



UN-OHRLLS

Ten-Year Review Conference of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries

General Guidelines for Preparation of National Reports

Background

In its resolution 66/214, the United Nations General Assembly decided to hold a comprehensive ten-year review conference of the Almaty Programme of Action (APoA) 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 would provide the international community with an opportunity to undertake a comprehensive appraisal of the implementation of the APoA over the decade 2003-2013. The comprehensive appraisal is expected to shed light on key accomplishments and critical constraints, and design new strategies to address the gaps identified at national, regional and global levels.

More specifically, the objectives of the conference are inter alia:

- 1) Comprehensively and critically assess the implementation of the APoA through effective international, regional and domestic policies, share best practices and lessons learned, and identify obstacles and constraints encountered as well as new and emerging challenges and opportunities;
- 2) In the light of the outcome of the appraisal under point (1), identify actions and initiatives needed to overcome implementation constraints and develop a new common action-oriented strategic framework for the next decade;
- 3) Reaffirm the global commitment to addressing the special needs of the landlocked developing countries, in particular those related to infrastructure development, transit and trade facilitation, policy framework, in order to reduce prohibitive transit costs, strengthen competitiveness of exports and enable those countries to fully participate in the global trade;

- 4) Mobilize additional international support measures in favour of the landlocked developing countries, and in this regard, formulate and adopt a renewed partnership between the landlocked developing countries, transit developing countries and their development partners.
- 5) Develop an efficient monitoring and evaluation mechanism for the successful implementation of the new programme of action through a strengthening of existing arrangements at national, sub-regional, regional and global levels.

The global ten-year review conference will be preceded by national, regional, global as well as thematic preparations in a most effective, well-structured and broad participatory manner. The national, regional and thematic assessments would provide necessary substantive inputs and policy recommendations that would inform the final review.

National Reports

The Almaty Programme underscores that the achievement of efficient transit transport systems depends on the promotion of an enabling administrative legal and macroeconomic environment in the landlocked developing countries and on the establishment and implementation of cooperative arrangements with their transit neighbours. The Programme also highlights actions that landlocked developing countries had to undertake under its five priority areas. For example; LLDCs are expected to accede to and effectively implement relevant international conventions, regional and sub-regional agreements; seek effective solutions for transit problems at bilateral level; strengthen or establish institutional mechanisms at the policy and operational levels to monitor and promote the implementation of agreements and arrangements involving landlocked and transit developing countries; and design and formulate appropriate national policies that support the development and maintenance of the transport infrastructure.

The Almaty Programme also aims at achieving specific objectives in LLDCs. These include: (a) secure access to and from the sea by all means of transport according to applicable rules of international law; (b) reduce costs and improve services so as to increase the competitiveness of their exports; (c) reduce the delivered costs of imports; (d) address problems of delays and uncertainties in trade routes; (e) develop adequate national networks; (f) reduce loss, damage and deterioration en route; (g) open the way for export expansion; and (h) improve safety of road transport and security of people along the corridors.

In preparation for the ten-year review conference of the implementation of the Almaty Programme of Action, it is important that national level appraisals of the implementation of the programme are undertaken in order to assess the extent to which the expected outcomes of the Programme benefitted the country. The national level assessments will also be important in assessing the extent of implementation of the national actions stipulated in the Programme, the major challenges experienced and identification of priorities for the next decade.

Objectives of the Report:

The *National Report on the Status of Implementation of the Almaty Programme of Action* will examine the overall socio-economic development and external trade performance of the landlocked developing country and the progress that the country has made in its efforts to integrate into the world economy since the adoption of the Almaty Programme. In particular, the national report will provide a comprehensive appraisal of progress made in implementing all the priority areas of the Almaty Programme of Action against the objectives and actions contained therein. The report will assess the improvements in efficiency of existing transit transport systems and put forward recommendations on ways and means to improve its connectivity to the international markets. The report will also identify best or effective practices that can be replicated or scaled up and the major challenges experienced.

The report should be concise and succinct (20-25 pages), yet informative.

More specifically the country report would include the following elements:

- (i) A comprehensive assessment of the social, economic and environmental development of each country;
- (ii) Evaluation of the progress made by the country, including with the support of its development partners, on the achievement of the objectives and actions contained in the key priority areas of the Almaty Programme of Action;
- (iii) Identification of the gaps, constraints and obstacles in the implementation of the Programme, as well as the country-specific needs in development;
- (iv) Innovative strategies and best practices to be emulated and shared with other LLDCs;
- (v) Impact of emerging challenges of food and energy prices, climate change and global financial and economic crisis on LLDCs and policy responses
- (vi) Additional policies and measures at national and international levels to eradicate poverty and achieve sustainable development.

