

Translated from French

**MINISTRY OF FOREIGN AFFAIRS AND
INTERNATIONAL COOPERATION**

**REPUBLIC OF MALI
ONE PEOPLE—ONE GOAL—ONE FAITH**

Directorate for Multilateral Cooperation

**NATIONAL REPORT ON THE IMPLEMENTATION OF
THE ALMATY PROGRAMME OF ACTION FOR
LANDLOCKED DEVELOPING COUNTRIES**

Koulouba, 5 July 2013

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BACKGROUND AND RATIONALE

The Almaty Programme of Action was adopted in 2003 in Kazakhstan to address the special needs of landlocked developing countries and to provide a global framework for action designed to equip those countries, and transit countries, with efficient transit transport systems taking into account the interests of both groups of countries.

Hence, it aims to achieve the following objectives:

- to secure access to and from the sea by all means of transport;
- to reduce costs and improve services so as to increase the competitiveness of exports;
- to reduce the delivered costs of imports;
- to address problems of delays and uncertainties in trade routes;
- to develop adequate national networks;
- to reduce loss, damage and deterioration en route;
- to open the way for export expansion;
- to improve safety of road transport and security of people along the corridors.

After ten years of implementation, the United Nations General Assembly decided, in its Resolution 66/214, to hold a conference in 2014 to review the Almaty Programme of Action. The ten-year review conference will give the international community the opportunity to conduct a comprehensive assessment of the implementation of the Almaty Programme of Action during the 2003–2013 period.

In preparation for the global and regional reviews, it is important to evaluate Programme implementation at the national level, to assess how far the expected outcomes were in fact achieved. National-level assessments will also be important in assessing implementation of the national actions called for in the Programme and the main challenges encountered therewith, and in identifying priorities for the coming decade.

It is in that context that Mali's national report on Programme implementation has been prepared.

It should be noted that the present situation in Mali is a very difficult one, marked by a political and security crisis that has negatively affected the economy and slowed the momentum of the development initiated by the country and its partners.

I. NATIONAL DEVELOPMENT PLANNING PROCESS AND EVALUATION OF KEY TRENDS IN ECONOMIC, SOCIAL AND ENVIRONMENTAL DEVELOPMENT

Mali is still among the 25 poorest countries in the world and has no direct access to the sea. The country's economy is highly dependent on gold mining and agriculture. It endures wild fluctuations in revenue based on world prices for gold

and agricultural products and is often dependent on rainfall for its crops. For those reasons, Mali remains dependent on foreign aid.

Since 1997, the Government of Mali has clearly shown its firm commitment to making the fight against poverty the highest development priority. That political will led the Government, in July 1998, to develop a National Anti-Poverty Strategy (SNLP). From 2000 on, Mali decided to base its anti-poverty strategy on strong and sustainable growth built on an enduring foundation (Mali National Prospective Study 2025). It therefore developed, adopted and implemented the Strategic Framework for Poverty Reduction (CSLP) and the Strategic Framework for Growth and Poverty Reduction (CSCR) covering the periods 2002–2006 and 2007–2011. The 2012–2017 CSCR, adopted in December 2011, is Mali's touchstone for the formulation and implementation of economic and social policies. It brings all sectoral policies and strategies together in a coherent framework and identifies financial needs as well as the means to satisfy them. The CSCR, which embodies the Millennium Development Goals (MDGs), is the result of extensive consultation between government, regional and local officials, civil society, the private sector, and Mali's Technical and Financial Partners (TFPs).

Since the beginning of CSCR implementation, Mali has recorded positive growth rates. Over the 2003–2011 period its average growth was 4.8% of GDP. With the institutional and security crisis that Mali has suffered, that dynamic was broken in 2012, with negative growth of 1.2%.

In 2010, the incidence of income poverty was estimated at 43.6%, as against 47.4% in 2006 and 55.6% in 2001.

While that does indicate there has been acceptable progress in reducing poverty, that progress has been uneven, and geographical divisions are widening. This is complicated by the high rate of population growth (3.6%), which makes it difficult to reduce poverty quickly despite positive growth in the economy. Poverty remains a predominantly rural phenomenon.

The official unemployment rate remains high (8.2% in 2010) and mainly urban, with greater under-employment in rural areas.

International transfers and trade in transit corridors have been seriously affected by the crisis in Côte d'Ivoire. Mali continues to expand its road network to facilitate trade with neighbouring countries.

The performance of the Malian economy is dependent on the climate and changes in the terms of trade. It also depends on relations with ports in neighbouring countries and the concentration of exports in three resource products (gold, cotton and livestock products), while administrative capacity remains weak.

Sustainable development is a constant concern of the Government, and environmental issues are taken into account in policies, strategies, programmes and projects.

As of 31 December 2012, the outstanding medium- and long-term public debt was estimated at FCFA 1,545.0 billion. That includes domestic debt of FCFA 195.0 billion, corresponding to 12.6% of the total, and foreign debt amounting to FCFA 1,350.0 billion—87.4% of the total outstanding.

Mali probably cannot achieve all the Millennium Development Goals (MDGs) by 2015, especially in the field of health. Social indicators currently show a mixed picture, and Mali is unlikely to achieve all MDGs without stronger, more inclusive growth in the medium term, combined with improved access to basic social services for the poor.

If Mali can keep up the momentum of recent years, it should be able to achieve the goals for access to drinking water and the fight against HIV/AIDS. The targets for extreme poverty, the rate of primary school enrolment, gender equality in enrolment, and donor coordination may also be attainable; that, however, will require Mali and its partners to make further efforts in all of those areas.

Integration of Mali into international trade remains a concern for the Government of Mali. Significant efforts in that regard have been made in the field of transport and trade.

II. TRANSPORT DEVELOPMENT

Since 2003, Mali has embarked on an ambitious expansion of its transport infrastructure. Activities in that field are many and varied and affect all aspects of transport.

II.1 Basic policy on transport and transit

In implementing the Almaty Programme, Mali has notched up several achievements in transport and transit:

- implementation of the policy of diversifying sea access corridors;
- creation of the administrative structures known as *Entrepôts Maliens* at the ports of Dakar, Abidjan, Conakry, Téma, Lomé, Nouakchott and Cotonou, to support economic operators under the special provisions of the United Nations Convention on Transit Trade of Landlocked States;
- establishment of the Memorandum of Understanding on transport and transit of Malian goods by sea, road and rail with all of Mali's neighbouring countries;
- organization of private-sector transport activities into consular chambers: the Mali Shippers' Council (CMC) and Malian Road Transport Council (CMTR), which are public professional institutions endowed with legal personality that deal independently with transit countries;
- capacity building in transport and transit through the expansion of Malian facilities at the ports through which Malian goods transit, namely:

SENEGAL: At the port of Dakar, Mali has:

- at the south end, on pier 3, an area of 2,350 m² of covered warehouses and, in the port area, a 5,000 m² covered warehouse; a 4,000 m² quayside storage area;
- at the north end, at Bel-Air, 30,000 m² of covered warehouses and 23,000 m² of quayside storage;
- an undeveloped 9,600 m² plot.

GHANA: At the port of Téma, Mali has:

- in the port area, a 5,700 m² area with an office building and quayside storage.

GUINEA: At the port of Conakry, Mali has:

- in the port area, an 1,800 m² covered warehouse;
- within the bounds of the railway station, a warehouse called the “Army warehouse”, with an area of 1,200 m²;
- at the Constantin intersection in the commune of Matan, two (2) warehouses called “Malian warehouses” with an area of 100 m²;
- at Friguiadi, in the prefecture of Coyah, a 12,000 m² plot on which are two (2) covered warehouses totalling 3,500 m² and an office building.

BENIN: At the port of Cotonou, Mali has:

- in the port area, a 15,000 m² plot (currently being fenced) and 17,018 m² of quayside storage;
- at the north end, on pier 8, a 4,000 m² area on which are pipelines for oil import and export.

CÔTE D’IVOIRE: At the port of Abidjan, Mali has:

- in the port area: a 6,000 m² bonded warehouse (warehouse No. 4), covered, with a capacity of 12,000 to 14,000 tonnes of bagged goods;
- at Vridi, a 6,000 m² covered customs warehouse (lot No. 219) for the storage of CMDT cotton bales, with a capacity of 3,000 t;
- a 5,342 m² quayside storage area adjoining the customs warehouse;
- a 10,660 m² fenced lot (lot No. 2-ZI-084-375), located in the industrial area of Vridi, including an office building;
- at Ouangolodoughou, at the railway station, a 1,000 m² covered warehouse for break-bulk cargo.

TOGO: At the port of Lomé, Mali has:

- in the port area, a 5,000 m² covered warehouse;
- a 4,000 m² quayside storage area;
- an undeveloped 9,600 m² plot (currently taken back by the port authority).

MAURITANIA: At the port of Nouakchott Mali has a 12,000 m² lot on which are two (2) 3,500 m² covered warehouses and an office building.

II.2. Transport and transit facilitation

Mali has a Transport Facilitation Committee created by Interministerial Order No. 322/MET-MSIPC-MAEP-SG of 27 February 2003. This is an advisory body to the Ministry of Transport whose mission is to promote the modernization of transport practices and information technology media for international trade.

The Committee comprises all sectoral stakeholders (administration and professionals, including shippers, carriers, traders). As part of its activities, it

develops an action plan for the implementation of regional legislation in conjunction with the Transport Authority.

II.3. Checkpoint reduction

As part of the removal of tariff and non-tariff barriers in accordance with Directive No. 082005/CM/UEMOA of 16 December 2005, which sets out specific rules for implementation of the regional control plan on WAEMU inter-State roads, a regulatory measure was enacted in Mali with the signing of Interministerial Order No. 03-3314/MET-MSIPC-MEA-MEIC-MATCL-SG, to the same effect, on 26 November 2008.

To give effect to the provisions of Regulation No. 14/2005/CM/UEMOA of 26 December 2005 on the harmonization of standards and procedures for controlling the weight and axle load of heavy goods vehicles in WAEMU Member States, the following actions were taken:

- development on 8 April 2010 of the national action plan, now being implemented;
- creation of the Steering Committee for Axle Load Control by Decision No. 0011/MET-SG of 6 February 2013;
- designation of the focal point for monitoring the action plan for implementation of the axle load controls arising from the WAEMU roadmap.

II.3.1. Adjacent inspection posts (PCJs)

Under Decision No. 08/2001/CM/UEMOA of 20 November 2001, implementation of the Community Construction Programme for Adjacent Inspection Posts at the Borders of Union States, a component of WAEMU's Regional Transport Facilitation Programme, is funded and directed by the WAEMU Commission.

In Mali, the status of these projects is as follows:

- Hérémakono PCJ: Concession agreement between WAEMU and Scanning System. Work not yet begun;
- Moussala PCJ: Concession agreement between WAEMU and Scanning System. Work not yet begun;
- Kourémalé PCJ: Studies completed. Funding problem;
- Moussala PCJ: In its letter No. 0432/DATC/DATIT of 10 May 2013, the WAEMU Commission informed the Ministry of Equipment and Transport of the startup of the construction and equipment work for the Moussala PCJ.

II.3.2. Implementation of Inter-State Road Transit (TRIE)

The single TRIE system between Senegal and Mali was launched on 7 May 2013 in Dakar. In that context, the following actions were taken:

- Interministerial Instruction No. 2013/CM-MEFB/MCL-MSIPC-SG of 8 April 2013 on the approval procedures applicable to road vehicles eligible for inter-State (ECOWAS) goods transport under the TRIE system between Senegal and Mali;

- publication of the interministerial instruction on implementation of the ECOWAS-TRIE agreement between the Republic of Mali and the Republic of Senegal;
- interconnection of the Malian and Senegalese customs systems;
- harmonization of TRIE number plates, approval certificates and badges.

In addition, Mali has adopted an electronic tracking system, called E-BEMI, for convoys of vehicles in all its transport corridors. The next step is to harmonize that system with the Senegalese one, managed by COTECNA.

II.4. Road transport

In the context of the establishment of regional transport corridors, the Bougouni–Sikasso–Ouagadougou–Téma highway, connecting Mali, Burkina Faso and Ghana, and the southerly Bamako–Dakar route between Mali and Senegal have been put through under Road Programmes PR1 and PR2 respectively, under the coordination of the West African Economic and Monetary Union (WAEMU).

The Malian Government’s efforts to develop road transport infrastructure are steadily increasing so that a larger share of public investment may go towards infrastructure development.

Additional programmes are being identified or prepared with technical and financial partners, beyond the PR1 and PR2 programmes mentioned above, with particular attention to constructing certain missing links in regional and subregional transport networks (Bandiagara–Bankass–Koro–Burkina Faso border, Kayes–Aourou–Mauritania border, Didiéni–Nara–Mauritania border, Zantiébougou–Kolondiéba–Côte d’Ivoire border, Bougouni–Manankoro, etc.).

The creation of social infrastructure along transit corridors is catered for in all corridor development programmes in Mali.

Construction of the Tassiga bridge in Gao exemplifies the efforts to restore and rebuild transport infrastructure, particularly in countries or regions that have experienced war, conflict or natural disasters. An ambitious action plan is being drawn up following the donors’ conference on Malian development, held in Brussels on 15 May 2013.

II.4.1. Creation of the National Road Safety Support Agency (ANASER)

In February 2009, as part of its fight against road accidents, the Government established the National Road Safety Support Agency (ANASER), a public administrative institution established by Ordinance No. 09-003/P-RM of 9 February 2009, which was ratified by Law No. 09-006 of 5 June 2009.

ANASER’s mission is to promote and enhance road safety and to help improve the operation of the road network. It must therefore:

- help define and enforce traffic and road safety rules;
- ensure that road vehicles are kept in good technical condition;
- help enforce operating standards for road vehicles;
- facilitate the safe, optimal operation of public roads;

- undertake all necessary studies to improve road safety;
- undertake road user training, information, communication and awareness actions;
- manage the road safety database.

The Agency has received support from the European Union through:

- **9th EDF—PAASER:** project to support road safety improvement (2007–2009);
- **10th EDF—PALIR:** project to support the fight against road accidents

Table 1
Comparative statistics for the last five years

<i>Year</i>	<i>Number of accidents</i>	<i>Number of victims</i>	<i>Number of fatalities</i>
2008	13,772	10,510	671
2009	12,910	9,411	573
Variance (2009/2008)	-6.26%	-10.46%	-14.61%
2010	10,465	8,754	687
Variance (2010/2009)	-18.94%	-6.98%	19.90%
2011*	8,159	11,447	889
Variance (2011/2010)	-22.04%	30.76%	29.40%
2012*	6,090	8,191	536
Variance (2012/2011)	-25.36%	-28.44%	-39.71%

Source: ANASER (* refers only to accidents involving bodily harm, not property damage).

According to the various road safety studies, the causes of accidents may be broken down as follows:

- 71% are due to driver carelessness;
- 14% are due to mechanical failure;
- 8% are caused by the victim’s reckless behaviour;
- 7% are due to collisions caused by poor road conditions.

II.5. Progress in air transport

The civil aviation subsector has undertaken many modernization and infrastructure development projects to open up the country. For example, international airports have been efficiently sited throughout the country, airport infrastructure (runways and terminals...) has been tailored to the airlines’ needs, and air navigation and safety equipment has been acquired.

II.5.1. Optimal siting of international airports

Mali is a large country, with an area of 1,241,238 km². in the heart of West Africa. The capital, Bamako, is an hour and a half’s (1:30) flight from the capitals of the neighbouring countries, i.e., Algeria, Burkina Faso, Côte d’Ivoire, Guinea, Mauritania, Niger and Senegal. Mali has twenty-six (26) airports open to public air traffic.

