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*Implementing Solutions to the
Challenges Land-Locked States Face
Against Development*

CAN AYMEN



RESEARCH
REPORT



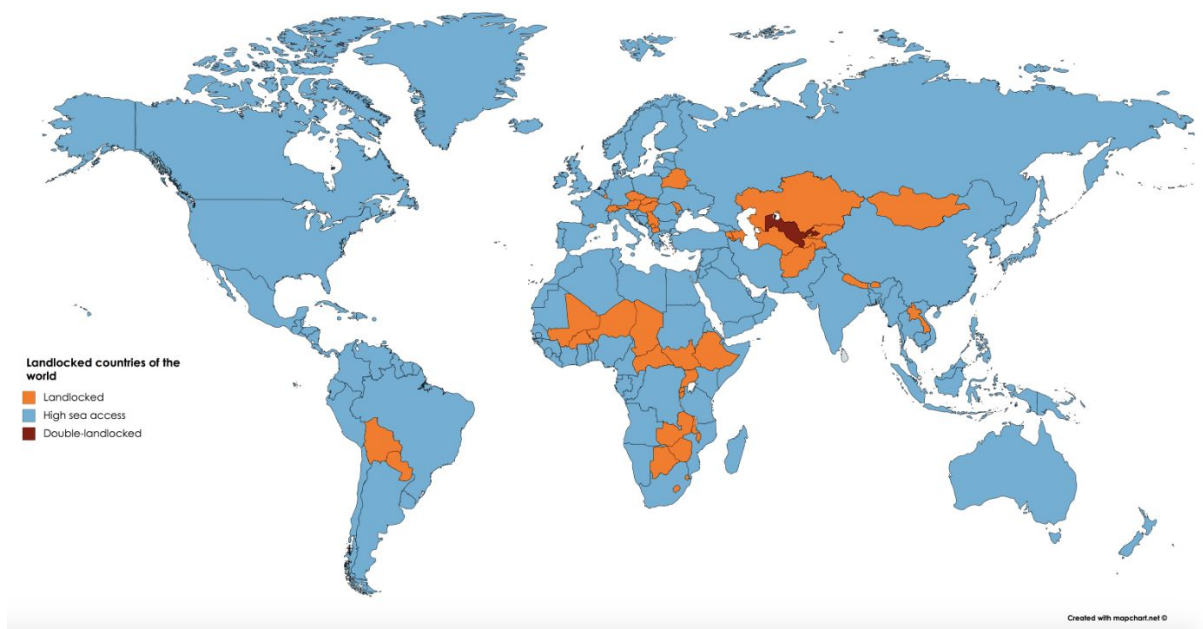
Forum: Sustainability Committee (SA4)

Issue: Implementing Solutions to the Challenges Land-Locked States Face Against Development

Student Officer: Can Aymen - Deputy Chair

Introduction

A landlocked country is a sovereign state that does not have territory connected to an ocean or whose coastlines lie on endorheic basins. A landlocked state does not have any access to large water bodies, excluding lakes and river basins. In general, being landlocked generates such political and economic handicaps that can be avoided by getting access to international waters. For this cause, throughout history, large and small nations have tried to obtain access to open waters, even at the great cost of riches, bloodshed, and political capital. The economic disadvantages of landlocked states may be alleviated or worsened, depending on the degree of expansion, surrounding trading routes and freedom of trade, language barriers, and other variables.



Landlocked countries of the world

Definition of Key Terms

Landlocked State: A landlocked country is a sovereign state that does not have territory connected to an ocean or whose coastlines lie on endorheic basins.

Transit States: Transit State means a State, with or without a sea-coast, situated between a land-locked State and the sea, through whose territory traffic in transit passes.

Maritime Nations/Neighbors: A maritime nation is any nation which borders the sea and is dependent on its use for the majority of the following state activities: commerce and transport, war, to define a territorial boundary, or for any maritime activity (activities using the sea to convey or produce an end result).

HDI: Human Development Indices.

GDP: Gross Domestic Product. GDP is the final value of the goods and services produced within the geographic boundaries of a country during a specified period of time, normally a year. GDP growth rate is an important indicator of the economic performance of a country.

