

LANDLOCKED DEVELOPING COUNTRIES

Things to KNOW, Things to DO



Office of the High Representative
for the Least Developed Countries,
Landlocked Developing Countries
and Small Island Developing States
(UN-OHRLLS)

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ABOUT THE LANDLOCKED DEVELOPING COUNTRIES

What are the Landlocked Developing Countries?

Landlocked developing countries are developing countries that lack territorial access to the sea. They therefore face the double challenge of development and access to international markets.

What are the major constraints facing Landlocked Developing Countries?

Landlocked developing countries (LLDCs), as a group, are among the poorest countries in the world. Given their lack of direct access to seaborne trade, LLDCs find themselves on an inherently disadvantaged development path compared with countries with coastlines as deep-sea ports. Landlockedness often coincides with other factors such as remoteness from major markets and difficult topography, as well as tropical or desert ecology. In addition, poor infrastructure, inefficient logistics systems and weak institutions compound the adverse effects of geography, leading to high trade transaction costs. Such severe difficulties are amplified by the LLDCs' dependence on the political stability, the infrastructure and the institutional quality of coastal transit countries. These challenges not only affect economic growth but have also major ramifications for social and environmental aspects of development.

In 18 landlocked developing countries the gross domestic product (GDP) per capita is below \$1,000. The persistence of such low per capita incomes in landlocked developing countries has resulted in a vicious circle where transport infrastructure investment is not viable owing to too little demand for transport services and simultaneously less economic activity takes place because of inadequate infrastructure resulting in less domestic revenue available for investment into the social sectors required to attain the Millennium Development Goals.

The challenges of being landlocked have, over time, reduced the competitiveness of domestic economic operators in these countries, leading to an overall economic performance that has been consistently worse than their neighbours' when measured by GDP, foreign direct investment inflows and merchandise imports and exports. High transaction costs and inefficiencies constitute important barriers to trade and FDI and thus to economic growth and poverty reduction and they remain the main

reasons behind the continued marginalization of LLDCs within the global economy.

Furthermore, the LLDCs' economies are characterized by limited productive capacities and a non-diversified export structure—typically concentrated on few bulky primary agricultural and mining commodities—making them highly vulnerable to external shocks. Notwithstanding improved export performances, the LLDCs' share of world trade in goods continues to hover below 1%.

Evidence shows that LLDCs continue to face greater difficulties than coastal countries in their efforts to profit from trade opportunities and harness global markets for economic development and growth. While widespread transit transport policy reforms have reduced border delays and inefficiencies, continued efforts are needed to make trade flows smoother and faster. In the period from 2005 to 2009, the average time taken by an LLDC to complete export formalities was remarkably reduced by nine days, or 16%. The time required to import dropped from 60 to 52 days during the same period, indicating a 13% reduction. However, importing into an LLDC typically takes at least a week longer than for its coastal neighbours and times can vary widely, especially in Africa and Central Asia. These two regions also continue to record

the highest cost to import and export. In the Niger, for example, an exporter must spend 59 days and \$3,545 to complete all formalities, from the time the sales contract is concluded until the goods are on the vessels. In Benin, an exporter faces half that time and a third of that cost.

Which countries are LLDCs?

There are 31 LLDCs, home to more than 400 million people. They are geographically distributed as follows:

Africa

15 countries: Botswana, Burkina Faso, Burundi, Central African Republic, Chad, Ethiopia, Lesotho, Malawi, Mali, Niger, Rwanda, Swaziland, Uganda, Zambia, and Zimbabwe

Asia

10 countries: Afghanistan, Bhutan, Kazakhstan, Kyrgyzstan, Lao People's Democratic Republic, Mongolia, Nepal, Tajikistan, Turkmenistan, Uzbekistan

Europe

4 countries: Armenia, Azerbaijan, Republic of Moldova, The Former Yugoslav Republic of Macedonia

South America

2 countries: Bolivia, Paraguay

What is the Almaty Programme of Action for Landlocked Developing Countries?

