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

Expert meeting: progress made with regard to the implementation of the 2003 Almaty Programme of Action

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Factors:

- negative impact of geographic factors (distance to ports)
- challenges related to transit through other countries
- many border crossings
- excessive distances to major markets
- cumbersome procedures related to trade
- inadequate infrastructure
Impact:

- high overall transport costs
- lower competitiveness
- reduced trade flows
- lower GDP
Data and evidence (World Bank):

- customs procedures and transport the single greatest trade cost component
- higher than import tariffs in landlocked developing countries
- red tape costs 10 per cent of the value of exports (in developing countries)
- larger inventories (due to inefficient customs and transport) increase production costs by about 5 per cent
Data and evidence (World Bank):

- Each additional day in transport – one half per cent of shipment’s value
- Duration of export and imports (in days) is by almost 50 per cent longer in landlocked developing countries (relative to global average)
- Physical infrastructure accounts for about a quarter of that “delay”
- Three-quarters accounted by customs and inspection
The UN Millennium Declaration (September 2000)

- adopted by heads of state and government
- lays out a set of development goals
- recognizes the special needs and problems of the landlocked developing countries
General Assembly Resolution 56/180 (December 2001)

- requested the Secretary General to convene in 2003 an international ministerial meeting of:
  - landlocked and transit developing countries
  - donor countries
  - international financial and development institutions
The General Assembly convened the UN Conference (2003):

- adopted the 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 overall objective:

To forge partnerships to overcome the special problems of landlocked developing countries related to:

- lack of access to sea
- remoteness
- isolation from world markets

To establish efficient transit transport systems

- recognize the link between transport, trade and economic growth
**Specific objectives:**

- secure access to and from sea (st. international law)
- reduce transport costs
- address problems of delays and uncertainties in trade routes
- develop adequate national networks
- reduce loss and damage en route
- encourage export expansion
The General Assembly in its Resolution 61/212 (March 2007):

- decided to hold a mid-term review of the APA in 2008
- the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island States to coordinate
- the review should be preceded, where necessary, by national, subregional and regional preparations
- within the existing resources
The role of UN regional commissions:

- intergovernmental mechanisms, including those of UN regional commissions, should be effectively utilized.
- the regional commissions, within their respective mandates, should provide necessary support to the review process.
Developments to date:

- based on the information provided by countries and international organizations
- a list of initiatives by priorities in the APA
- conclusions and recommendations
Conclusions:

- Efficient transit requires closer and more effective cooperation and collaboration among countries.
- A critical role to be played by regional economic integration.
- Regional agreements to be implemented effectively.
- Policy reforms to stress institutions, procedures and regulations.
- Reduction of excessive paperwork and red tape.
Developments to date:

- Thematic Meeting on Transit Transport Infrastructure Development, Burkina Faso, June 2007
- Thematic Meeting on International Trade and Trade Facilitation, Mongolia, August 2007