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### Draft Programme of Action for Landlocked Developing Countries for the Decade 2014-2024<sup>1</sup>

#### I. Introduction

1. The United Nations is committed to the promotion of global peace and security, economic and social progress and human rights and dignity in an inclusive and equitable manner. In an increasingly interdependent and globalized world, it is imperative that we look at the global prospects and challenges in a holistic framework. Ensuring a life of dignity for all and promoting equitable progress and prosperity within a sustainable development framework is the way forward for the international community.

2. Thirty-two landlocked developing countries situated in Africa, Asia, Europe and South America, with a combined population of about 440 million, face special challenges associated with their lack of direct territorial access to the sea, remoteness and isolation from world markets. Their international trade depends on transit through other countries. Additional border crossings and the long distance from major markets, coupled with cumbersome transit procedures and inadequate infrastructure, substantially increase the total expenses for transport and other transaction costs that erode the competitive edge of landlocked developing countries, reduce economic growth and subsequently negatively affect their capacity to promote sustained economic development, human and social progress and environmental sustainability. Landlockedness is a major contributor to the relatively high incidence of extreme poverty and structural constraints in landlocked developing countries. Landlocked developing countries, as a group, are among the poorest of developing countries, and many of them are also least developed countries, with limited capacities and dependence on a very limited number of commodities for their export earnings.

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<sup>1</sup> The present document is being submitted late owing to delays in the intergovernmental process of negotiating the document text.



3. Partnership between landlocked developing countries and transit countries is mutually beneficial for the improvement and constant maintenance of their infrastructure connectivity and technical and administrative arrangements in their transport, customs and logistic systems.

4. The International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, held in Almaty, Kazakhstan, in 2003, adopted the Almaty Programme of Action to address the special development needs and challenges faced by landlocked developing countries. It reflected the strong commitment of the international community to forging partnerships to overcome impediments faced by landlocked developing countries. The Almaty Programme of Action was aimed at ensuring the full and more effective integration of landlocked developing countries into the global economy through the implementation of specific actions by all relevant stakeholders in the priority areas of fundamental transit policy issues, infrastructure development and maintenance, international trade and trade facilitation, international support measures and implementation and review.

5. The Almaty Programme of Action has contributed to creating awareness about the challenges faced by landlocked developing countries globally. There has been an increased visibility and recognition of those countries and their special needs at the international level and at the United Nations. Today, they are on the international development agenda. The General Assembly recognized the need to address the special challenges of landlocked developing countries in the outcomes of the 2005 and 2010 world summits on the Millennium Development Goals. The outcome document entitled “The Future We Want” of the United Nations Conference on Sustainable Development held in Rio de Janeiro in June 2012 (see General Assembly resolution [66/288](#)) invited Member States and development partners, United Nations system organizations and other relevant international, regional and subregional organizations to speed up their actions for the construction, maintenance and improvement of transport, storage and other transit-related facilities in landlocked developing countries, including alternative routes, the completion of missing links and improved communications and energy infrastructure, so as to support the sustainable development of landlocked developing countries. Although there has been some progress during the review period, there is a need for further global support in the areas of financial and technical assistance.

6. The Almaty Programme of Action has had a positive role to play in the development of landlocked developing countries; it is, however, an unfinished agenda, as those countries have a long way to go to fully benefit from globalization and achieve sustained and inclusive economic growth, sustainable development, poverty eradication, employment generation and structural transformation.

7. There is therefore an urgent need for a holistic and results-oriented 10-year programme of action that embodies improved and innovative support measures and mechanisms to assist landlocked developing countries and strengthen collaboration between those countries, transit countries and their development partners. The present draft programme of action is based on the imperatives of equity and solidarity to help geographically handicapped vulnerable countries harness benefits from international trade, structurally transform their economies and achieve rapid,

inclusive and sustainable growth. The issues, concerns and aspirations of landlocked developing countries contained herein should be fully reflected in the new global development agenda, in particular the post-2015 development agenda, sustainable development goals and the Doha Development Agenda.

## **II. Review and assessment of the implementation of the Almaty Programme of Action**

8. Economic growth has been accelerated somewhat in landlocked developing countries since the adoption of the Almaty Programme of Action in 2003. Gross domestic product (GDP) growth rates for landlocked developing countries increased from 4.5 per cent in 2003 to 6.3 per cent in 2013. However, there are wide disparities across the countries: only one third of those countries had a GDP growth rate of more than 6 per cent in 2013. Even in those countries, the sustainability of the progress is a major concern. Furthermore, they remain extremely vulnerable to external shocks. The countries are yet to recover from the economic and financial crises of 2007 and 2008. In addition, the high economic growth rates have not translated into a high rate of job-creation, nor into a speedy reduction in extreme poverty. Although the average annual GDP per capita for landlocked developing countries increased from \$697 in 2003 to \$1,423 in 2012, in two thirds of those countries the GDP per capita is still well below \$1,000.

9. With regard to social development, landlocked developing countries have achieved some positive results between 2005 and 2012. However, half of those countries are still in the lowest rank of the human development index. Some landlocked developing countries have made advances in net primary enrolment, gender parity in primary education, the representation of women in decision-making and stemming the spread of HIV/AIDS. However, there is still widespread poverty, a high level of food insecurity and poor sanitation. A relatively high level of child and maternal mortality compared to other groups of countries remains a major human development challenge in many landlocked developing countries.

10. Landlocked developing countries are vulnerable to climate change, which is exacerbating desertification and land degradation. Landlocked developing countries are disproportionately affected by desertification, land degradation and drought as well as flooding, including glacial lake outburst floods, as almost 50 per cent of global drylands are in landlocked developing countries. Of the 29 countries where at least 20 per cent of the population lives on degraded lands, 14 are landlocked developing countries.