That airport infrastructure has been sited in such a way as to open up the country. Apart from Bamako-Senou airport, five (5) others are open to international public air traffic: Kayes (1st region), Sikasso (3rd region), Mopti (5th region), Timbuktu (6th region) and Gao (7th region). Thus, of the eight regions in the country, five have an international airport. The goal is to provide each region with at least one international airport that can help to open up Mali's territory, whose area is three (3) times that of metropolitan France. A secondary operational difficulty is adaptation of airport infrastructure to operators' and users' needs.

II.5.2. Adaptation of aeronautical infrastructure to operational requirements

Over the last ten years (2003–2013), the transport sector in Mali has broken ground on many sites. Worthy of mention, in the area of civil aviation, is the construction and final acceptance of a building meeting international standards to house the offices of Mali's National Civil Aviation Authority, which has responsibility for the technical supervision of companies in the aviation sector.

The Bamako-Senou and Kayes airports have had their runways lengthened. The Mopti airport has been rehabilitated. However, funding must still be sought for the rehabilitation of the Gao airport and runway extension work at the Sikasso airport.

In the framework of the Millennium Challenge Account (MCA-MCC), the facilities at Bamako-Senou have been modernized through the construction of a new cargo terminal, among the most modern in sub-Saharan Africa, with a capacity of 8,000 to 10,000 t of cargo and a floor area of 7,267 m².

A water/emulsifier supply system (DREEM) was built at the airport to enhance its firefighting services (SSLI).

In addition to the cargo terminal and DREEM, the MCA project also funded a new passenger terminal with a capacity of 1.5 million passengers a year, which was to have been completed in late 2012; project completion was hindered, however, by the politico-military situation, as the lender withdrew. The project had reached 68% physical completion.

In addition to a policy of modernizing airport infrastructure, Mali has upgraded its equipment policy.

A number of domestic airports were closed in the 2003–2013, including those of Yélimané, Nioro, Kayes and Mopti.

II.5.3. Acquisition of navigational aid systems and safety equipment

With the assistance of the Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA), Bamako-Senou airport has had landing systems (ILS, DVOR) installed and upgraded. Additional navigation and weather equipment has been installed. Mali has also obtained communications and air traffic control equipment for 2013. (Communications equipment only is to hand; air traffic control equipment is still lacking.) In recent years, security control equipment has been installed at the Bamako-Senou and Kayes airports. Patrol routes have been laid out in Bamako. However, additional security control equipment needs to be acquired to supply all airports open to public air traffic and implement an effective explosive detection system.

To meet the requirements of civil aviation in terms of equipment, harmonization and global interoperability, as stipulated in the regional air navigation plan, Mali needs to acquire the following equipment:

- ILS for the Mopti and Kayes airports;
- VOR for the Kidal airport;
- airspace monitoring.

II.5.4. Air transport liberalization

A number of agreements, international and bilateral protocols aimed at simplifying and harmonizing inter-State trade and transport, have been signed in Africa since 1999. Mali is a signatory to all the African agreements and most of the international ones. Therefore, it is not immune to the global trend toward liberalization in the sector. More specifically, the country is a signatory to the Yamoussoukro Decision of 14 November 1999 and Regulation No. 24/2002/CM/UEMOA of 18 November 2002 setting the conditions for access by WAEMU air carriers to intra-WAEMU routes.

Mali applies no restrictions to cargo flights, but freight costs are very high in relation to the nature of the products shipped, which are mainly unprocessed raw materials with little added value. That is why the issue of sharing air transport activities is so critical.

Finally, the process of concession of the Bamako-Senou International Airport is suspended due to the crisis situation in the country.

II.5.5. Air transport centralization (pooling)

Aviation plays a particularly important role in the transport of high-value goods and in tourism development. Despite a modest recovery, Mali has experienced a decline in tourism since the crisis of 2012, but mineral products continue to be shipped by air in large quantities.

States should encourage the community's private undertakings seeking to pool resources for the transport of high-added-value finished or semi-finished products, so that aviation can play its role and offer landlocked countries a means of avoiding the transit problems associated with overland and overseas freight movements. Aviation can also play a role by reducing shipment delays for perishables.

The policy of pooling resources can also be applied to passenger transport, as lower operating costs can drive ticket prices down and so democratize air travel.

It should be noted that pooling is an avenue to be studied for airline financing, and an important challenge.

II.5.6. Pooling (standardization) of training programmes

Following the example of the Regional School of Air Navigation and Meteorology (ERNAM) in Dakar, Senegal, and the African School of Meteorology and Civil Aviation (EAMAC) in Niamey, Niger, other specialized schools should be created in the subregion (e.g. WAEMU) to train flight crews and aircraft maintenance technicians.

Civil aviation is one of the few areas where standardization of training programmes, and of the rules governing the subsector, is a necessity. What landlocked countries most need is a diverse supply of aviation training.

II.6. Rail transport

The rail network essentially consists of one line, from Dakar to Bamako (1,286 km), with 642 km in Mali serving 24 stations in the country.

The regional interconnection projects studied by ECOWAS and WAEMU are an interesting long-term prospect, as is the construction of lines to serve mining sites through the undertaking of the following actions:

- preliminary outline and final design study for the rehabilitation of the Malian part of the Dakar–Bamako railway corridor: terms of reference available;
- preliminary outline and final design study for the Kankan–Bamako project to interconnect West African railway networks: Protocol signed by the Transport Ministers of Mali and Guinea;
- implementation of the institutional option selected in the course of the operation of the Bamako–Dakar railway;
- construction of the Bamako–Bougouni–Sikasso–Ouangolodougou line (569 km) on standard gauge track;
- construction of the Bamako–Bougouni–Sikasso–Ouangolodougou line (569 km) on standard gauge: validation of the provisional report of the project feasibility study (October 2012);
- Dori–Ansongo segment (210 km) of the Cotonou–Niamey–Ouagadougou–Kaya–Ansongo–Abidjan railway loop: Preliminary outline available;
- construction of 4 railway lines:
 - Bamako–Sikasso (294 km);
 - Bamako–Kouroussa (310 km);
 - Bamako–Markala (273 km);
 - Kayes–Ambidedi (50 km).

II.7. River transport

For the purpose of developing the Senegal River, which is an important route into landlocked inland areas for goods and passengers, the Organization for the Development of the Senegal River (OMVS) laid the foundations for sea-river shipping through:

- adoption of an International Code of Navigation and Transport on the Senegal River from Saint-Louis (Senegal) to Kayes (Mali);
- implementation of an ambitious programme for multisectoral, integrated development of the Senegal River basin called the Integrated Multimodal Transport System (SITRAM);
- creation of a Senegal River Navigation Management and Operations Company (SOGENAV).

For the Niger River:

River transport remains an essential means of transport for the people of the Inner Niger Delta, whether for goods or for people.

Certain trades, such as the fishery, depend on it wholly inasmuch as it allows them to transport their catch to packing plants and/or marketing and storage facilities.

The actions undertaken by Mali to improve the subsector include:

- development of the master plan for wharf siting along the Niger River with a view to establishing a coherent river transport development programme, development of terms of reference;
- development of a Code of Navigation and Transport on the Niger River—draft code prepared;
- study of operating conditions of small-scale river transport—terms of reference available;
- riverboat safety study—terms of reference available
- acquisition of two (2) shallow-draught boats—technical acceptance of boats completed;
- dredging and buoying of the Niger River—work in progress.

II.8. Dry ports

The profound changes underway in international trade, involving in particular an increase in vessel size and the relentless march of containerization, have pointed up the limitations of the *Entrepôts Maliens* in transit ports; their storage areas become congested, so that our Malian traders must pay fivefold for storage elsewhere.

Construction of the dry ports of Kayes, Sikasso and Gao is intended to exempt products from taxation outside Mali by building up sufficient stocks within the country.

The infrastructure consists of domestic customs stations where in-bond storage, packaging and distribution will be provided for products of strategic importance to the Malian economy, both imports and exports.

II.8.1. Macroeconomic objectives

Expected impacts on the national economy include:

- smoother and timelier operation of the import/export process, spurring the economy through increased consumption;
- control of the volume of trade and of national statistics, which constitute a strategic tool for economic policy;
- facilitation of revenue collection through a single processing centre.

II.8.2. Microeconomic objectives

Among these objectives are:

- availability of necessary inputs for the economy;
- quicker, less expensive movement of products through a single point serving all stakeholders;
- greater cargo security thanks to the adoption of appropriate techniques and equipment for physical operations: handling, storage, delivery etc.

II.8.3. Strategic objectives

The creation of dry ports will have the advantages of:

- establishing an effective emergency supply channel;
- quickly building and mobilizing a reserve supply of such strategic products as oil, food and industrial inputs, to name only a few;
- helping stamp out tax evasion through bonded (customs) warehouse management.

II.9. Rest areas

The organization of transport systems is a major challenge for Mali, which aims, first, to optimize its connections to neighbouring countries to expedite international transport of passengers and goods and, second, to facilitate linkages between its various communities while improving the safety of persons and property.

The purpose of this new infrastructure is to improve and promote road safety measures in corridors serving Mali through the reduction of traffic accidents due to fatigue.

These complexes consist mainly of:

- vehicle parking areas;
- green space (buffer greenbelt area);
- refuelling stations for fuel and lubricants; and
- service buildings.

It should be noted that efforts in the transport sector have fostered the flow of people and goods and hence Mali's integration into international trade.

III. TRADE FACILITATION EFFORTS WITHIN MALI

Mali has great potential in exports. Hence, trade facilitation activities have been undertaken.

III.1. Mali's exports structure

Mali's exports structure is simple, being dominated by four products. The following table shows the evolution of those exports over the past nine years.

Table 2
Change in exports (in millions of CFA francs)

<i>Product</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Cotton	140,850	181,355	139,656	141,027	110,889	91,921	67,447	84,370	90,900
Share (%)	26.10%	35.40%	24.20%	17.40%	14.9%	9.8%	8.1%	8.3%	8.1%
Non-monetary gold	326,833	270,567	355,504	587,486	515,178	645,871	635,508	761,791	804,145
Share (%)	60.60%	52.80%	61.70%	72.70%	69.1%	68.8%	75.9%	74.9%	71.3%
Live animals	24,534	22,904	27,829	30,204	37,601	51,812	41,245	35,079	46,247
Share (%)	4.50%	4.50%	4.80%	3.70%	5%	5.5%	4.9%	3.5%	4.1%
Mineral fuels	-	-	-	-	3,236	12,856	8,603	14,081	26,218
					0.4%	1.4%	1.0%	1.4%	2.3%
Fertilizer	-	-	-	-	537	8,297	13,413	14,948	73,275
					0.1%	0.9%	1.6%	1.5%	6.5%
Mangoes	186	596	742	1,703	1,599	2,114	2,011	6,588	8,393
Share (%)	0.03%	0.12%	0.13%	21%	0.21%	0.23%	0.24%	0.65%	0.74%
Other	46,859	37,317	52,844	47,836	76,550	125,597	68,593	99,743	78,477
Share (%)	9%	7.28%	9.17%	5.92%	10.27%	13.38%	8.20%	9.81%	7%
Total exports	539,262	512,739	576,575	808,256	745,590	938,450	836,820	1,016,600	1,127,655

Source: BCEAO, INSTAT.

2011 exports amounted to FCFA 1,127.7 billion, up 10.9% from 2010.

Mali's exports consist of four (4) main export products, namely, non-monetary gold (71.3%), cotton (8.1%), fertilizers (6.5%) and live animals (4.1%).

The main destinations of Malian products are: Africa (73.0%), including WAEMU 14.0%, Europe (16.8%) and Asia (9.7%).

Malian exports were dominated over the past nine years by gold, cotton, livestock, fertilizers and mangoes. To these must be added other equally important export products: oilseed products (shea butter, sesame), gum arabic, tubers, hides and skins, dried fish, miscellaneous products, etc.

The bulk of Malian exports consist of gold, cotton, livestock and mangoes, whereas the main import commodities are capital goods, oil, food products, chemicals and cement. The chronic deficit in the balance of trade reflects the high volume of imports in those five product categories.

As transport costs to Mali's neighbouring countries have fallen due to the paving of the roads from Mali to the various ports in the coastal countries, Malian exports to the countries of the subregion (Côte d'Ivoire, Senegal, Guinea, Mauritania, among others) have risen sharply.

The following countries make up the lion's share of export markets:

- WAEMU: Côte d'Ivoire, Senegal, Burkina Faso, Benin, Togo;
- Other African countries: South Africa, Ghana, Nigeria, Mauritania, Gabon, Guinea, Equatorial Guinea, Gambia, Angola, Algeria etc.;

- Europe: France, Germany, Switzerland, Spain etc.;
- America: United States, Canada, Mexico etc.;
- Asia: China, Hong Kong, India, Indonesia, South and North Korea, etc.

III.2. Operations in terms of reduced transport and trade costs

The paving of the various road networks linking Mali to ports in the coastal countries has significantly reduced transport costs and expanded trade.

Over the last ten years, Mali has developed infrastructure and built warehouses or storage facilities in those ports to facilitate goods storage and delivery.

Opportunities are provided, in particular, by enactments on the facilitation of trade and transport.

III.3. Structures created, actions and measures taken for purposes of trade facilitation and transport

The structures created and actions taken include:

III.3.1. Creation of the Joint Monitoring Committee on State/Private Sector Reforms

The Committee is responsible for leadership, coordination and control of the implementation of the action plan for the improvement of business practice in Mali. In addition to proposing such arrangements as may be needed for the smooth implementation of the reforms, it must support the design and validation of new, positive reforms. The Committee is chaired by the Prime Minister.

III.3.2. Creation of the Select Technical Committee on Foreign Trade Reforms

The Technical Committee's mission is to analyse the business environment in foreign trade and propose reforms for its improvement. It is responsible for:

- conducting studies and reviews of technical aspects of the border trade indicator with a view to implementation of the action plan;
- defining objectives, expected outcomes and impact of the reforms implemented;
- submitting its work to the Joint Monitoring Committee on State/Private Sector Reforms for approval.

III.3. Creation of the Technical Unit in charge of monitoring business environment reforms in Mali

Reporting directly to the Minister of Commerce, the Unit is mandated to provide the secretariat of the Joint Monitoring Committee on State/Private Sector Reforms, institutional coordination and the monitoring and evaluation of Mali's reforms to the business environment. It is responsible for the development and implementation of the Committee's action plan, programme of work and annual budget.

III.3.4. Creation of the National Commission in charge of monitoring WTO agreements and relations with UNCTAD

The Commission is responsible for taking stock of Mali's implementation of the agreements in terms of its rights and obligations, including issues related to trade facilitation.

III.3.5. Implementation of a World Bank trade facilitation capacity building programme

To take ownership of the self-assessment methodology developed by the World Bank in the area of trade facilitation, a national workshop on needs self-assessment in trade facilitation in collaboration with WTO and UNCTAD was held from 8 to 12 September 2008 in Bamako.

Thirty-five measures were looked at in the light of the WTO Trade Facilitation Self-assessment Guide, of which:

- seven are already compliant;
- ten are partially compliant;
- twelve are non-compliant;
- and six are not applicable to Mali.

III.3.6. Implementation of the Integrated Trade Framework Programme

The Integrated Trade Framework was put in place to enhance the ability to supply products to international markets through capacity building for trade stakeholders and the upgrading of exportable products. In that connection, the Integrated Framework Implementation Unit has taken the following actions in particular:

- supported the National Commission clusters tasked with monitoring WTO agreements and relations with UNCTAD, including the Customs Subcommittee;
- supported the national workshop on needs self-assessment in trade facilitation in collaboration with WTO and UNCTAD (8–12 September 2008 in Bamako);
- participated in the meeting of the landlocked developing countries, chaired by the Malian Minister of Economy, Trade and Industry on 12 April 2008, ahead of UNCTAD XII (20–25 April 2008 in Accra, Ghana).
- participated in the high-level plenary meeting of the United Nations General Assembly devoted to the midterm review of the Almaty Programme of Action (2–3 October 2008 in New York).

