



**Report of the Second Inter-Agency Consultative Group
Meeting
on the preparations of the Ten-Year Review Conference of the
Almaty Programme of Action**

United Nations, Geneva

December 2012

A. Introduction

The United Nations Office of the High-Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (OHRLLS) organized the second Inter-Agency Consultative Group Meeting (IACG) on the Preparatory Process for the Comprehensive Ten-Year Review Conference of the Almaty Programme of Action, on 6 December, 2012 in Geneva. The objective of the second IACG Meeting was to undertake further consultations and gather commitments by inter agency partners regarding the organization of pre-conference events, publications, regional review meetings, as well as their contributions to the private sector track of the conference and its main priority areas.

The meeting was chaired by Mr. Gyan Chandra Acharya, Under-Secretary-General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States. H.E. Ambassador Yong Chanthalangsy, Permanent Representative of the Lao People's Democratic Republic to the United Nations in Geneva, and Global Chair of the LLDC Group and H.E. Ambassador Juan Esteban Aguirre Martinez, Permanent Representative of Paraguay to the United Nations in Geneva, and Coordinator of the Group of LLDC on Trade and Development participated in the opening session. The meeting was attended by 17 UN System and other international organizations as shown in the participants' list in annex 1. The meeting followed the programme of work presented in annex 2.

B. Opening Session

Mr. Gyan Chandra Acharya, Ambassador Yong Chanthalangsy and Ambassador Juan Esteban Aguirre Martinez, presented statements in the opening session.

In his statement Mr. Gyan Chandra Acharya noted that the Almaty Programme of Action (APoA) had managed to bring the global attention to the pressing development challenges faced by the LLDCs. He highlighted that the special concerns of LLDCs have been recognized in the international development agenda, including inter alia the Millennium Development Goals, the multi-lateral negotiations in the WTO, the Doha Declaration adopted at the UNCTAD XIII Conference and the outcome document of the Rio+20 conference. International support to LLDCs in the form of Official Development Assistance, Aid for Trade, South-South co-operation, debt relief, technical and capacity building assistance had increased over the review period.

He indicated that encouraging progress had been achieved towards establishing secure and efficient transit transport systems and enhanced trade facilitation. He noted that the LLDC's share of global exports and economic growth had increased since 2003. Furthermore he pointed to the advances that several LLDCs had made in net primary enrolment, gender parity in primary education, representation of women in decision-making, and in stemming the spread of HIV/AIDS.

The High Representative remarked that while the LLDCs had made some progress on economic and social development, the current global outlook was fragile and presented

major challenges to the LLDCs. He noted that the World Trade Organization had further downgraded its forecast for world trade growth to 2.5 % for the year 2012 as a whole, down from 3.7 % because of weak external demand and declining commodity prices. He also indicated that the LLDCs had not achieved structural transformation, economic diversification and built strong productive capacities and this had left the LLDCs highly vulnerable to trade shocks. He also noted that new development challenges including global financial, economic, fuel and food crises, and climate change were eroding the development gains that had been achieved by LLDCs.

Mr. Acharya emphasized that the ten-year review conference should formulate and adopt a renewed ambitious, strengthened and actionable international development partnership framework that can support the LLDCs to adequately tackle these challenges. He underscored the need to incorporate broader development issues in developing the new LLDC development framework. He also stressed that the new framework should strengthen national level ownership and follow-up.

The High Representative informed the meeting that the preparatory process was progressing satisfactorily. He indicated that the recent General Assembly draft resolution on the Almaty Programme of Action set out the modalities for the conference and would be adopted by the General Assembly before the end of the year. Additionally he reported that the first thematic pre-conference event on International Trade, Trade Facilitation and Aid for Trade had been successfully held in September, in Almaty Kazakhstan, with the adoption of a forward-looking outcome document with recommendations in the area of international trade, trade facilitation and aid for trade that would feed into the preparation of the outcome document of the conference. The High Representative expressed his great appreciation to all the organizations that contributed to the success of the Almaty thematic meeting.

In his statement, His Excellency Ambassador Yong Chanthalangsy noted that considerable progress had been achieved in the establishment of efficient transit transport systems with the support of the transit developing countries and the development partners. He however noted that there remained much more work to be done in order to address the special problems and needs of LLDCs as well as the new global challenges.

His Excellency stressed that in the ten-year review conference, the international community should comprehensively and critically assess the implementation of the Almaty Programme of Action in terms of best practices and implementation gaps, identify effective international, regional, sub-regional and domestic policies and support measures in the area of international trade and transit transport cooperation in the light of new and emerging challenges, partnerships and opportunities and the means to address them. He indicated that the LLDC Group recognized the crucial role played by the private sector in international trade and investment in transit transport infrastructure development and supported its active involvement in the conference.

Ambassador Chanthalangsy pointed out that the new programme of action should address new challenges and opportunities that had arisen for LLDCs that were not yet visible in 2003, including climate change, land degradation, desertification and deforestation.

He informed the meeting that the Government of the Lao People's Democratic Republic would host the regional review meeting on the implementation of the Almaty Programme for the Asian and European region which would be jointly organized by UNESCAP, UNECE and OHRLLS from 5 to 7 March 2013 in Vientiane. He encouraged all stakeholders including all UN agencies and international organizations to contribute to and actively participate in the regional review meeting.

In his remarks, H.E. Ambassador Juan Esteban Aguirre Martinez noted that in preparing for the ten-year review, the LLDCs needed to adopt a different conceptual analysis of their special challenges with a view to achieve sustainable development. He underscored that LLDCs needed to undertake a strategic transformation of their economies through strengthening of their productive capacities, greater diversification and value addition to their exports. He also encouraged LLDCs to produce export goods that were of low volume but of high quality, which could help them minimize transaction costs while maximizing foreign exchange earnings. These measures would help LLDCs to improve their resilience against external shocks, including commodity price volatility. He stressed that such structural transformation also required technological advances through greater development of relevant innovations and intensified technology transfer; increased access to capital and increased participation of LLDCs in value chains at all levels, bilateral, sub-regional, regional and global.

Ambassador Martinez emphasized that an equal footing of cooperation on a win-win basis with mutual benefits should be strengthened between LLDCs, their transit neighbours and other neighbouring countries through enhanced South-South cooperation. This South-South cooperation should be projected to the rest of the world through increased commercial volume of trade. He underscored that the APoA was outward looking and depended on resources from the outside world. He underlined that the successor programme should make the LLDCs to focus inward and achieve greater changes from within and project these changes to the world.

Ambassador Martinez also stressed that LLDCs should make further efforts towards achieving the MDGs. In particular highly skilled labour and an educated and healthy population were important for achieving structural transformation. He called for more information and analytical work on the progress that LLDCs had achieved in all sectors for example education, health, employment, FDI, credit, transport corridors, trade facilitation and others. This would allow the LLDC Group to be very knowledgeable of its characteristics, the diversity and commonalities in its membership that made the group unique. This would foster a stronger common negotiating platform as well as the development of a successor programme that could yield greater impact. He also recommended the development of indicators to effectively monitor the new programme. He concluded by challenging the LLDC Group to take advantage of what had happened

in the first decade of the Almaty Programme and develop a new vision of where they would like to be in the following decade, building on the successes of the current decade.

C. Consultations on the substantive and organizational preparations for the conference

In this session, Ms. Heidi Schroderus-Fox, Director of UN-OHRLLS, provided an overview of the status of the preparatory process, followed by interventions by the UN Regional Commissions and other participating organization.