11. Landlocked developing countries and transit countries have initiated important policy reforms to remove physical and non-physical obstacles to aspects of transit transport. They have increased the harmonization of transport and transit policies, laws, procedures and practices with transit countries. A number of regional and subregional transit facilitation agreements have been concluded and adopted for implementation. Some landlocked developing countries and transit countries, through regional trade agreements, free trade areas and customs unions, have developed supportive institutional frameworks such as transport and trade facilitation bodies or coordination committees and road funds. Procedures at border facilities have been streamlined and harmonized, leading to increased efficiency and

fewer delays. However, there is still a need to deepen the reforms, enhance efficiency and effectiveness and ensure the achievements are sustained.

12. According to the reports of various studies, the number of days that landlocked developing countries take to import has decreased from 57 in 2006 to 47 in 2014, and the number of days to export has decreased from 49 to 42 over the same period. Even though that is a major achievement, the number of days taken by landlocked developing countries to import and export is still almost double that of transit countries, which take 27 and 22 days to import and export, respectively. Landlocked developing countries are also still experiencing high transport and trade transaction costs. The average cost for landlocked developing countries to export a container is \$3,204, compared with \$1,268 for transit countries; similarly, the average cost for those countries to import a container is \$3,884, compared with \$1,434 for transit countries. That has continued to be a major stumbling block for landlocked developing countries in the pursuit to achieve their trade potential. The establishment of a secure, reliable and efficient transit transport system remains critical for those countries to be able to reduce transport costs and enhance the competitiveness of their exports to regional and global markets. Landlockedness, therefore, has an enormous negative impact on the overall development of landlocked developing countries. It is estimated that the level of development in landlocked developing countries is, on average, 20 per cent lower than what it would have been were these countries not landlocked.

13. There have been progressive efforts to develop and upgrade road and rail infrastructure and undertake the maintenance of existing infrastructure at national, subregional and regional levels. Dry ports and one-stop border crossings are being established in all regions. Despite the progress made, however, physical infrastructure development is still inadequate and poses a major obstacle to utilizing the full trade potential of landlocked developing countries. With regard to air transport, cargo airfreight has increased in some countries and the number of registered flight carrier departures as a group increased from about 200,000 in 2003 to about 362,800 in 2013. The major challenges faced by landlocked developing countries with regard to the air transport industry include the huge resources required for infrastructure investment and the maintenance, rehabilitation and replacement of aging fleets. That limits the shipment by air of goods that have a high value per unit or that are time-sensitive in nature, such as documents, pharmaceuticals, fashion garments, electronic consumer goods and perishable agricultural and seafood products.

14. Landlocked developing countries have made progress in improving telecommunication infrastructure, in particular Internet connectivity and cellular phones. Despite the progress in information and communications technology (ICT) penetration, landlocked developing countries lag behind other developing countries in terms of broadband Internet access, yet that technology can play a crucial role in increasing connectivity, boosting the competitiveness of enterprises and facilitating international trade. The priorities for improving ICT in landlocked developing countries include improving access to high-capacity international submarine fibre-optic cable networks for low-price international voice services, higher-speed Internet access and laying high-bandwidth backbone networks to connect towns and cities within countries and to promote the implementation of infrastructure-sharing between transport, energy and ICT sectors, in collaboration with transit countries.

15. Owing in large part to an increase in world commodity prices, total merchandise exports from landlocked developing countries grew from \$44 billion in 2003 to \$228 billion in 2013. Imports have also increased to some extent. Although the global share of merchandise exports of landlocked developing countries has doubled in the last decade, they still account for a very low proportion of about 1.2 per cent. Disaggregated trade data shows that 65 per cent of merchandise export earnings have accrued to just three countries, with two countries accounting for more than half of all merchandise exports in 2013. That demonstrates a continued marginalization of landlocked developing countries from global markets. Furthermore, landlocked developing countries rely heavily on a few mineral resources and low-value agricultural products for their exports to a limited number of markets, making them highly vulnerable to commodity price and demand volatility. That situation has caused a growing trade imbalance and a steady decline in their terms of trade. The problem is further exacerbated by the low productive capacities of landlocked developing countries, which limits their ability to meaningfully add value to their exports or diversify their exports and markets. About 20 per cent of landlocked developing countries are currently in the process of acceding to the World Trade Organization (WTO).

16. Official development assistance (ODA) disbursements to landlocked developing countries more than doubled from \$12.2 billion in 2003 to \$25.9 billion in 2012. ODA accounts for more than 20 per cent of central government expenditures in 16 landlocked developing countries. However, the allocation across those countries is uneven. Aid for Trade disbursements to landlocked developing countries have grown from \$3.5 billion in 2006 to more than \$5.9 billion in 2012. Aid for Trade has helped improve trade facilitation and trade-related infrastructure development. That allocation needs to be made more even across landlocked developing countries.

17. Landlocked developing countries have limited productive capacities and structural weaknesses that impede their growth prospects and constrain their ability to produce efficiently and competitively. The challenges of landlocked developing countries in the new development decade will need to be addressed in a holistic manner in order to ensure that they can structurally transform their economies and achieve sustainable development.

18. While there has been some integration of the Almaty Programme of Action into the national development strategies of landlocked developing countries, there is a need for its better integration into development strategies at national, regional and global levels. The prospects and challenges of landlocked developing countries shall also be integrated into the programmes of the development partners, in particular in their aid, trade and development strategies. Clear reflection of the interests of those countries in the post-2015 development agenda and sustainable development goals is also crucial for their successful implementation and for the attainment of coherence within global processes.

