volume of intra-regional trade has shown continued growth in recent years. While the early low trade levels did not place undue burdens upon the existing institutional transport infrastructures, the increasing levels of intra-regional trade have clearly demonstrated their many weaknesses and inadequacies.

As the member countries of CEPAL have recognized that the use of these outmoded institutional transport infrastructures creates unnecessary additional costs for Latin American trade, the work programme of the Transport and Communications Division of CEPAL has been largely focused upon the establishment, strengthening and improvement of needed transport institutional infrastructures for Latin American trade. Among current activities the following may be cited:

(a) In October 1973 CEPAL and the Institute for Latin American Integration (INTAL) undertook a study of the land transport corridors between Lima-Buenos Aires and Lima-São Paulo. This study not only demonstrated the various options available to Latin American multinational transport but also helped to generate interest in land transport services that had previously not been considered technically

/and economically

and economically feasible. As one part of this study the Latin American Railways Association (ALAF), CEPAL and INTAL jointly sponsored the first multinational through rail shipment ever attempted from Chile via Argentina and Bolivia to Brazil. During the trip an inventory was made of some 24 different documents required. As a direct consequence of this experience, ALAF and CEPAL collaborated in preparing and obtaining approval of the MULTILAF Agreement covering the multinational (i.e., involving three or more countries) transport of goods by the railways of Argentina, Bolivia, Brazil, Chile, Paraguay, Peru and Uruguay. CEPAL is also collaborating in the fulfillment of the provision of this agreement which calls for a single multinational transport document, by designing a waybill aligned with the United Nations layout key.

(b) For many years both the World Bank and CEPAL's Transport and Communications Division have recognized the information needs of Latin American countries for effective transport planning and decision-making. Based upon this common recognition, in 1972 a joint World Bank/CEPAL project concerning Latin American information systems for transport planning was undertaken. On the basis of an evaluation by the World Bank and CEPAL, in 1977 the work programme of this joint project was directed towards the establishment of a Latin American railway information system designed to assist in obtaining greater utilization of railway networks. In response to this new direction, and in the light of the growing recognition of the benefits arising from technical co-operation among developing countries, a course on railway workshop costs was offered by the Argentine Railways, from 14 to 24 May 1979, under the auspices of ALAF/CEPAL/World Bank. The participants in this course included railway representatives from Bolivia, Chile, Ecuador, El Salvador, Guatemala, Mexico, Nicaragua and Peru. After seeing the Argentine workshop cost system in operation, participants expressed interest in seeing it implemented in their own railways.

(c) In 1974 the seventh meeting of the Bolivian-Chilean Joint Commission on Transport and Harbours requested CEPAL's Transport and

/Communications Division

and Communications Division to carry out a study aimed at rationalizing the systems of physical flow and documentary procedures for goods in transit across Chilean territory to Bolivia. Such a study was urgently needed in order to find ways of facilitating the movement of goods imported into Bolivia through the port of Arica, which were accumulating in the port area faster than they could be shipped on to their final destinations, principally as a consequence of delays in processing related documentation. The solution devised was the Integrated Transit System (ITS), a set of procedures for handling documentation associated with the operations of unloading, temporary storage, reloading and dispatch of goods in transit, and for managing these operations in a systematic fashion. It made use of nearly all the physical components of the existing process and required no substantial changes in the way cargo is handled. When the systems went into effect on 1 August 1975, warehouses in the port of Arica reserved for Bolivian consignments were overflowing with a backlog of some 32 000 tons of undispatched goods. In just three months of operation, the ITS managed to dispatch not only 25 000 tons of goods newly arrived during this period but also 8 500 tons of the backlog.

The success of the ITS has led to its application in Antofagasta, the other Chilean port through which Bolivia obtains access to the Pacific Ocean. Its extension to Buenos Aires is now the subject of negotiations between Argentine and Bolivian authorities, and it has been proposed for the ports of Santos, Brazil, and Matarani, Peru, as well. The importance of the ITS for improving trade flows is further demonstrated by the interest expressed in arranging for the principal Bolivian and Chilean officials responsible for implementing the ITS to assist certain African landlocked countries in the study of ways in which this system could benefit their transit trade. Document E/CEPAL/1065 describes the ITS in more detail.

(d) In August of 1975 CEPAL initiated the publication of a bimonthly Bulletin on Trade and Transport Facilitation (FAL) which is now distributed to some 1 000 recipients in 70 countries. Some issues analyse in depth a single topic of special interest, while

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others contain a digest of recent facilitation activities and topics both within the region and around the globe. The FAL Bulletin thus constitutes a vital communications link between Latin America and the rest of the world that emphasizes the importance of this region's contributions to the facilitation of trade and transport.