Update on the latest decision by the General Assembly on the 10-year Review Conference of the Almaty Programme of Action and the Roadmap.

In her presentation Ms. Schroderus-Fox indicated that the General Assembly had recently reiterated its decision to hold a comprehensive ten-year review conference of the Almaty Programme of Action in 2014. The Conference will be preceded by two sessions of the Intergovernmental Preparatory Committee that will take place in the first part of 2014.

The Director also pointed out that the Conference would be preceded by thematic and regional preparations in a most effective, well-structured and broad participatory manner. She indicated that the preparatory process for the Conference is being undertaken along three main tracks including: the intergovernmental track; the Inter-Agency track; and the Private Sector track.

Ms. Schroderus-Fox pointed out that, under the intergovernmental track, the LLDCs were requested to submit national reports on the implementation of the Almaty Programme that would directly feed into the regional level reviews. She highlighted that Regional reviews would be held in 2013 in Africa, Latin America, Europe and Asia. She informed the meeting that ECLAC, who had not been able to attend, was planning to organize the Latin American regional review in August/September 2013. She indicated that the outcomes of the regional reviews would feed into the global level preparations.

The UN-OHRLLS Director informed the Meeting that consultations with potential host countries were still underway.

Under the Inter-Agency Track she called on all the IACG partners to contribute to the preparatory process through LLDC-focused new analytical research and publications, full-fledged pre-conference thematic events and side events at the Conference. She also encouraged all partners to ensure the participation of their Head of Agency at the Conference in 2014.

Presentations by IACG Partners

The representative of the **UNESCAP**, Mr. Syed Nuruzzaman informed the meeting that UNESCAP remained fully committed to the LDCs, LLDCs and SIDS in supporting their development aspirations. He informed the meeting that with the support of OHRLLS and in collaboration with the Government of Mongolia, UNESCAP organized a high-level policy dialogue on the Almaty Programme of Action for the LLDCs in Ulaanbaatar in April 2011. He indicated that the meeting adopted the Ulaanbaatar Declaration on the LLDCs, which had been noted by the Commission through a resolution in May 2011.

Mr. Nuruzzaman informed the meeting that UNESCAP was collaborating with OHRLLS and UNECE in organizing the Euro-Asian regional review meeting to be hosted by the Government of Lao Peoples' Democratic Republic from 5 to 7 March in Vientiane. He indicated that UNESCAP established an inter-divisional/inter-SRO Task Team, led by his Division that jointly developed a draft concept note and a tentative programme. He informed the meeting that the regional meeting would review the four priority areas of the APoA and hold a special technical session on some of the emerging and persistent challenges faced by the LLDCs that include external shocks such as food-fuel-financial crises, climate change consequences, and poverty, inequality and social disparities. UNESCAP, UNECE and OHRLLS are jointly drafting the Overall Review Paper and seven technical background papers to support the preparation of the Overall Review Paper. He also indicated that UNESCAP would invite interested agencies to substantively contribute to this process and take an active part in the final regional review.

Mr. Nuruzzaman indicated that the regional review meeting would adopt an Outcome Document which will be brought to the attention of UNESCAP's Commission in late April-early May 2013 and then transmitted to OHRLLS as Euro-Asian regional input to the global and final review conference of the APoA, expected to be held in 2014.

The **UNECE** representative, Ms. Eva Molnar, indicated that UNECE was a regulatory body of some UN conventions of great relevance to the LLDCs, such as the Convention on Harmonization of Border Controls, the TIR Convention, agriculture standards, vehicle regulations etc. UNECE was also a policy leader in specific areas such as transport, border crossing facilitation, trade facilitation; knowledge centre in concrete areas such as analytical work in support of regulatory development, while it also provided technical assistance and capacity building. She pointed out that the UNECE region had more than half of the landlocked developing countries and some key LLDCs and their transit neighbours had common membership with UNECE and UNESCAP.

Ms. Molnar informed the meeting that within UNECE, a Centre of Inland Transport and Centre of Trade Facilitation and Electronic Business (UN/CEFACT) had been established. In 2012, two new contracting parties had joined the Harmonization Convention. A new Annex on railways had been agreed to as part of the Harmonization Convention. The TIR Convention had been amended to improve its governance structure and clarify responsibilities of the guaranteeing organizations. Progress had also been made towards establishing the eTIR and the unified railway law.

With regard to analytical and policy dialogue, Ms. Molnar pointed out that UNECE had: developed the Euro-Asian Transport Links (EATL) multi-country transport investment plan; prepared a study on the comparison of inland vs. maritime transport between Europe and Asia; facilitated the policy dialogue with EATL countries; and launched a joint resource book by OSCE and UNECE. With regard to capacity building, UNECE had provided training to LLDCs at the OSCE Dushanbe Staff College; and they had been undertaking a development account project on C2C communication. She also informed the meeting that UNECE is currently organizing an EATL Ministerial meeting to be held on 26 February, 2013; and the Road and Rail financing and facilitation conference to be held on 25 February, 2013.

Ms. Molnar indicated that UNECE's strategic goals in border control facilitation included: increasing the number of parties to the Convention of Harmonization of Frontier Control; launching the implementation and monitoring of the Harmonization Convention; and embarking on the eTIR.

She underscored that although some progress had been achieved in implementing the Almaty Programme, much more remained to be implemented. She warned that before embarking on new mandates for the successor programme, it would be important to preserve the original focus and achieve its full implementation. She noted that some new issues, like climate change adaptation and climate change mitigation were dealt with in several other dedicated fora. She mentioned that in the area of transport, the Inland Transport Committee serviced by UNECE had been working together with other regional commissions in leading a global project on measuring inland transport generated carbon dioxide and facilitating the choice of the most adaptable transport policy package (the ForFITS project). In the area of inland transport, UNECE had been working on an assessment report at a regional level, the results of which would be made available before the review conference in 2014.

With regard to economic development, Ms. Molnar noted that issues of structural reforms and the concern on trade competitiveness were indeed discussed in 2003, but at that time countries had not been eager to include them into the Almaty goals. Furthermore she underlined that the Almaty Programme contained a lot that remained relevant today, such as the involvement of transit neighbours without whom no transit facilitation could be achieved. She stressed that the gateway to increased trade competitiveness should be through the improvement of border crossing conditions, transport access and connectivity, transit relations etc and there was a need to preserve such focus. She also suggested that the new programme should develop indicators to help in monitoring progress.

The UNECA representative, Mr. Magdi Farahat, informed the meeting that the main elements of UNECA's activities under the Almaty Programme, in conjunction with the African Union and towards the global target of the continental free trade area, included: (a) activities related to the Trans African Highway Network and related work on road safety and policy harmonization with the SSATP; (b) infrastructure development and

related policy work on regional norms adopted by the AU conference of ministers and endorsed by the AU Summit in January 2012; (c) collaboration with WTO, OECD, AU and the RECs on the Aid for Trade initiative including preparatory work for the Global Review in 2013; (d) trade facilitation research and implementation (with a number of development partners including AU, WTO, AfDB and the RECs) particularly in relation to transport/transit corridors across Africa; (e) harmonization of the legal/regulatory arrangements, establishment of corridor committees and one-stop border posts; (f) collaboration with AU and AfDB and other development partners on the Programme for Infrastructure Development in Africa (PIDA); and (g) work undertaken on the implementation of the Yamoussokro Decision on Air Transport.

