



## **Lessons Learned in the Areas of Trade Facilitation and Transit Transport: Experiences in Africa**

Draft Concept Note

*Side event on the margins of the First Intergovernmental Preparatory Committee for the  
Second United Nations Conference on Landlocked Developing Countries*

**Friday, 13 June 2014 | 1:15 to 2:45 PM**  
**CR 3 Conference Room Building, UN Headquarters, New York**

**Background:** Landlocked Developing Countries (LLDCs) incur substantially higher transport and trade transaction costs due to their lack of territorial access to the sea and remoteness from world markets. On average, the transport costs of LLDCs are up to 45% higher than coastal economies. According to the World Bank's Doing Business 2014 report, the average cost of exporting a container for landlocked developing countries was \$3,040 in 2013 compared to \$1,268 for transit countries. Similarly, the average time it takes to export goods from LLDCs was 42 days, while the equivalent for transit countries was just 23 days. The high transport and trade transaction costs are caused by factors including but not limited to additional border crossings, cumbersome transit procedures, inefficient logistics systems, weak institutions, poor infrastructure and a widespread inadequacy of human and productive capacities.

These additional costs and obstacles present a tremendous trade-reducing effect that has a direct negative impact on socio-economic development and puts these countries at a disadvantage in fully harnessing their potentials to support their sustainable development efforts. A recent study by the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (OHRLLS) revealed that the level of development in LLDCs is, on average, 20 per cent lower than what it would be were the countries not landlocked.

The Almaty Programme of Action (APoA): Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries was adopted in 2003 as response to the growing recognition by the international community of the special needs and challenges faced by the LLDCs. The overarching goal of the Programme is to foster the establishment of efficient transit transport systems in all LLDCs based on mutually beneficial collaboration with transit developing countries and with the support of development partners. This would enhance full integration of LLDCs into the multilateral trading system and help contribute directly to the achievement of the Millennium Development Goals.

The “Bali Package”, agreed on 7 December 2013 at the Ninth WTO Ministerial Conference, includes a trade facilitation agreement aimed to simplify customs procedures by reducing costs and improving their speed and efficiency, while also focusing on enhancing technical assistance and support for capacity building in this area. The trade facilitation agreement addresses many of the fundamental transit policy issues that affect LLDC exports and is expected to bring concrete benefits to these countries in terms of easier and faster cross-border trade.

Landlocked Developing Countries continue to make efforts to enhance trade facilitation and transit transport through measures including harmonisation of customs procedures, rules and documentation; introduction of modern electronic techniques; introduction of one stop border posts and single windows; removal of roadblocks and others.

**Objective:** The upcoming Second United Nations Conference on Landlocked Developing Countries and its preparatory process will conduct a comprehensive appraisal of implementation of the Almaty Programme while also sharing best practices and identifying new opportunities, ultimately agreeing on a new programme of action for the next development decade. This side event is happening on the occasion of the first intergovernmental preparatory committee of the Second United Nations Conference on Landlocked Developing Countries and is intended to illustrate the challenges that LLDCs face in the area of trade facilitation, transport and transit, in particular on the basis of the experience in Africa. The potential of regional integration processes in the context of trade facilitation and transit transport will also be discussed.

**Speakers:**

- Ms. Heidi Schroderus-Fox, Director, UN-OHRLLS
- H.E. Dr. Mwaba Patricia Kasese-Bota, Permanent Representative, Permanent Mission of Zambia to the United Nations (TBC)
- Mr. Khauhelo Mawana, Director of Customs Legislative, Swaziland Revenue Authority
- Ms. Irene B. M. Tembo, Chief Planner, Zambia Ministry of Transport, Works, Supply and Communications
- Mr. Thulani Chitopo, Principal Economist, Zimbabwe Ministry of Industry and Commerce (TBC)
- Mr. Stefano Inama, Chief, Technical Assistance and Enhanced Integrated Framework Section, UNCTAD
- Mr. Marc Juhel, Sector Manager, Transport Transport, Water and Information and Communication Technology Department, World Bank (TBC)
- **Moderator:** Mr. Americo Zampetti, Head of the Economic Section, Delegation of the European Union to the United Nations

**Organizers:**

- United Nations Office of the High Representative for LDCs, LLDCs and SIDS (UN-OHRLLS)
- Delegation of the European Union to the United Nations
- United Nations Conference on Trade and Development (UNCTAD)

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