(e) The Sixth Meeting of Ministers of Public Works and Transport of the Southern Cone countries, held in November 1975, agreed to promote the preparation of an International Multimodal Transport Convention for the countries of the Southern Cone and requested collaboration from CEPAL in this effort. Upon learning of CEPAL's intention to begin work on such an agreement, the Second Latin American Regional Preparatory Meeting on the International Convention on Multimodal Transport (Buenos Aires, December 1976) requested that its geographical scope be widened to include the entire region. In accordance with these requests and with the work programme of the secretariat approved at the seventeenth session of the Commission, an original draft convention limiting the civil liability of carriers in the international land transport of goods was prepared. Subsequently, this original draft was circulated to various national, international, regional and subregional organizations for comments and suggestions. After receipt of comments and suggestions a Group of Experts was convened in December 1977 to review and where necessary amend the aforementioned draft convention. The Group of Experts carried out this work and further recommended in its report (E/CEPAL/1047) that the secretariat should undertake a study on the effects of establishing relatively high or low limits of financial liability for such carriers. As a result of this recommendation, the following study was subsequently prepared and distributed: Limit of Civil Liability of Carriers in International Land Transport in Latin America: Criteria for its Establishment (ST/CEPAL/Conf.67/L.2).

An Intergovernmental Preparatory Meeting was held from 4 to 8 September 1978, at which government delegates from CEPAL member nations reviewed the draft convention as prepared by the Group of Experts, made such changes as they considered necessary, and recommended

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that various additional studies be undertaken by the secretariat. The Intergovernmental Preparatory Meeting's report (E/CEPAL/1054), which contains the draft Latin American Convention on the Civil Liability of Carriers in the International Land Transport of Goods (CRT), as approved by the government representatives, has been circulated to all member nations of the Commission and other interested organizations. Additionally, the member countries of CEPAL, at their eighteenth session in La Paz, Bolivia, in April 1979, adopted resolution 390 (XVIII) which, inter alia requests CEPAL to prepare the studies recommended by the Intergovernmental Preparatory Meeting.

(f) In the area of trade and transport data transmission, the joint OAS/CEPAL Maritime Transport Programme is collaborating with the Economic Commission for Europe's (ECE) Working Party on Facilitation of International Trade Procedures in the development of an international location code (LOCODE) that combines the International Standards Organization (ISO) Alpha-2 country code with the existing IATA three-letter location identifier code, or with a specially invented code for any location not already having a IATA code. CEPAL has submitted a preliminary analysis of a file structure for handling these codes by computer to UNCTAD's Special Programme on Trade Facilitation (FALPRO) for study.

(g) With the financial and technical assistance of the Spanish Government, and with technical and organizational contributions from ALAF and CEPAL, an International Railway Transport Seminar was held from 6 November to 7 December 1978 in Madrid, Spain. Seminar participants included 17 executives from the 10 Latin American railways associated with ALAF whose routes are interconnected. The excellent organization of this Seminar by the Spanish Government permitted a high level of technical discussion among the participating railway executives concerning Spanish and European experiences in international rail transport facilitation. CEPAL is grateful to the Government of Spain for its efforts, which permitted discussions to be held in a particularly open and frank atmosphere.

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On the basis of the experience obtained by ALAF and CEPAL participants in this seminar, CEPAL has prepared a work programme in close collaboration with ALAF to facilitate and promote international rail transport in the Asuncion - Rio de la Plata corridor. To assist in the execution of this work programme the Federal Republic of Germany has financed the services of a German railway expert with CEPAL.

(h) After recognizing that the rate of growth of trade carried by road vehicles within the Andean subregion was being restricted by non-tariff barriers, in early 1977 the Andean Development Corporation (CAF) and CEPAL undertook a joint study, in close co-operation with JUNAC, to identify viable road transport services within the subregion and determine what incentives could increase the use of such transport. Among others, the following areas were analysed: trade within the subregion by transport means and product groups; the current state; deficiencies and restrictions of the road network, and projects under study for its improvement; consequences of road vehicle weight limitations; cost comparison for each identified means of subregional transport; qualifications for road vehicles and companies engaged in transport within the subregion; consequences of customs transit régimes and civil liability régimes for international transport companies; procedures, formalities, requirements and tax aspects related to such transport, and of the role of subregional organizations in its facilitation. The results of this exhaustive study are described in greater detail in Perspectives Concerning International Road Transport in the Andean Subregion (E/CEPAL/L.154), Inventory of the Infrastructure and of the Projects Concerning the Central Andean Road System(E/CEPAL/L.154/Add.1) and Evaluation of the Influence of Maximum Axle Weight Restrictions on the Cost of Trust Transport for the Andean Subregion (E/CEPAL/L.154/Add.2).

