SG's Ad Hoc Expert Group Meeting

UNLDC IV: Key Development Challenges facing the LDCs

18-19 February 2010

Technology, Innovation and Infrastructure

By

Ms. Anne Miroux
Director, Division on Technology and Logistics

The view expressed are those of the author and do not necessarily reflect the views of UNCTAD
Session III
Technology, Innovation and Infrastructure

Anne Miroux
Director
DIVISION ON TECHNOLOGY AND LOGISTICS

Ad-hoc Expert Group Meeting
UNLDC IV: Key Development challenges facing the LDCs
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Overview

1. **DTL/STICT** Contribution: 2 parts – STI and ICT
2. **Goal 1:** equip policymakers with a factual base for STI and ICT policy
3. **Goal 2:** achieve STI/ICT policy coherence with development strategy
4. **Goal 3:** improve policymakers’ capacities to:
   - assess the outcome of policy work, and
   - feedback adjustments into their STI and ICT strategies
Part 1: STIP Reviews

1. Research base: Angola, Lesotho and Mauritania
2. **Conclusion 1:** Action required across all STI components [technology, human capital, institutions, networking and collaboration and knowledge]
3. **Conclusion 2:** Limited resources in LDCs call for better networking and cross-institutional information flows need improvement
4. **Conclusion 3:** Improving technology absorption through better effectiveness of use of resources – partnerships and prioritization
5. **Conclusion 4:** Focus on practical R&D and innovation work that can be used in public service or business activities
6. **Conclusion 5:** Science and research activities to be MDG relevant
Part 2: ICT and LDCs

2. **Conclusion 1:** Connectivity improving but largest divide is found in the area of broadband access
3. **Conclusion 2:** Use of mobile phones to promote growth and development and to reduce poverty in LDCs is yet to be tapped
4. **Conclusion 3:** Barriers to greater use of ICT translate into reduced economic growth and development
5. **Conclusion 4:** Rural/urban divide is highly relevant from a development perspective
6. **Conclusion 5:** Policy actions > awareness > infrastructure > legal frameworks > education and training > policy data (measurement)
Transport and trade facilitation

- Transport infrastructure, logistics and trade facilitation services have a great potential for attracting foreign direct investment (FDI) and public-private partnerships (PPPs).

- Since 2000, significant increase in global investment into transport infrastructure fuelled by opening of new markets leading to a strong increase in global trade.

- Port infrastructure development attracts investment and FDI – LDCs have initiated port development projects, often including privatization and PPPs.
The importance of simplified and harmonized administrative procedures, documents and information flows is increasing.

In their efforts to integrate better in the globalized production and trade flows, LDCs have to strengthen their productive capacity and the competitiveness of their economies and products.

To achieve this predictability in the supply chain, the movement of goods have to be improved and costs and time associated with the trade transaction reduced.
Transport and trade facilitation - 3

ASYCUDA Programme
Customs Modernization and Automation

- UNCTAD’s largest technical assistance programme
- Completed implementation of its system in 37 LDCs
- Speeds up and simplifies Customs clearance process of traded goods
- Strengthens competitiveness of importers and exporters
Transport and trade facilitation - 4

- WTO negotiations on trade facilitation provide an opportunity to advance political reform and facilitate resources to fund these reforms.

- On-going negotiations have already notably contributed to raise awareness on trade facilitation in LDCs and to mobilize governments to tackle the operational and regulatory obstacles to trade.
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Key messages

- Economic growth and social development can be sustained conditional on the support for technological learning and innovation capacity-building among all development stakeholders.
  - Increased awareness exists among LDCs of the importance of science and technology for development.

- Window of opportunity exists for advancing necessary investments in trade and transport infrastructure and the simplification of trade procedures and formalities in LDCs.
  - Streamlining trade and transport facilitation in strategic development objectives of LDCs.
  - Reforms have to be driven by the LDCs themselves and be based on private-public dialogue on the objectives.
THANK YOU