The Almaty Programme of Action was adopted in 2003 as the United Nations' response to the growing recognition by the international community of the special needs and challenges faced by the landlocked developing countries in achieving their development goals. The Programme's objective is to establish a new global framework for developing efficient transit transport systems, taking into account the interests of both landlocked and transit developing countries, that will help LLDCs overcome their inherent geographical difficulties and support their efforts to eradicate poverty and sustain economic growth.

The Almaty Programme of Action recognizes the direct link between transport, international trade and economic growth and aims at ensuring fuller and more effective integration of LLDCs into the global economy.

The objectives of the Programme are to:

- 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;
- h. improve safety of road transport and security of people along the corridors.

The Almaty Programme constitutes a sound and effective global framework for genuine transit transport cooperation, providing a win-win solution to both landlocked and transit developing countries that directly contributes to the achievement of the Millennium Development Goals.

Five priorities for Landlocked Developing Countries

The Almaty Programme identifies five priority areas in which specific actions are to be undertaken by all stakeholders – within the framework of genuine partnerships between

landlocked and transit developing countries and their development partners at the bilateral, subregional, regional and global levels and through partnerships between the public and private sectors:

1



Fundamental transit policy issues

2



Infrastructure development and maintenance

3



International trade and trade facilitation

4



International support measures

5



Implementation and review



Major bottlenecks prevent the flow of trade in the LLDCs

UN Photo

Things to KNOW

- » LLDCs' access to global markets depends on one or more transit neighbours that have agreed to provide access to carry the LLDCs' international trade to and from the sea.
- » The LLDCs' right of access to the sea is protected by international conventions, such as the 1958 Geneva Convention on the High Seas, the 1965 New York Convention on Transit Trade of Landlocked Countries; the United Nations Convention on the Law of the Sea and GATT Article V on "freedom of transit" with its principles of non discrimination which are the heart of the current WTO negotiations on trade facilitation. The LLDCs' right of access should not infringe upon the national sovereignty of transit countries. Cooperation between landlocked and their transit countries, which is pivotal to achieve the Almaty goals, must be promoted on the basis of mutually beneficial arrangements and partnerships.
- » LLDCs face transit policy issues that hinder reliability, speediness and security of cross-border transport and logistics networks connecting landlocked countries to seaports. Evidence from country experience show that major bottlenecks preventing the smooth flow of trade include burdensome and inefficient transit regulations, cross-border restrictions on vehicle movements, trans-loading, physical inspections and off-loading of freight at borders, unwarranted inspections of goods en route, differing vehicle standards between neighboring countries, inadequate security for drivers and freight and corruption.
- » Recent analysis finds that being landlocked adds four days to land distribution of exports and 9 days to imports compared with equivalent distances within the coastal transit country.



Things to DO

- » Review and improve the transit transport regulatory framework and establish regional transport corridors.
- » Simplify, standardize and harmonize transit procedures, processes and documents.
- » Promote public-private sector dialogue and cooperation. Establish and support national trade and transport facilitation bodies with balanced private and public sector participation.
- » Create one-stop border posts to avoid duplication of procedures and to reduce time for clearance.
- » Increase transparency of transit and borders regulations, including the publication of fees and formalities connected with importation and exportation.
- » Promote the use of information technology, including the use of electronic documents and single windows. Automation of customs will reduce direct contact with officials.
- » Establish inland clearance centers or dry ports to facilitate clearance procedures.
- » Effectively promote the implementation of bilateral, subregional and regional agreements governing transit transport at the operational level.
- » Monitor corridor performance and establish corridor observatories.
- » Promote integrated training programmes encompassing all levels in public and private sectors.

Key Achievements and Challenges

- » Since the adoption of the Almaty Programme, notable progress has been made in reviewing regulatory frameworks applicable to transit transport and trade to eliminate inefficiencies.
- » In Asia, at the national level, countries have taken initiatives to strengthen and establish institutional mechanisms for the coordination of work related to national transit transport facilitation. National trade and transport facilitation committees with balanced private and public sector participation have been established and supported by a growing number of landlocked and transit developing countries.
- » In Africa, the Intergovernmental Agreement for harmonising the norms and standards of the Trans-African Highway is being developed by the Economic Commission for Africa in collaboration with the African Union Commission and the Office of the High Representative for LDCs, LLDCs and SIDS.
- » In South America, regional integration has been deepened through the establishment of the Union of South American Nations, an intergovernmental organization that integrates the regional agreements. The regional economic committees are moving increasingly towards consolidating and harmonizing their policies and programmes.
- » In the period from 2005 to 2009, the average time taken by a landlocked developing country to complete export formalities was remarkably reduced by 9 days. The time required to import dropped from 60 to 52 days during the same period.