(i) As the independent customs transit systems employed by each Latin American country cannot effectively promote the rapid and efficient movement of goods nor provide the basis for harmonization of transit procedures, in 1976 CEPAL and LAFTA's Grupo de Expertos

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en Técnica Aduanera collaborated in the elaboration of a set of common norms for customs transit which follow closely the provisions of appendix E.1 of the Kyoto Convention of the Customs Co-operation Council. These common norms were subsequently approved at the LAFTA meeting of National Customs Directors and have helped to create recognition on the part of Latin America's Southern Cone countries of the need for simplified customs transit procedures, documents and guarantees. Partly as a result of this recognition, the Ninth Meeting of Ministers of Public Works and Transport of the Southern Cone Countries, held in June 1979, unanimously adopted a resolution granting authority to the Republic of Argentina to convene a meeting of government delegates from such countries to study the desirability of adhering to the Customs Convention on the International Transport of Goods Under Cover of TIR Carnets (TIR Convention) 1975. In compliance with this resolution a meeting of government transport and customs officials, various international organizations and transport enterprises was convened from 27 to 29 June 1979 in Buenos Aires, Argentina.

The Final Act of this meeting included a work programme designed to lead to the adoption and effective implementation of the TIR Convention. This work programme provides, inter alia, for the holding of seminars in each of the seven Southern Cone countries to analyse the TIR Convention and the conditions under which it will be utilized.

After the Buenos Aires meeting the CEPAL secretariat undertook an exhaustive investigation of the various means by which financial assistance might be obtained to assure that persons from organizations such as ALALC, CEPAL, and the ECE's Working Party on Facilitation of International Trade Procedures would be able to participate in the programmed seminars. In response to this investigation, and in recognition of the positive effect the TIR Convention would have upon its transport development activities in the Southern Cone, the World Bank agreed to make a limited amount of funds available to initiate the TIR work programme. Additionally, CEPAL prepared an informative study entitled El Convenio TIR: Un Estudio con Vistas a las Necesidades de los Países del Cono Sur (E/CEPAL/G.1101) for use not only in such

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seminars but also to provide guidelines for the creation and modification of institutions necessary for the effective implementation of TIR.

TIR Seminars for the seven Southern Cone countries were held during November 1979 in Argentina, Brazil, Chile and Uruguay, and during January 1980 in Bolivia, Paraguay and Peru. Seminar presentations were made by representatives from ALALC, CEPAL, the Economic Commission for Europe's (ECE) Working Party on the Facilitation of International Trade Procedures, and the International Road Transport Union (IRU) - the organization which administers the guarantee system of the TIR Convention. As the public and private sectors in each seminar participated freely and seemed to have their doubts resolved, the overall seminar objectives of the work programme approved in Buenos Aires in June 1979 appear to have been fulfilled.

(j) As Latin American governments are faced with the need to simplify, reduce and harmonize documentary requirements for ships entering and leaving ports in order to facilitate the intra-regional as well as extra-regional movement of goods, in 1978 the joint OAS/CEPAL Maritime Transport Programme, in close collaboration with the Latin American Shipowners' Association (ALAMAR), undertook the preparation of a shipping documentation manual for Latin American ports (E/CEPAL/1060). A maritime facilitation expert, statationed at CEPAL headquarters with the aid of financial contributions from the Government of the Netherlands, has greatly assisted in the preparation of this manual.

The first part of the manual was completed in 1979, and describes the shipping documentation requirements and consular formalities that ships in international transport must comply with in the ports of Chile, Colombia, Costa Rica, Ecuador, El Salvador, Guatemala, Honduras, Nicaragua, Peru and Venezuela. A second part will add the requirements and formalities for the ports of Argentina, Brazil, Paraguay and Uruguay, while the final part will complete the Latin American region by including those of Mexico, Panama and the Caribbean. As this manual is to be kept up to date by ALAMAR, their usefulness as a book of reference for persons in the maritime transport documentation chain and as a facilitation tool will not diminish over time. Additionally, it will assist the region's progress in complying with its own Mar

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del Plata Convention (1963) on Maritime Facilitation which is very similar to the Inter-Governmental Maritime Consultative Organization (IMCO) Facilitation Convention (1965).