With regard to the preparation of the regional review meeting in Africa, Mr. Farahat informed the meeting that UNECA had recruited consultants to prepare the background document; the venue of the meeting would be Addis Ababa and the date of the meeting would be decided soon. He indicated that UNECA wished to organize a thematic event, however progress on this had been delayed due to financial and recruitment issues.

The **UNCTAD** representative, Mr. Gunter Fischer, noted that 2014 would also be the 50th anniversary of UNCTAD. He noted that UNCTAD had been working on LLDCs-related issues since its very first conference held in 1964 with a focus on transport and transit related issues. He indicated that UNCTAD will bring in a wealth of the experience to the preparatory process. He stated that UNCTAD would organize three events: (1) an expert group meeting on innovations in the trade logistics for LLDCs in 2013; (2) a global services meeting in China, also in 2013, that would devote a session to services of importance to LLDCs; and (3) a World Investment Forum in early 2014 that would also dedicate a special session to the LLDCs. He indicated that UNCTAD would be ready to contribute to other events organized by other organizations.

Mr. José María Rubiato of UNCTAD Division on Technology and Logistics, presented the main activities of UNCTAD in the field of transit transport and trade facilitation relating to improving LLDCs' trade potential. In doing so Mr. Rubiato presented a study "The way to the Ocean", soon to be published, looking at three transit corridors in Eastern Africa and drawing lessons on successful solutions with potential for replication in other regions. The report suggests looking at three types of actions dealing respectively with: the joint management of transport corridors; the enforcement of regulatory and operational arrangements to increase the reliability and predictability of transit flows; and, some solutions to contribute to increase trade volumes through freight consolidation centers thereby leading to improved investment return of transport operation.

Mr. Rubiato indicated that this study, together with two additional reports to be produced in the first quarter of 2013, one on bilateral and regional transit agreements and one on the best scenario outcome for LLDCs of the current Trade Facilitation Negotiations at WTO, would form the planned analytical contribution of UNCTAD to the preparatory process in the field of transit transport and trade facilitation. The latter two studies had been requested by UNDP and were to be prepared in cooperation with the LLDC Think Tank.

Furthermore, Mr. Rubiato noted that other planned contributions include technical assistance in the field and consensus building events. Regarding the former, two projects were currently being executed by UNCTAD in partnership with LLDCs: one reviewing the linkage at national, regional and multilateral levels of trade facilitation measures being launched by LLDCs and transit neighbours; the second project, co-executed with UNESCAP and UNECA, is aimed at disseminating the "Toolkit for Cross-Border and Transit transport Process Management" in pilot corridors in Central Asia and Eastern Africa.

With regard to consensus building activities, UNCTAD plans to hold an Expert Meeting in April 2013, entitled "Transport and logistics innovation for land-locked developing countries' trade" which will look at the common interests that LLDCs and transit countries have in benefitting from economies of scale and the improvement of land transport systems and seaports. Experts will also review and evaluate the implementation of the APoA with emphasis on transit and logistics innovation. UNCTAD also plans to participate in regional events and in the private sector track through various seminars and workshops involving transport business sectors active in transit transport operations for LLDCs trade.

The representative of the **UNCCD**, Dr. Mohamadou Mansour N'Diaye noted that most of the LLDCs are facing desertification, land degradation and the effects of drought (DLDD). He pointed out that recent developments including the Rio+20 outcome "The future we want" made a clear reference to DLDD and to LLDCs, particularly in paragraphs 205-209 and world leaders pledged to strive for a land degradation neutral world.

Dr. N'Diaye noted that UNCCD had been supporting affected countries, including LLDCs, on efforts to align their national action programmes with the objectives of the UNCCD 10 Year Strategy (2008-2018), which included 4 strategic objectives (improvement of the affected populations almost 2 billion people; improvement of the affected ecosystems, contribute to global benefits using the LAND potentials and mobilizing financial resources). In this regard, the main objective of UNCCD was to help these countries build resilience; monitor the impacts of DLDD and take appropriate measures at national, sub regional and regional levels. He underscored that unless matters relating to sustainable land management were fully taken into consideration, it would be difficult to successfully address challenges such as food security, water scarcity and forced migrations.

Dr. N'Diaye informed the meeting that UNCCD's regional coordination offices in Africa, Latin America and Asia, would participate and actively contribute to the upcoming regional review meetings. He also indicated that in cooperation with OHRLLS and UNFCCC, UNCCD could also facilitate the organization of a parallel event in the context of its next Conference of Parties session - COP 11 - that would be held in the autumn 2013. He stated that UNCCD national focal points from the LLDCs could be mobilized

to actively participate and coordinate at country level with their counterparts in charge of the Almaty Programme implementation.

The **WTO** representative, Mr. Raul Torres highlighted that the 4th Global Review on Aid For Trade would focus on connecting to value chains and would include a monitoring exercise for the private sector. On the Trade Facilitation negotiations he mentioned that negotiations continued with the view of having a Trade Facilitation (TF) deliverable for the Ninth WTO Ministerial Conference to take place in Bali in December 2013. He also noted that whether or not an Agreement on Trade Facilitation is adopted at the Ministerial Meeting, it was certain that 2013 was going to be a critical year for the TF negotiations. Therefore LLDCs should become more engaged and proactive in the negotiations of a TF Agreement that would fulfil its potential to improve the legal framework for LLDCs, in particular on the issue of freedom of transit. On WTO accessions, he indicated that there were positive results for LLDC accessions in 2012 with the completion of the accession packages for Lao and Tajikistan, hopefully this would also be the case for Kazakhstan in 2013. He also highlighted that in July 2012 the WTO General Council agreed to and formally adopted a decision which would bring greater confidence and build more trust in the ability of the WTO to address the specific needs of LDCs in accession which could benefit a few LLDC-LDCs that are still in accession.

The **World Bank** representative, Mr. Mombert Hoppe, indicated that the Bank had been contributing to the Almaty implementation through projects under the IBRD-IDA portfolio, mainly corridor projects in Africa (CEMAC), North-South, Tema-Ouaga, Kazakhstan (West), and other concrete projects to facilitate trade under the Trade Facilitation Facility (a 40 million USD trust fund); as well as through knowledge production and dissemination. Recent publications included: The cost of being landlocked, Trade and Transport Facilitation Assessment, Logistics in Lagging Regions, Logistics Performance Index 2012; Doing Business 2012 – all of which highlighted challenges facing LLDCs.

Mr. Hoppe indicated that the major lesson learned based on the Bank's work was not a lack of physical infrastructure (road, borders, IT...) and the legal framework that were the traditional areas of focus, but the lack of implementation mechanisms for transit; dysfunctional markets for logistics services and governance. He underscored that the two key policy areas with potential for cost reductions included: (1) transit systems and processes: ie. simplify processes, ensure effective implementation mechanisms, and reduce multiple clearance, differentiated treatment of operators; and (2) logistics services market: ie. align incentives for efficient transport and transit operations, liberalization and competition, phase out anti-competitive practices such as cartels and queuing system wherever possible.

The **UNDP** representative, Ms. Luisa Bernal, outlined three points on the work of UNDP as contributions to the preparatory process. First, at the request of the Government of Mongolia, UNDP had been providing support to the operationalization of the International Think-tank for the LLDCs established in 2009. In that context UNDP would support the realization of three Think Tank publications to be available in the first quarter

of 2013 on the following topics: Handbook for LLDCs Trade Negotiators; Bilateral and Transport Agreements of the LLDCs: A comparative Study of Benefits and Bottlenecks; and WTO Round's Trade Facilitation Negotiations: Best Outcome Scenario for the LLDCs. UNDP had been partnering with UNCTAD in the preparation of these publications which would serve as input to the preparations for the review conference in 2014.