Workers breaking and carrying rocks for the highway construction of Mubende-Fort Portal Road, Uganda

Things to KNOW

- » For the landlocked developing countries, given their disadvantaged position whereby they cannot control shipping conditions outside their borders and depend on trade corridors to access seaports or regional trade partners, the state of trade corridor infrastructure, rehabilitation needs, and, above all, sustainable resources for maintenance are key concerns.
- » However, owing to the small scale of many of these countries, Governments face enormous difficulties funding large-scale fixed costs associated with infrastructure development. Inadequate infrastructure development and investment for the improvement of transit routes have remained among the top constraints on improving their competitiveness.
- » Regional collaboration, through effective regional institutions, backed by a strong political consensus, allows for the common setting of priorities for regional investments, management and development of road and rail trade corridors linking landlocked developing countries in Asia, Africa and South America to seaports.
- » Road freight remains the dominant mode of transportation on trade corridors in nearly all LLDCs. Alternative transport modes, such as rail, air and waterways, provide competition to road transport operators and offer some security against disruption of a sole transport source. Only about half of the LLDCs have a rail link connecting them to seaports in coastal transit countries. Eight LLDCs have both rail and waterways.
- » Railway infrastructure and services especially in sub-Saharan African LLDCs and transit countries are overall in poor conditions and



plagued by low interconnectivity. Therefore the potential of rail transport to expand LLDCs' trade opportunities is generally underused. Inland waterways are not fully exploited.

Things to DO

- › Allocate greater share of national resources to the development of infrastructure, including missing links in regional and subregional transport networks, supported by scaled-up financial assistance by the international community.
- › Give priority to transit corridors and completion of missing links in the sub-regional and regional infrastructure development plans.
- › Establish a sound regulatory and institutional framework as a prerequisite to attract private investment in infrastructure projects.
- › Provide a conducive environment for using all transport modes in transit transport service and encourage competition among different transport modes.
- › Foster development of capacities and legal regimes for multimodal transport operations.
- › Promote private-public partnership platforms along trade and transport corridors through the development and extensive use of common information and communication technology-based management and monitoring systems.
- › Development partners should provide landlocked and transit developing countries with appropriate, substantial and better-coordinated technical and financial assistance, particularly in the form of grants or concessionary loans, for the construction,

maintenance and improvement of their transport, storage and other transit-related facilities, including alternative routes and completion of missing links.

Key Achievements and Challenges

- › A great number of infrastructure development and upgrading projects of regional and sub-regional relevance are underway in all regions involving landlocked developing countries with the financial support of the donor community.
- › In Asia, in the context of the Asian Highway and Trans-Asian Highway network, notable progress has been made in the upgrading of road infrastructure. In Africa, major road projects are being implemented under the Action Plan 2012-2020.
- › Although some progress is being made in developing and maintaining road infrastructure, outstanding challenges include inadequate resources for road funds, overloading of vehicles, and resource gap for road infrastructure development.
- › Investments in transport and transit infrastructure require certain trade volumes to be commercially viable. With low trade volumes, transport services are less frequent and there is less competition. Diseconomies of scale lead to higher transport costs, which in turn lead to lower trade volumes. In order to overcome these limitations, LLDCs should increasingly seek financing for integrated trade and transport infrastructure projects with a sub-regional corridor approach.



A. RAIL TRANSPORT

Things to KNOW

- » The railway system has an important role to play in the transit transport corridors system linking seaports with LLDCs. Rail transport, especially over long distances, is associated with an operating cost advantage and shorter border-crossing wait time than road transport. Railways, as well as waterways, could serve LLDCs' exports of low-value bulk commodities particularly well. However, railway infrastructure and services are in the majority of LLDCs in poor condition, making this mode of transportation unattractive to transit traffic and therefore leading to its further decline. Concessioning of services along some corridors has brought quality improvements.