III.3.7. Mali's participation in the conduct of the self-assessment study on national and regional needs and priorities with respect to trade facilitation

The self-assessment study on national and regional needs and priorities with respect to trade facilitation is a study by the Commission of the West African Economic and Monetary Union (WAEMU) financed by the World Bank. Its objective is to define a regional trade facilitation programme for WAEMU member States and the WAEMU Commission.

A WAEMU Commission consultant visited Mali for that purpose from 13 to 15 August 2012. During her mission she met with members of the Customs Subcommittee. The National Report prepared on Mali is available.

III.3.8. Establishment of the Exports Promotion Agency (APEX Mali)

APEX is a public administrative institution tasked with developing the export of Malian goods and services. It must therefore:

- organize promotional activities for Malian goods and services;
- implement sectoral development programmes and export promotion strategies devised by the government;
- implement export incentive schemes;
- help implement technical, banking and insurance facilities for export goods and services;
- contribute to capacity building for executives of corporations, businesses and government through technical and vocational training in foreign trade;
- provide producers and exporters with information on quality standards and how goods and services can gain access to markets;
- support, advise and assist exporters;
- guide enterprises in increasing and diversifying the supply of export goods and services;
- conduct research and studies in the field of export promotion and disseminate the results;
- issue certificates of origin of goods for export;
- help collect, process and disseminate trade statistics;
- encourage and develop strategic partnerships to increase exports and promote Mali as an exporter.

III.3.9. Creating a single window for business creation at the Agency for the Promotion of Investment in Mali (API)

The purpose of the single window is to simplify administrative procedures for business creation, to reduce costs and delays in obtaining business licences and in applications for approval under the Investment Code, and to facilitate post-creation reporting formalities to obtain the unique national identification number (NINA).

An online information service (e-Régulations Mali) has been created to facilitate administrative procedures for entrepreneurs and investors. This is a WAEMU/UNCTAD initiative with funding from Luxembourg.

III.3.10. Electronic Single Window for Foreign Trade and Transport (GUECET) being installed in Mali

Additional studies are underway for the implementation of the Electronic Single Window for Foreign Trade and Transport (GUECET) are underway:

- drawing up of legal and regulatory ICT enactments in Mali: a workshop to launch the study was held in Bamako on 8 November 2012; framework and benchmark reports are available, while the strategic audit and five bills were sent to the Ministry of Post and New Technologies to get their opinion.
- the GUECET business plan is being finalized;
- development of technical and functional specifications: terms of reference have been validated; the process of selecting a consultant has begun. A workshop is scheduled for the launch of the study.

Notwithstanding these efforts, there are still difficulties in getting the Programme underway.

IV. DIFFICULTIES MET WITH

The challenges and constraints that landlocked developing countries face include:

- excessive numbers of checkpoints and control procedures, both for transit countries in development and for landlocked developing countries;
- the high cost of transport, which affects these countries' products and may exceed 70% of their export value;
- the difficulty and high cost of access to ports in coastal transit countries and, accordingly, of access to international markets;
- the uncompetitiveness of products from landlocked developing countries;
- inadequate funding for heavy investment in rail transport;
- lack of skilled human resources;
- the non-application of the TRIE system between Mali and Senegal (which was launched in May 2013; steps are being taken for TRIE implementation);
- frequent harassment on the road, as reported by the Observatory of Abnormal Practices (OPA) on WAEMU roads;
- the ageing commercial vehicle fleet.

These issues need to be dealt with in order to keep the system running smoothly and ensure the safety of people and goods. That will take a country-wide pooling of efforts, in combination with official development assistance, to spur the development of transport and trade.

V. RECOMMENDATIONS

Given the difficulties listed, the following recommendations should be implemented:

- train the stakeholders involved in transport and trade development;
- fund a programme to implement Inter-State Road Transit in the Bamako–Dakar corridor;

- finance the development, rehabilitation and maintenance of transport infrastructure (road, rail, air and sea);
- support Mali in its programme of renewal and resizing of the commercial transport vehicle fleet to eliminate traffic overload;
- support Mali’s dry port creation programme,
- apply Community regulations on transport;
- support the establishment of a motor guarantee fund;
- support the development of port areas reserved for Mali;
- support the development of electronic monitoring of goods vehicles based on existing best practices;
- support a trade facilitation programme.

Annex

TERMS OF REFERENCE OF THE PROCESS FOR DEVELOPING THE NATIONAL REPORT ON THE IMPLEMENTATION OF THE ALMATY PROGRAMME

Koulouba, 10 June 2013

I. Background and rationale

In order to meet the special needs of landlocked developing countries and provide a global framework for action designed to equip these countries and transit countries with efficient transit transport systems, taking into account the interests of both groups of countries, the Almaty Programme of Action was adopted in 2003. It has the following objectives:

- to secure access to and from the sea by all means of transport;
- to reduce costs and improve services so as to increase the competitiveness of exports;
- to reduce the delivered costs of imports;
- to address problems of delays and uncertainties in trade routes;
- to develop adequate national networks;
- to reduce loss, damage and deterioration en route;
- to open the way for export expansion;
- to improve safety of road transport and security of people along the corridors.

After ten years of implementation, the United Nations General Assembly decided, by its resolution 66/214, to hold a comprehensive review conference on the Almaty Programme of Action in 2014, in accordance with paragraph 49 of the Almaty Programme of Action and paragraph 32 of the Declaration on the midterm review. The ten-year review conference will give the international community the opportunity to conduct a comprehensive assessment of the implementation of the Almaty Programme of Action during the 2003–2013 decade.

That Comprehensive review ought to shed light on the Programme's main achievements and major constraints and propose new strategies to address the shortcomings identified at the national, regional and global levels.

In preparation for the global and regional reviews, it is important to evaluate Programme implementation at the national level, to assess how far the expected outcomes were in fact achieved. National-level assessments will also be important in assessing the degree of achievement of the national actions called for in the Programme, as well as the main challenges encountered, and in identifying priorities for the coming decade.

It should be noted that since 2012, Mali has been in the throes of a difficult period characterized by a political and security crisis that has negatively affected the economy and slowed the momentum of the development initiated by the country and its partners.

It is in that context that National Report has been drawn up.

II. Objectives of the Report

The overall objective of the National Report on the Implementation of the Almaty Programme of Action is to examine Mali's socio-economic development as a whole together with its performance in foreign trade and the progress it has made toward integration into the global economy since the adoption of the Almaty Programme.

Hence, its specific aims are:

- to evaluate Mali's progress toward implementation of all priority areas of the Almaty Programme of Action, given the objectives and actions contained therein;
- to evaluate improvements in the efficiency of existing transit transport systems and make recommendations on how to improve connections to international markets;
- to identify shortcomings, constraints and obstacles to Programme implementation, as well as Mali's specific development needs;
- to identify best practices and innovative strategies in Mali that could be replicated and shared with other landlocked developing countries.

III. Expected outcomes

The expected outcomes are the following:

- Mali's progress toward implementation of all priority areas of the Almaty Programme of Action, given the objectives and actions contained therein, will be evaluated;
- improvements in the efficiency of existing transit transport systems will be evaluated;
- recommendations will be made on how to improve connections to international markets;
- shortcomings, constraints and obstacles to Programme implementation, as well as Mali's specific development needs, will be identified;
- best practices and innovative strategies in Mali that could be replicated and shared with other landlocked developing countries will be identified;
- the impact of new challenges related to food and energy prices, climate change and the financial and economic crisis, together with the policy responses, will be analysed;
- additional policies and measures, in Mali and abroad, to eradicate poverty and achieve sustainable development, will be analysed.

IV. Report development methodology

As a governmental coordination structure, the Directorate for Multilateral Cooperation will establish a multidisciplinary technical team made up of representatives of the Ministry of Foreign Affairs and International Cooperation (4), the Ministry of Equipment and Transport (3), the Ministry of Trade and Industry (3) and the Ministry of Economy, Finance and Budget (2).

The team shall:

- collect data on implementation of the Almaty Programme in Mali;
- produce the provisional National Report;
- prepare the national workshop to validate the provisional Report;
- finalize the Report once validated;
- disseminate the final Report to those involved in Programme implementation.

To that end, the core team will hold preparatory meetings, led by the Directorate for Multilateral Cooperation, as often as necessary.

National workshop to validate the provisional Report

The provisional Report will be validated by the National Workshop, attended by all those involved in the implementation of the Almaty Programme.

Ministry of Foreign Affairs and International Cooperation: Minister's Office, Directorate for Multilateral Cooperation, CONFED.

Ministry of Equipment and Transport: National Transport Directorate, National Roads Directorate, Transport Sector Planning and Statistics Unit, National Civil Aviation Authority, Malian Navigation Company, Transrail, Transport Observatory, Malian Road Transport Council, Mali Shippers' Council, National Institute of Equipment and Transport Training, Office of Road Data, National Road Safety Support Agency, Road Authority.

Ministry of Internal Security and Emergency Preparedness: National Police Directorate, National Gendarmerie Directorate.

Ministry of Commerce and Industry: National Trade and Competition Directorate, Integrated Trade Framework, Chamber of Commerce and Industry, Organization of Industrial Employers (OPI).

Ministry of Economy, Finance and Budget: Directorate-General of Customs, Technical Unit of the Strategic Framework for Poverty Reduction.

National Assembly: One representative.

Technical and Financial Partners: European Union delegation, UNDP.

The workshop will be chaired by the Minister of Foreign Affairs and International Cooperation and attended by his counterparts at the ministries of Commerce, Transport and Economy.

This will be a one-day session, to be held in a hotel in Bamako in accordance with the attached agenda.

Production and dissemination of the final Report

The observations of the validation workshop on the provisional Report will be incorporated into it. The final Report will be produced in some hundred copies and distributed to all stakeholders, including the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States.

V. Timeline for Report development

- 3 to 14 June 2013: data collection by the core team;
- 14 June to 1 July: production of the provisional Report;
- 8 July: national validation of the Report;
- 8 to 18 July: production and dissemination of the final Report.

VI. Financing

Report development activities will be funded out of the special investment budget allocated to the capacity building component of the Directorate for Multilateral Cooperation, part of the Capacity Building Support Project (PARC).

Translated from French

**MINISTRY OF FOREIGN AFFAIRS AND
INTERNATIONAL COOPERATION**

**REPUBLIC OF MALI
ONE PEOPLE—ONE GOAL—ONE FAITH**

Directorate for Multilateral Cooperation

**NATIONAL REPORT ON THE IMPLEMENTATION OF
THE ALMATY PROGRAMME OF ACTION FOR
LANDLOCKED DEVELOPING COUNTRIES**

Koulouba, 5 July 2013

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BACKGROUND AND RATIONALE

The Almaty Programme of Action was adopted in 2003 in Kazakhstan to address the special needs of landlocked developing countries and to provide a global framework for action designed to equip those countries, and transit countries, with efficient transit transport systems taking into account the interests of both groups of countries.

Hence, it aims to achieve the following objectives:

- to secure access to and from the sea by all means of transport;
- to reduce costs and improve services so as to increase the competitiveness of exports;
- to reduce the delivered costs of imports;
- to address problems of delays and uncertainties in trade routes;
- to develop adequate national networks;
- to reduce loss, damage and deterioration en route;
- to open the way for export expansion;
- to improve safety of road transport and security of people along the corridors.

After ten years of implementation, the United Nations General Assembly decided, in its Resolution 66/214, to hold a conference in 2014 to review the Almaty Programme of Action. The ten-year review conference will give the international community the opportunity to conduct a comprehensive assessment of the implementation of the Almaty Programme of Action during the 2003–2013 period.

In preparation for the global and regional reviews, it is important to evaluate Programme implementation at the national level, to assess how far the expected outcomes were in fact achieved. National-level assessments will also be important in assessing implementation of the national actions called for in the Programme and the main challenges encountered therewith, and in identifying priorities for the coming decade.

It is in that context that Mali's national report on Programme implementation has been prepared.

It should be noted that the present situation in Mali is a very difficult one, marked by a political and security crisis that has negatively affected the economy and slowed the momentum of the development initiated by the country and its partners.

I. NATIONAL DEVELOPMENT PLANNING PROCESS AND EVALUATION OF KEY TRENDS IN ECONOMIC, SOCIAL AND ENVIRONMENTAL DEVELOPMENT

Mali is still among the 25 poorest countries in the world and has no direct access to the sea. The country's economy is highly dependent on gold mining and agriculture. It endures wild fluctuations in revenue based on world prices for gold

and agricultural products and is often dependent on rainfall for its crops. For those reasons, Mali remains dependent on foreign aid.

Since 1997, the Government of Mali has clearly shown its firm commitment to making the fight against poverty the highest development priority. That political will led the Government, in July 1998, to develop a National Anti-Poverty Strategy (SNLP). From 2000 on, Mali decided to base its anti-poverty strategy on strong and sustainable growth built on an enduring foundation (Mali National Prospective Study 2025). It therefore developed, adopted and implemented the Strategic Framework for Poverty Reduction (CSLP) and the Strategic Framework for Growth and Poverty Reduction (CSCR) covering the periods 2002–2006 and 2007–2011. The 2012–2017 CSCR, adopted in December 2011, is Mali's touchstone for the formulation and implementation of economic and social policies. It brings all sectoral policies and strategies together in a coherent framework and identifies financial needs as well as the means to satisfy them. The CSCR, which embodies the Millennium Development Goals (MDGs), is the result of extensive consultation between government, regional and local officials, civil society, the private sector, and Mali's Technical and Financial Partners (TFPs).

Since the beginning of CSCR implementation, Mali has recorded positive growth rates. Over the 2003–2011 period its average growth was 4.8% of GDP. With the institutional and security crisis that Mali has suffered, that dynamic was broken in 2012, with negative growth of 1.2%.

In 2010, the incidence of income poverty was estimated at 43.6%, as against 47.4% in 2006 and 55.6% in 2001.

While that does indicate there has been acceptable progress in reducing poverty, that progress has been uneven, and geographical divisions are widening. This is complicated by the high rate of population growth (3.6%), which makes it difficult to reduce poverty quickly despite positive growth in the economy. Poverty remains a predominantly rural phenomenon.

The official unemployment rate remains high (8.2% in 2010) and mainly urban, with greater under-employment in rural areas.

International transfers and trade in transit corridors have been seriously affected by the crisis in Côte d'Ivoire. Mali continues to expand its road network to facilitate trade with neighbouring countries.

The performance of the Malian economy is dependent on the climate and changes in the terms of trade. It also depends on relations with ports in neighbouring countries and the concentration of exports in three resource products (gold, cotton and livestock products), while administrative capacity remains weak.

Sustainable development is a constant concern of the Government, and environmental issues are taken into account in policies, strategies, programmes and projects.

As of 31 December 2012, the outstanding medium- and long-term public debt was estimated at FCFA 1,545.0 billion. That includes domestic debt of FCFA 195.0 billion, corresponding to 12.6% of the total, and foreign debt amounting to FCFA 1,350.0 billion—87.4% of the total outstanding.

Mali probably cannot achieve all the Millennium Development Goals (MDGs) by 2015, especially in the field of health. Social indicators currently show a mixed picture, and Mali is unlikely to achieve all MDGs without stronger, more inclusive growth in the medium term, combined with improved access to basic social services for the poor.