The national reports will be considered at regional review meetings in the context of sub-region specific round tables that are to be organized during the regional review meetings. The country reports will also serve as a basis for formulating outcomes of the regional review meetings. Both country reports and regional review meetings will serve as important contributions to the outcome of the ten-year review conference. The country reports will be compiled and circulated as conference documents at the global Conference. In this regard, it is important that national reports are submitted to the Conference secretariat by 31 December 2012, in time for the convening of regional review meetings.

Annotated Outline for the report

1. **Introduction:** The section will introduce the country setting in terms of distance from the nearest seaport and the major challenges that it was faced with before the adoption of the Almaty Programme of Action.

2. **The national development planning process, assessment of key economic, social and environmental development trends.** This section of the report should introduce key actions undertaken to integrate the Almaty Programme of Action into the national development strategy and resource allocation. The section shall also assess the trends in socio-economic and environmental development since the adoption of the Almaty Programme and how the challenges associated with the country's geography has affected its development path. Where possible the report should indicate the impact of the Almaty Programme on the overall development of the country. This will include an assessment of the trends in the main macro-economic variables, such as economic growth, industrial and agricultural development, FDI, external debt and ODA, external trade performance, export diversification and structure as well as progress in the achievement of MDGs and poverty eradication. The section will highlight the major achievements, identify the challenges and gaps.

3. **Fundamental transit policy issues:** This section of the report shall analyze the actions that the country undertook to help address transit policy issues identifying the major accomplishments made and challenges. In particular the report will make the country's assessment on:

- The national reforms that it undertook to improve the institutional and legal frameworks related to transit transport – any relevant laws.
- Establishment and/or strengthening of national trade and transport facilitation boards/committees.
- Actions undertaken by the country to improve transit transport through: bilateral, sub-regional and regional agreements.
- Assess the progress that has been made in ratifying or adopting and implementing the measures international conventions related to improving transit transport.
- Assessment of the efforts and progress made by the country on the following including how it has helped improve reduce transport costs and transit time for the country:
 - simplifying and harmonizing its transit and trade-related regulations to improve transparency;
 - reduction of excessive number of documents required for export/import;
 - to further simplify border control and procedures or simplify customs clearance and inspections to reduce delays at the borders;
 - to promote the use of information and communications technology at the borders; and to strengthen training programmes in the sector;
 - reduction of scheduled and unscheduled roadblocks and unnecessary customs convoys;

- Any reforms to allow a greater participation of the private sector.

4. **Infrastructure development and maintenance:** This section of the report shall assess the progress made in the development of transit transport infrastructure and its maintenance in the country.

- It will identify the progress made in developing and maintaining the main modes of transport (including rail, road, air, waterways and pipelines) since the adoption of the Almaty Programme and how it has helped improve connectivity and reduce transport costs for the country.
- The section will report on the major sources of funds for infrastructure development and maintenance particularly highlighting the public resources that have been used towards infrastructure development and maintenance. Good practices and innovative approaches such as road funds for infrastructure financing shall be underscored.
- The report will highlight how the Government has promoted public-private-partnerships for infrastructure development or how it has encouraged the role of the private sector in infrastructure development.
- The section will also identify shortcomings including critical infrastructure bottlenecks that hinder the smooth movement of traffic in transit. The section will also highlight the gaps and suggest recommendations for closing the gaps.
- The report must also assess the progress made in the development of complementary infrastructure - energy and communication/ICT - that is required to ensure improved efficiency of transit transport systems.

5. **International trade and trade facilitation:** This section of the report shall assess the country's international trade performance over the review period and provide an indication of whether the Almaty Programme has supported the country to reduce trade costs and boost exports.

- The section will review the export structure and external trade performance of the country including the main export markets since the adoption of the Almaty Programme.
- The section will highlight what has worked well in terms of reducing transport and trade costs and what has not worked and identify any challenges and opportunities facing the country.
- If the country is not a member of the WTO, the country should indicate the progress that it has made in the accession process and any support that it has received.
- The involvement of the country in the WTO negotiations, explaining the specific areas that the country has been involved in.

6. **International Support Measures:** The report should make an assessment of existing international support measures to help mitigate the negative consequences of the geographical handicapped situation and in establishing efficient, reliable and affordable

transit transport systems. Analysis will include, inter alia, ODA, debt relief, market access, Aid for Trade and technical cooperation assistance. The report should also provide information on how the country has benefited from south-south cooperation.

7. **Monitoring of implementation and review:** The report should provide an assessment of how the country monitored and reviewed the implementation of the Almaty Programme, the challenges experienced and suggestions of how a new programme can be monitored and possible indicators that can be used to monitor the progress made in implementing the new programme at national level.

8. **Emerging issues:** The report should also identify key issues not included in the APoA priority areas - that have emerged during the past decade and have impacted on the country's socio-economic development prospects.

9. **The way forward:** The report should conclude with policy recommendations on what actions (national, regional and international levels) are needed to overcome identified bottlenecks. In light of the recommendations, the report should identify key areas that need to be included in the development of the next Programme of Action.