Things to DO

- » Expand the railway network.
- » Increase availability of equipment, including locomotives and wagons.
- » Improve maintenance standards of track and rolling stock.
- » Establish inter-railway agreements.

B. ROAD TRANSPORT

Things to KNOW

- » Road transport is an increasingly important mode of transport for the imports and exports of LLDCs. It is the main mode of transit transport in Africa.

Things to DO

- » Ensure expansion of roads.
- » Improve the maintenance of existing roads.
- » Provide adequate calibration and signaling to ensure safety on the roads.
- » Ensure implementation of international conventions related to road transport along with transit developing countries.
- » Gradually liberalize road transport services at all levels of cooperation.
- » Facilitate road operational planning and management.

C. PORTS

Things to KNOW

- » Many seaports in transit countries are a critical bottleneck in transit systems because of a range of physical inadequacies and operational constraints.

Things to DO

- » Improve port facilities and services for transit goods, including the modernization of existing terminals and the establishment of new ones.
- » Improve the quality of handling and storage facilities for transit cargo.
- » Expand the capacity to handle transit trade, also allowing private terminal operations to promote competition and encourage efficiency.
- » Enhance cooperation and coordination between public and private institutions dealing with transit traffic in ports.
- » Provide training programmes in new technologies and procedures for port workers.
- » Establish dry ports.

D. INLAND WATERWAYS

Things to KNOW

- » Inland waterways provide transit services to some LLDCs. The Central African region that has the weakest infrastructure network on the African continent intends to scale up development of its inland waterways through the International Commission for Congo-Oubangui-Sangha Basin. The Commission recognizes the untapped potential of the Congo basin, which has a navigable network of 12,000 km, covering nearly 4 million km² in 9 countries. The river corridor suffers from outdated and insufficient infrastructure, inadequate channel markings and numerous non-physical barriers to movement. The Commission plans to improve the physical and regulatory arrangements towards an effective redevelopment of inland navigation.

Things to DO

- » Develop new waterways and expand existing ones.
- » Establish an appropriate legal framework to govern river/lake navigational operations and expand lake/river infrastructure facilities.
- » Support the efforts of the International Commission for Congo-Oubangui-Sangha Basin.
- » Fully integrate environmental sustainability and safety measures in development policies, programmes and practices.

E. PIPELINES

Things to KNOW

- » Pipelines provide a cost-effective means of transport for both oil and natural gas. The planning and construction of pipelines require close cooperation between landlocked and transit developing countries.

Things to DO

- » Strengthen planning and construction of pipelines.
- » Enhance cooperation between landlocked and transit developing countries to construct and maintain pipelines along the most cost-effective and suitable or shortest routes.

F. AIR TRANSPORT

Things to KNOW

- » Air transport offers LLDCs a means of avoiding the transit problems associated with overland and overseas freight movements. Only very high-value-added and low-bulk commodities can support the costs of airfreight rates.

Things to DO

- » Expand and improve physical infrastructure facilities (aircraft, runway, air navigation systems, airport handling and storage).
- » Liberalize policies regarding the granting of traffic rights for freight on scheduled services and lift any restrictions on cargo charter flight.
- » Improve the effectiveness of existing freight capacity.
- » Promote establishment and implementation of relevant transport agreements at the regional, sub-regional and national levels.
- » Expand training programmes at the national and sub-regional levels.
- » Development partners should provide technical support and technology transfer towards infrastructure development and maintenance of airports and air transport systems.

G. COMMUNICATIONS

Things to KNOW

- » The remoteness of LLDCs from seaports and overseas markets is compounded by inadequate communication links with various ports and commercial centers. This continues to be a major handicap inhibiting the rapid movement of transit cargo.

Things to DO

- » Expand telecommunication facilities.
- » Promote the participation of the private sector in the planning and management of telecommunication facilities.
- » Create cargo monitoring systems to significantly reduce delays.