If Mali can keep up the momentum of recent years, it should be able to achieve the goals for access to drinking water and the fight against HIV/AIDS. The targets for extreme poverty, the rate of primary school enrolment, gender equality in enrolment, and donor coordination may also be attainable; that, however, will require Mali and its partners to make further efforts in all of those areas.

Integration of Mali into international trade remains a concern for the Government of Mali. Significant efforts in that regard have been made in the field of transport and trade.

II. TRANSPORT DEVELOPMENT

Since 2003, Mali has embarked on an ambitious expansion of its transport infrastructure. Activities in that field are many and varied and affect all aspects of transport.

II.1 Basic policy on transport and transit

In implementing the Almaty Programme, Mali has notched up several achievements in transport and transit:

- implementation of the policy of diversifying sea access corridors;
- creation of the administrative structures known as *Entrepôts Maliens* at the ports of Dakar, Abidjan, Conakry, Téma, Lomé, Nouakchott and Cotonou, to support economic operators under the special provisions of the United Nations Convention on Transit Trade of Landlocked States;
- establishment of the Memorandum of Understanding on transport and transit of Malian goods by sea, road and rail with all of Mali's neighbouring countries;
- organization of private-sector transport activities into consular chambers: the Mali Shippers' Council (CMC) and Malian Road Transport Council (CMTR), which are public professional institutions endowed with legal personality that deal independently with transit countries;
- capacity building in transport and transit through the expansion of Malian facilities at the ports through which Malian goods transit, namely:

SENEGAL: At the port of Dakar, Mali has:

- at the south end, on pier 3, an area of 2,350 m² of covered warehouses and, in the port area, a 5,000 m² covered warehouse; a 4,000 m² quayside storage area;
- at the north end, at Bel-Air, 30,000 m² of covered warehouses and 23,000 m² of quayside storage;
- an undeveloped 9,600 m² plot.

GHANA: At the port of Téma, Mali has:

- in the port area, a 5,700 m² area with an office building and quayside storage.

GUINEA: At the port of Conakry, Mali has:

- in the port area, an 1,800 m² covered warehouse;
- within the bounds of the railway station, a warehouse called the “Army warehouse”, with an area of 1,200 m²;
- at the Constantin intersection in the commune of Matan, two (2) warehouses called “Malian warehouses” with an area of 100 m²;
- at Friguiadi, in the prefecture of Coyah, a 12,000 m² plot on which are two (2) covered warehouses totalling 3,500 m² and an office building.

BENIN: At the port of Cotonou, Mali has:

- in the port area, a 15,000 m² plot (currently being fenced) and 17,018 m² of quayside storage;
- at the north end, on pier 8, a 4,000 m² area on which are pipelines for oil import and export.

CÔTE D’IVOIRE: At the port of Abidjan, Mali has:

- in the port area: a 6,000 m² bonded warehouse (warehouse No. 4), covered, with a capacity of 12,000 to 14,000 tonnes of bagged goods;
- at Vridi, a 6,000 m² covered customs warehouse (lot No. 219) for the storage of CMDT cotton bales, with a capacity of 3,000 t;
- a 5,342 m² quayside storage area adjoining the customs warehouse;
- a 10,660 m² fenced lot (lot No. 2-ZI-084-375), located in the industrial area of Vridi, including an office building;
- at Ouangolodoughou, at the railway station, a 1,000 m² covered warehouse for break-bulk cargo.

TOGO: At the port of Lomé, Mali has:

- in the port area, a 5,000 m² covered warehouse;
- a 4,000 m² quayside storage area;
- an undeveloped 9,600 m² plot (currently taken back by the port authority).

MAURITANIA: At the port of Nouakchott Mali has a 12,000 m² lot on which are two (2) 3,500 m² covered warehouses and an office building.

II.2. Transport and transit facilitation

Mali has a Transport Facilitation Committee created by Interministerial Order No. 322/MET-MSIPC-MAEP-SG of 27 February 2003. This is an advisory body to the Ministry of Transport whose mission is to promote the modernization of transport practices and information technology media for international trade.

The Committee comprises all sectoral stakeholders (administration and professionals, including shippers, carriers, traders). As part of its activities, it

develops an action plan for the implementation of regional legislation in conjunction with the Transport Authority.

II.3. Checkpoint reduction

As part of the removal of tariff and non-tariff barriers in accordance with Directive No. 082005/CM/UEMOA of 16 December 2005, which sets out specific rules for implementation of the regional control plan on WAEMU inter-State roads, a regulatory measure was enacted in Mali with the signing of Interministerial Order No. 03-3314/MET-MSIPC-MEA-MEIC-MATCL-SG, to the same effect, on 26 November 2008.

To give effect to the provisions of Regulation No. 14/2005/CM/UEMOA of 26 December 2005 on the harmonization of standards and procedures for controlling the weight and axle load of heavy goods vehicles in WAEMU Member States, the following actions were taken:

- development on 8 April 2010 of the national action plan, now being implemented;
- creation of the Steering Committee for Axle Load Control by Decision No. 0011/MET-SG of 6 February 2013;
- designation of the focal point for monitoring the action plan for implementation of the axle load controls arising from the WAEMU roadmap.

II.3.1. Adjacent inspection posts (PCJs)

Under Decision No. 08/2001/CM/UEMOA of 20 November 2001, implementation of the Community Construction Programme for Adjacent Inspection Posts at the Borders of Union States, a component of WAEMU's Regional Transport Facilitation Programme, is funded and directed by the WAEMU Commission.

In Mali, the status of these projects is as follows:

- Hérémakono PCJ: Concession agreement between WAEMU and Scanning System. Work not yet begun;
- Moussala PCJ: Concession agreement between WAEMU and Scanning System. Work not yet begun;
- Kourémalé PCJ: Studies completed. Funding problem;
- Moussala PCJ: In its letter No. 0432/DATC/DATIT of 10 May 2013, the WAEMU Commission informed the Ministry of Equipment and Transport of the startup of the construction and equipment work for the Moussala PCJ.

II.3.2. Implementation of Inter-State Road Transit (TRIE)

The single TRIE system between Senegal and Mali was launched on 7 May 2013 in Dakar. In that context, the following actions were taken:

- Interministerial Instruction No. 2013/CM-MEFB/MCL-MSIPC-SG of 8 April 2013 on the approval procedures applicable to road vehicles eligible for inter-State (ECOWAS) goods transport under the TRIE system between Senegal and Mali;

- publication of the interministerial instruction on implementation of the ECOWAS-TRIE agreement between the Republic of Mali and the Republic of Senegal;
- interconnection of the Malian and Senegalese customs systems;
- harmonization of TRIE number plates, approval certificates and badges.

In addition, Mali has adopted an electronic tracking system, called E-BEMI, for convoys of vehicles in all its transport corridors. The next step is to harmonize that system with the Senegalese one, managed by COTECNA.

II.4. Road transport

In the context of the establishment of regional transport corridors, the Bougouni–Sikasso–Ouagadougou–Téma highway, connecting Mali, Burkina Faso and Ghana, and the southerly Bamako–Dakar route between Mali and Senegal have been put through under Road Programmes PR1 and PR2 respectively, under the coordination of the West African Economic and Monetary Union (WAEMU).

The Malian Government’s efforts to develop road transport infrastructure are steadily increasing so that a larger share of public investment may go towards infrastructure development.

Additional programmes are being identified or prepared with technical and financial partners, beyond the PR1 and PR2 programmes mentioned above, with particular attention to constructing certain missing links in regional and subregional transport networks (Bandiagara–Bankass–Koro–Burkina Faso border, Kayes–Aourou–Mauritania border, Didiéni–Nara–Mauritania border, Zantiébougou–Kolondiéba–Côte d’Ivoire border, Bougouni–Manankoro, etc.).

The creation of social infrastructure along transit corridors is catered for in all corridor development programmes in Mali.

Construction of the Tassiga bridge in Gao exemplifies the efforts to restore and rebuild transport infrastructure, particularly in countries or regions that have experienced war, conflict or natural disasters. An ambitious action plan is being drawn up following the donors’ conference on Malian development, held in Brussels on 15 May 2013.

II.4.1. Creation of the National Road Safety Support Agency (ANASER)

In February 2009, as part of its fight against road accidents, the Government established the National Road Safety Support Agency (ANASER), a public administrative institution established by Ordinance No. 09-003/P-RM of 9 February 2009, which was ratified by Law No. 09-006 of 5 June 2009.

ANASER’s mission is to promote and enhance road safety and to help improve the operation of the road network. It must therefore:

- help define and enforce traffic and road safety rules;
- ensure that road vehicles are kept in good technical condition;
- help enforce operating standards for road vehicles;
- facilitate the safe, optimal operation of public roads;

- undertake all necessary studies to improve road safety;
- undertake road user training, information, communication and awareness actions;
- manage the road safety database.

The Agency has received support from the European Union through:

- **9th EDF—PAASER:** project to support road safety improvement (2007–2009);
- **10th EDF—PALIR:** project to support the fight against road accidents

Table 1
Comparative statistics for the last five years

<i>Year</i>	<i>Number of accidents</i>	<i>Number of victims</i>	<i>Number of fatalities</i>
2008	13,772	10,510	671
2009	12,910	9,411	573
Variance (2009/2008)	-6.26%	-10.46%	-14.61%
2010	10,465	8,754	687
Variance (2010/2009)	-18.94%	-6.98%	19.90%
2011*	8,159	11,447	889
Variance (2011/2010)	-22.04%	30.76%	29.40%
2012*	6,090	8,191	536
Variance (2012/2011)	-25.36%	-28.44%	-39.71%

Source: ANASER (* refers only to accidents involving bodily harm, not property damage).

According to the various road safety studies, the causes of accidents may be broken down as follows:

- 71% are due to driver carelessness;
- 14% are due to mechanical failure;
- 8% are caused by the victim’s reckless behaviour;
- 7% are due to collisions caused by poor road conditions.

II.5. Progress in air transport

The civil aviation subsector has undertaken many modernization and infrastructure development projects to open up the country. For example, international airports have been efficiently sited throughout the country, airport infrastructure (runways and terminals...) has been tailored to the airlines’ needs, and air navigation and safety equipment has been acquired.

II.5.1. Optimal siting of international airports

Mali is a large country, with an area of 1,241,238 km². in the heart of West Africa. The capital, Bamako, is an hour and a half’s (1:30) flight from the capitals of the neighbouring countries, i.e., Algeria, Burkina Faso, Côte d’Ivoire, Guinea, Mauritania, Niger and Senegal. Mali has twenty-six (26) airports open to public air traffic.

That airport infrastructure has been sited in such a way as to open up the country. Apart from Bamako-Senou airport, five (5) others are open to international public air traffic: Kayes (1st region), Sikasso (3rd region), Mopti (5th region), Timbuktu (6th region) and Gao (7th region). Thus, of the eight regions in the country, five have an international airport. The goal is to provide each region with at least one international airport that can help to open up Mali's territory, whose area is three (3) times that of metropolitan France. A secondary operational difficulty is adaptation of airport infrastructure to operators' and users' needs.

II.5.2. Adaptation of aeronautical infrastructure to operational requirements

Over the last ten years (2003–2013), the transport sector in Mali has broken ground on many sites. Worthy of mention, in the area of civil aviation, is the construction and final acceptance of a building meeting international standards to house the offices of Mali's National Civil Aviation Authority, which has responsibility for the technical supervision of companies in the aviation sector.

The Bamako-Senou and Kayes airports have had their runways lengthened. The Mopti airport has been rehabilitated. However, funding must still be sought for the rehabilitation of the Gao airport and runway extension work at the Sikasso airport.

In the framework of the Millennium Challenge Account (MCA-MCC), the facilities at Bamako-Senou have been modernized through the construction of a new cargo terminal, among the most modern in sub-Saharan Africa, with a capacity of 8,000 to 10,000 t of cargo and a floor area of 7,267 m².

A water/emulsifier supply system (DREEM) was built at the airport to enhance its firefighting services (SSLI).

In addition to the cargo terminal and DREEM, the MCA project also funded a new passenger terminal with a capacity of 1.5 million passengers a year, which was to have been completed in late 2012; project completion was hindered, however, by the politico-military situation, as the lender withdrew. The project had reached 68% physical completion.

In addition to a policy of modernizing airport infrastructure, Mali has upgraded its equipment policy.

A number of domestic airports were closed in the 2003–2013, including those of Yélimané, Nioro, Kayes and Mopti.

II.5.3. Acquisition of navigational aid systems and safety equipment

With the assistance of the Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA), Bamako-Senou airport has had landing systems (ILS, DVOR) installed and upgraded. Additional navigation and weather equipment has been installed. Mali has also obtained communications and air traffic control equipment for 2013. (Communications equipment only is to hand; air traffic control equipment is still lacking.) In recent years, security control equipment has been installed at the Bamako-Senou and Kayes airports. Patrol routes have been laid out in Bamako. However, additional security control equipment needs to be acquired to supply all airports open to public air traffic and implement an effective explosive detection system.

To meet the requirements of civil aviation in terms of equipment, harmonization and global interoperability, as stipulated in the regional air navigation plan, Mali needs to acquire the following equipment:

- ILS for the Mopti and Kayes airports;
- VOR for the Kidal airport;
- airspace monitoring.

II.5.4. Air transport liberalization

A number of agreements, international and bilateral protocols aimed at simplifying and harmonizing inter-State trade and transport, have been signed in Africa since 1999. Mali is a signatory to all the African agreements and most of the international ones. Therefore, it is not immune to the global trend toward liberalization in the sector. More specifically, the country is a signatory to the Yamoussoukro Decision of 14 November 1999 and Regulation No. 24/2002/CM/UEMOA of 18 November 2002 setting the conditions for access by WAEMU air carriers to intra-WAEMU routes.

Mali applies no restrictions to cargo flights, but freight costs are very high in relation to the nature of the products shipped, which are mainly unprocessed raw materials with little added value. That is why the issue of sharing air transport activities is so critical.

Finally, the process of concession of the Bamako-Senou International Airport is suspended due to the crisis situation in the country.

II.5.5. Air transport centralization (pooling)

Aviation plays a particularly important role in the transport of high-value goods and in tourism development. Despite a modest recovery, Mali has experienced a decline in tourism since the crisis of 2012, but mineral products continue to be shipped by air in large quantities.

States should encourage the community's private undertakings seeking to pool resources for the transport of high-added-value finished or semi-finished products, so that aviation can play its role and offer landlocked countries a means of avoiding the transit problems associated with overland and overseas freight movements. Aviation can also play a role by reducing shipment delays for perishables.

The policy of pooling resources can also be applied to passenger transport, as lower operating costs can drive ticket prices down and so democratize air travel.

It should be noted that pooling is an avenue to be studied for airline financing, and an important challenge.

II.5.6. Pooling (standardization) of training programmes

Following the example of the Regional School of Air Navigation and Meteorology (ERNAM) in Dakar, Senegal, and the African School of Meteorology and Civil Aviation (EAMAC) in Niamey, Niger, other specialized schools should be created in the subregion (e.g. WAEMU) to train flight crews and aircraft maintenance technicians.

Civil aviation is one of the few areas where standardization of training programmes, and of the rules governing the subsector, is a necessity. What landlocked countries most need is a diverse supply of aviation training.

II.6. Rail transport

The rail network essentially consists of one line, from Dakar to Bamako (1,286 km), with 642 km in Mali serving 24 stations in the country.