Secondly, in the context of the Enhanced Integrated Framework for Trade-related Technical Assistance to LDCs (EIF), UNDP supported the realization of Diagnostic Trade Integration Studies (DTIS) which identified main constraints to trade expansion in LDCs and made recommendations for overcoming them. In 2013, UNDP would facilitate the DTIS process in Chad and the Central Africa Republic, two LLDCs.

Thirdly, under the resource mobilization track of the Almaty Programme, UNDP had engaged in the implementation of the Wider Europe Aid for Trade Initiative for Central Asia, South Caucasus and Western Europe, funded by Finland. The first phase of the programme was launched in 2008. In this context, UNDP was in preliminary discussions with the donor about the programmatic content and funding for a third phase of the initiative to start on 2014.

The representative of the **United Nations Office for South-South Cooperation**, Mr Cosmas Gitta informed the meeting that his organization had formulated guidelines for UN organizations and agencies to advance an approach to South-South cooperation that goes beyond national capacity development to emphasize attention to subregional and regional neighborhoods. In this regard South-South cooperation is a framework for collective action for the provision of subregional and regional public goods that can benefit LLDCs. South-South cooperation is also instrumental for mobilizing collective voice by vulnerable states such as LLDCs in global negotiations. He also indicated that they use the report of the Secretary-General on the state of South-South cooperation to advocate for the needs of LLDCs and they intend to do more in the future.

The **UNEP** representative, Ms. Nara Luvsan, noted that UNEP could best contribute to the review process of the Almaty Programme through the following: (a) post-Rio+20, UNEP had stepped up its work in the area of "Inclusive Green Economy" through the "PAGE" (Partnership in Action for Green Economy) programme covering a wide range of activities desirable for LLDCs embarking on the green development agenda; (b) the work under the umbrella of the "10-year Framework for Sustainable Consumption and Production" would be in synch with sustainable transport, productive capacity and trade facilitation measures of the APoA in LLDCs; (c) indicators for green economy policy interventions (investment, procurement, green jobs, trade policy, environmental goods and services, wellbeing and equity); (d) collaboration in the process and launching of the "Gender and Environment Outlook" as an area where the Almaty review process could add gender mainstreaming ideas. Ms. Luvsan reiterated UNEP's readiness to collaborate with the OHRLLS and its multiple partners in the preparatory process for the 2014 conference.

The representative of the **International Telecommunication Union (ITU)**, Mr. Alphonse Mkama noted that as part of the ITU's commitment to the APoA, the programme was being mainstreamed into the Hyderabad Action Plan, adopted during the fifth World Telecommunication Development Conference (WTDC-10) of the ITU that was held from 24 May to 4 June 2010 in Hyderabad, India. He indicated that the specific areas of focus include; (a) A comprehensive capacity building and digital inclusion programme; (b) Strategies to help LLDCs maximize the selection and use of appropriate new technologies, such as broadband, digital broadcasting and next-generation networks; (c) Assistance to developing countries in disaster risk reduction and prevention, preparedness and response and telecommunication infrastructure reconstruction or rehabilitation in countries affected by disasters; and (d) Provide assistance to LLDCs in the use of ICTs to mitigate and address the effects of climate change.

Mr. Mkama informed the meeting that in the period 2011-2012, ITU had financed and implemented a number of activities to assist LLDCs in the use of ICT for Development, Climate Change Adaptation and Disaster Management. Some of these activities include: Design and Review of Emergency Telecommunications Plans; Preparation of regulatory guidelines on liberalization of gateways and sharing of submarine landing stations; Migration to Digital Broadcasting; Use of ICTs for Climate Change Adaptation; ICT Applications and Services for Communities; ICT for Trade and Development Strategies; and Workshops and Capacity Building in Sustainable Development. He also indicated that ITU is also looking at convening a thematic pre-conference event to provide inputs into the identification of priorities of the new Programme of Action for LLDCs.

The representative of the **International Trade Center (ITC)**, Ms. Poonam Mohun informed the meeting that their programme on non-tariff measures that was started in 2010 is benefitting five LLDCs – Burkina Faso, Rwanda, Malawi, Paraguay and Kazakhstan. She indicated that the programme involves large scale surveys and interviews of exporting companies to capture the barriers to trade and their experience in doing business. She indicated that surveys and national stakeholder workshops had already been held in Burkina Faso, Rwanda and Malawi. Obstacles were identified and recommendations were suggested for their removal. She pointed out that the full study of Burkina Faso was available on ITC's website.

The representative of the **Common Fund for Commodities (CFC)**, Mr. Andrey Kuleshov indicated that the focus of the CFC was on addressing specific development problems facing countries which depend on commodities. He indicated that in the constituency of LLDCs, some 23 countries also fell in the category of Commodity Dependent Developing Countries (CDDCs). He underscored that reliance on export commodity sector could be seen as an indication of the failure of countries to develop a comparative advantage in production and export of higher value added products. However, he stressed that in the case of LLDCs the link to the global economy through commodity export and trade was further complicated by the transportation costs and the economic situation in transit countries. As a result this curtailed the capacity of LLDCs to generate income and employment driven by the global economic growth. He informed

the meeting that the CFC focuses on actions which could work effectively in landlocked CDDCs to address this problem.

Mr. Kuleshov indicated that the CFC was a practical institution and its main instrument of operations was project financing. CFC provides support for actions which would identify successful experience in the context of LLDCs, and provide opportunities for up-scaling of successes to take maximum advantage of its development benefits. The typical projects funded by the CFC fell in one of the broad areas of: capacity building; value addition; diversification; financial instruments and risk mitigation.

Mr. Kuleshov provided two examples of projects recently funded by the CFC. These include: (1) Strengthening regional trade in tropical fruits in the Mekong region. The project allows Laos, being a landlocked country, to take advantage of the trade opportunities in the Mekong river basin by focussing on high value markets for tropical fruits; and (2) Support for Agricultural Commodity Exchange in Malawi. In this project, a stakeholder owned Agricultural Commodities Exchange (ACE) took the initiative to introduce and promote a transparent uniform mechanism to facilitate marketing of locally produced maize. This allows Malawi to increase overall domestic grain availability by facilitating national and regional trade. ACE is now seriously looking at expanding its model to the regional level.

Mr. Kuleshov indicated that in preparation for the review, the CFC intends to arrange for case studies of successful development of commodity based value chains in LLDCs. From these case studies, it is expected that growth opportunities could be identified, providing concrete directions for investment as deliverables for the future programme. This is based on the experience of recent CFC involvement in the Istanbul Programme of Action for the LDCs.

The representative of the **International Road Union**, Mr. Igor Rounov highlighted the major projects related to LLDCs that his organisation is implementing since the last inter agency meeting in February 2012. These included the IRU-UNMAS project on demining roads connecting Central Afghanistan to Central Asian countries. 17million square meters of mine fields had been cleaned and this had improved the lives of 7 million people. IRU would be reactivating the TIR system in Afghanistan starting from 2013. The focus would be on development and promotion of IT applications to TIR including TIR-EPD (electronic declaration), SAFE-TIR, CUTE-WISE and others. Other major projects included the Model highway initiative (MHI) aimed at creation of ancillary infrastructure along the roads in Central Asia and simultaneous administrative reforms to liberalise road transport regulations.

