



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

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Factors:

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

Impact:

- **high overall transport costs**
- **lower competitiveness**
- **reduced trade flows**
- **lower GDP**

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 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**

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 role of UN regional commissions:

- **the regional commissions, within their respective mandates, should provide necessary support to the review process**

Developments to date:

- **UNECE/UNESCAP to hold “Regional preparatory meeting for the mid-term review of the APA”, Bangkok, 22-23 April 2008**

APA: priorities

- 1. Fundamental transit policy issues**
- 2. Infrastructure, development and maintenance**
- 3. International trade and trade facilitation**
- 4. International support measures**
- 5. Implementation and review**

Fundamental transit policy issues:

- **Almaty Programme of Action:**
 - **“Establish streamlined administrative procedures”**
 - **“Further simplify border control and procedures”**

Streamlined administrative procedures: changes since 2005

	Duration	(in days)	Cost	(in dollars)	Documents	(number)
	EXPORTS	IMPORTS	EXPORTS	IMPORTS	EXPORTS	IMPORTS
Armenia	- 12 %	-35 %	-27 %	-24 %	0	+33 %
Azerbaijan	0	0	0	0	0	0
Kazakhstan	0	0	0	0	0	0
Kyrgyzstan	0	0	0	0	0	0
Macedonia FYR	-34 %	-37 %	0	0	0	0
Moldova	0	0	0	0	0	0
Tajikistan	0	0	0	0	0	0
Uzbekistan	0	0	0	0	0	0
Georgia	-78 %	-73 %	-19 %	-19 %	-11 %	-53 %

Note: UNECE calculations based on World Bank's 2006 and 2008 data from www.doingbusiness.org.

Simple border controls and procedures:

	Customs clearance and technical control (days)	Inland transport and handling (days)
Armenia	1	10
Azerbaijan	10	13
Kazakhstan	23	26
Kyrgyzstan	3	34
Macedonia, FYR	3	4
Moldova	3	4
Tajikistan	2	58
Uzbekistan	4	36
Georgia	2	3

Fundamental transit policy issues:

- **APA: “International conventions: main vehicles by which harmonization, simplification and standardization can be achieved”**

Fundamental transit policy issues:

- **UNECE administers a number of infrastructure and border crossing facilitation conventions**
- **accession not equivalent to effective implementation**

Infrastructure development and maintenance:

- **APA: “Inadequate infrastructure is a major obstacle to establishing efficient transit transport systems in landlocked and transit developing countries”**

Length of roads in the CIS, km:

	2000	2001	2002	2003	2004	2005	2006
Azerbaijan	25'602	26'964	28'031	27'610	21'588	21'527	21'884
Armenia	12'072	11'619	11'578	11'638	10'313	10'296	...
Belarus	126'662	125'093	126'099	124'882	122'443	122'168	122'189
Georgia	...	...	...	...	20'247	20'329	...
Kazakhstan	...	...	...	...	...	...	...
Kyrgyzstan	...	...	...	...	...	...	...
Moldova	16'091	15'755	15'815	15'832	15'886	15'892	...
Russia	900'137	898'178	897'996	897'792	871'637	849'738	...
Tajikistan	27'767	...	...	...	...	...	...
Turkmenistan	...	...	...	...	...	...	...
Uzbekistan	...	...	...	...	...	...	...
Ukraine	351'051	351'190	351'238	330'877	330'585	330'461	304'756

Source: Interstate Statistical Committee of the CIS.

Length of railways in the CIS, km:

	2000	2001	2002	2003	2004	2005	2006
Azerbaijan	3'363	3'085	3'123	3'050	2'988	2'979	2'969
Armenia	964	972	956	931	931	920	893
Belarus	8'549	8'499	8'566	8'495	8'450	8'395	8'338
Georgia	...	...	...	1'708	1'554	1'559	...
Kazakhstan	...	20'897	21'250	21'526	22'041	...	...
Kyrgyzstan	708	704	660	668	651	651	670
Moldova	1'345	1'327	1'288	1'249	1'192	1'147	...
Russia	139'377	...	...	139'985	...	...	...
Tajikistan	...	...	...	...	...	...	...
Turkmenistan	...	...	...	...	...	...	...
Uzbekistan	...	...	...	...	...	...	...
Ukraine	...	...	...	...	...	...	...

Source: Interstate Statistical Committee of the CIS.

Infrastructure development and maintenance:

- **Overall, modest or no progress**
- **Policy design/evaluation require solid statistical basis**

International trade and trade facilitation:

- **APA: “The accession of landlocked and transit developing countries to the WTO should be further accelerated”.**

International trade and trade facilitation:

WTO members: Kyrgyzstan (Dec 98), Moldova (Jul 01), Armenia (Feb 03), FYR Macedonia (Apr 03)

	Application	WP established	Memo	Last WP meeting	Number of WP meetings	First goods offer	Last goods offer	First services offer	Last services offer	Draft WP report
AZ	June 97	Jul 97	Mar 99	Mar 06	4	May 05	Apr 07	May 05	Mar 07	
KAZ	Jan 96	Feb 96	Sep 96	Nov 06	9	Jun 97	May 04	Sep 97	Jun 04	Sep 06
TAJ	May 01	Jul 01	Feb 03	Oct 06	3	Jul 04	Jun 06	Feb 04	Jun 06	May 06
UZB	Dec 94	Dec 94	Oct 98	Oct 05	3	Sep 05		Sep 05		

Source: WTO (as of mid-2007).

International trade and trade facilitation:

- **APA: “One of the main causes of the marginalization of landlocked developing countries from the international trading system is high trade transaction costs”**

International trade and trade facilitation:

	Number of documents	Number of documents	Cost (\$)	Cost (\$)
	Exports	Imports	Exports	Imports
Armenia	7	8	1,165	1,335
Azerbaijan	9	14	2,715	2,945
Kazakhstan	12	14	2,730	2,780
Kyrgyzstan	13	13	2,500	2,450
Macedonia FYR	7	7	1,130	1,130
Moldova	6	7	1,425	1,545
Tajikistan	10	11	3,000	4,500
Uzbekistan	7	11	2,550	4,050

Source: World Bank, Doing Business 2008, www.doingbusiness.org.

International support measures:

- **APA: “The cost implications of meeting the requirements to establish and maintain an efficient transit transport system are of such magnitude that the landlocked and transit developing countries cannot by themselves accomplish that formidable task”**

International support measures:

- **UNECE not a development or financial institution**
- **UNECE has played and will continue to play an important supporting role in implementing the APA**

International support measures:

- **UNECE:**
- **administers 56 international conventions and agreements in the area of transport: infrastructure, border crossing, transit...**
- **has technical expertise readily available**
- **completed Euro-Asian Transport Links project**
- **provides support for SPECA (PWG on Transport and Border Crossing)**

Conclusions:

- **efficient transit requires closer and more effective cooperation 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**
- **simplification, harmonization and standardization (UNECE)**