The regional interconnection projects studied by ECOWAS and WAEMU are an interesting long-term prospect, as is the construction of lines to serve mining sites through the undertaking of the following actions:

- preliminary outline and final design study for the rehabilitation of the Malian part of the Dakar–Bamako railway corridor: terms of reference available;
- preliminary outline and final design study for the Kankan–Bamako project to interconnect West African railway networks: Protocol signed by the Transport Ministers of Mali and Guinea;
- implementation of the institutional option selected in the course of the operation of the Bamako–Dakar railway;
- construction of the Bamako–Bougouni–Sikasso–Ouangolodougou line (569 km) on standard gauge track;
- construction of the Bamako–Bougouni–Sikasso–Ouangolodougou line (569 km) on standard gauge: validation of the provisional report of the project feasibility study (October 2012);
- Dori–Ansongo segment (210 km) of the Cotonou–Niamey–Ouagadougou–Kaya–Ansongo–Abidjan railway loop: Preliminary outline available;
- construction of 4 railway lines:
 - Bamako–Sikasso (294 km);
 - Bamako–Kouroussa (310 km);
 - Bamako–Markala (273 km);
 - Kayes–Ambidedi (50 km).

II.7. River transport

For the purpose of developing the Senegal River, which is an important route into landlocked inland areas for goods and passengers, the Organization for the Development of the Senegal River (OMVS) laid the foundations for sea-river shipping through:

- adoption of an International Code of Navigation and Transport on the Senegal River from Saint-Louis (Senegal) to Kayes (Mali);
- implementation of an ambitious programme for multisectoral, integrated development of the Senegal River basin called the Integrated Multimodal Transport System (SITRAM);
- creation of a Senegal River Navigation Management and Operations Company (SOGENAV).

For the Niger River:

River transport remains an essential means of transport for the people of the Inner Niger Delta, whether for goods or for people.

Certain trades, such as the fishery, depend on it wholly inasmuch as it allows them to transport their catch to packing plants and/or marketing and storage facilities.

The actions undertaken by Mali to improve the subsector include:

- development of the master plan for wharf siting along the Niger River with a view to establishing a coherent river transport development programme, development of terms of reference;
- development of a Code of Navigation and Transport on the Niger River—draft code prepared;
- study of operating conditions of small-scale river transport—terms of reference available;
- riverboat safety study—terms of reference available
- acquisition of two (2) shallow-draught boats—technical acceptance of boats completed;
- dredging and buoying of the Niger River—work in progress.

II.8. Dry ports

The profound changes underway in international trade, involving in particular an increase in vessel size and the relentless march of containerization, have pointed up the limitations of the *Entrepôts Maliens* in transit ports; their storage areas become congested, so that our Malian traders must pay fivefold for storage elsewhere.

Construction of the dry ports of Kayes, Sikasso and Gao is intended to exempt products from taxation outside Mali by building up sufficient stocks within the country.

The infrastructure consists of domestic customs stations where in-bond storage, packaging and distribution will be provided for products of strategic importance to the Malian economy, both imports and exports.

II.8.1. Macroeconomic objectives

Expected impacts on the national economy include:

- smoother and timelier operation of the import/export process, spurring the economy through increased consumption;
- control of the volume of trade and of national statistics, which constitute a strategic tool for economic policy;
- facilitation of revenue collection through a single processing centre.

II.8.2. Microeconomic objectives

Among these objectives are:

- availability of necessary inputs for the economy;
- quicker, less expensive movement of products through a single point serving all stakeholders;
- greater cargo security thanks to the adoption of appropriate techniques and equipment for physical operations: handling, storage, delivery etc.

II.8.3. Strategic objectives

The creation of dry ports will have the advantages of:

- establishing an effective emergency supply channel;
- quickly building and mobilizing a reserve supply of such strategic products as oil, food and industrial inputs, to name only a few;
- helping stamp out tax evasion through bonded (customs) warehouse management.

II.9. Rest areas

The organization of transport systems is a major challenge for Mali, which aims, first, to optimize its connections to neighbouring countries to expedite international transport of passengers and goods and, second, to facilitate linkages between its various communities while improving the safety of persons and property.

The purpose of this new infrastructure is to improve and promote road safety measures in corridors serving Mali through the reduction of traffic accidents due to fatigue.

These complexes consist mainly of:

- vehicle parking areas;
- green space (buffer greenbelt area);
- refuelling stations for fuel and lubricants; and
- service buildings.

It should be noted that efforts in the transport sector have fostered the flow of people and goods and hence Mali's integration into international trade.

III. TRADE FACILITATION EFFORTS WITHIN MALI

Mali has great potential in exports. Hence, trade facilitation activities have been undertaken.

III.1. Mali's exports structure

Mali's exports structure is simple, being dominated by four products. The following table shows the evolution of those exports over the past nine years.

Table 2
Change in exports (in millions of CFA francs)

<i>Product</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Cotton	140,850	181,355	139,656	141,027	110,889	91,921	67,447	84,370	90,900
Share (%)	26.10%	35.40%	24.20%	17.40%	14.9%	9.8%	8.1%	8.3%	8.1%
Non-monetary gold	326,833	270,567	355,504	587,486	515,178	645,871	635,508	761,791	804,145
Share (%)	60.60%	52.80%	61.70%	72.70%	69.1%	68.8%	75.9%	74.9%	71.3%
Live animals	24,534	22,904	27,829	30,204	37,601	51,812	41,245	35,079	46,247
Share (%)	4.50%	4.50%	4.80%	3.70%	5%	5.5%	4.9%	3.5%	4.1%
Mineral fuels	-	-	-	-	3,236	12,856	8,603	14,081	26,218
					0.4%	1.4%	1.0%	1.4%	2.3%
Fertilizer	-	-	-	-	537	8,297	13,413	14,948	73,275
					0.1%	0.9%	1.6%	1.5%	6.5%
Mangoes	186	596	742	1,703	1,599	2,114	2,011	6,588	8,393
Share (%)	0.03%	0.12%	0.13%	21%	0.21%	0.23%	0.24%	0.65%	0.74%
Other	46,859	37,317	52,844	47,836	76,550	125,597	68,593	99,743	78,477
Share (%)	9%	7.28%	9.17%	5.92%	10.27%	13.38%	8.20%	9.81%	7%
Total exports	539,262	512,739	576,575	808,256	745,590	938,450	836,820	1,016,600	1,127,655

Source: BCEAO, INSTAT.

2011 exports amounted to FCFA 1,127.7 billion, up 10.9% from 2010.

Mali's exports consist of four (4) main export products, namely, non-monetary gold (71.3%), cotton (8.1%), fertilizers (6.5%) and live animals (4.1%).

The main destinations of Malian products are: Africa (73.0%), including WAEMU 14.0%, Europe (16.8%) and Asia (9.7%).

Malian exports were dominated over the past nine years by gold, cotton, livestock, fertilizers and mangoes. To these must be added other equally important export products: oilseed products (shea butter, sesame), gum arabic, tubers, hides and skins, dried fish, miscellaneous products, etc.

The bulk of Malian exports consist of gold, cotton, livestock and mangoes, whereas the main import commodities are capital goods, oil, food products, chemicals and cement. The chronic deficit in the balance of trade reflects the high volume of imports in those five product categories.

As transport costs to Mali's neighbouring countries have fallen due to the paving of the roads from Mali to the various ports in the coastal countries, Malian exports to the countries of the subregion (Côte d'Ivoire, Senegal, Guinea, Mauritania, among others) have risen sharply.

The following countries make up the lion's share of export markets:

- WAEMU: Côte d'Ivoire, Senegal, Burkina Faso, Benin, Togo;
- Other African countries: South Africa, Ghana, Nigeria, Mauritania, Gabon, Guinea, Equatorial Guinea, Gambia, Angola, Algeria etc.;

- Europe: France, Germany, Switzerland, Spain etc.;
- America: United States, Canada, Mexico etc.;
- Asia: China, Hong Kong, India, Indonesia, South and North Korea, etc.

III.2. Operations in terms of reduced transport and trade costs

The paving of the various road networks linking Mali to ports in the coastal countries has significantly reduced transport costs and expanded trade.

Over the last ten years, Mali has developed infrastructure and built warehouses or storage facilities in those ports to facilitate goods storage and delivery.

Opportunities are provided, in particular, by enactments on the facilitation of trade and transport.

III.3. Structures created, actions and measures taken for purposes of trade facilitation and transport

The structures created and actions taken include:

III.3.1. Creation of the Joint Monitoring Committee on State/Private Sector Reforms

The Committee is responsible for leadership, coordination and control of the implementation of the action plan for the improvement of business practice in Mali. In addition to proposing such arrangements as may be needed for the smooth implementation of the reforms, it must support the design and validation of new, positive reforms. The Committee is chaired by the Prime Minister.

III.3.2. Creation of the Select Technical Committee on Foreign Trade Reforms

The Technical Committee's mission is to analyse the business environment in foreign trade and propose reforms for its improvement. It is responsible for:

- conducting studies and reviews of technical aspects of the border trade indicator with a view to implementation of the action plan;
- defining objectives, expected outcomes and impact of the reforms implemented;
- submitting its work to the Joint Monitoring Committee on State/Private Sector Reforms for approval.

III.3. Creation of the Technical Unit in charge of monitoring business environment reforms in Mali

Reporting directly to the Minister of Commerce, the Unit is mandated to provide the secretariat of the Joint Monitoring Committee on State/Private Sector Reforms, institutional coordination and the monitoring and evaluation of Mali's reforms to the business environment. It is responsible for the development and implementation of the Committee's action plan, programme of work and annual budget.

III.3.4. Creation of the National Commission in charge of monitoring WTO agreements and relations with UNCTAD

The Commission is responsible for taking stock of Mali's implementation of the agreements in terms of its rights and obligations, including issues related to trade facilitation.

III.3.5. Implementation of a World Bank trade facilitation capacity building programme

To take ownership of the self-assessment methodology developed by the World Bank in the area of trade facilitation, a national workshop on needs self-assessment in trade facilitation in collaboration with WTO and UNCTAD was held from 8 to 12 September 2008 in Bamako.

Thirty-five measures were looked at in the light of the WTO Trade Facilitation Self-assessment Guide, of which:

- seven are already compliant;
- ten are partially compliant;
- twelve are non-compliant;
- and six are not applicable to Mali.

III.3.6. Implementation of the Integrated Trade Framework Programme

The Integrated Trade Framework was put in place to enhance the ability to supply products to international markets through capacity building for trade stakeholders and the upgrading of exportable products. In that connection, the Integrated Framework Implementation Unit has taken the following actions in particular:

- supported the National Commission clusters tasked with monitoring WTO agreements and relations with UNCTAD, including the Customs Subcommittee;
- supported the national workshop on needs self-assessment in trade facilitation in collaboration with WTO and UNCTAD (8–12 September 2008 in Bamako);
- participated in the meeting of the landlocked developing countries, chaired by the Malian Minister of Economy, Trade and Industry on 12 April 2008, ahead of UNCTAD XII (20–25 April 2008 in Accra, Ghana).
- participated in the high-level plenary meeting of the United Nations General Assembly devoted to the midterm review of the Almaty Programme of Action (2–3 October 2008 in New York).

III.3.7. Mali's participation in the conduct of the self-assessment study on national and regional needs and priorities with respect to trade facilitation

The self-assessment study on national and regional needs and priorities with respect to trade facilitation is a study by the Commission of the West African Economic and Monetary Union (WAEMU) financed by the World Bank. Its objective is to define a regional trade facilitation programme for WAEMU member States and the WAEMU Commission.

A WAEMU Commission consultant visited Mali for that purpose from 13 to 15 August 2012. During her mission she met with members of the Customs Subcommittee. The National Report prepared on Mali is available.

III.3.8. Establishment of the Exports Promotion Agency (APEX Mali)

APEX is a public administrative institution tasked with developing the export of Malian goods and services. It must therefore:

- organize promotional activities for Malian goods and services;
- implement sectoral development programmes and export promotion strategies devised by the government;
- implement export incentive schemes;
- help implement technical, banking and insurance facilities for export goods and services;
- contribute to capacity building for executives of corporations, businesses and government through technical and vocational training in foreign trade;
- provide producers and exporters with information on quality standards and how goods and services can gain access to markets;
- support, advise and assist exporters;
- guide enterprises in increasing and diversifying the supply of export goods and services;
- conduct research and studies in the field of export promotion and disseminate the results;
- issue certificates of origin of goods for export;
- help collect, process and disseminate trade statistics;
- encourage and develop strategic partnerships to increase exports and promote Mali as an exporter.

III.3.9. Creating a single window for business creation at the Agency for the Promotion of Investment in Mali (API)

The purpose of the single window is to simplify administrative procedures for business creation, to reduce costs and delays in obtaining business licences and in applications for approval under the Investment Code, and to facilitate post-creation reporting formalities to obtain the unique national identification number (NINA).

An online information service (e-Régulations Mali) has been created to facilitate administrative procedures for entrepreneurs and investors. This is a WAEMU/UNCTAD initiative with funding from Luxembourg.

III.3.10. Electronic Single Window for Foreign Trade and Transport (GUECET) being installed in Mali

Additional studies are underway for the implementation of the Electronic Single Window for Foreign Trade and Transport (GUECET) are underway:

- drawing up of legal and regulatory ICT enactments in Mali: a workshop to launch the study was held in Bamako on 8 November 2012; framework and benchmark reports are available, while the strategic audit and five bills were sent to the Ministry of Post and New Technologies to get their opinion.
- the GUECET business plan is being finalized;
- development of technical and functional specifications: terms of reference have been validated; the process of selecting a consultant has begun. A workshop is scheduled for the launch of the study.

Notwithstanding these efforts, there are still difficulties in getting the Programme underway.

IV. DIFFICULTIES MET WITH

The challenges and constraints that landlocked developing countries face include:

- excessive numbers of checkpoints and control procedures, both for transit countries in development and for landlocked developing countries;
- the high cost of transport, which affects these countries' products and may exceed 70% of their export value;
- the difficulty and high cost of access to ports in coastal transit countries and, accordingly, of access to international markets;
- the uncompetitiveness of products from landlocked developing countries;
- inadequate funding for heavy investment in rail transport;
- lack of skilled human resources;
- the non-application of the TRIE system between Mali and Senegal (which was launched in May 2013; steps are being taken for TRIE implementation);
- frequent harassment on the road, as reported by the Observatory of Abnormal Practices (OPA) on WAEMU roads;
- the ageing commercial vehicle fleet.

These issues need to be dealt with in order to keep the system running smoothly and ensure the safety of people and goods. That will take a country-wide pooling of efforts, in combination with official development assistance, to spur the development of transport and trade.

V. RECOMMENDATIONS

Given the difficulties listed, the following recommendations should be implemented:

- train the stakeholders involved in transport and trade development;
- fund a programme to implement Inter-State Road Transit in the Bamako–Dakar corridor;

- finance the development, rehabilitation and maintenance of transport infrastructure (road, rail, air and sea);
- support Mali in its programme of renewal and resizing of the commercial transport vehicle fleet to eliminate traffic overload;
- support Mali's dry port creation programme,
- apply Community regulations on transport;
- support the establishment of a motor guarantee fund;
- support the development of port areas reserved for Mali;
- support the development of electronic monitoring of goods vehicles based on existing best practices;
- support a trade facilitation programme.

Annex

TERMS OF REFERENCE OF THE PROCESS FOR DEVELOPING THE NATIONAL REPORT ON THE IMPLEMENTATION OF THE ALMATY PROGRAMME

Koulouba, 10 June 2013

I. Background and rationale

In order to meet the special needs of landlocked developing countries and provide a global framework for action designed to equip these countries and transit countries with efficient transit transport systems, taking into account the interests of both groups of countries, the Almaty Programme of Action was adopted in 2003. It has the following objectives:

- to secure access to and from the sea by all means of transport;
- to reduce costs and improve services so as to increase the competitiveness of exports;
- to reduce the delivered costs of imports;
- to address problems of delays and uncertainties in trade routes;
- to develop adequate national networks;
- to reduce loss, damage and deterioration en route;
- to open the way for export expansion;
- to improve safety of road transport and security of people along the corridors.