Mr. Rounov pointed out the major events that IRU had organized or participated in that had fostered the Almaty goals. These were: the conference on Perspectives of development of transit transport and trade in Central Asia and Caspian Region held in Ashgabat in May 2012; and the IRU participation in the recently held thematic pre-conference event on international trade, trade facilitation and aid for trade held in

Almaty. He indicated that IRU would collaborate with partner organizations to organize a high-level conference in Dushanbe, Tajikistan, in September 2013.

Mr. Rounov indicated that the IRU would further contribute to the review process through: (1) a Special Study on road transport in LLDCs; (2) participation in the regional meetings in Asia and Africa; and (3) a side event on road transport at the Conference in 2014.

The representative of the **Organization for Security and Co-operation in Europe (OSCE)**, Mr Roel Janssens, noted that trade and transport facilitation had been on the Organization's agenda since 2006, and two Ministerial Council Decisions (adopted in 2006 under Belgian and in 2011 under Lithuanian Chairmanship) provide a strong mandate for the OSCE to work in this field. Among other things, these Decisions tasked the Organization to provide support to the implementation of the APoA. He noted that although the OSCE was not a standard-setter in the field of trade and transport facilitation it could push this issue higher up the political agenda of its membership and try to promote better cooperation among its LLDCs (particularly in Central Asia and the South Caucasus) and their non-landlocked neighbours.

Mr. Janssens informed the meeting that OSCE provided technical support and capacity-building on a number of international legal instruments and standards including the UNECE Harmonization Convention, the WCO SAFE Framework, the WCO Revised Kyoto Convention etc. In this regard OSCE has a close and longstanding co-operation with UNECE and the WCO. In 2009 OSCE established in Dushanbe/Tajikistan the OSCE Border Management Staff College to provide training to border and customs officials and trade and transport officials and promotes closer co-operation mostly among CIS countries (and Afghanistan).

Mr. Janssens also noted that the OSCE's latest achievement was the publication, jointly with the UNECE, of a *Handbook of Best Practices at Border Crossings – A Trade and Transport Facilitation Perspective* (<http://www.osce.org/eea/88200>). The publication which was particularly relevant as a reference document for use by Customs, Trade and Ministry of Transport officials of LLDCs gave an overview of tools, instruments, standards and methodologies available in the border crossing, trade and transport facilitation fields and provided concrete and practical best practice examples showing how countries had gone about implementing these tools and initiated change. He also indicated that in the course of 2013 OSCE and UNECE were planning to organize upon request of LLDCs in their region national and/or regional capacity building and training seminars on selected parts of the Handbook. These seminars would be tailor-made to the specific needs of the requesting countries and could fit within the Almaty Review.

Ms. Schroderus-Fox thanked the participants for their inputs. She indicated that she had taken note of the activities that the organizations were undertaking in preparation for the conference in particular: the pre-conference and side events, the studies, the special analytical reports on LLDCs, projects and capacity building activities.

D. Consultations on the private sector track

In this session a representative of OHRLLS, Mr. Sandagdorj Erdenebileg, made a presentation introducing the concept note on the private sector track to the meeting. This was followed by discussions.

In his presentation Mr. Erdenebileg stressed that active involvement of the private sector was key to the success of the conference given its focus on improving LLDCs' trade competitiveness. The conference would address the issue of how to improve the profitability of traders and producers of LLDCs, as well as trade-related service providers such as freight forwarders, insurance providers, transport providers, banking services etc. Furthermore domestic investment and FDI flows were important for stimulating structural transformation in LLDCs and the private sector could play a major role in this regard. He underlined that the conference should address ways and means to increase domestic and FDI flows into LLDCs. He stressed that the views of the private sector should be carefully accounted for and reflected in the final outcome of the Conference.

With regard to the modalities of how to involve the private sector in the substantive preparations Mr. Erdenebileg suggested that the private sector should be involved in the pre-conference events. The views of the private sector should be heard and reflected in the outcomes of the preconference events. He pointed out that the private sector should be involved in the intergovernmental track including in the regional meetings and should meet in parallel to the sessions of the preparatory committee. At the conference itself the private sector should be allowed a platform to develop their common position. He also suggested the need to organize specific private sector preparatory events to help the representatives to come up with their positions at the global, regional and national levels, such as business forum or investment forum. Existing mechanisms and initiatives, networking, best practices, and lessons learnt at the regional and global levels should be broadly encouraged. Finally he indicated that the role of the private sector should be properly highlighted during the conference.

In the ensuing discussion, participants concurred that the private sector was very important because it contributed to both the soft and hard infrastructure required to build efficient transit systems for LLDCs. They reiterated that the private sector should participate in both the pre-conference and post conference and should come up with concrete deliverables and policy recommendations on what had worked well what had not so as to stimulate increased investment from the private sector in the next decade. Furthermore the meeting suggested that the private sector from developed countries should be encouraged to participate and share information on how they could enhance capacity and facilitate trade in LLDCs.

Some participants indicated the events that they were organizing that would involve the private sector. An UNCTAD representative, Mr. Joerg Weber, indicated that his organization would consider organizing a special session on LLDCs during the fourth World Investment Forum to be held in spring 2014. This event would involve highest-level policy makers and representatives of the private sector, as well as from the broader

investment-development community, including stock exchanges, sovereign wealth funds, international insurance companies, and other related businesses. UNCTAD would also consider preparing a brief report on foreign direct investment in LLDCs, based on the related section in its annual World Investment Report, possibly beefed up with individual LLDC profiles.

Mr. José María Rubiato of UNCTAD informed the meeting that they would organize an experts meeting in April 2013 with a focus on logistics innovation for LLDCs and trade. He indicated that they will invite the private sector in particular transport operators. He indicated that they would participate in regional meetings and bring the private sector.

Mr. Bonapas Onguglo of UNCTAD Trade Division informed the meeting that they would be organizing the 2nd Global Services Forum to be held on 27 and 28 May 2013 in China and would devote a segment to LLDCs issues – particularly issues related to services and geographical constraints of LLDCs and on services trade and development in general in LLDCs.

Ms. Molnar of UNECE suggested that the 5 biggest exporting firms could be identified in each and every LLDC, and invited to be part of a panel at the global conference. These firms would be able to share their concerns and experiences on how their trade capacity is hampered and what can be done to address the issues. As a follow up, UNECA suggested mixing them with representatives of SMEs and other players from the private sector such as banks to get a more complex picture. Mr. Acharya also suggested that these representatives of the private sector should be representative of all regions in order to capture the regional variations.

Ms. Molnar stressed that national business representations, associations (chambers of commerce, pro-committees, industry associations etc.) should play an important role in shaping the national policies and regulations. She noted that suggestions on the institutional structure, best practices etc. were included in the joint OSCE-UNECE resource book on border crossing facilitation. She also suggested that this could be another interesting panel topic for the global conference (an example was given about the “no-change for at least 2 years – achievement of the Bulgarian Pro-Committee).

Ms. Molnar briefly presented the paper on “Transport for sustainable development in the ECE region”. She indicated that this paper had translated the general principle of sustainable development in “transportation”, i.e. access and affordability for individuals and for nations, safety, security and environmental sustainability. UNECE also presented another recent paper on “Intelligent Transport for Sustainable Mobility”. The paper analyses the strategic challenges and opportunities related to Intelligent Transport Systems and includes best practices from all over the world. In this regard the importance of the development of both the telecommunication and the transport sector was underlined.

