**Eradication of Poverty in Landlocked Developing Countries**

**I. *Background*:** In any regular developing country, poverty is common enough. But in a landlocked developing country, the isolation from the sea puts an additional stain on that countries development. For European landlocked countries, Macedonia and Moldova, this is not as encumbering to trade, because they are not only surrounded by more developed economies, but thus have less reliance on the sea trade.1 For landlocked countries outside of Europe, there are larger distances to the nearest body of water as is the case with Tajikistan, and transit is long because of poor systems of transportation and the fact that neighboring countries are in relatively the same underdeveloped condition like Tajikistan’s neighboring Kyrgyzstan, so trade with close countries is limited and transit is further lengthened with similarly poor transportation.3

The problem of transportation not only limits the amount that can be traded, but it increases the cost of the items, reducing their chance for competition. In more specific terms, UNCTAD estimates that spending on transportation by landlocked developing countries is twice that of regular developing countries. These costs for transportation of goods from LLDCs are about three times higher than any other cost of importation for entities such as the United States, European Union, or Japan.1 Transportation is thus seen to be a hindrance to LLDCs. On top of this, transit through another country means that any incident that affects the transit country affects the landlocked country. Another aspect of a landlocked country’s position is the larger number of neighboring countries such as with Chad, Mali, and Afghanistan. This allows the possibility of stronger economic ties and dependence on neighboring countries. However, any single economic disruption or effect from a single neighbor is leveled out by the others surrounding the LLDC. This large reliance on outside economies puts the status of the LLDCs wealth on the success of the linked economy.3

**II. *United Nations Involvement***: Poverty has always been a major issue, and the United Nations has assessed it as such. On October 17 1987, over one hundred thousand gathered in Paris to celebrate the International Day for the Eradication of Poverty. By resolution 47/196 adopted December of 1992, this holiday was officially declared, and it is observed to show commitment to helping the poor and establish concrete actions to those ends.4

The United Nations, recognizing the more specific status of landlocked developing countries, had the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, which was held in Almaty, Kazakhstan. It was the first conference to give the international community a chance to aid landlocked developing countries in being a part of international trade. The conference created transit systems and adopted the Almaty Programme of Action. The aims of the Programme of Action was to secure to LLDCs access to the sea, reduce costs to increase competition, reduce delivered costs, fix problems in the trade routes, reduce damage of goods while being transported, increase exports, and improve safety during transportation.2

The UN also has the Millennium Goals, the first of which is the focus of eradication of hunger and poverty. The Millennium Goals are set forth to commit the international community to bring definitive actions against these eight problems. Not only does the goal concerning poverty relate to LLDCs, but also pertaining to developing countries are the goals for universal primary education, child mortality, and to combat disease.

Works Cited:

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3. Serieux, John. “The Impact of the Global Financial and Economic Crisis on the Development Prospects of the Landlocked Developing Countries.” UN-OHRLLS. June 2009. 3 Feb. 2010. <http://www.unohrlls.org/UserFiles/File/LLDC%20Documents/LLDCs%20and%20the%20Crises%20-%20UNOHRLLS%20%5BJune%202009%5D.pdf>.

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