LLDC: Landlocked developing countries.

General Overview

Historically, being landlocked has been harmful to the growth of a region. The lack of direct access to the sea, distance from international markets, and high transportation costs continue to put severe restrictions on the socio-economic growth of the Landlocked Developed Countries as a whole (LLDCs). It excludes a nation from valuable maritime resources, such as fishing, and restricts or blocks direct access to maritime trade, an integral component of economic and social development. As such, coastal or inland regions with access to the world ocean have tended to be richer and more densely populated than inland regions without access to water bodies. Since landlocked-nations have a much harder course of development, nine of the twelve countries with the lowest Human Development Indices (HDI) are landlocked. Firstly, landlocked countries are severely behind their maritime neighbors in terms of GDP growth; only four times (Botswana, Swaziland, Kazakhstan, Uganda) does the GDP per capita landlocked country surpass the average of its regional maritime nations. Meaning, only these 4 countries have higher GDP than maritime countries. Secondly, compared to their other landlocked neighbors, the landlocked countries of Southern Africa, Central Asia, the Caucasus, and Moldova score especially well in the HDI, health, and education components. Third, the success of landlocked states in the education aspect is especially striking in Central Asia, leading to high levels of education in the former Soviet states and low levels of education in Iran and Pakistan.

Landlocked countries have grown by an average of 25 percent less over the last decade than their maritime transit neighbors, including a per capita income of just 55 percent of that of maritime nations at the beginning of the decade. This finding supports the findings of other studies that find that being landlocked reduces the rate of growth by between 0.7% and 1.5% (MacKellar, Wörgötter, et al. 2000). Not only are landlocked nations considerably poorer than their neighbors and maritime nations, but they are also growing at a slower pace, opposed to the theory of classical economic and financial integration. Landlocked countries suffer from a poor rate of foreign investment, in addition to the lower levels of trade.

Major issues concerning their neighboring countries are pretty straightforward. These being transportation and political challenges. Landlocked countries are fully reliant on the networks of their transit neighbors for access to foreign markets. Only low-quality routes are available to a landlocked nation, and the overland trade cost is greater than it would otherwise be. Although transport problems are

significant challenges that landlocked countries must address, political challenges are also a major issue for landlocked countries. Political problems have a much more serious impact on human development than lack of infrastructure. In their most extreme situations, countries can be entirely separated due to a blockade. Distinguishing between two distinct forms of political problems is beneficial, as it highlights the variety of issues facing landlocked nations. The first political issue is a civil war within the landlocked nation. Even though a landlocked country might have good ties with its transit neighbor, border closures may cut trade because of civil conflict. The second is the lack of negotiating power while negotiating with their transit neighbors for access rights. In addition to all of these challenges, landlocked countries also face minor problems (compared to the ones above), such as considerably higher international cargo transportation costs and the inability to participate in different economies like fishing or other maritime trade.

Major Parties Involved and Their Views

Ethiopia

Ethiopia became landlocked with the 1993 independence of Eritrea, its former province along the Red Sea. With an area of 1,104,300 km² and a population of 85, 237, 338 inhabitants, Ethiopia is a landlocked nation in Eastern Africa. The nation is the sixth largest landlocked country in the world and borders 6 countries, including Sudan, Kenya, Eritrea, Djibouti, South Sudan, and Somalia. In recent years, Ethiopia has participated in the Belt and Road Initiative (BRI), linking the country to Djibouti by railway, and allowing the country to partake in trade near the gulf.

Central African Republic

The Central African Republic is a region in central Africa. C.A.R shares its borders with six countries, including Cameroon, Chad, Congo, Sudan, and the Democratic Republic of Congo.

Niger

Partially due to its landlocked status, Niger is one of the poorest countries in the world, currently also tackling rapid population growth, immensely increasing poverty rates. Niger borders 7 countries in West Africa, including Algeria, Guinea, Côte d'Ivoire, Burkina Faso and Niger. The nation has a population of 14, 517, 176. The situation concerning access to water bodies is worsened when the location of Niger in relation to the equator is taken to concern. With one of the driest climates on the planet, the country suffers from a lack of water itself, let alone access to large amounts of it for trade.

