

VVPMUN 2019

Topic 1: Infrastructure Development in Developing Countries

Background of the Topic :

The development of infrastructure continues to be one of the key issues facing developing countries today. Infrastructure can generally be defined as gas, electricity, water supply, sanitation, telecoms, and roads. Infrastructure is crucial to economic growth and to stabilizing many unstable regions. The promotion of infrastructure can lead to increased access to jobs, markets, and global business relations. Placing a specialized focus on Sustainable Development Goal 9: "Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation," the United Nations Secretary-General published a report on May 10, 2017 entitled, "Progress Towards the Sustainable Development Goals." This report analyzes the current progress of Goal 9 in 2017 and highlights current infrastructure challenges being faced within developing countries. For example, it is indicated that the estimated global economic impact of air transport in 2015 was \$2.7 trillion, which amounts to 3.5% of the total global GDP for that year. However, landlocked developing countries, Small Island Developing States, and the least developed countries only comprise 2.7% of the total global air transportation usage. While addressing all of those in attendance at the "Innovations for Infrastructure Development and Promoting Sustainable Industrialization" meeting held on May 31, 2017, Frederick Shava, the President of the Economic and Social Council, emphasized, "[the] 2030 Agenda for Sustainable Development—and its 17 Sustainable Development Goals (SDGs) and targets—recognizes the importance of infrastructure, industrialization, and innovation for eradicating poverty and expanding opportunities for people, especially the poorest." A key aspect of growing a state's infrastructure comes with the opportunity for industrialization. Of particular importance are small enterprises, which compose 90% of global business. Access to electricity is crucial for this development, and many econometrics studies have targeted it as one of the primary obstacles that businesses in underdeveloped states face. Therefore, the energy sector has been a central concern for much foreign direct investment (FDI), as it often yields an incredibly high rate of return on investment for social development. However, it is still necessary that all areas of infrastructure are continuously

invested in to achieve optimal living standards, and much FDI tailors its investments to regional needs. United Nations and International Involvement Documents of Importance: + Sustainable Development Goals - Goal 6: Ensure availability and sustainable management of water and sanitation for all - Goal 7: Ensure access to affordable, reliable, sustainable, and modern energy for all - Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization, and foster innovation + ECOSOC Resolution 2011/17 - A recognition of the importance of science and technology in development + A/Res/70/386 - Improving Global Road Safety - Provides a key focus on improving road networks and ensuring the safety of its users 6/17 + A/Res/68/270 - Second United Nations Conference on Landlocked Developing Countries - Highlights infrastructure development progress specific to landlocked developing countries + Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries - The Almaty Declaration is a specialized United Nations Document that prioritizes landlocked countries as being among some of the poorest of the developing countries and analyzes its effects on infrastructure Commitments: During the UN General Assembly's seventieth session held on September 22, 2015, a resolution entitled, "Improving Global Road Safety" (A/Res/70/386), was formally adopted. The resolution recognizes previous initiatives used to address the current issues being faced with regards to road safety. Included in these initiatives was the organization of the Child Road Safety in the Americas Congress in 2014, the presentation of the Child Declaration for Road Safety to the Executive Director of the United Nations Children's Fund, and the joint partnership between the Europe-Asia Commission on Road Safety and the Institute of Road Traffic Education and the International Road Transport Union. The resolution indicated five specific pillars for improving road safety: road safety management, safer roads and mobility, safer vehicles, safer road users, and post-crash response. These five pillars outline a multilateral approach for creating a more effective means to improve road infrastructure on an international level. During the UN General Assembly's sixty-eighth session held on April 23, 2014, the resolution, "Second United Nations Conference on Landlocked Developing Countries," (A/Res/68/270) was formally adopted. The resolution establishes two sessions of the intergovernmental Preparatory Committee to be held annually with the key objective of discussing infrastructure development in landlocked and developing countries. Additionally, it proposes that the committee is to be chaired by one developed Member State and one developing Member