After ten years of implementation, the United Nations General Assembly decided, by its resolution 66/214, to hold a comprehensive review conference on the Almaty Programme of Action in 2014, in accordance with paragraph 49 of the Almaty Programme of Action and paragraph 32 of the Declaration on the midterm review. The ten-year review conference will give the international community the opportunity to conduct a comprehensive assessment of the implementation of the Almaty Programme of Action during the 2003–2013 decade.

That Comprehensive review ought to shed light on the Programme's main achievements and major constraints and propose new strategies to address the shortcomings identified at the national, regional and global levels.

In preparation for the global and regional reviews, it is important to evaluate Programme implementation at the national level, to assess how far the expected outcomes were in fact achieved. National-level assessments will also be important in assessing the degree of achievement of the national actions called for in the Programme, as well as the main challenges encountered, and in identifying priorities for the coming decade.

It should be noted that since 2012, Mali has been in the throes of a difficult period characterized by a political and security crisis that has negatively affected the economy and slowed the momentum of the development initiated by the country and its partners.

It is in that context that National Report has been drawn up.

II. Objectives of the Report

The overall objective of the National Report on the Implementation of the Almaty Programme of Action is to examine Mali's socio-economic development as a whole together with its performance in foreign trade and the progress it has made toward integration into the global economy since the adoption of the Almaty Programme.

Hence, its specific aims are:

- to evaluate Mali's progress toward implementation of all priority areas of the Almaty Programme of Action, given the objectives and actions contained therein;
- to evaluate improvements in the efficiency of existing transit transport systems and make recommendations on how to improve connections to international markets;
- to identify shortcomings, constraints and obstacles to Programme implementation, as well as Mali's specific development needs;
- to identify best practices and innovative strategies in Mali that could be replicated and shared with other landlocked developing countries.

III. Expected outcomes

The expected outcomes are the following:

- Mali's progress toward implementation of all priority areas of the Almaty Programme of Action, given the objectives and actions contained therein, will be evaluated;
- improvements in the efficiency of existing transit transport systems will be evaluated;
- recommendations will be made on how to improve connections to international markets;
- shortcomings, constraints and obstacles to Programme implementation, as well as Mali's specific development needs, will be identified;
- best practices and innovative strategies in Mali that could be replicated and shared with other landlocked developing countries will be identified;
- the impact of new challenges related to food and energy prices, climate change and the financial and economic crisis, together with the policy responses, will be analysed;
- additional policies and measures, in Mali and abroad, to eradicate poverty and achieve sustainable development, will be analysed.

IV. Report development methodology

As a governmental coordination structure, the Directorate for Multilateral Cooperation will establish a multidisciplinary technical team made up of representatives of the Ministry of Foreign Affairs and International Cooperation (4), the Ministry of Equipment and Transport (3), the Ministry of Trade and Industry (3) and the Ministry of Economy, Finance and Budget (2).

The team shall:

- collect data on implementation of the Almaty Programme in Mali;
- produce the provisional National Report;
- prepare the national workshop to validate the provisional Report;
- finalize the Report once validated;
- disseminate the final Report to those involved in Programme implementation.

To that end, the core team will hold preparatory meetings, led by the Directorate for Multilateral Cooperation, as often as necessary.

National workshop to validate the provisional Report

The provisional Report will be validated by the National Workshop, attended by all those involved in the implementation of the Almaty Programme.

Ministry of Foreign Affairs and International Cooperation: Minister's Office, Directorate for Multilateral Cooperation, CONFED.

Ministry of Equipment and Transport: National Transport Directorate, National Roads Directorate, Transport Sector Planning and Statistics Unit, National Civil Aviation Authority, Malian Navigation Company, Transrail, Transport Observatory, Malian Road Transport Council, Mali Shippers' Council, National Institute of Equipment and Transport Training, Office of Road Data, National Road Safety Support Agency, Road Authority.

Ministry of Internal Security and Emergency Preparedness: National Police Directorate, National Gendarmerie Directorate.

Ministry of Commerce and Industry: National Trade and Competition Directorate, Integrated Trade Framework, Chamber of Commerce and Industry, Organization of Industrial Employers (OPI).

Ministry of Economy, Finance and Budget: Directorate-General of Customs, Technical Unit of the Strategic Framework for Poverty Reduction.

National Assembly: One representative.

Technical and Financial Partners: European Union delegation, UNDP.

The workshop will be chaired by the Minister of Foreign Affairs and International Cooperation and attended by his counterparts at the ministries of Commerce, Transport and Economy.

This will be a one-day session, to be held in a hotel in Bamako in accordance with the attached agenda.

Production and dissemination of the final Report

The observations of the validation workshop on the provisional Report will be incorporated into it. The final Report will be produced in some hundred copies and distributed to all stakeholders, including the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States.

V. Timeline for Report development

- 3 to 14 June 2013: data collection by the core team;
- 14 June to 1 July: production of the provisional Report;
- 8 July: national validation of the Report;
- 8 to 18 July: production and dissemination of the final Report.

VI. Financing

Report development activities will be funded out of the special investment budget allocated to the capacity building component of the Directorate for Multilateral Cooperation, part of the Capacity Building Support Project (PARC).

Translated from French

**MINISTRY OF FOREIGN AFFAIRS AND
INTERNATIONAL COOPERATION**

**REPUBLIC OF MALI
ONE PEOPLE—ONE GOAL—ONE FAITH**

Directorate for Multilateral Cooperation

**NATIONAL REPORT ON THE IMPLEMENTATION OF
THE ALMATY PROGRAMME OF ACTION FOR
LANDLOCKED DEVELOPING COUNTRIES**

Koulouba, 5 July 2013

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BACKGROUND AND RATIONALE

The Almaty Programme of Action was adopted in 2003 in Kazakhstan to address the special needs of landlocked developing countries and to provide a global framework for action designed to equip those countries, and transit countries, with efficient transit transport systems taking into account the interests of both groups of countries.

Hence, it aims to achieve the following objectives:

- to secure access to and from the sea by all means of transport;
- to reduce costs and improve services so as to increase the competitiveness of exports;
- to reduce the delivered costs of imports;
- to address problems of delays and uncertainties in trade routes;
- to develop adequate national networks;
- to reduce loss, damage and deterioration en route;
- to open the way for export expansion;
- to improve safety of road transport and security of people along the corridors.

After ten years of implementation, the United Nations General Assembly decided, in its Resolution 66/214, to hold a conference in 2014 to review the Almaty Programme of Action. The ten-year review conference will give the international community the opportunity to conduct a comprehensive assessment of the implementation of the Almaty Programme of Action during the 2003–2013 period.

In preparation for the global and regional reviews, it is important to evaluate Programme implementation at the national level, to assess how far the expected outcomes were in fact achieved. National-level assessments will also be important in assessing implementation of the national actions called for in the Programme and the main challenges encountered therewith, and in identifying priorities for the coming decade.

It is in that context that Mali's national report on Programme implementation has been prepared.

It should be noted that the present situation in Mali is a very difficult one, marked by a political and security crisis that has negatively affected the economy and slowed the momentum of the development initiated by the country and its partners.

I. NATIONAL DEVELOPMENT PLANNING PROCESS AND EVALUATION OF KEY TRENDS IN ECONOMIC, SOCIAL AND ENVIRONMENTAL DEVELOPMENT

Mali is still among the 25 poorest countries in the world and has no direct access to the sea. The country's economy is highly dependent on gold mining and agriculture. It endures wild fluctuations in revenue based on world prices for gold

and agricultural products and is often dependent on rainfall for its crops. For those reasons, Mali remains dependent on foreign aid.

Since 1997, the Government of Mali has clearly shown its firm commitment to making the fight against poverty the highest development priority. That political will led the Government, in July 1998, to develop a National Anti-Poverty Strategy (SNLP). From 2000 on, Mali decided to base its anti-poverty strategy on strong and sustainable growth built on an enduring foundation (Mali National Prospective Study 2025). It therefore developed, adopted and implemented the Strategic Framework for Poverty Reduction (CSLP) and the Strategic Framework for Growth and Poverty Reduction (CSCR) covering the periods 2002–2006 and 2007–2011. The 2012–2017 CSCR, adopted in December 2011, is Mali's touchstone for the formulation and implementation of economic and social policies. It brings all sectoral policies and strategies together in a coherent framework and identifies financial needs as well as the means to satisfy them. The CSCR, which embodies the Millennium Development Goals (MDGs), is the result of extensive consultation between government, regional and local officials, civil society, the private sector, and Mali's Technical and Financial Partners (TFPs).

Since the beginning of CSCR implementation, Mali has recorded positive growth rates. Over the 2003–2011 period its average growth was 4.8% of GDP. With the institutional and security crisis that Mali has suffered, that dynamic was broken in 2012, with negative growth of 1.2%.

In 2010, the incidence of income poverty was estimated at 43.6%, as against 47.4% in 2006 and 55.6% in 2001.

While that does indicate there has been acceptable progress in reducing poverty, that progress has been uneven, and geographical divisions are widening. This is complicated by the high rate of population growth (3.6%), which makes it difficult to reduce poverty quickly despite positive growth in the economy. Poverty remains a predominantly rural phenomenon.

The official unemployment rate remains high (8.2% in 2010) and mainly urban, with greater under-employment in rural areas.

International transfers and trade in transit corridors have been seriously affected by the crisis in Côte d'Ivoire. Mali continues to expand its road network to facilitate trade with neighbouring countries.

The performance of the Malian economy is dependent on the climate and changes in the terms of trade. It also depends on relations with ports in neighbouring countries and the concentration of exports in three resource products (gold, cotton and livestock products), while administrative capacity remains weak.

Sustainable development is a constant concern of the Government, and environmental issues are taken into account in policies, strategies, programmes and projects.

As of 31 December 2012, the outstanding medium- and long-term public debt was estimated at FCFA 1,545.0 billion. That includes domestic debt of FCFA 195.0 billion, corresponding to 12.6% of the total, and foreign debt amounting to FCFA 1,350.0 billion—87.4% of the total outstanding.

Mali probably cannot achieve all the Millennium Development Goals (MDGs) by 2015, especially in the field of health. Social indicators currently show a mixed picture, and Mali is unlikely to achieve all MDGs without stronger, more inclusive growth in the medium term, combined with improved access to basic social services for the poor.

If Mali can keep up the momentum of recent years, it should be able to achieve the goals for access to drinking water and the fight against HIV/AIDS. The targets for extreme poverty, the rate of primary school enrolment, gender equality in enrolment, and donor coordination may also be attainable; that, however, will require Mali and its partners to make further efforts in all of those areas.

Integration of Mali into international trade remains a concern for the Government of Mali. Significant efforts in that regard have been made in the field of transport and trade.

II. TRANSPORT DEVELOPMENT

Since 2003, Mali has embarked on an ambitious expansion of its transport infrastructure. Activities in that field are many and varied and affect all aspects of transport.

II.1 Basic policy on transport and transit

In implementing the Almaty Programme, Mali has notched up several achievements in transport and transit:

- implementation of the policy of diversifying sea access corridors;
- creation of the administrative structures known as *Entrepôts Maliens* at the ports of Dakar, Abidjan, Conakry, Téma, Lomé, Nouakchott and Cotonou, to support economic operators under the special provisions of the United Nations Convention on Transit Trade of Landlocked States;
- establishment of the Memorandum of Understanding on transport and transit of Malian goods by sea, road and rail with all of Mali's neighbouring countries;
- organization of private-sector transport activities into consular chambers: the Mali Shippers' Council (CMC) and Malian Road Transport Council (CMTR), which are public professional institutions endowed with legal personality that deal independently with transit countries;
- capacity building in transport and transit through the expansion of Malian facilities at the ports through which Malian goods transit, namely:

SENEGAL: At the port of Dakar, Mali has:

- at the south end, on pier 3, an area of 2,350 m² of covered warehouses and, in the port area, a 5,000 m² covered warehouse; a 4,000 m² quayside storage area;
- at the north end, at Bel-Air, 30,000 m² of covered warehouses and 23,000 m² of quayside storage;
- an undeveloped 9,600 m² plot.

GHANA: At the port of Téma, Mali has:

- in the port area, a 5,700 m² area with an office building and quayside storage.

GUINEA: At the port of Conakry, Mali has:

- in the port area, an 1,800 m² covered warehouse;
- within the bounds of the railway station, a warehouse called the “Army warehouse”, with an area of 1,200 m²;
- at the Constantin intersection in the commune of Matan, two (2) warehouses called “Malian warehouses” with an area of 100 m²;
- at Friguiadi, in the prefecture of Coyah, a 12,000 m² plot on which are two (2) covered warehouses totalling 3,500 m² and an office building.

BENIN: At the port of Cotonou, Mali has:

- in the port area, a 15,000 m² plot (currently being fenced) and 17,018 m² of quayside storage;
- at the north end, on pier 8, a 4,000 m² area on which are pipelines for oil import and export.

CÔTE D’IVOIRE: At the port of Abidjan, Mali has:

- in the port area: a 6,000 m² bonded warehouse (warehouse No. 4), covered, with a capacity of 12,000 to 14,000 tonnes of bagged goods;
- at Vridi, a 6,000 m² covered customs warehouse (lot No. 219) for the storage of CMDT cotton bales, with a capacity of 3,000 t;
- a 5,342 m² quayside storage area adjoining the customs warehouse;
- a 10,660 m² fenced lot (lot No. 2-ZI-084-375), located in the industrial area of Vridi, including an office building;
- at Ouangolodoughou, at the railway station, a 1,000 m² covered warehouse for break-bulk cargo.

TOGO: At the port of Lomé, Mali has:

- in the port area, a 5,000 m² covered warehouse;
- a 4,000 m² quayside storage area;
- an undeveloped 9,600 m² plot (currently taken back by the port authority).

MAURITANIA: At the port of Nouakchott Mali has a 12,000 m² lot on which are two (2) 3,500 m² covered warehouses and an office building.

II.2. Transport and transit facilitation

Mali has a Transport Facilitation Committee created by Interministerial Order No. 322/MET-MSIPC-MAEP-SG of 27 February 2003. This is an advisory body to the Ministry of Transport whose mission is to promote the modernization of transport practices and information technology media for international trade.

The Committee comprises all sectoral stakeholders (administration and professionals, including shippers, carriers, traders). As part of its activities, it

develops an action plan for the implementation of regional legislation in conjunction with the Transport Authority.

II.3. Checkpoint reduction

As part of the removal of tariff and non-tariff barriers in accordance with Directive No. 082005/CM/UEMOA of 16 December 2005, which sets out specific rules for implementation of the regional control plan on WAEMU inter-State roads, a regulatory measure was enacted in Mali with the signing of Interministerial Order No. 03-3314/MET-MSIPC-MEA-MEIC-MATCL-SG, to the same effect, on 26 November 2008.

To give effect to the provisions of Regulation No. 14/2005/CM/UEMOA of 26 December 2005 on the harmonization of standards and procedures for controlling the weight and axle load of heavy goods vehicles in WAEMU Member States, the following actions were taken:

- development on 8 April 2010 of the national action plan, now being implemented;
- creation of the Steering Committee for Axle Load Control by Decision No. 0011/MET-SG of 6 February 2013;
- designation of the focal point for monitoring the action plan for implementation of the axle load controls arising from the WAEMU roadmap.

II.3.1. Adjacent inspection posts (PCJs)

Under Decision No. 08/2001/CM/UEMOA of 20 November 2001, implementation of the Community Construction Programme for Adjacent Inspection Posts at the Borders of Union States, a component of WAEMU's Regional Transport Facilitation Programme, is funded and directed by the WAEMU Commission.