(k) As large capital-intensive ships are in useful production only when actually moving goods towards their destination, the tendency today is for these ships to call at fewer ports at each end of the voyage. Increasing importance must therefore be assigned to feeder transport services - whether by barge, small vessel, truck or train - for supplying these ships with cargo and delivering cargo to consignees. As the Caribbean islands are largely dependent upon extra-regional maritime transport and have very little control over either the speed of technological change in maritime transport or the type of ships which extra-regional operators place in service, there is a risk that an inter-island feeder transport system may emerge which is based on the needs of their extra-regional trading partners rather than on the special requirements of the Caribbean transport environment. In an effort to provide some general guidelines for determining the most suitable marine transport system for Caribbean inter-island transport, a Survey of Hawaiian Inter-island Maritime Transport Systems in the Light of Their Significance for Caribbean Inter-island Transport (E/CEPAL/1085) was prepared in 1979.

(l) In an effort to present an alternative freight rate structure which automatically generates cost data for users of liner shipping services the CEPAL secretariat prepared The Three-part Tariff for Ocean Liner Conferences (E/CEPAL/L.151). While this document is to be somewhat revised in the light of present studies, it basically proposes a division of liner freights into three components - loading, line-haul and discharging costs - without changing existing legal relationships. The reason for this division of liner freights into three natural cost centres is to isolate changes in such costs. Without such a division the source of an increase in freight rates is unknown and therefore uncontrollable, and it is only when the source is known that it can be isolated and analysed, and a modification proposal formulated.

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(m) For some time the CEPAL secretariat has been concerned with the dredging needs of countries in the Caribbean basis. Since each country individually not only lacks a sufficient number of ports to economically justify the acquisition of a dredge ship but also sufficient capital to permit the purchase of needed dredging services, an investigation has recently been initiated to determine the overall dredging needs of Central American and Caribbean island countries and to explore the possibility of common ownership of dredging facilities among these countries.

(n) The Transport and Communications Division prepared a document entitled CEPAL's Role in Trade and Transport Facilitation (E/CEPAL/1064) for the eighteenth session of the Commission held in La Paz, Bolivia, in April 1979. This document presents a summary of CEPAL's recent facilitation activities, the scope of Latin American facilitation problems and the European institutional experience with facilitation. On the basis of this document the Member Governments at the eighteenth session adopted resolutions 390 (XVIII) and 391 (XVIII) (see annex).

In compliance with resolution 390 (XVIII) CEPAL is preparing documentation on the trade and transport facilitation activities needed for the Caribbean, Central America and South America, and has programmed facilitation meetings for each area during 1980-1981. Additionally this secretariat, in collaboration with UNCTAD has prepared and submitted to the United Nations Development Programme (UNDP) for funding a project (RLA/80/002) for the land locked countries of South America (Bolivia and Paraguay) concerning transport and transit for their international trade. This project has as its overall objective the promotion of economic and social development for Bolivia and Paraguay through a reduction in transport costs to and from ports, an improvement in the quality of their access to the sea and world markets, and the minimization of foreign exchange costs for transport services. To accomplish this overall objective a study will be prepared of the transport corridors that permit adequate commercial communication between the various regions of both countries with neighbour country

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ports and which at the same time improve transport facilities between Atlantic and Pacific coast countries. This study will analyse the restrictions that currently affect the quality and increase the cost of transport services and will suggest various measures which might be employed to overcome these restrictions.

While the CEPAL secretariat has not previously worked directly in the field of inland waterways, its draft work programme for 1979-1981 includes in the light of CEPAL resolution 391 (XVIII) an activity entitled "Integrated River Basin Planning". Under this project, work has been initiated on the River Plate inland waterway transport system as part of an integrated study of the transport corridor Asunción/River Plate. The aim of this study is to develop, inter alia, the overall transport demand potential of this corridor, especially for international transport, and to recommend measures to meet this demand.