The Northern and Central Transport Corridors connect the people of Burundi, Kenya, Rwanda, Tanzania and Uganda
The World Bank

Things to KNOW

- » Trade and transport are inextricably linked: transport is a key sector for international trade, regional integration and ensuring balanced national development. Owing to excessive trade transaction costs, LLDCs remain largely marginalized in the global economy: their share of world trade in goods remains low at just 1.2%.
- » LLDCs benefit from preferential tariff schemes given to developing countries, least developed countries or African countries that offer duty and quota-free market access opportunities to over 90% of LLDCs' exports (excluding arms). However, utilization of available preferential tariffs is severely impeded by the application of burdensome and non-harmonized rules of origin.

- » Of the 31 LLDCs, only 22 are Members of the World Trade Organization (WTO). Not being a WTO member means missing out on benefits, including those on special and differential treatment.
- » The economies of many landlocked developing countries are still reliant on few export commodities which oftentimes are high in bulk and low in value addition.

Things to DO

- » Simplify, standardize and harmonize trade and transport procedures, processes and documents and enhance transparency of rules.
- » Enhance the policy implementation by strong political commitment at the national level.



- » Development partners should assist LLDCs to diversify their economic base, facilitate access to and encourage the transfer of technologies related to transit transport systems, and enhance value addition to their exports through development of their productive capacities.
- » The international community should provide greater market access for goods originating in landlocked developing countries to mitigate high trade transaction costs stemming from their geographical disadvantages.
- » Transparent and development-friendly preferential rules of origin should be applied to increase the utilization rate of current GSP schemes and serve as an additional incentive for foreign direct investments in LLDCs.
- » Increased and immediate technical assistance should be extended to LLDCs to ensure their effective participation in the WTO trade negotiations, particularly concerning trade facilitation and the implementation of its future agreement.
- » Since 2003, Armenia and Nepal have become WTO members and Lao PDR is completing procedures in order to join.
- » Azerbaijan, Botswana, Kazakhstan, Mongolia, the Former Yugoslav Republic of Macedonia, Zambia and Zimbabwe have ratified the International Convention on the simplification and harmonization of Customs procedures (Revised Kyoto Convention), one of the most important trade facilitation instruments.
- » Greater membership of landlocked and transit developing countries in major international transit transport conventions needs to be encouraged.
- » Through widespread reforms of their transit transport policies, border delays and inefficiencies are being reduced and trade flows made smoother. Between 2005 and 2010, the average time taken by an LLDC to complete export formalities was remarkably reduced by nine days or 16%. The time to import dropped from 60 to 52 during the same period, indicating a 13% reduction. However, importing into an LLDC typically takes at least a week longer than for its coastal neighbors and times can vary widely, especially in Africa and Central Asia.

Key Achievements and Challenges

- » Since the Almaty Conference, the group of LLDCs experienced enhanced export performance, with the value of merchandise exports growing in nominal terms from \$33 billion in 2003 to \$158 billion in 2010, an increase of 29 % from 2009. The value of imports has also increased from \$50 billion to \$142 billion during the same period.



Women in Burkina Faso are working hard to arrest increasing desertification

UN Photo, John Isaac

Things to KNOW

» The primary responsibility for implementing the Almaty Programme rests with landlocked and transit developing countries. However, the cost implications of establishing an efficient transit transport system significantly surpass LLDCs' capacity. Taking into consideration that most of the transit countries are themselves developing countries with limited resources,

the support of development partners in the implementation of the Almaty goals is therefore needed. Massive investments in transboundary infrastructure are needed if landlocked developing countries are to realize their economic potential.



Things to DO

- » Create the conditions, including a sound regulatory framework, in which resources can be generated, attracted and effectively mobilized to address development challenges and achieve full implementation of the Almaty Programme.
- » Facilitate an external environment supportive of a full and timely realization of the objective of the Programme of Action.
- » Provide LLDCs and transit developing countries with financial and technical support in the form of grants and/or loans on the most possible concessional terms.
- » Encourage increased foreign direct investment and transfer of technology to contribute to the development and upgrading of transit transport infrastructure.
- » Support institutional capacity building in LLDCs and transit developing countries.
- » Channel Aid for Trade funding to infrastructure development projects and support for trade facilitation measures in LLDCs.