### **III. Renewed and strengthened partnerships for development**

19. The draft programme of action for landlocked developing countries is based on commitments and partnership between: (a) landlocked developing countries and the transit countries; (b) landlocked developing countries and their development

partners; and (c) international and regional organizations, South-South cooperation and triangular cooperation, the private sector and other stakeholders.

20. The alleviation of poverty in and the structural transformation and the sustainable development of landlocked developing countries depend upon efficient transit transport systems, the strong collaborative efforts of multi-modal transport infrastructure development and their interlinkages, the promotion of an enabling legal environment and institutional arrangements and strong national leadership on cooperative arrangements between landlocked developing countries and transit countries. Transparency, good governance and efficient institutional arrangements in landlocked developing countries and transit countries will also play a very important role in promoting that partnership. Collaboration must be promoted on the basis of the mutual interests of both landlocked and transit countries. National efforts of landlocked developing countries and transit countries should be complemented by robust resource mobilization, technical cooperation and technology adaptation and capacity enhancement, together with enhanced and strengthened cooperation from development partners. Support at the global level will be crucial given the enormity of the challenges faced by landlocked developing countries. Regional and subregional cooperation or integration will also play an important role in successfully addressing the specific problems of landlocked developing countries and their potential to join global value chains.

21. The international community, including financial and development institutions, multilateral organizations and agencies, donor countries and other new and emerging donors, should provide financial and technical support to help landlocked developing countries deal effectively with their transit transport problems and requirements. Development partners should integrate the programme of action into their respective national cooperation policy frameworks, programmes and activities, as appropriate, to ensure enhanced, predictable and targeted financial and technical support to landlocked developing countries.

22. The private sector is an important stakeholder, and its contribution will be critical to the implementation of the programme of action, including through effective public-private partnerships.

23. International and regional organizations, South-South cooperation and triangular cooperation and other stakeholders should provide support to ensure that landlocked developing countries are able to overcome their challenges and develop the capacity to structurally transform their economies. There is a need to improve governance and enhance the coherence of the international monetary, financial and trading systems to ensure the participation of landlocked developing countries in their decision-making processes and in setting international rules and regulations consistent with the aspirations of those countries.

#### **IV. Objectives**

24. The overarching goal of the new programme of action is to address in a more coherent manner the special development needs and challenges of landlocked developing countries arising from landlockedness, remoteness and geographical constraints. Particular attention is therefore to be given to the development and expansion of efficient transit systems and transport development, the enhancement of competitiveness, the expansion of trade, structural transformation, regional

cooperation and the promotion of inclusive economic growth and sustainable development to reduce poverty, build resilience and ultimately help transform them into land-linked countries.

25. Suggested targets:

(a) Aim to attain a year-to-year GDP growth rate of at least 7 per cent in the next 10 years;

(b) Eradicate extreme poverty by bringing the number of people living on less than \$1.25 per day to zero by 2024.

26. Specific objectives:

(a) Secure unfettered, efficient and cost-effective access to and from the sea by all means of transport, on the basis of freedom of transit and other related measures;

(b) Reduce trade transaction costs and improve international trade services through the simplification and standardization of rules and regulations, so as to increase the competitiveness of exports of landlocked developing countries and reduce the costs of imports, thereby contributing to the promotion of rapid and inclusive economic development;

(c) Develop adequate transit transport infrastructure networks and complete missing links connecting landlocked developing countries;

(d) Effectively implement bilateral, regional and international legal instruments and strengthen regional integration;

(e) Promote growth and increased participation in global trade through structural transformation related to enhanced productive capacity development, value addition, diversification and the reduction of dependency upon commodities;

(f) Enhance and strengthen international support for landlocked developing countries to eradicate poverty and promote sustainable development.

## V. Priorities for action

Priority 1: Fundamental transit policy issues

Priority 2: Infrastructure development and maintenance

(a) Transport infrastructure;

(b) Energy infrastructure;

(c) Information and communications technology infrastructure.

Priority 3: International trade and trade facilitation

(a) International trade;

(b) Trade facilitation.

Priority 4: Structural economic transformation, productive capacity development and value addition

(a) Sustained and inclusive economic growth;

- (b) Agriculture and rural development;
- (c) Private sector development;
- (d) Services sector development, including tourism;
- (e) Sciences, technologies and innovation.

Priority 5: Regional integration and cooperation

Priority 6: New and emerging issues

- (a) Climate change, desertification, land degradation and drought and disasters;
- (b) Building resilience to external shocks.

Priority 7: Means of implementation

- (a) Domestic resource mobilization;
- (b) Official development assistance;
- (c) Aid for Trade;
- (d) South-South and triangular cooperation;
- (e) United Nations system, international financial institutions and multilateral and regional development banks;
- (f) Foreign direct investment;
- (g) Capacity-building.

Priority 8: Implementation, follow-up and review

**Priority 1: Fundamental transit policy issues**

27. Freedom of transit and transit facilities plays a key role in the overall development of landlocked developing countries. It is important to reaffirm the right of access of landlocked countries to and from the sea and freedom of transit through the territory of transit countries by all means of transport, via the routes most convenient for international transit according to applicable international rules. No distinction shall be made on the basis of the flag of vessels, the place of origin, departure, entry, exit or destination, or on any circumstances relating to the ownership of goods, of vessels or of other means of transport, in accordance with the applicable rules of international law.

28. In exercising their sovereignty over their territory, the applicable rules of international law also call upon transit countries to take all measures necessary to ensure that the rights and facilities are utilized by landlocked developing countries in a smooth and unhindered manner, while facilitating them to take full benefit from their trading potentials by reducing time, cost and documentation.