(o) In 1979 CEPAL and the International Development Center of Japan (IDCJ) jointly undertook a study of the economic relations between Japan and South America. The Transport and Communications Division, in response to this broad CEPAL/IDCJ project, has conducted an analysis of the ocean-transported commerce between the Andean area of South America and Japan with a view to identifying institutional arrangements between Japan and Latin America that would encourage the introduction of appropriate new shipping technologies while ensuring participation by the Andean countries in their ownership and operation. One result of this analysis is the preparation of a document concerning maritime trade between the Andean area of Latin America and Japan: which will include an analysis of possible conflicts of interest regarding the choice of shipping technology. This analysis presents a linear programming model which is designed to show possible conflicts of interest between the countries involved, shipowners, exporters, importers, etc., concerning optimum ship types for the Japan - South America trade, and gives details of a sample application of this model to a case study involving trade between Bolivia, Chile and Peru with Japan.

/(p) The International

(p) The International Land Transport Convention adopted by Argentina, Brazil, Chile, Paraguay and Uruguay, commonly known as the Pentapartite Convention because of its five signatory parties, contains in section seven a provision requiring payment of "just compensation for the use of (transport) infrastructures of transit countries". As the convention does not define the concept of "just compensation" nor provide guidelines for its calculation, the government of Brazil requested CEPAL to investigate this concept. In response to this request, the Transport and Communications Division prepared a document entitled Transporte terrestre internacional: una justa compensación por el uso de la infraestructura de los países de tránsito (E/CEPAL/L.168). This document defines and traces the history of "just compensation", and proposes a methodology for quantifying the payment by non-domestic carriers for the use of the transport infrastructure of transit countries. Additionally, an illustration is presented where this quantification methodology is applied to a hypothetical case. This document was distributed at the meeting of the Group of Experts, 1978, held in preparation for the Ninth Meeting of the Ministers of Public Works and Transport of the Southern Cone countries.

(q) In view of the environmental and social problems that may arise as a result of economic growth and industrial development, the CEPAL secretariat and the United Nations Environment Programme (UNEP) have undertaken a joint project to identify the consequences of such growth and development, and to indicate patterns of economic expansion consistent with protection of the social environment. Within the framework of this project the Transport and Communications Division has prepared a document entitled An Analysis of Some of the Social Consequences of the Automobile in Latin America (E/CEPAL/PROY.2/R.9). This document was presented to high-level governmental and private sector representatives at a seminar organized by CEPAL and UNEP in conjunction with other national and regional organizations, in order to help these representatives direct their individual spheres of economic activity in a manner which will minimize harm to the social environment.

/(r) The Ninth

(r) The Ninth Meeting of the Ministers of Public Works and Transport of the Southern Cone countries, held in Cochabamba, Bolivia, in June 1979, adopted a resolution requesting CEPAL to prepare an analysis of the methodologies employed in the development of national transport plans for countries of the Southern Cone - Argentina, Bolivia, Brazil, Chile, Paraguay, Peru and Uruguay. Currently, information is being collected from the Ministries of Transport of the countries involved concerning both their transport planning programmes and their data collection procedures. The principal objective of this analysis is to harmonize the various methodologies employed in order to develop a sub-regional transport planning model which can assist in the improvement of both the international transport planning of the Southern Cone countries and their related transport infrastructures.

Annex

RESOLUTION 390 (XVIII) TRADE AND TRANSPORT FACILITATION

The Economic Commission for Latin America,

Recalling the relevant provisions of the General Assembly resolutions concerning economic co-operation among developing countries [1] and bearing in mind that regional trade and transport facilitation in Latin America, by its very nature, is a co-operative endeavour among developing countries,

Recalling further the principle, stated in Article 49 of the Treaty of Montevideo and in other regional forums, that facilitation of trade and transport is a tool for bringing about regional economic integration,

Recognizing that to achieve the objectives of its resolution 356 (XVI) of 13 May 1975 the CEPAL secretariat must actively support national, subregional and regional trade and transport facilitation programmes and there must be suitable institutional arrangements for this purpose,

Taking into account Section IV of the annex to General Assembly resolution 32/197 of 20 December 1977, which recognized the role of the regional commissions as principal centres for economic development, co-ordination and co-operation in their respective regions,

Having examined secretariat document E/CEPAL/1064 on CEPAL's role in trade and transport facilitation, which demonstrates, inter alia, the need to establish priorities for the secretariat's facilitation work programme.

Taking into account what was stated in the report of the Intergovernmental Preparatory Meeting (E/CEPAL/1054)on the possibility of continuing the preparatory work on a draft Latin American Convention on Civil Liability of Carriers in International Land Transport (CRT), and in view of the need for a uniform regional land transport liability

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1/ Resolutions 3177 (XVIII) of 17 December 1973; 3241 (XXIX) of November 1974; 3442 (XXX) of 9 December 1975; 31/119 of 16 December 1976; 32/180 of 19 November 1977, and 33/195 of 29 January 1979.