The UNECE, UNCTAD, IRU and other participants underlined the importance of a harmonized legal framework for international traffic. The facilitation conventions –

administered by UNECE – and among them first of all the Convention on Harmonization of frontier controls and the TIR would benefit all the LLDCs. It could be a concrete – and achievable – goal to ensure that all LLDCs become contracting parties before the global conference and they also implement them so that international trade and transport could flourish.

The IRU and UNEP indicated that there was need to attract the private sector to participate in the round tables at the global level. UNEP indicated that they had a special initiative called UNEP finance initiative that works on corporate social responsibility and environmental and social risk analysis of big banks and hedge funds and representatives from this initiative could be part of the panel.

Participants also discussed possible topics for the round tables that would involve the private sector. UNEP suggested the inclusion of issues of sustainable consumption and production, and resource efficiency as these have low environmental impact. She also suggested that topics like the whole life cycle approach starting from procurement, production, consumption, waste and recycling could also be included. IRU suggested that possible topics could include sustainability, road safety, and measuring border crossing waiting time. UNECA also suggested that possible topics of the roundtables could include new issues such as the green economy, environment, transfer of technology and FDI.

The representative of the World Bank indicated that they would be interested to support any specific requests on the private sector that is brought to their attention.

E. Consultations on key elements of the substantive outcome of the Conference

In this session Mr. Sandagdorj Erdenebileg made a presentation to introduce the preliminary key elements to the meeting. This was followed by discussions. He noted that his presentation was based on the deliberations made at the first inter-agency meeting that was held in February 2012 and at the first thematic pre-conference event on International Trade, Trade Facilitation and Aid for Trade that was held in September 2012; the outcome document of the mid-term review; the annual reviews covered by the report of the Secretary General; relevant analytical work on LLDCs done by the UN system and international organizations; and meetings of the Group of LLDCs including the Meetings of the Ministers of Trade and Ministers of Foreign Affairs.

He noted that the last inter-agency meeting agreed on pre-conference events that include: International Trade, Trade Facilitation and Aid For Trade; Impact of climate change, desertification and land degradation on LLDCs; Assessing the vulnerability of LLDCs to external shocks and developing vulnerability indicators for early warning purposes in LLDCs; Infrastructure Development and Maintenance; Strengthening the legal framework for more efficient transit cooperation; Enhancing productive capacities of LLDCs; South-South Cooperation in transit transport; Enhancing international support measures for LLDCs; High level event on Commodities; Investment Forum for LLDCs

and a Brainstorming Meeting to provide substantive inputs into the identification of priorities of the New Programme of Action for LLDCs. He indicated that the focus of the pre-conference events could be part of the key elements of the conference.

Mr. Erdenebileg noted that different meetings had suggested that the APoA should not be treated as a sectoral programme but as a broader or holistic development agenda. Thus promoting the trade potential of LLDCs besides improving transit transport should be accompanied by efforts to build the productive capacities, promote value addition, diversification, technology transfer, information and communication technologies (ICT), improved market access, food security, sustainable environment and others. He indicated that results of a study of a panel of 150 countries including all LLDCs and coastal countries, for a sample period of 30 years (1980-2010), showed that LLDCs as a group had a lower trade volume when compared to a representative coastal economy. The LLDCs only exported 61% of the trade volume of the representative coastal economy in 2010. The same study also showed that LLDCs incurred higher transport costs when compared to the representative coastal economy. Thus based on these results the broader view of the needs of LLDCs should be reflected in the new programme of action.

Mr. Erdenebileg stressed that partnerships in the next decade should provide a win-win solution to LLDCs with their partners including the transit countries, other neighbouring countries, donor partners and others so as to encourage access to overseas markets and to development partners to get access to untapped markets and resources of LLDCs. He highlighted that development and maintenance of physical transit transport infrastructure was still necessary to allow greater access of LLDCs to sea ports and the international markets and to lower the transport and transaction costs. He also underscored that issues that were not covered in the APoA should be covered in the new programme. He suggested that the initial preliminary key elements should include the following:

1. Infrastructure development and maintenance (Hard infrastructure)

- The development and maintenance of physical transit transport infrastructure, distribution centers, intermodal points, dry ports, border structures and rest areas.
- Need to address the presence of missing links and infrastructure gaps.
- Road safety improvement.

2. Enhancing Trade

- Reduce commodity dependence through the diversification of the export base;
- LLDCs need to diversify their markets;
- Increased market access especially for agricultural products;
- Rapid conclusion of the negotiations on the Doha Development Agenda with development-related outcomes that take fully into account the trade and development needs, challenges and priorities of LLDCs;
- Trade negotiations – the need for the LLDC group to broaden its negotiation agenda beyond trade facilitation and market access to include other areas of trade negotiations such as supply side constraints and services;

- The accession procedure for LLDCs should be simplified and there is need to take into account the individual levels of development and the special needs and problems caused by the geographical disadvantage of being landlocked during the accession process to the WTO.

3. Trade Facilitation and fundamental transit policy issues (soft infrastructure)

- Harmonization of legal and administrative regulation of road/rail transport, border crossing and customs procedures on the basis of international agreements and conventions;
- Increased ratification/accession and effective implementation of international conventions and agreements and regional and sub regional agreements on transport and trade facilitation.
- Mainstreaming of the conventions and regional agreements at the national level.
- Trade facilitation initiatives that have proved to work such as the single window, one stop border post, dry ports, and use of the yellow card should be replicated and fully funded.
- Increased use of proper ICT infrastructure at the borders to reduce delays.
- Capacity building, in particular, training of international road transport operators, customs and border clearance staff.
- Policy reforms to reduce transit time and harmonize procedures.

4. Enhancing the productive capacity, industrialization, agricultural productivity and promoting the services sector

- Information communication technology especially improving the access of LLDCs to the international fiber optic network;
- Energy sector especially hydropower and building resilience against fuel price volatility;
- Strong science and technology innovation base;
- Build competitive manufacturing sector through economic specialization in the production of goods that are less sensitive to distance or transport costs eg. Precision instruments, IT components, flowers, perishable vegetables, fruits and pharmaceuticals;
- Specialize and harness production of services, eg. Tourism, education, ICTs and services of creative industries such as film making, advertisement industry and cultural goods production;
- Enhanced exploitation of natural resources that many LLDCs are well endowed in.
- Utilization of seabed mining in the high seas – according to Part XI of the United Nations Convention on Law of the Sea (UNCLOS), LLDCs have rights.
- Improved agricultural productivity – source of exports and food security;
- Enhanced processing of the commodities/value addition;
- Appropriate, development-oriented FDI.

5. Promoting regional integration

- Promotion of harmonized regional policies provide an opportunity to improve transit transport connectivity and for ensuring greater intra-regional trade,
- Promotion of common regulatory policies, border agency cooperation and harmonized customs procedures
- Promote the development, adoption and effective implementation of Regional Trade Agreements

6. Addressing vulnerability to climate change, desertification and land degradation and improving environmental sustainability

- Increased support towards adaptation; mitigation; land reclamation.

7. International support measures

- Strengthening and fully tapping the role of South-South cooperation and triangular cooperation;
- Official development assistance from traditional development partners
- Aid for trade
- Promotion of public and domestic private investment including foreign direct investment through creation of a conducive business environment
- Increased role of the Diaspora as a source of funding.
- Other innovative sources of funding.

8. Follow-up Mechanisms

In the ensuing discussion Mr. Acharya summarized the key elements. He indicated that the challenges were linked to three basic issues – (1) Trade (2) Infrastructure - and (3) Transit and that all the other issues were solutions to the challenges including productive capacity, technology, diversification and others. He emphasized that the basic objective should be achieving sustainable development and poverty reduction.