In Mali, the status of these projects is as follows:

- Hérémakono PCJ: Concession agreement between WAEMU and Scanning System. Work not yet begun;
- Moussala PCJ: Concession agreement between WAEMU and Scanning System. Work not yet begun;
- Kourémalé PCJ: Studies completed. Funding problem;
- Moussala PCJ: In its letter No. 0432/DATC/DATIT of 10 May 2013, the WAEMU Commission informed the Ministry of Equipment and Transport of the startup of the construction and equipment work for the Moussala PCJ.

II.3.2. Implementation of Inter-State Road Transit (TRIE)

The single TRIE system between Senegal and Mali was launched on 7 May 2013 in Dakar. In that context, the following actions were taken:

- Interministerial Instruction No. 2013/CM-MEFB/MCL-MSIPC-SG of 8 April 2013 on the approval procedures applicable to road vehicles eligible for inter-State (ECOWAS) goods transport under the TRIE system between Senegal and Mali;

- publication of the interministerial instruction on implementation of the ECOWAS-TRIE agreement between the Republic of Mali and the Republic of Senegal;
- interconnection of the Malian and Senegalese customs systems;
- harmonization of TRIE number plates, approval certificates and badges.

In addition, Mali has adopted an electronic tracking system, called E-BEMI, for convoys of vehicles in all its transport corridors. The next step is to harmonize that system with the Senegalese one, managed by COTECNA.

II.4. Road transport

In the context of the establishment of regional transport corridors, the Bougouni–Sikasso–Ouagadougou–Téma highway, connecting Mali, Burkina Faso and Ghana, and the southerly Bamako–Dakar route between Mali and Senegal have been put through under Road Programmes PR1 and PR2 respectively, under the coordination of the West African Economic and Monetary Union (WAEMU).

The Malian Government’s efforts to develop road transport infrastructure are steadily increasing so that a larger share of public investment may go towards infrastructure development.

Additional programmes are being identified or prepared with technical and financial partners, beyond the PR1 and PR2 programmes mentioned above, with particular attention to constructing certain missing links in regional and subregional transport networks (Bandiagara–Bankass–Koro–Burkina Faso border, Kayes–Aourou–Mauritania border, Didiéni–Nara–Mauritania border, Zantiébougou–Kolondiéba–Côte d’Ivoire border, Bougouni–Manankoro, etc.).

The creation of social infrastructure along transit corridors is catered for in all corridor development programmes in Mali.

Construction of the Tassiga bridge in Gao exemplifies the efforts to restore and rebuild transport infrastructure, particularly in countries or regions that have experienced war, conflict or natural disasters. An ambitious action plan is being drawn up following the donors’ conference on Malian development, held in Brussels on 15 May 2013.

II.4.1. Creation of the National Road Safety Support Agency (ANASER)

In February 2009, as part of its fight against road accidents, the Government established the National Road Safety Support Agency (ANASER), a public administrative institution established by Ordinance No. 09-003/P-RM of 9 February 2009, which was ratified by Law No. 09-006 of 5 June 2009.

ANASER’s mission is to promote and enhance road safety and to help improve the operation of the road network. It must therefore:

- help define and enforce traffic and road safety rules;
- ensure that road vehicles are kept in good technical condition;
- help enforce operating standards for road vehicles;
- facilitate the safe, optimal operation of public roads;

- undertake all necessary studies to improve road safety;
- undertake road user training, information, communication and awareness actions;
- manage the road safety database.

The Agency has received support from the European Union through:

- **9th EDF—PAASER:** project to support road safety improvement (2007–2009);
- **10th EDF—PALIR:** project to support the fight against road accidents

Table 1
Comparative statistics for the last five years

<i>Year</i>	<i>Number of accidents</i>	<i>Number of victims</i>	<i>Number of fatalities</i>
2008	13,772	10,510	671
2009	12,910	9,411	573
Variance (2009/2008)	-6.26%	-10.46%	-14.61%
2010	10,465	8,754	687
Variance (2010/2009)	-18.94%	-6.98%	19.90%
2011*	8,159	11,447	889
Variance (2011/2010)	-22.04%	30.76%	29.40%
2012*	6,090	8,191	536
Variance (2012/2011)	-25.36%	-28.44%	-39.71%

Source: ANASER (* refers only to accidents involving bodily harm, not property damage).

According to the various road safety studies, the causes of accidents may be broken down as follows:

- 71% are due to driver carelessness;
- 14% are due to mechanical failure;
- 8% are caused by the victim’s reckless behaviour;
- 7% are due to collisions caused by poor road conditions.

II.5. Progress in air transport

The civil aviation subsector has undertaken many modernization and infrastructure development projects to open up the country. For example, international airports have been efficiently sited throughout the country, airport infrastructure (runways and terminals...) has been tailored to the airlines’ needs, and air navigation and safety equipment has been acquired.

II.5.1. Optimal siting of international airports

Mali is a large country, with an area of 1,241,238 km². in the heart of West Africa. The capital, Bamako, is an hour and a half’s (1:30) flight from the capitals of the neighbouring countries, i.e., Algeria, Burkina Faso, Côte d’Ivoire, Guinea, Mauritania, Niger and Senegal. Mali has twenty-six (26) airports open to public air traffic.

That airport infrastructure has been sited in such a way as to open up the country. Apart from Bamako-Senou airport, five (5) others are open to international public air traffic: Kayes (1st region), Sikasso (3rd region), Mopti (5th region), Timbuktu (6th region) and Gao (7th region). Thus, of the eight regions in the country, five have an international airport. The goal is to provide each region with at least one international airport that can help to open up Mali's territory, whose area is three (3) times that of metropolitan France. A secondary operational difficulty is adaptation of airport infrastructure to operators' and users' needs.

II.5.2. Adaptation of aeronautical infrastructure to operational requirements

Over the last ten years (2003–2013), the transport sector in Mali has broken ground on many sites. Worthy of mention, in the area of civil aviation, is the construction and final acceptance of a building meeting international standards to house the offices of Mali's National Civil Aviation Authority, which has responsibility for the technical supervision of companies in the aviation sector.

The Bamako-Senou and Kayes airports have had their runways lengthened. The Mopti airport has been rehabilitated. However, funding must still be sought for the rehabilitation of the Gao airport and runway extension work at the Sikasso airport.

In the framework of the Millennium Challenge Account (MCA-MCC), the facilities at Bamako-Senou have been modernized through the construction of a new cargo terminal, among the most modern in sub-Saharan Africa, with a capacity of 8,000 to 10,000 t of cargo and a floor area of 7,267 m².

A water/emulsifier supply system (DREEM) was built at the airport to enhance its firefighting services (SSLI).

In addition to the cargo terminal and DREEM, the MCA project also funded a new passenger terminal with a capacity of 1.5 million passengers a year, which was to have been completed in late 2012; project completion was hindered, however, by the politico-military situation, as the lender withdrew. The project had reached 68% physical completion.

In addition to a policy of modernizing airport infrastructure, Mali has upgraded its equipment policy.

A number of domestic airports were closed in the 2003–2013, including those of Yélimané, Nioro, Kayes and Mopti.

II.5.3. Acquisition of navigational aid systems and safety equipment

With the assistance of the Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA), Bamako-Senou airport has had landing systems (ILS, DVOR) installed and upgraded. Additional navigation and weather equipment has been installed. Mali has also obtained communications and air traffic control equipment for 2013. (Communications equipment only is to hand; air traffic control equipment is still lacking.) In recent years, security control equipment has been installed at the Bamako-Senou and Kayes airports. Patrol routes have been laid out in Bamako. However, additional security control equipment needs to be acquired to supply all airports open to public air traffic and implement an effective explosive detection system.

To meet the requirements of civil aviation in terms of equipment, harmonization and global interoperability, as stipulated in the regional air navigation plan, Mali needs to acquire the following equipment:

- ILS for the Mopti and Kayes airports;
- VOR for the Kidal airport;
- airspace monitoring.

II.5.4. Air transport liberalization

A number of agreements, international and bilateral protocols aimed at simplifying and harmonizing inter-State trade and transport, have been signed in Africa since 1999. Mali is a signatory to all the African agreements and most of the international ones. Therefore, it is not immune to the global trend toward liberalization in the sector. More specifically, the country is a signatory to the Yamoussoukro Decision of 14 November 1999 and Regulation No. 24/2002/CM/UEMOA of 18 November 2002 setting the conditions for access by WAEMU air carriers to intra-WAEMU routes.

Mali applies no restrictions to cargo flights, but freight costs are very high in relation to the nature of the products shipped, which are mainly unprocessed raw materials with little added value. That is why the issue of sharing air transport activities is so critical.

Finally, the process of concession of the Bamako-Senou International Airport is suspended due to the crisis situation in the country.

II.5.5. Air transport centralization (pooling)

Aviation plays a particularly important role in the transport of high-value goods and in tourism development. Despite a modest recovery, Mali has experienced a decline in tourism since the crisis of 2012, but mineral products continue to be shipped by air in large quantities.

States should encourage the community's private undertakings seeking to pool resources for the transport of high-added-value finished or semi-finished products, so that aviation can play its role and offer landlocked countries a means of avoiding the transit problems associated with overland and overseas freight movements. Aviation can also play a role by reducing shipment delays for perishables.

The policy of pooling resources can also be applied to passenger transport, as lower operating costs can drive ticket prices down and so democratize air travel.

It should be noted that pooling is an avenue to be studied for airline financing, and an important challenge.

II.5.6. Pooling (standardization) of training programmes

Following the example of the Regional School of Air Navigation and Meteorology (ERNAM) in Dakar, Senegal, and the African School of Meteorology and Civil Aviation (EAMAC) in Niamey, Niger, other specialized schools should be created in the subregion (e.g. WAEMU) to train flight crews and aircraft maintenance technicians.

Civil aviation is one of the few areas where standardization of training programmes, and of the rules governing the subsector, is a necessity. What landlocked countries most need is a diverse supply of aviation training.

II.6. Rail transport

The rail network essentially consists of one line, from Dakar to Bamako (1,286 km), with 642 km in Mali serving 24 stations in the country.

The regional interconnection projects studied by ECOWAS and WAEMU are an interesting long-term prospect, as is the construction of lines to serve mining sites through the undertaking of the following actions:

- preliminary outline and final design study for the rehabilitation of the Malian part of the Dakar–Bamako railway corridor: terms of reference available;
- preliminary outline and final design study for the Kankan–Bamako project to interconnect West African railway networks: Protocol signed by the Transport Ministers of Mali and Guinea;
- implementation of the institutional option selected in the course of the operation of the Bamako–Dakar railway;
- construction of the Bamako–Bougouni–Sikasso–Ouangolodougou line (569 km) on standard gauge track;
- construction of the Bamako–Bougouni–Sikasso–Ouangolodougou line (569 km) on standard gauge: validation of the provisional report of the project feasibility study (October 2012);
- Dori–Ansongo segment (210 km) of the Cotonou–Niamey–Ouagadougou–Kaya–Ansongo–Abidjan railway loop: Preliminary outline available;
- construction of 4 railway lines:
 - Bamako–Sikasso (294 km);
 - Bamako–Kouroussa (310 km);
 - Bamako–Markala (273 km);
 - Kayes–Ambidedi (50 km).

II.7. River transport

For the purpose of developing the Senegal River, which is an important route into landlocked inland areas for goods and passengers, the Organization for the Development of the Senegal River (OMVS) laid the foundations for sea-river shipping through:

- adoption of an International Code of Navigation and Transport on the Senegal River from Saint-Louis (Senegal) to Kayes (Mali);
- implementation of an ambitious programme for multisectoral, integrated development of the Senegal River basin called the Integrated Multimodal Transport System (SITRAM);
- creation of a Senegal River Navigation Management and Operations Company (SOGENAV).

For the Niger River:

River transport remains an essential means of transport for the people of the Inner Niger Delta, whether for goods or for people.

Certain trades, such as the fishery, depend on it wholly inasmuch as it allows them to transport their catch to packing plants and/or marketing and storage facilities.

The actions undertaken by Mali to improve the subsector include:

- development of the master plan for wharf siting along the Niger River with a view to establishing a coherent river transport development programme, development of terms of reference;
- development of a Code of Navigation and Transport on the Niger River—draft code prepared;
- study of operating conditions of small-scale river transport—terms of reference available;
- riverboat safety study—terms of reference available
- acquisition of two (2) shallow-draught boats—technical acceptance of boats completed;
- dredging and buoying of the Niger River—work in progress.

II.8. Dry ports

The profound changes underway in international trade, involving in particular an increase in vessel size and the relentless march of containerization, have pointed up the limitations of the *Entrepôts Maliens* in transit ports; their storage areas become congested, so that our Malian traders must pay fivefold for storage elsewhere.

Construction of the dry ports of Kayes, Sikasso and Gao is intended to exempt products from taxation outside Mali by building up sufficient stocks within the country.

The infrastructure consists of domestic customs stations where in-bond storage, packaging and distribution will be provided for products of strategic importance to the Malian economy, both imports and exports.

II.8.1. Macroeconomic objectives

Expected impacts on the national economy include:

- smoother and timelier operation of the import/export process, spurring the economy through increased consumption;
- control of the volume of trade and of national statistics, which constitute a strategic tool for economic policy;
- facilitation of revenue collection through a single processing centre.

II.8.2. Microeconomic objectives

Among these objectives are:

- availability of necessary inputs for the economy;
- quicker, less expensive movement of products through a single point serving all stakeholders;
- greater cargo security thanks to the adoption of appropriate techniques and equipment for physical operations: handling, storage, delivery etc.

II.8.3. Strategic objectives

The creation of dry ports will have the advantages of:

- establishing an effective emergency supply channel;
- quickly building and mobilizing a reserve supply of such strategic products as oil, food and industrial inputs, to name only a few;
- helping stamp out tax evasion through bonded (customs) warehouse management.

II.9. Rest areas

The organization of transport systems is a major challenge for Mali, which aims, first, to optimize its connections to neighbouring countries to expedite international transport of passengers and goods and, second, to facilitate linkages between its various communities while improving the safety of persons and property.

The purpose of this new infrastructure is to improve and promote road safety measures in corridors serving Mali through the reduction of traffic accidents due to fatigue.

These complexes consist mainly of:

- vehicle parking areas;
- green space (buffer greenbelt area);
- refuelling stations for fuel and lubricants; and
- service buildings.

It should be noted that efforts in the transport sector have fostered the flow of people and goods and hence Mali's integration into international trade.

III. TRADE FACILITATION EFFORTS WITHIN MALI

Mali has great potential in exports. Hence, trade facilitation activities have been undertaken.

III.1. Mali's exports structure

Mali's exports structure is simple, being dominated by four products. The following table shows the evolution of those exports over the past nine years.

Table 2
Change in exports (in millions of CFA francs)

<i>Product</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Cotton	140,850	181,355	139,656	141,027	110,889	91,921	67,447	84,370	90,900
Share (%)	26.10%	35.40%	24.20%	17.40%	14.9%	9.8%	8.1%	8.3%	8.1%
Non-monetary gold	326,833	270,567	355,504	587,486	515,178	645,871	635,508	761,791	804,145
Share (%)	60.60%	52.80%	61.70%	72.70%	69.1%	68.8%	75.9%	74.9%	71.3%
Live animals	24,534	22,904	27,829	30,204	37,601	51,812	41,245	35,079	46,247
Share (%)	4.50%	4.50%	4.80%	3.70%	5%	5.5%	4.9%	3.5%	4.1%
Mineral fuels	-	-	-	-	3,236	12,856	8,603	14,081	26,218
					0.4%	1.4%	1.0%	1.4%	2.3%
Fertilizer	-	-	-	-	537	8,297	13,413	14,948	73,275
					0.1%	0.9%	1.6%	1.5%	6.5%
Mangoes	186	596	742	1,703	1,599	2,114	2,011	6,588	8,393
Share (%)	0.03%	0.12%	0.13%	21%	0.21%	0.23%	0.24%	0.65%	0.74%
Other	46,859	37,317	52,844	47,836	76,550	125,597	68,593	99,743	78,477
Share (%)	9%	7.28%	9.17%	5.92%	10.27%	13.38%	8.20%	9.81%	7%
Total exports	539,262	512,739	576,575	808,256	745,590	938,450	836,820	1,016,600	1,127,655

Source: BCEAO, INSTAT.