Afghanistan

With an area of 647,500 km² and a population of 29,117,000 inhabitants, Afghanistan is landlocked with the nearest waterbody being the Arabian Sea. The nation borders six countries, including Pakistan, Tajikistan, Turkmenistan, Uzbekistan, China and Iran, are bordered by Afghanistan. The situation of lack of access to sea-trade remains the same due to Pakistan's uncompromising attitude towards the issue as a transit state. Pakistan's denial of air traffic to Indian cargo flights heading for Afghanistan is a big obstacle to improving Afghanistan's regional connectivity. India is one of the

countries attempting to resolve the issue. The creation of the air freight corridor linking New Delhi and Mumbai to Kabul in 2017 is one such initiative. With the aims of encouraging bilateral trade, allowing Afghanistan to benefit from India's economic growth and trade networks.

Bolivia

Bolivia is a country bordering 5 countries in central South America, including Argentina, Brazil, Chile, Paraguay, and Peru. Bolivia has an area of 1,098,581 km², which makes it the world's seventh largest landlocked nation with a population of 10,907,778. The landlocked nation has had issues with Chile for more than a century for access to the Pacific Ocean and territories that Bolivia lost to its neighbor in a 19th century conflict. Sovereign access to the Pacific would offer major economic advantages to Bolivia. Specifically, control of the Arica and Antofagasta port cities. Both cities have a population of about a quarter of a million and are vital for exports/imports to and from Asia.

Treaties and Events

28 June 1919	The Treaty of Versailles concerning Germany and Czechoslovakia was signed.
8 July 1965	Convention on Transit Trade of Land-locked States
September 2008	The New Eurasian Land Transport Initiative
22 Nov 2011	Review of Maritime Transport

Evaluation of Previous Attempts to Resolve the Issue

The Versailles Treaty allowed Germany to give a 99-year lease to Czechoslovakia for parts of the ports in Hamburg and Stettin, allowing Czechoslovakia to trade by sea through the Elbe and Oder rivers. After World War II, Stettin was annexed by Poland, but Hamburg continued the contract so that part of the port could be used for sea trade by a successor to Czechoslovakia, the Czech Republic, until 2019.

The Convention on Transit Trade of Land-locked States is a multipurpose treaty addressing international laws authorizing land-locked countries to ship goods to and from seaports is the Convention on Transit Trade in Land-locked Nations. The Convention imposes obligations that ratify the treaty on all land-locked and coastal states.

The New Eurasian Ground Transport Project was launched in Tashkent, Uzbekistan, on the occasion of the 16 September International Conference on the Growth of Road Freight Operations in the Central Asian Region, which brought together members of the ministries of transport of European and Asian countries, NGOs and international associations of road transport carriers in the region. The project brought together members of the ministries of transport of European and Asian countries, NGOs and

international associations of road transport carriers in the region. It also allowed many landlocked states to have access to international trade routes and economic corridors.

These are all examples of which landlocked nations benefit from waterways, ports, etc. either from wars or diplomatic talks with transit states that are willing to agree to the usage of their land. Land-locked states need to make deals with transit states in order to benefit from such agreements. Securing access to the sea is the backbone of gaining all of the sea's privileges. Compared to their neighboring coastal countries, the fact that land-locked states are behind in their overall growth indicates their dependency on transit states for all things that they transport to the sea and on land. Therefore, one can confidently say that treaties and agreements have a crucial role to play in order to truly enjoy the rights of land-locked states, thus replacing the gaps in maritime international law with the fundamental rights of land-locked states.

Possible Solutions

The general issue of landlocked and developing countries is their inability to access and take part in major trade agreements and routes. This further implies the divide of the economy between a Maritime state and a landlocked neighbor. Although some landlocked states are arguably in better position than most maritime states, most of these 44 nations have struggled with development and poverty throughout. The most direct solution to this issue are agreements and treaties between countries. In most of these cases there is no need for a major bloodshed or a world war. Rather the need to find a solution that benefits all related nations in said agreements/deals. Another solution is the use of international bodies of water and waterways. Which then must continue through land (most likely on allied nations for the country). Additionally, free ports and sealed road transports are also used throughout the planet.

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