UNECA underlined the need to review the key elements into a shorter list. He referred to the fact that some commodity producing countries at the WTO were concerned of economic specialization as it did not allow them to move up the global value chains. In this regard he suggested a recast of the element to capture this concern. He also stressed that diaspora investments are increasingly becoming important in Africa and suggested that it be considered as a separate item.

UNESCAP indicated that the LLDCs in their region were very interested in finding ways to utilize the natural resources in a sustainable way and to strengthen their productive capacities. He noted that climate change and natural disasters were a major issue for the LLDCs in Asia. He also observed that social issues were missing and the successor programme should include the social dimension. He also indicated that the role of ODA in building productive capacity was limited and declining and suggested that the private sector should play a major role in building the productive capacity.

The representative of UNCTAD observed that LLDCs faced persistent problems related to transit transport and these have to be reflected in the elements. He cautioned that the development agenda of LLDCs that include the list of new items should be focused only on those specific to LLDCs so as not to dilute their unique needs. He emphasized that the new PoA should also look at the actions that need to be undertaken. He underscored that structural transformation involving improved productive capacity is vital and should be a major pillar in the new programme of action and a lot of actions should be geared towards achieving this pillar in addition to the poverty reduction pillar. He also noted that LLDCs that are dependent on single commodities need to re-specialize taking into account their challenges such as transport costs so that they can improve their competitiveness.

Another representative of UNCTAD indicated that trade could be a challenge but it could also be a solution. He also supported the fact that the key elements should be thematic instead of being split by level of implementation (e.g. national, sub-regional, regional and global) because it is important that all levels address the issues. He also suggested that the private sector could be a standalone element. Another representative of UNCTAD requested for an explanation regarding the pre-conference event on the vulnerability of LLDCs to external shocks and developing vulnerability indicators for early warning purposes in LLDCs. He questioned whether the vulnerability of LLDCs was perceived in the similar way to that of SIDS.

The representative of UNDP also called for a more focused set of key issues related to LLDCs only. She also requested for a clear linkage between the key elements of the ten-year review conference and the post 2015 development agenda. The representative of World Bank also stressed the need to streamline the elements to a few issues only those very specific to LLDCs so as to avoid diluting their core needs. He indicated that World Bank is organizing an Infrastructure and Trade facilitation in LLDCs event in April 2013. The representative of UN South-South cooperation indicated that there would be an expo on South-South cooperation in Nairobi in 2013 and this could be an opportunity to share good practices on South-South cooperation and LLDCs. He also indicated that they were collaborating with OSAA to organize an event on the role of South-South cooperation and infrastructure development and this event could also be utilized to highlight transit issues related to LLDCs.

The representative of UNEP indicated that in reviewing the list of key elements, there is need to identify those issues that the new PoA can advocate for and then delegate to specific institutions to implement the issue. Given the post 2015 agenda the new PoA can also come up with innovative issues that can be included in the national plans of the LLDCs, for example green agenda or green jobs.

The representative of IRU indicated the need to come up with short, medium and long term objectives. He stressed that low hanging fruits could include ratification of the 5 relevant conventions such as the TIR and the harmonization conventions; and training of key human resources involved in transport and trade facilitation which would immediately yield positive results to the LLDCs within 6 months. He noted that structural

transformation was more medium term and he called upon international organizations such as the World Bank, and WTO to come up with strategies to catalyze the early achievement of structural transformation.

The representative of UNCCD suggested a proposal to change the title of the pre-conference event on climate change, desertification and land degradation to include “enhanced support to action programme processes” so as not to limit the scope of the activity. He also noted that there were some ongoing intergovernmental processes already with regard to climate change, desertification and land degradation and underscored that the successor programme of the APoA should not be seen as an additional PoA but should build on the existing programmes of UNFCCC and UNCCD. These organizations could bring in the support that they already have in place. He also noted that emphasis should be on sharing of good practices that can help LLDCs to achieve some positive results.

The representative of CFC stressed that the proposals of actions in the new PoA should reflect actions to create assets and not liabilities. The aim should be to come up with proposed actions that can create better value for LLDCs.

In response to the contributions, Mr. Erdenebileg indicated that he agreed to the suggestion that the new PoA need to be very focused on the specificities of the LLDCs. In this context he indicated that the key elements would be revised, repackaged and shared for inputs from all partners. He explained that the pre-conference event on vulnerability of LLDCs was formulated by Member States in their resolution and was different from that of the SIDS. In this context the LLDCs were requesting for information on their vulnerability in general terms.

F. Summary of the consultations and closing remarks

In summarizing the presentations and discussions, the High Representative presented the following summary.

The LLDCs really need to undertake structural transformation so that they could achieve sustainable economic growth that would help reinforce investments into social and environmental development of LLDCs and achieve development beyond the MDGs. Productive capacities and infrastructure were very important to LLDCs even though there are some variations between LLDCs. The Group had specific common challenges linked to their structural difficulties that the Almaty +10 programme of action should address. The new programme should be based on strong partnerships and strong national ownership. The barometer for the success of the conference would be the impact it would make on the lives of the people in LLDCs.

The meeting had contributed very rich information that would be very helpful in identifying areas of collaboration in the preparations for the conference. The regional level meetings were critical for the preparatory process as they would come up with very strong, practical and comprehensive suggestions that would feed into the global level. He

took note of the pre-conference and side events that were suggested by the partners, the studies, the special analytical reports on LLDCs, projects and capacity building activities.

With regards to the private sector track he noted that based on the discussions:

- The primary objectives of the private sector involvement should be: to review what has worked and has not worked, major lessons learnt and recommend policy reforms; the increased role of the private sector to foster structural transformation and development in LLDCs; the role of the private sector in promoting environmental sustainability; and the concrete deliverables from the private sector that ensure a win-win situation for all;
- In addition to the private sector track that involves all private sector representatives from all LLDCs the meeting suggested a panel composing of private sector representatives including national business representations and associations from each region to share their experiences;
- The meeting suggested consideration of a wide range of topics for the roundtables including corporate social responsibility, sustainable consumption and production, and resource efficiency, the green economy, sustainable transport, transfer of technology, telecommunication services, road safety, border crossing facilitation and FDI.
- Organizations had indicated the special events in which they would involve the private sector for example: UNCTAD's special session on LLDCs during the World Investment Forum in 2014; an experts meeting in April 2013 that will look at logistics innovation for LLDCs and trade; and the dedicated segment on LLDCs at the 2nd Global Services Forum to be held in May 2013.
- The meeting suggested that a goal to ensure that all LLDCs become contracting parties to the Convention on Harmonization of frontier controls and the TIR before the global conference could be concrete and achievable.
- In terms of substantive work, UNCTAD will prepare an expanded section and possible separate publication on FDI in LLDCs in 2013; and ITC could share the results of their project on non-tariff measures.

With regards to the key elements of the new PoA, the High Representative noted that OHRLLS had captured all the extensive and comprehensive inputs made by the participants and will take into full account the comments raised. He stressed that it was important to not only identify the challenges but to determine the solutions and explore all the opportunities and try to utilize them to the optimal benefits of LLDCs. He agreed to the fact that the key elements needed to be prioritized and focused on LLDC specific issues in order to keep the international community attracted and focused on the LLDC's specific needs. He indicated that the views that came out of the meeting were very similar to those of the Member States. He highlighted that the Member States had very high expectations on the outcome of the conference.