Key Achievements and Challenges

- » Increased international financial support has enabled LLDCs to implement some key activities of the Almaty Programme of Action but much remains to be done to fill the enormous financing gap in infrastructure development.
- » Since the adoption of the Almaty Programme, flows of ODA to LLDCs from traditional donors have increased from about \$12 billion in 2003, to \$25.3 billion in 2010. This reflects an increase of more than 10 % annually since 2003. Development assistance for transport, storage and communications increased from \$775 million to 1.9 billion from 2003 to 2010.
- » Private sector's participation in infrastructure development remains heavily concentrated in ICT and extractive industries. Foreign direct investment to LLDCs has decreased between 2009 and 2010, from 26.2 billion to 23 billion. The external debt burden has declined from 68 percent of gross national income in 2003 to 47%t in 2009, due to the Heavily Indebted Countries Initiative and the Multilateral Debt Relief Initiative.



High-level General Assembly Reviews Almaty Programme of Action on 03 October 2008

UN Photo

Things to KNOW

- » The Almaty Programme emphasizes that success in achieving its objectives would critically depend on the effective functioning of the arrangements for its implementation and review at subregional, regional and global levels. Bilateral, subregional and regional cooperation is the sine qua non condition for establishing efficient transit transport systems and must be promoted on the basis of the mutual interests of both landlocked and transit developing countries, with the support of the international community.
- » Strong public-private partnerships are also key effective implementation of the Almaty Programme priorities.
- » Each year, the Secretary-General of the United Nations reports on the implementation of the Almaty Programme to the General Assembly, based, inter alia, on information provided by Member States and relevant international, regional and subregional organizations. The General Assembly adopts a yearly resolution regarding the specific actions required to address the particular needs and problems of the LLDCs.



- » A high-level plenary meeting of the UN General Assembly devoted to the midterm review of the Almaty Programme was convened in New York on 2–3 October 2008, with the objective to assess the progress made, the lessons learned, and the constraints encountered in the first half of the implementation period. The midterm review reported significant progress: the joint efforts by the LLDCs, transit countries, regional and international bodies with the support of the donor community had begun to show visible, concrete results. However much more needed to be done if LLDCs were to overcome their inherent disadvantages. The Midterm Review Declaration (A/RES/63/2) therefore identified concrete actions to be taken by landlocked and transit developing countries, with the support of their development partners, to accelerate the implementation of the Almaty Programme and achieve substantial improvements by the end of the Almaty decade in 2013.
- » The Multilateral Agreement on the Establishment of the Think Tank for LLDCs was endorsed by the LLDCs Foreign Ministers during their 2010, held in New York in September 2010. The Think Tank will provide a centre of excellence for high quality research and policy advice and will contribute to further strengthening of the analytical and negotiation capabilities of landlocked developing countries.
- » In its Resolution 66/214 of 22 December 2011, the General Assembly decided to hold a Comprehensive Ten-Year Review Conference of the implementation of the Almaty Programme of Action in 2014, in accordance with paragraph 49 of the Almaty Programme of Action and paragraph 32 of the Declaration of the Mid-Term Review.
- » The Conference will be preceded by regional and global as well as thematic preparations in a most, well-structured and broad participatory manner. The General Assembly also designated the Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States as the focal point for the preparatory process.
- » As part of the preparatory process, a high-level thematic meeting on international trade, trade facilitation and aid-for-trade was held on 13–14 September 2012, hosted by the Government of Kazakhstan in Almaty. The thematic meeting substantively assessed the progress achieved in the implementation of the Almaty Programme Priority Area 3 on international trade and trade facilitation. It examined the major achievements and constraints experienced and deliberated on future actions needed to enhance the participation of LLDCs in the international trading system while further strengthening the global partnership for establishing efficient transit transport systems.

- » Regional review meetings, in Africa, Asia, Europe and Latin America, will be held in 2013 in close cooperation with the relevant United Nations Regional Commissions.
- » Strengthen institutional cooperative arrangements, including the private sector, for trade and transport facilitation with a view to establishing clear and harmonized regulatory frameworks to promote and support initiatives at the corridor or regional level.
- » The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States continues to assist landlocked developing countries by mobilizing international and United Nations system-wide support by raising awareness of their special needs. These efforts have resulted in LLDC issues increasingly becoming a top priority for the international community.