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régime for loss or damage to goods, or for delay in delivery,

Requests the Executive Secretary of CEPAL to:

(a) convene in the principal geographical areas of the region, in consultation with governments, subregional meetings of experts in facilitation matters from both national and regional organizations to identify the main facilitation problems encountered in each area, set priorities and suggest measures that may assist countries in overcoming these problems, and help the secretariat to establish a more permanent and stable facilitation action programme;

(b) prepare the studies requested in the report of the Intergovernmental Preparatory Meeting (E/CEPAL/1054) on a draft Latin American Convention on Civil Liability of Carriers in International Land Transport (CRT) and circulate these studies to the governments of member States for their comments and suggestions.

209th Meeting
26 April 1979

RESOLUTION 391 (XVIII) INTEGRATED TRANSPORT SYSTEM

The Economic Commission for Latin America,

Bearing in mind that the inherent disadvantages of landlocked countries are exacerbated in the case of the Latin American landlocked countries, Bolivia and Paraguay, by the lack of an articulated internal transport system or, in some cases, the lack of its prolongation in neighbouring countries,

Aware that the creation of an adequate transport infrastructure in Bolivia and Paraguay, besides making a significant contributiion to their own economic and social development, would make it possible to link the Atlantic and Pacific countries by land, thus opening up major opportunities for Latin American integration and trade.

Considering that although Bolivia and Paraguay possess studies which identify their needs in terms of infrastructure and transport services, regrettably their resources do not allow them to complete that infrastructure within a reasonable time, and that furthermore the advantages deriving from an integrated transport system in the hinterland of the continent would also benefit the coastal countries, which could use it in their transcontinental communications,

Bearing in mind the valuable technical and financial contributions made by bodies such as the Inter-American Development Bank (IDB), the World Bank, the Board of the Cartagena Agreement (JUNAC), the Financing Fund for the River Plate Basin and the Pan American Highways Congress of the Organization of American States (OAS) to assist Bolivia and Paraguay in the improvement of their internal transport infrastructure and their transport links with neighbouring countries and, through them, with overseas regions,

Recalling the special interest shown by the General Assembly, the Economic and Social Council, the United Nations Development Programme (UNDP), the United Nations Conference on Trade and Development (UNCTAD) and the regional economic commissions in the problems of the landlocked countries of the world,

/Taking note

Taking note of the studies on international land transport carried out by the secretariat, in some cases with the valuable assistance of the Institute for Latin American Integration (INTAL) and the Andean Development Corporation (CAF), which highlight the need for close co-operation among all countries to improve, in particular, transport conditions in the regions of the interior of the South American continent, thereby promoting transcontinental mobility whose benefits are widespread,

Aware that account must be taken of the fact that INTAL is making a study of a transport network in the Southern Cone which could provide a valuable contribution,

1. Requests the Executive Secretary of CEPAL to prepare a study which should:

(a) identify the investment in infrastructure and transport equipment needed to establish adequate communications between the different regions of Bolivia and Paraguay and overseas ports;

(b) give special attention to projects which form part of an integrated regional transportation system designed to facilitate transcontinental land communications between Atlantic and Pacific countries,

(c) take account of the available national studies, which should be supplemented by new studies when necessary;

(d) evaluate as far as possible the benefits which would accrue to the different countries from the planned investment in transport infrastructure and services in Bolivia and Paraguay, with a view to facilitating international co-operation for its financing;

(e) indicate the institutional measures which must be taken to ensure that the use of the infrastructure built in Bolivia and Paraguay facilitates the creation and operation of efficient and economical transport services, as part of a genuine regional integrated transport system,

2. Also requests the Executive Secretary to:

(a) convene meetings of government experts of the countries covered by the studies mentioned in paragraph 1, in order to guide the secretari

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in carrying out those studies and review them once they have been completed;

(b) take suitable measures to ensure close co-ordination, in the execution of the studies mentioned in paragraph 1, with the international, regional and subregional bodies which have a particular interest in the matters dealt with by them;

(c) negotiate with the United Nations Conference on Trade and Development (UNCTAD) for that organization's participation in the study mentioned in paragraph 1;

3. Declares its particular interest that the above-mentioned study should be a regional project of the United Nations Development Programme (UNDP) or a project of the United Nations Special Fund for Landlocked Developing Countries.

209th Meeting
26 April 1979