Mr Acharya summarized the key elements of the new PoA based on the current list of the pre-conference events discussed in the meeting: trade; climate change, desertification and land degradation; vulnerability of LLDCs; Infrastructure Development and Maintenance; the legal framework for more efficient transit cooperation; Enhancing productive

capacities, South-South and triangular Cooperation in transit transport; enhanced international support measures for LLDCs; Commodities; Investment and Brainstorming on the priorities. He indicated that the issues were very relevant and reflected the hard and soft infrastructure needs of the LLDCs. He also took note of the additional pre-conference events that the meeting had suggested. The updated list of Pre-conference events is presented in annex 3.

With regard to the linkage between the outcome of the ten-year review conference and the Post 2015 development agenda, Mr Acharya noted that without mentioning specifics, the outcome of the conference would form a contribution to the Post 2015 Development Agenda. For example the conference could provide inputs that could be integrated into the post 2015 development agenda such as how to address the geographical constraints of LLDCs, the importance of diversification, productive capacities, transportation and others.

G. Way Forward

The meeting agreed on the following as a way forward.

1. Organizations will work on concept notes in collaboration with OHRLLS and discuss and notify each other of the dates for the events.
2. OHRLLS would circulate the updated list of pre-conference events and the report of the meeting and seek further inputs from all partners.

The High Representative called upon the participants to continue to work collaboratively on the preparatory process through utilizing the special strengths of each organization to undertake detailed analyses of the specificities of the LLDCs and their opportunities that would be crucial in developing a new PoA that adequately addresses the needs of the LLDCs. He stressed that the outcome document should be actionable and implementable. He thanked all the partners for their participation and contribution and closed the meeting.

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ANNEX 2

Programme of Work for the Inter-Agency Consultative Group Meeting on the Preparatory Process for the Comprehensive 10-Year Review Conference on the Almaty Programme of Action

Geneva, 6 December 2012, Room XXII, Palais des Nations

- | | |
|-------------------|--|
| 10:00am – 10:45am | Opening Session <ul style="list-style-type: none">- Opening statement by Mr. Gyan Chandra Acharya, Under-Secretary-General and High Representative for the LDCs, LLDCs and SIDS (UN-OHRLLS)- Remarks by LLDC Group Global Chair, Lao PDR (Geneva-based Ambassador Yong Chanthalangsy)- Remarks by LLDC Group Coordinator on Trade and Development, (Geneva-based Ambassador Juan Esteban Aguirre Martinez) |
| 10:45am – 1:00pm | Consultations on the substantive and organizational preparations for the conference <ul style="list-style-type: none">- Presentation by UN-OHRLLS on overall substantive and organizational preparations and their current status<ul style="list-style-type: none">- Presentations on the regional level preparations<ul style="list-style-type: none">o UN-ESCAP, UN-ECE, UN-ECA and UN-ECLAC- Contributions by participating organisations- Discussion |
| 1:00pm - 3:00pm | Lunch break |
| 3:00pm - 4:00pm | <ul style="list-style-type: none">- Consultations on the Private Sector Track- Introduction by OHRLLS of the draft concept note on private sector track- Intervention/comments by UNCTAD, World Bank, Regional commissions, Regional Development banks, IRU and ICC- Open Discussion |
| 4:00 pm – 5:00pm | Exchange of views on key elements of the substantive outcome of the Conference <ul style="list-style-type: none">- Consultations on pre-conference thematic events<ul style="list-style-type: none">o Introduction by the OHRLLSo Presentations by lead sponsoring agencies- Open discussion |
| 5:00 pm – 5:15pm | Consultations and recommendation on way forward |
| 5:15 pm – 5:30 pm | Concluding remarks and way forward by Mr. Gyan Chandra Acharya, Under-Secretary-General and High Representative for the LDCs, LLDCs and SIDS |

ANNEX 3: Updated list of preconference events

<p>(1) International Trade, Trade Facilitation and Aid For Trade</p> <p>preceded by a Meeting of LLDC Ministers in charge of Trade</p>	<p><u>UN-OHRLLS</u> UNCTAD, World Bank, UNDP, WTO, UN regional commissions, WCO, ITC ...</p>	<p>Almaty, Kazakhstan, September 2012</p> <p>DONE</p>
<p>(2) Road and Rail Financing Conference</p>	<p><u>ECE</u></p>	<p>25 February 2013 Geneva</p>
<p>(3) Second Ministerial Conference Euro-Asian Transport Links (EATL)</p>	<p><u>ECE</u> ESCAP, OHRLLS ...</p>	<p>26 February 2013 Geneva</p>
<p>(4) Brainstorming Meeting on the Priorities for a New Development Agenda for the Landlocked Developing Countries</p>	<p><u>OHRLLS</u> UNCTAD, WB, ECA, ESCAP, UNDP, WTO, WCO, ITU, IRU, DESA, UN-Women, Academia, Private Sector, Resource Persons, Selected Experts from Member countries.</p>	<p>20 – 21 March 2013 New York</p>
<p>(5) Expert Group Meeting on Innovations in Trade Logistics for LLDCs</p>	<p><u>UNCTAD</u></p>	<p>2013 Geneva</p>
<p>(6) Infrastructure and Trade facilitation</p>	<p><u>World Bank</u> Asian Development Bank, African Development Bank, OHRLLS, UN regional commissions, IRU ...</p>	<p>April 2013 Washington D.C.</p>
<p>(7) Global Services Forum – dedicated segment to LLDCs</p>	<p><u>UNCTAD</u></p>	<p>27-28 May 2013 China</p>
<p>(8) Implications of climate change, desertification and land degradation on LLDCs: enhanced support to action programmes</p>	<p><u>UNFCCC, UNCCD, UN-OHRLLS</u> World Bank, UNDP ...</p>	<p>UNCCD – COP 11 in Aug/Sept 2013 (TBD)</p>

(9) Assessing the vulnerability of LLDCs to external shocks and developing vulnerability indicators for early warning purposes in LLDCs	<u>UN-OHRLLS</u> DESA, UNCTAD, UNDP, World Bank ...	TBD – 2013
(10) Strengthening the legal framework for more efficient transit cooperation	<u>ECE, ECA, IRU, UN Office of Legal Affairs, OHRLLS</u> UNCTAD, World Bank, WCO ...	TBD – June 2013
(11) High-level Conference on Road Transport	<u>IRU</u> OSCE, TRACECA, OHRLLS	17-19 Sept. 2013 Dushanbe, Tajikistan
(12) Enhancing productive capacities of LLDCs	<u>UNIDO, UNCTAD, OHRLLS</u> ITU, ITC, ...	TBD – September 2013
(13) South-South and triangular Cooperation in transit transport	UN South-South Cooperation UNCTAD, OHRLLS ...	TBD – November 2013
(14) Enhancing international support measures for LLDCs	<u>UN-OHRLLS, OSCE</u> UNCTAD World Bank, Regional Development Banks, UN regional commissions, UNDP ...	November 2013
(15) High level event on Commodities Turning Commodity Dependence into Sustainable, Inclusive and Equitable Economic Growth for the LLDCs	<u>CFC, UNCTAD</u> OHRLLS ...	Last quarter of 2013
(16) Investment Forum for LLDCs	<u>UNCTAD, World Bank/IFC</u> OHRLLS, Private Sector, Global Compact ...	2014
(17) World Investment forum - session on LLDCs	<u>UNCTAD</u>	April 2014
(18) Information and Communication Infrastructure for LLDCs	<u>ITU</u> OHRLLS	TBD

Note: TBD – to be determined