29. Harmonization, simplification and standardization of rules and documentation shall be promoted with the full and effective implementation of international conventions on transport and transit and bilateral, subregional and regional agreements. Bilateral provisions shall be no less favourable than what is provided for in the international conventions standards and best practices. The WTO agreement on trade facilitation shall further guide the work in that area. Landlocked

developing countries shall also exchange knowledge with each other so that the best initiatives are adapted and replicated by other landlocked developing countries. Cooperation on fundamental transit policies, laws and regulations between landlocked developing countries and their transit neighbours is crucial to an effective and integrated solution to cross-border trade and transit transport problems. That cooperation must be promoted on the basis of the mutual interests of both landlocked and transit developing countries. The effective participation of key stakeholders, both public and private, is necessary for the improvement of transit facilitation. It is important to promote free movement of people between landlocked developing countries and their transit neighbours through the development and implementation of simplified and harmonized visa systems for drivers involved in international transport of both freight and passengers.

30. Suggested targets:

- (a) Improve the average speed on corridors to allow transit cargo to move 300-400 km per 24 hours by 2024;
- (b) Reduce the average time spent on land borders by 50 per cent by 2024;
- (c) By 2024, improve inter-modal connectivity by ensuring that transfers from rail to road take no more than three days, and transfers from port to rail and/or road take no more than six days.

31. Actions by landlocked developing countries and transit countries:

- (a) Accede to and ratify international, regional and subregional conventions and other legal instruments related to transit transport and trade facilitation;
- (b) Ensure effective implementation of international and regional conventions and bilateral agreements on transit transport and trade facilitation;
- (c) Enhance the coordination and cooperation of national agencies responsible for border controls and procedures between them, and with the respective agencies in transit countries. In that sense, transit countries are encouraged to share information with landlocked developing countries regarding any change in regulations and procedures governing transit policies as early as possible before their entry into force, in order to enable traders and other interested parties to become acquainted with them;
- (d) Constitute an effective bilateral mechanism to address challenges or bottlenecks in the implementation of bilateral and multilateral agreements;
- (e) Promote the simplification, transparency and harmonization of legal and administrative regulations and requirements related to port facilitation, all modes of transit transport, border crossings, consular services, customs procedures and the removal of internal checkpoints;
- (f) Develop effective logistics systems by aligning incentives for efficient transport and transit operations, promoting competition and phasing out anti-competitive practices such as cartels and queuing systems wherever possible;
- (g) Ensure the involvement of road, rail and inland waterway transport business associations in public-private partnership projects and also implement transit cooperation initiatives and practices that have worked well in various regions around the world;

(h) Collaborate on exchanging trade and transport data with a view to conducting cross-border transactions faster and more efficiently by reducing the number of days, cost and documentation;

(i) All landlocked developing countries shall formulate a national transit policy and promote it with the aim of establishing a national committee that manifests high-level leadership and the participation of all stakeholders;

(j) Landlocked developing countries and transit countries shall not maintain, seek or adopt bilateral arrangements establishing quotas or other quantitative restrictions to international transit.

32. Actions by development partners:

(a) Provide financial and technical support to landlocked and transit developing countries to implement international conventions and agreements relating to transit facilitation, and to support initiatives that promote transit cooperation, reduce transit costs and establish smooth logistic arrangements;

(b) Assist landlocked and transit developing countries in the establishment of multilateral sustainable and efficient transit transport regimes involving public and private stakeholders, and support the sharing of best practices related to experiences, policies and initiatives;

(c) Regional and subregional organizations should assist with technical and financial support to landlocked developing countries and transit countries to implement initiatives that promote transit cooperation.

**Priority 2: Infrastructure development and maintenance**

33. Infrastructure development plays a key role in reducing the cost of development for landlocked developing countries. The development and maintenance of transit transport infrastructure, ICT and energy infrastructure is crucial in order for those countries to reduce high trading costs, improve their competitiveness and be integrated fully into the global market. Transit infrastructure development could be further enhanced through genuine cooperation and partnerships between landlocked and transit developing countries and their development partners at bilateral, subregional, regional and global levels, including through partnerships between the public and private sectors.

**Transport infrastructure**

34. Despite improvements in transport infrastructure in landlocked developing countries, poor quality and gaps in physical infrastructure are still major obstacles to developing viable and predictable transit transport systems. There are inadequate physical infrastructures for rail transport, road transport, dry-ports, inland waterways, pipelines and air transport in many landlocked developing countries, few harmonized rules and procedures and limited cross-border investment and private-sector participation. Physical links from landlocked developing countries to regional transport infrastructure networks fall well short of expectations. Landlocked developing countries have a lower logistics performance on transport-related infrastructure than other groups. Missing links need to be addressed urgently, and roads, railways and inland waterways should be upgraded to a level that can guarantee seamless transport infrastructure networks within the country and across

the border. The improvement and maintenance of existing facilities is crucial. With regard to multi-modal transport, railways are important for those landlocked developing countries whose exports are usually bulky primary commodities. Railway transport should be promoted where its use is viable and rail networks already exist.

35. The development of inland transport networks shall include ancillary infrastructure, such as all-weather road, rail and riverside support infrastructure. Ancillary infrastructure ensures not only road and rail safety, but also involves local businesses in those services along highways and railway networks, thereby resulting in the creation of development corridors along transit highways and railroads.

36. The magnitude of the resources required to invest in infrastructure development and maintenance remains a major challenge. It requires forging international, regional, subregional and bilateral cooperation on infrastructure projects, allocating more from national budgets, and enhancing international development assistance and multilateral financing in the development and maintenance of infrastructure. The private sector should play an important role. It is also important to explore innovative financing mechanisms, including public-private partnerships. Public-private partnership models of infrastructure development are innovative, but landlocked developing countries are constrained by a lack of resources to initiate and match viability gap funding requirements. Moreover, the private sector in many landlocked developing countries is small, and their capacity to develop large scale infrastructure projects is weak. The role of the private sector in infrastructure development needs to be further strengthened.