Things to DO

- » Promote bilateral, regional and sub-regional cooperation in order to establish efficient transit transport systems, on the basis of the mutual interests of landlocked and transit developing countries.
- » Strengthen institutional cooperative arrangements, including the private sector, for trade and transport facilitation with a view to establishing clear and harmonized regulatory frameworks to promote and support initiatives at the corridor or regional level.
- » Develop integrated trade and transport infrastructure projects with a corridor-based approach in order to increasingly attract aid for trade funding.
- » Further promote South-South cooperation and triangular cooperation with the involvement of donors.
- » Support LLDCs' efforts at better data collection and analysis to monitor the progress being made in implementing the priorities of the Almaty Programme.
- » Develop generally accepted corridor-monitoring indicators to measure the performance of trade corridors linking landlocked developing countries to seaports and their progress on changes in logistics and trade facilitation practices.
- » The development partners should provide appropriate financial and technical support to the LLDCs and transit developing efforts to systematically collect and analyze relevant data required for monitoring progress in implementing the priorities of the Almaty Programme.
- » The Office of the High Representative should continue to mobilize international awareness and support and focus attention on the implementation of the present Programme of Action.

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THE WORLD'S 31 LANDLOCKED DEVELOPING COUNTRIES



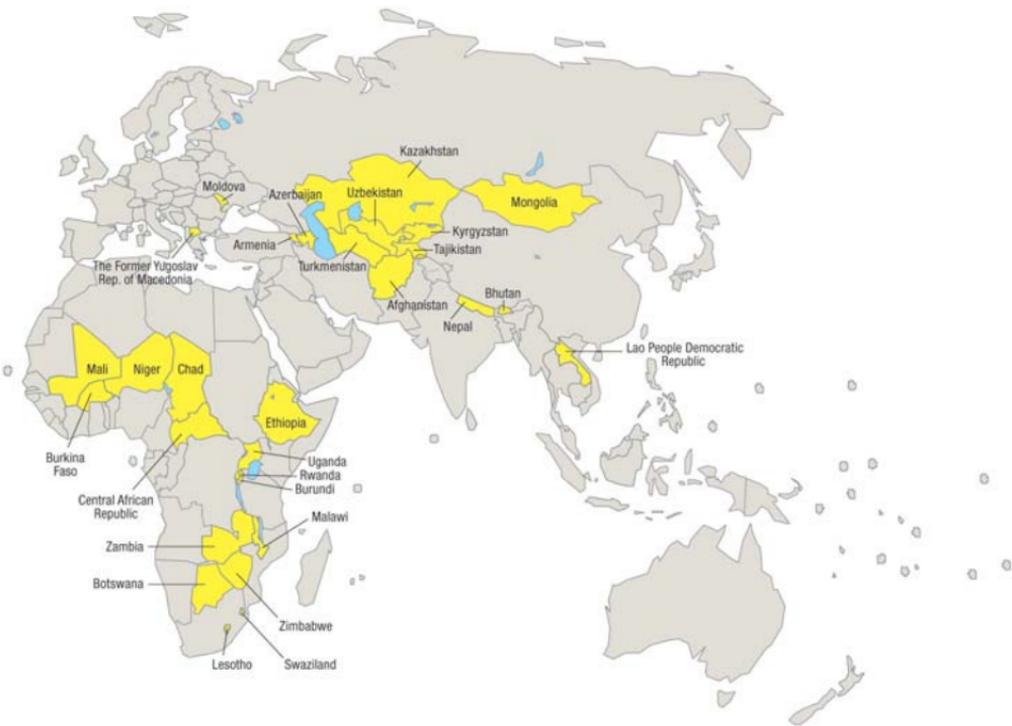
Africa

- » Botswana
- » Burkina Faso
- » Burundi
- » Central African Republic
- » Chad
- » Ethiopia
- » Lesotho
- » Malawi

- » Mali
- » Niger
- » Rwanda
- » Swaziland
- » Uganda
- » Zambia
- » Zimbabwe

Asia

- » Afghanistan
- » Bhutan
- » Kazakhstan
- » Kyrgyzstan
- » Lao People's Democratic Rep.
- » Mongolia
- » Nepal



Europe

- » Tajikistan
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