State. Furthermore, the resolution emphasizes the importance of having the collaborative effort between the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries, and the International Financial and Development Institutions on Transit Transport. The Almaty Declaration outlines five priorities: + Priority 1: Fundamental transit policy issues + Priority 2: Infrastructure development and maintenance - Rail Transport - Road Transport - Ports - Inland Waterways - Pipelines - Air Transport - Communications + Priority 3: International trade and trade facilitation + Priority 4: International support measures + Priority 5: Implementation and review In connection with these five priorities, the Almaty Declaration provides guidelines as to 7/17 how to improve and promote the development of these types of infrastructure within landlocked developing countries. For example, the Almaty Declaration promotes the efforts made by the World Bank, the World Trade Organization, the Common Fund for Commodities, and regional development banks that help provide funding and resources to development projects. Case Study Mombasa-Nairobi Standard Gauge Railway Project In October 2013, construction of the Mombasa-Nairobi Standard Gauge Railway Project began in Kenya and will encompass a route of 609 kilometers between Mombasa, the largest port in East Africa, and Nairobi, the capital city of Kenya. The total cost of this railway project is an estimated \$3.8 billion, with the majority of the funding being provided by the China Exim Bank. Following its expected completion in December 2017, the new railway line will expedite passenger travel from Mombasa to Nairobi from over ten hours to only four hours. Additionally, this new route will enable international connections facilitating transportation between Ethiopia, South Sudan, Uganda, Rwanda, Burundi, and Tanzania. The Mombasa-Nairobi Standard Gauge Railway Project has thus far already created 30,000 jobs during its construction and serves as an example of one of Africa's most successful infrastructure development projects. 8/17 Current Status According to a recent report published by the United States Agency for International Development, about 2.6 billion people in the developing world lack access to electricity full time, almost 800 million people worldwide don't have access to water, 2.5 billion people don't have basic sanitation resources readily available, an estimated 1.5 billion people have no reliable phone service, and only about 20% of people in developing countries have access to the internet. As a forms of addressing current issues such as these, the UN General Assembly adopted the resolution, "Transforming Our World: The 2030 Agenda for Sustainable Development" (A/Res/70/1). This newly revised and updated agenda assesses the current progress being made in attaining the 17

Sustainable Development Goals. Focusing on the 9th goal of building resilient infrastructure, promoting inclusive and sustainable industrialization, and fostering innovation, the agenda promotes sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, least developed countries, landlocked developing countries and small island developing States. Additionally, it aims to significantly increase access to information and communications technology and strive to provide universal and affordable access to the Internet in least developed countries by 2020. Bloc Analysis North America: Canada has recently established the Canadian Impact Infrastructure Exchange program, which will help analyze certain infrastructure projects and measure their economic and environmental effects. South America: The Corporación Andina de Fomento - Development Bank of Latin America (CAF) recently published a report entitled, "Infrastructure in the Development of Latin America." The report analyzes the impacts infrastructure development has had on the Latin American region. For example, only 41% of the population in Latin America and the Caribbean was urban in 1950, but concentrated efforts in infrastructure development increased that percentage to 79% in 2010. Europe: In 2015, Denmark began construction of an underwater tunnel between Lolland, Denmark and Fehmarn, Germany which will help eliminate up to 200 tons of CO2 emissions from ferries and boat transportation. Asia: On January, 2016, the Asian Infrastructure Investment Bank (AIIB) was established and will serve as a means of consolidating financial resources to be used on infrastructure projects worldwide. Africa: The Infrastructure Consortium of Africa is supporting the Horn of Africa Initiative which includes the construction of road networks and renewable energy projects in Eritrea, Ethiopia, Kenya, Somalia, Sudan and Uganda.

Questions to Consider

1. Which funding methods should be used when directing financial resources towards underdeveloped regions?
2. How can larger government agencies collaborate with NGOs when discussing crucial policies and infrastructure development plans?
3. What process should be taken when determining which global infrastructure projects to prioritize?
4. What standards can be placed when measuring the overall success and efficiency of specific types of infrastructure?

Resources you can read up more from

1. Millennium Project - Commissioned by the UN Secretary-General and Supported by the UN Development Group. (2000) Millennium Summit: <http://www.unmillenniumproject.org/goals/>
2. United Nations Development Programme. Millennium Development Goals: www.undp.org/content/undp/en/home/sdgoverview/mdg_goals.html
3. United Nations Development Programme. Executive Board: http://www.undp.org/content/undp/en/home/operations/executive_board/overview.html
4. United Nations, General Assembly, Twentieth Session. (1965) Decides to combine the Expanded Programme of Technical Assistance and the Special Fund (A/RES/10/2129) [Resolution]: <https://documents-dds-ny.un.org/doc/RESOLUTION/GEN/NR0/217/92/PDF/NR021792pdf?OpenElement>
5. United Nations, General Assembly, Fifty-Ninth Session. (2004) Mandate to the United Nations Development Programme (A/RES/59/250) [Resolution]: <http://www.un.org/esa/coordination/A-59-250.pdf>
6. United Nations, Economic and Social Council. (2017) Progress towards the Sustainable Development Goals-Report of the Secretary-General (E/2017/66): http://www.un.org/ga/search/view_doc.asp?symbol=E/2017/66&Lang=E
7. United Nations, Economic and Social Council. (2017) Innovations for Infrastructure Development and Promoting Sustainable Industrialization: <http://sdg.iisd.org/news/ecosocmeeting-spotlights-infrastructures-potential-limitations/>