37. Suggested targets:

(a) Double the length of national paved roads in landlocked developing countries by 2024;

(b) By 2024, expand by at least 20 per cent the railway infrastructure in landlocked developing countries, and establish and upgrade where appropriate;

(c) By 2024, achieve 100 per cent completion of missing links in the regional road and railway transit transport networks.

38. Actions by landlocked developing countries and transit developing countries:

(a) Develop and implement comprehensive national policies for infrastructure development and maintenance encompassing all modes of transportation, and ensure that they are well-coordinated with transit countries in the areas where transit infrastructure intersects;

(b) Collaborate to promote sustainable and resilient transit systems through, inter alia: regular upgrades and maintenance, the development of corridors along transit highways, the development of one-stop border crossings and the promotion of economies of scale for transport systems through inter-modal transport development, dry ports, inland container depots, trans-shipment facilities and similar logistic hubs;

(c) Work towards the harmonization of gauges, where feasible, which facilitates regional connectivity, the development of reloading capacities and the expansion of training programmes and inter-railway staff exchange programmes;

(d) Promote multilateral permit systems for road transport and endeavour to implement permit-free bilateral and transit road transport and the expansion of multilateral quota systems;

(e) Gradually liberalize, at the bilateral, subregional and regional levels, road transport services, taking into account specific circumstances in landlocked and transit developing countries;

(f) Enhance the use of ICT, including by automating customs and border procedures, including applications for facilitating customs clearance;

(g) Collaborate to enhance the transparency and efficiency of border and customs in institutions to reduce cost and encourage the development of international logistic hubs;

(h) Allocate a greater share of public investment to the development of infrastructure supported by, as appropriate, financial assistance and investment from development partners and the private sector;

(i) Develop the necessary policies and regulatory frameworks to promote private sector involvement in infrastructure development and promote an enabling environment to attract foreign direct investment (FDI);

(j) Promote public-private partnerships for the development and maintenance of transport infrastructure and their sustainability;

(k) Promote digital bridges to interconnect national backbones so that countries away from sea cables can also access affordable broadband, and are able to expand telecommunication and related services sectors in order to facilitate affordable, accessible and high quality telecommunications services.

39. Actions by development partners:

(a) Provide enhanced levels of financial and technical support for infrastructure development and maintenance in line with landlocked developing countries' sectoral and development needs and priorities, as transport development remains their fundamental challenge;

(b) Support landlocked developing countries and transit developing countries in sharing experiences on transit transport development, and encourage multilateral and regional development banks to provide more support to landlocked developing countries and transit developing countries for investment in transport development on a priority basis;

(c) Assist landlocked developing countries in establishing railroads.

**Energy infrastructure**

40. Reliable, modern and affordable renewable energy has a multiplier effect on development. Rapid and sustained development is not possible without energy, and energy dependence on sources based on fossil fuels is a major source of economic vulnerability, including for transport systems. Energy infrastructure is vital for modernizing transit systems, developing transit and development corridors, reducing delays in the transit time for landlocked developing countries' consignments, modernizing ICT, and building productive capacity. Access to affordable, reliable and renewable energy and related technologies and the efficient use and distribution

of energy will be critically important in enhancing productive capacity, which is a key to achieving sustained economic growth and sustainable development. Access to energy will have far-reaching effects on health, education, modernization and economic activities. Economies in landlocked developing countries exhibit a wide variation in rates of electrification. Even though there has been a marked improvement in electrification over the past decade, there is still a long way to go before basic energy infrastructure needs are fulfilled in most landlocked developing countries. Those countries also recognize the Sustainable Energy For All initiative of the Secretary-General, which focuses on how access to energy, efficiency and the promotion of renewable energy contribute to poverty eradication as well as sustainable development. In the present context, they support regional efforts, including the creation of networks of regional renewable energy and energy efficiency centres.

41. Suggested target:

By 2024, expand and upgrade, as appropriate, infrastructure for the supply, transmission and distribution of modern and renewable energy services in rural and urban areas, with a view to doubling primary energy supply per capita for landlocked developing countries.

42. Actions by landlocked developing countries and transit countries:

(a) Landlocked developing countries shall develop national energy policies to promote modern, reliable and renewable energy with a view to significantly enhancing capacities in production, trade and distribution, with the aim of ensuring access of energy to all and the transformation of their economies;

(b) Landlocked developing countries and transit developing countries shall enhance their collaboration in promoting cross-border energy trade and energy transit through transmission lines to third countries.

43. Actions by development partners:

(a) Provide financial, technical and technological support to landlocked developing countries to develop the energy sector in accordance with their national priorities;

(b) Facilitate private sector investment and investment from regional and international development banks.

**Information and communications technology infrastructure**

44. ICT contributes to economic growth by increasing productivity across all sectors, facilitating market expansion beyond borders to harvest economies of scale, lowering costs, facilitating access to services and contributing to increased participation in governance, accountability and transparency. However, landlocked developing countries face severe challenges in keeping up with the necessary infrastructure deployment and the concomitant evolution of policy frameworks. Broadband costs as a share of gross national income are much higher in landlocked developing countries than in coastal countries that are located close to the submarine communications cables. Because of their small market sizes, the lack of a regionally harmonized regulatory environment is also a serious hindrance to cheaper ICT services and greater geographical coverage.

45. Suggested target:

All landlocked developing countries should make broadband policy universal by 2024.