2011 exports amounted to FCFA 1,127.7 billion, up 10.9% from 2010.

Mali's exports consist of four (4) main export products, namely, non-monetary gold (71.3%), cotton (8.1%), fertilizers (6.5%) and live animals (4.1%).

The main destinations of Malian products are: Africa (73.0%), including WAEMU 14.0%, Europe (16.8%) and Asia (9.7%).

Malian exports were dominated over the past nine years by gold, cotton, livestock, fertilizers and mangoes. To these must be added other equally important export products: oilseed products (shea butter, sesame), gum arabic, tubers, hides and skins, dried fish, miscellaneous products, etc.

The bulk of Malian exports consist of gold, cotton, livestock and mangoes, whereas the main import commodities are capital goods, oil, food products, chemicals and cement. The chronic deficit in the balance of trade reflects the high volume of imports in those five product categories.

As transport costs to Mali's neighbouring countries have fallen due to the paving of the roads from Mali to the various ports in the coastal countries, Malian exports to the countries of the subregion (Côte d'Ivoire, Senegal, Guinea, Mauritania, among others) have risen sharply.

The following countries make up the lion's share of export markets:

- WAEMU: Côte d'Ivoire, Senegal, Burkina Faso, Benin, Togo;
- Other African countries: South Africa, Ghana, Nigeria, Mauritania, Gabon, Guinea, Equatorial Guinea, Gambia, Angola, Algeria etc.;

- Europe: France, Germany, Switzerland, Spain etc.;
- America: United States, Canada, Mexico etc.;
- Asia: China, Hong Kong, India, Indonesia, South and North Korea, etc.

III.2. Operations in terms of reduced transport and trade costs

The paving of the various road networks linking Mali to ports in the coastal countries has significantly reduced transport costs and expanded trade.

Over the last ten years, Mali has developed infrastructure and built warehouses or storage facilities in those ports to facilitate goods storage and delivery.

Opportunities are provided, in particular, by enactments on the facilitation of trade and transport.

III.3. Structures created, actions and measures taken for purposes of trade facilitation and transport

The structures created and actions taken include:

III.3.1. Creation of the Joint Monitoring Committee on State/Private Sector Reforms

The Committee is responsible for leadership, coordination and control of the implementation of the action plan for the improvement of business practice in Mali. In addition to proposing such arrangements as may be needed for the smooth implementation of the reforms, it must support the design and validation of new, positive reforms. The Committee is chaired by the Prime Minister.

III.3.2. Creation of the Select Technical Committee on Foreign Trade Reforms

The Technical Committee's mission is to analyse the business environment in foreign trade and propose reforms for its improvement. It is responsible for:

- conducting studies and reviews of technical aspects of the border trade indicator with a view to implementation of the action plan;
- defining objectives, expected outcomes and impact of the reforms implemented;
- submitting its work to the Joint Monitoring Committee on State/Private Sector Reforms for approval.

III.3. Creation of the Technical Unit in charge of monitoring business environment reforms in Mali

Reporting directly to the Minister of Commerce, the Unit is mandated to provide the secretariat of the Joint Monitoring Committee on State/Private Sector Reforms, institutional coordination and the monitoring and evaluation of Mali's reforms to the business environment. It is responsible for the development and implementation of the Committee's action plan, programme of work and annual budget.

III.3.4. Creation of the National Commission in charge of monitoring WTO agreements and relations with UNCTAD

The Commission is responsible for taking stock of Mali's implementation of the agreements in terms of its rights and obligations, including issues related to trade facilitation.

III.3.5. Implementation of a World Bank trade facilitation capacity building programme

To take ownership of the self-assessment methodology developed by the World Bank in the area of trade facilitation, a national workshop on needs self-assessment in trade facilitation in collaboration with WTO and UNCTAD was held from 8 to 12 September 2008 in Bamako.

Thirty-five measures were looked at in the light of the WTO Trade Facilitation Self-assessment Guide, of which:

- seven are already compliant;
- ten are partially compliant;
- twelve are non-compliant;
- and six are not applicable to Mali.

III.3.6. Implementation of the Integrated Trade Framework Programme

The Integrated Trade Framework was put in place to enhance the ability to supply products to international markets through capacity building for trade stakeholders and the upgrading of exportable products. In that connection, the Integrated Framework Implementation Unit has taken the following actions in particular:

- supported the National Commission clusters tasked with monitoring WTO agreements and relations with UNCTAD, including the Customs Subcommittee;
- supported the national workshop on needs self-assessment in trade facilitation in collaboration with WTO and UNCTAD (8–12 September 2008 in Bamako);
- participated in the meeting of the landlocked developing countries, chaired by the Malian Minister of Economy, Trade and Industry on 12 April 2008, ahead of UNCTAD XII (20–25 April 2008 in Accra, Ghana).
- participated in the high-level plenary meeting of the United Nations General Assembly devoted to the midterm review of the Almaty Programme of Action (2–3 October 2008 in New York).

III.3.7. Mali's participation in the conduct of the self-assessment study on national and regional needs and priorities with respect to trade facilitation

The self-assessment study on national and regional needs and priorities with respect to trade facilitation is a study by the Commission of the West African Economic and Monetary Union (WAEMU) financed by the World Bank. Its objective is to define a regional trade facilitation programme for WAEMU member States and the WAEMU Commission.

A WAEMU Commission consultant visited Mali for that purpose from 13 to 15 August 2012. During her mission she met with members of the Customs Subcommittee. The National Report prepared on Mali is available.

III.3.8. Establishment of the Exports Promotion Agency (APEX Mali)

APEX is a public administrative institution tasked with developing the export of Malian goods and services. It must therefore:

- organize promotional activities for Malian goods and services;
- implement sectoral development programmes and export promotion strategies devised by the government;
- implement export incentive schemes;
- help implement technical, banking and insurance facilities for export goods and services;
- contribute to capacity building for executives of corporations, businesses and government through technical and vocational training in foreign trade;
- provide producers and exporters with information on quality standards and how goods and services can gain access to markets;
- support, advise and assist exporters;
- guide enterprises in increasing and diversifying the supply of export goods and services;
- conduct research and studies in the field of export promotion and disseminate the results;
- issue certificates of origin of goods for export;
- help collect, process and disseminate trade statistics;
- encourage and develop strategic partnerships to increase exports and promote Mali as an exporter.

III.3.9. Creating a single window for business creation at the Agency for the Promotion of Investment in Mali (API)

The purpose of the single window is to simplify administrative procedures for business creation, to reduce costs and delays in obtaining business licences and in applications for approval under the Investment Code, and to facilitate post-creation reporting formalities to obtain the unique national identification number (NINA).

An online information service (e-Régulations Mali) has been created to facilitate administrative procedures for entrepreneurs and investors. This is a WAEMU/UNCTAD initiative with funding from Luxembourg.

III.3.10. Electronic Single Window for Foreign Trade and Transport (GUECET) being installed in Mali

Additional studies are underway for the implementation of the Electronic Single Window for Foreign Trade and Transport (GUECET) are underway:

- drawing up of legal and regulatory ICT enactments in Mali: a workshop to launch the study was held in Bamako on 8 November 2012; framework and benchmark reports are available, while the strategic audit and five bills were sent to the Ministry of Post and New Technologies to get their opinion.
- the GUECET business plan is being finalized;
- development of technical and functional specifications: terms of reference have been validated; the process of selecting a consultant has begun. A workshop is scheduled for the launch of the study.

Notwithstanding these efforts, there are still difficulties in getting the Programme underway.

IV. DIFFICULTIES MET WITH

The challenges and constraints that landlocked developing countries face include:

- excessive numbers of checkpoints and control procedures, both for transit countries in development and for landlocked developing countries;
- the high cost of transport, which affects these countries' products and may exceed 70% of their export value;
- the difficulty and high cost of access to ports in coastal transit countries and, accordingly, of access to international markets;
- the uncompetitiveness of products from landlocked developing countries;
- inadequate funding for heavy investment in rail transport;
- lack of skilled human resources;
- the non-application of the TRIE system between Mali and Senegal (which was launched in May 2013; steps are being taken for TRIE implementation);
- frequent harassment on the road, as reported by the Observatory of Abnormal Practices (OPA) on WAEMU roads;
- the ageing commercial vehicle fleet.

These issues need to be dealt with in order to keep the system running smoothly and ensure the safety of people and goods. That will take a country-wide pooling of efforts, in combination with official development assistance, to spur the development of transport and trade.

V. RECOMMENDATIONS

Given the difficulties listed, the following recommendations should be implemented:

- train the stakeholders involved in transport and trade development;
- fund a programme to implement Inter-State Road Transit in the Bamako–Dakar corridor;

- finance the development, rehabilitation and maintenance of transport infrastructure (road, rail, air and sea);
- support Mali in its programme of renewal and resizing of the commercial transport vehicle fleet to eliminate traffic overload;
- support Mali's dry port creation programme,
- apply Community regulations on transport;
- support the establishment of a motor guarantee fund;
- support the development of port areas reserved for Mali;
- support the development of electronic monitoring of goods vehicles based on existing best practices;
- support a trade facilitation programme.

Annex

TERMS OF REFERENCE OF THE PROCESS FOR DEVELOPING THE NATIONAL REPORT ON THE IMPLEMENTATION OF THE ALMATY PROGRAMME

Koulouba, 10 June 2013

I. Background and rationale

In order to meet the special needs of landlocked developing countries and provide a global framework for action designed to equip these countries and transit countries with efficient transit transport systems, taking into account the interests of both groups of countries, the Almaty Programme of Action was adopted in 2003. It has the following objectives:

- to secure access to and from the sea by all means of transport;
- to reduce costs and improve services so as to increase the competitiveness of exports;
- to reduce the delivered costs of imports;
- to address problems of delays and uncertainties in trade routes;
- to develop adequate national networks;
- to reduce loss, damage and deterioration en route;
- to open the way for export expansion;
- to improve safety of road transport and security of people along the corridors.

After ten years of implementation, the United Nations General Assembly decided, by its resolution 66/214, to hold a comprehensive review conference on the Almaty Programme of Action in 2014, in accordance with paragraph 49 of the Almaty Programme of Action and paragraph 32 of the Declaration on the midterm review. The ten-year review conference will give the international community the opportunity to conduct a comprehensive assessment of the implementation of the Almaty Programme of Action during the 2003–2013 decade.

That Comprehensive review ought to shed light on the Programme's main achievements and major constraints and propose new strategies to address the shortcomings identified at the national, regional and global levels.

In preparation for the global and regional reviews, it is important to evaluate Programme implementation at the national level, to assess how far the expected outcomes were in fact achieved. National-level assessments will also be important in assessing the degree of achievement of the national actions called for in the Programme, as well as the main challenges encountered, and in identifying priorities for the coming decade.

It should be noted that since 2012, Mali has been in the throes of a difficult period characterized by a political and security crisis that has negatively affected the economy and slowed the momentum of the development initiated by the country and its partners.

It is in that context that National Report has been drawn up.

II. Objectives of the Report

The overall objective of the National Report on the Implementation of the Almaty Programme of Action is to examine Mali's socio-economic development as a whole together with its performance in foreign trade and the progress it has made toward integration into the global economy since the adoption of the Almaty Programme.

Hence, its specific aims are:

- to evaluate Mali's progress toward implementation of all priority areas of the Almaty Programme of Action, given the objectives and actions contained therein;
- to evaluate improvements in the efficiency of existing transit transport systems and make recommendations on how to improve connections to international markets;
- to identify shortcomings, constraints and obstacles to Programme implementation, as well as Mali's specific development needs;
- to identify best practices and innovative strategies in Mali that could be replicated and shared with other landlocked developing countries.

III. Expected outcomes

The expected outcomes are the following:

- Mali's progress toward implementation of all priority areas of the Almaty Programme of Action, given the objectives and actions contained therein, will be evaluated;
- improvements in the efficiency of existing transit transport systems will be evaluated;
- recommendations will be made on how to improve connections to international markets;
- shortcomings, constraints and obstacles to Programme implementation, as well as Mali's specific development needs, will be identified;
- best practices and innovative strategies in Mali that could be replicated and shared with other landlocked developing countries will be identified;
- the impact of new challenges related to food and energy prices, climate change and the financial and economic crisis, together with the policy responses, will be analysed;
- additional policies and measures, in Mali and abroad, to eradicate poverty and achieve sustainable development, will be analysed.

IV. Report development methodology

As a governmental coordination structure, the Directorate for Multilateral Cooperation will establish a multidisciplinary technical team made up of representatives of the Ministry of Foreign Affairs and International Cooperation (4), the Ministry of Equipment and Transport (3), the Ministry of Trade and Industry (3) and the Ministry of Economy, Finance and Budget (2).

The team shall:

- collect data on implementation of the Almaty Programme in Mali;
- produce the provisional National Report;
- prepare the national workshop to validate the provisional Report;
- finalize the Report once validated;
- disseminate the final Report to those involved in Programme implementation.

To that end, the core team will hold preparatory meetings, led by the Directorate for Multilateral Cooperation, as often as necessary.

National workshop to validate the provisional Report

The provisional Report will be validated by the National Workshop, attended by all those involved in the implementation of the Almaty Programme.

Ministry of Foreign Affairs and International Cooperation: Minister's Office, Directorate for Multilateral Cooperation, CONFED.

Ministry of Equipment and Transport: National Transport Directorate, National Roads Directorate, Transport Sector Planning and Statistics Unit, National Civil Aviation Authority, Malian Navigation Company, Transrail, Transport Observatory, Malian Road Transport Council, Mali Shippers' Council, National Institute of Equipment and Transport Training, Office of Road Data, National Road Safety Support Agency, Road Authority.

Ministry of Internal Security and Emergency Preparedness: National Police Directorate, National Gendarmerie Directorate.

Ministry of Commerce and Industry: National Trade and Competition Directorate, Integrated Trade Framework, Chamber of Commerce and Industry, Organization of Industrial Employers (OPI).

Ministry of Economy, Finance and Budget: Directorate-General of Customs, Technical Unit of the Strategic Framework for Poverty Reduction.

National Assembly: One representative.

Technical and Financial Partners: European Union delegation, UNDP.

The workshop will be chaired by the Minister of Foreign Affairs and International Cooperation and attended by his counterparts at the ministries of Commerce, Transport and Economy.

This will be a one-day session, to be held in a hotel in Bamako in accordance with the attached agenda.

Production and dissemination of the final Report

The observations of the validation workshop on the provisional Report will be incorporated into it. The final Report will be produced in some hundred copies and distributed to all stakeholders, including the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States.

V. Timeline for Report development

- 3 to 14 June 2013: data collection by the core team;
- 14 June to 1 July: production of the provisional Report;
- 8 July: national validation of the Report;
- 8 to 18 July: production and dissemination of the final Report.

VI. Financing

Report development activities will be funded out of the special investment budget allocated to the capacity building component of the Directorate for Multilateral Cooperation, part of the Capacity Building Support Project (PARC).