46. Actions by landlocked developing countries and transit countries:

(a) Landlocked developing countries shall develop a national broadband policy with a view to improving access to international high-capacity fibre-optic cables and high-bandwidth backbone networks;

(b) Landlocked developing countries shall strive to develop services through the development of ICT infrastructure and its integration into all relevant areas to promote competitiveness, reduce transit time and cost and modernize transit and customs facilities;

(c) Landlocked developing countries and transit countries shall work together to modernize transit and transport facilities and customs and other border facilities by fully utilizing the capability of ICT networks.

47. Actions by development partners:

(a) Provide financial and technical support to landlocked developing countries to promote their national broadband policy and develop necessary broadband infrastructure, in particular links to transit and border facilities;

(b) Provide capacity-building to landlocked developing countries to use satellite technology through affordable means and to support the deployment of a terrestrial information superhighway to boost access and affordability;

(c) Support efforts to facilitate access to information and communication technologies and the transfer of relevant skills, knowledge and technology for the development of infrastructure;

(d) Promote assistance to landlocked developing countries aimed at addressing the challenges of their remoteness from international markets and lack of infrastructure connectivity.

### **Priority 3: International trade and trade facilitation**

#### **International trade**

48. Greater integration of landlocked developing countries in world trade and into global value chains is vital to increasing their competitiveness and ensuring their economic development. The export structure of those countries continues to be increasingly characterized by reliance on a limited number of export products, in particular agricultural and mineral resources. More efforts are needed to diversify the production and export structure of landlocked developing countries and enhance their productivity in order to take advantage of the multilateral trading system and enhance the competitiveness of their exports through improved market access.

49. With the growing interlinkages in world trade, investment and production, global value chains account for a rising share of international trade, offering new opportunities for many developing countries. Landlocked developing countries have not been able to fully participate in regional and global value chains. Linking into global value chains presents an opportunity for landlocked developing countries to achieve greater integration into world markets and allow them to become important

links in the production and distribution chain. There is a need to double the share of exports from landlocked developing countries in world trade, which can be accomplished by promoting their competitiveness and reducing barriers to trade.

50. Services are an important enabler of effective participation in international trade and global value chains. Efficient services enhance productivity, reduce the cost of doing business and promote job creation. Some services are strong enablers of trade in goods and therefore contribute to the integration of the global economy by supporting global value chains. Landlocked developing countries should be supported in increasing the share of services sectors in their economies, including through enabling policies.

51. Goods originating in landlocked developing countries should be provided with improved market access in both developed and developing countries. Goods produced by landlocked developing countries face extra transport costs, which decreases competitiveness, and is normally compensated for by a reduction in the producer's income. Therefore, preferential or improved market access for landlocked developing countries is desirable. South-South trade is experiencing increasing growth rates, making other developing countries important export destinations for the products of small and medium-sized enterprises and sources of critical FDI.

52. Foreign direct investment is crucial when developing the concept of a global value chain: it represents the most effective mechanism for the diffusion of productive know-how and capital around the world and the general creation of wealth. It can release much of the untapped production potential of landlocked developing countries, while at the same time open up new markets for high value-added products and services.

53. Small and medium-sized enterprises are an important source of and have the potential for world trade and economic growth, as they serve as key drivers of innovation, social integration and employment. Therefore, an enabling environment will allow small and medium-sized enterprises to be engaged in trade and unlock their important role in the construction of a more resilient economy.

54. The multilateral trading system shall continue reforms towards the development of more friendly and market-oriented rules. The Ninth Ministerial Conference of the World Trade Organization, held in Bali in December 2013, adopted the Trade Facilitation Agreement, which clarifies and improves relevant articles V, VIII and X of the General Agreement on Tariffs and Trade 1994 (GATT 1994), with a view to further expediting the movement, release and clearance of goods, including goods in transit. In addition, the provision of technical assistance and support for capacity-building is ensured by the Trade Facilitation Agreement. The Agreement is important to further the trade facilitation of landlocked and transit developing countries and should be implemented as a matter of priority. While we welcome the Agreement, negotiations in the multilateral trading system should be enhanced in order to deliver substantial market access, with a reduction of distortive measures and better predictability. Non-tariff measures and barriers shall be addressed and minimized through market-oriented and scientifically based rules. Landlocked developing countries should have an active role in the process to fully benefit from the global trading system.

55. Suggested targets:

(a) Seek to double landlocked developing countries' relative share of global trade by 2024;

(b) Taking into account country-specific aspects, support individual countries to achieve at least a 10 per cent year-to-year export growth rate in the next decade;

(c) In order to achieve a measure of transformation in the contents of exports, double the value-added and manufactured component of landlocked developing countries' exports by 2024;

(d) In the interest of improving terms of trade, seek annual growth parity between imports and exports in landlocked developing countries by 2024;

(e) Further strengthen the economic and financial ties of landlocked developing countries and their regional neighbours and aim to gradually increase the share of their intra-regional trade to 40 per cent of total trade volume by 2024;

(f) Assist individual landlocked developing countries in diversifying their export markets and products, with the objective of reducing by half the current market concentration ratios by 2024;

(g) Ensure the adoption of a WTO programme of work for landlocked developing countries at the Tenth Ministerial Conference, to be held in December 2015, and its subsequent implementation thereafter;

(h) Conclude all outstanding landlocked developing countries accessions to WTO by 2024;

(i) Increase Aid for Trade flows from development partners to landlocked developing countries at an annual growth rate of 10 per cent over the next decade. Aid for Trade should be provided in particular to those landlocked developing countries that are resource-poor, that face greater trade impediments, and/or that manifest inadequate receipts of FDI.

56. Actions by landlocked developing countries:

(a) Develop national trade strategies based on comparative advantages and regional and global opportunities;

(b) Integrate trade policies into national development strategies to better harness the development benefits from international trade;

(c) Promote a better business environment for domestic and international firms to integrate landlocked developing countries into regional and global value chains;

(d) Promote policies to help domestic firms, especially small and medium-sized enterprises, to meet national and international standards while pursuing the elimination of non-tariff measures and non-tariff barriers in regional and multilateral agreements;

(e) Fully leverage bilateral and regional preferential trading arrangements with a view to broadening regional integration and global integration;

(f) Realize the timely implementation of a duty-free/quota-free market on a lasting basis for all landlocked developing countries;

(g) Pursue effective regulation and developmental friendly liberalization of services;

(h) Strengthen partnerships with the United Nations Conference on Trade and Development (UNCTAD), the International Trade Centre (ITC), the United Nations Industrial Development Organization (UNIDO) and the World Customs Organization in order to receive the enhanced support needed to improve their participation in the international trade of good and services.

57. Actions by transit developing countries:

(a) Help promote the international trade of landlocked developing countries through facilitation and improve market access for products originating from those countries;

(b) Promote bilateral investment in landlocked developing countries to promote the productive and trading capacity of those countries and support them in their participation in regional trade arrangements;

(c) Ensure market access for the products from landlocked developing countries without any non-tariff barriers;

(d) Transit countries and landlocked developing countries shall carry out studies on logistics competitiveness and logistic costs based on internationally recognized methodologies.

58. Actions by development partners:

(a) Provide an enhanced level of financial and technical assistance aimed at supporting landlocked developing countries' efforts at the diversification of their exports, including through better and preferential market access for their products, integration into global and regional value chains and capacity-building in developing relevant policies;

(b) Ensure enhanced and predictable market access for goods and services originating in landlocked developing countries, along with simple, transparent and development-friendly rules of origin, and consider establishing a preferential duty-free/quota-free market access scheme specifically for exports from landlocked developing countries;

(c) Provide enhanced trade-related technical assistance and capacity-building for landlocked developing countries, for better participation in multilateral negotiation processes and accession to WTO, as well as the implementation of and compliance with multilateral trading rules;

(d) Provide effective assistance, both financial and technical, to landlocked developing countries in order to enhance their capacities to fulfil technical, sanitary and phytosanitary and quality market entry requirements;

(e) WTO members shall facilitate and accelerate the accession of landlocked developing countries to WTO. WTO members shall in their accession negotiation take into account the unique circumstances of individual countries and the special needs and challenges associated with being landlocked;

(f) WTO members should launch a dedicated programme on landlocked developing countries under the auspices of its General Council. The objective of the work programme is to arrive at concrete responses to help landlocked developing countries integrate into the multilateral trading system and overcome the trade-related challenges derived from their geographical situation. Such a work programme should focus primarily, but not exclusively, in the areas of trade facilitation, services, Aid for Trade, electronic commerce and WTO accession;

(g) Strengthen partnerships with key United Nations organizations and other international organizations such as UNCTAD, UNIDO, ITC, the World Customs Organization and others to enhance participation in the international trade of goods and services;

(h) Ensure market access for the products from landlocked developing countries without any non-tariff barriers;

(i) Transfer appropriate technology through investment projects or bilateral assistance on mutually agreed terms and conditions to assist landlocked developing countries in scaling up their value-chain processes;

(j) Landlocked developing countries and development partners shall enhance connectivity and access to information and telecommunications technologies and public Internet sites and promote the growth of mobile commerce, electronically delivered software, cloud computing, the protection of confidential data, privacy and consumer protection;

(k) Landlocked developing countries and development partners shall promote better integration of small and medium-sized enterprises in international trade by strengthening trade support institutions, fostering trade competitiveness, building spaces for private-public dialogues, fostering vocational training and capacity-building and creating market linkages through business-to-business platforms.

### **Trade facilitation**

59. Non-physical barriers, delays, ports and inefficiencies associated with border crossings, including customs procedures and documentation requirements, uncertainty in logistics services, weak institutions and the widespread lack of human and productive capacities continue to make transport costs high. They are at the core of the continued marginalization of landlocked developing countries. Further streamlining and harmonization of customs, border and transit procedures and formalities and transparency as well as efficient border management and the coordination of agencies involved in border clearance will have a concrete and direct impact upon reducing the cost of doing trade and stimulating faster and competitive trade for landlocked developing countries. Such improved trade facilitation will help landlocked developing countries enhance the competitiveness of their export products and services.

60. Human and institutional capacity-building is not adequate in landlocked developing countries in many areas, including in the customs and border establishments, transit transport agencies and trade negotiations process, leading to a lack of effective implementation. The adequate and predictable provision of technical assistance on a priority basis and the improvement of trade- and transit-related logistic services are crucial in enabling landlocked developing countries to

fully participate in and benefit from multilateral trade negotiations, effectively implement policies and regulations aimed at facilitating transport and trade and diversify their export bases. Landlocked developing countries deserve special attention for technical cooperation and financial assistance in view of the WTO Agreement on Trade Facilitation, which contains provisions for financial and technical support to implement various specific commitments based on the individual capacities of each developing country.

61. Suggested targets:

(a) Streamline border crossing procedures, reducing port and border delays by 50 per cent by 2024. In particular, requirements for international transit shall be simplified and reduced in order to consolidate the free circulation concept in all stages of the transit procedure;

(b) Reduce the difference in transaction costs for landlocked developing countries compared with transit countries by 50 per cent by 2024;

(c) Establish “one-stop border posts” in all transit corridors by the next decade;

(d) Ensure that all transit regulations, formalities and procedures for traffic in transit are published and updated by 2024.

62. Actions by landlocked developing countries:

(a) Call for the entry into force of the Trade Facilitation Agreement on a definitive basis and urge all WTO members to ratify it, with a view to ensuring its entry into force in 2015 and its implementation as per its provisions;

(b) Establish or strengthen, as appropriate, national committees on trade facilitation, with the involvement of all major stakeholders, including the private sector, as an important tool for analysing negotiating and implementing trade facilitation commitments at the global level through WTO negotiations;

(c) Scale up and implement trade facilitation initiatives such as single-stop inspections, single windows for documentation, electronic payment, transparency and the modernization of border posts and customs services, among others;

(d) Effectively implement integrated border management systems and strive to establish one-stop border posts with neighbouring landlocked and/or transit developing countries that allow for the joint processing of legal and regulatory requirements, with a view to reducing clearance times at borders, while fully utilizing the tools for trade facilitation developed by international organizations to build domestic capacity;

(e) Ensure full and inclusive representation of the private sector, including public-private partnerships and transport business associations, in trade facilitation initiatives and policy, and develop the necessary policies and regulatory framework to promote private sector involvement.

63. Actions by transit developing countries:

(a) Ensure that trade facilitation initiatives, including the WTO Trade Facilitation Agreement, are developed and implemented together with landlocked developing countries in all the relevant areas;

(b) Undertake further harmonization, simplification and standardization of rules, documentation and border crossing and customs procedures; enhance collaboration and cooperation among various customs and border-crossing agencies across borders; promote the use of electronic processes (e-transactions), the pre-arrival submission of customs declarations, risk management inspection systems to reduce physical inspections and systems allowing authorized persons who meet prescribed criteria to benefit from simplified procedures; improve transparency, predictability and consistency in customs activities; enhance the cooperation among customs and other governmental agencies; and establish one-stop border posts, joint customs controls and inspections at border sites and other forms of integrated border management at borders with landlocked developing countries;

(c) Share best practices in customs, border and corridor management, and encourage the implementation of trade facilitation policies at global, regional, subregional and South-South levels, including among the private sector;

(d) Fully utilize the tools for trade facilitation developed by international organizations to build domestic capacity and ensure secure and reliable transport across borders by, inter alia, effectively implementing existing international standards and best practices for customs transit, safety and security of transport chains;

(e) Ensure transparency in border crossings, customs, transit transport rules and regulations and fees and charges, and accord non-discriminatory treatment so that the freedom of transit of goods is guaranteed to landlocked developing countries.

64. Actions by development partners:

(a) Enhance financial support and technical cooperation to landlocked developing countries and transit countries for the effective and speedy implementation of all relevant provisions of the WTO Trade Facilitation Agreement that promote harmonization, standardization and speedier and efficient trade facilitation between landlocked developing countries and the international community;

(b) Provide assistance to landlocked and transit developing countries in the area of trade facilitation accordance with the Trade Facilitation Agreement adopted at Bali;

(c) Encourage the sharing of experiences and best practices related to trade facilitation and facilitate the creation of an environment that allows for the implementation of multi-country customs transit guarantee regimes, either through the implementation of international transit agreements or the implementation of functional regional agreements;

(d) Enhance human capacity-building, including, inter alia, training programmes for private and public agents in the areas of customs, border clearance and transport. They shall undertake and support studies on trade facilitation in order to clarify the benefits for landlocked developing countries of implementing existing instruments. International organizations shall also provide support to landlocked developing countries to help them assess their needs regarding the implementation of the Trade Facilitation Agreement, and in implementing relevant trade facilitation measures;

(e) Development partners and specialized international organizations shall ensure financial support and technical cooperation for capacity-building to landlocked developing countries and transit countries for the effective implementation of all provisions of the WTO agreement, especially in cases where the measure comes with high maintenance costs, such as trade facilitation measures for perishable goods and single window systems, among others.

**Priority 4: Structural economic transformation, productive capacity development and value addition**

**Sustained and inclusive economic growth**

65. Some improvement in economic growth rates is visible in landlocked developing countries. However, the pace of poverty reduction has been slow and the impact of growth on job creation and export diversification has been limited, and many landlocked developing countries have experienced a decline in manufacturing value-added products and agricultural productivity. More growth is being generated through increased consumption. It is important that landlocked developing countries undertake measures to structurally transform their economies in order to reduce poverty and achieve economic growth that is rapid, inclusive and sustainable to compensate for the negative externalities of landlockedness. Structural transformation requires the process of creating new areas of activities and the shifting of resources from lower value-added and low productivity activities to higher value-added and high productivity activities. Building institutional capacity and developing human resources are equally important for landlocked developing countries.

66. Suggested targets:

(a) Reverse the decline in manufacturing sectors with the aim of achieving real positive growth by 2024;

(b) Establish industrial clusters, including at least one export processing zone in each country, and regional centres of excellence.

67. Actions by landlocked developing countries:

(a) Develop a structural transformation strategy that includes productive capacity development, products and export diversification, skill development and entrepreneurship building, sustainable industrialization, increased agricultural productivity, the development of the services sector, an enhanced role for the private sector and increased utilization of science and technology, among other things;

(b) Build a critical mass of viable and competitive productive capacity in manufacturing, agriculture and services to better harness trade potential and achieve job-rich growth and sustainable economic development;

(c) Encourage innovation and industrial entrepreneurship and enterprise formation, including for small and medium-sized enterprises, and promote foreign direct investment with strong backward and forward linkages as well as value retention;

(d) Promote effective public and private partnerships capable of identifying and addressing constraints to private sector and industrial development;

(e) Create industrial clusters, such as export-processing zones, and regional centres of excellence, with the aim of fostering knowledge networks and connectedness among companies.

68. Actions by development partners:

(a) Provide an enhanced level of financial and technical support to landlocked developing countries for the development of their productive capacities and for sustainable and inclusive industrialization;

(b) Provide support to address serious concerns of landlocked developing countries with regard to their specific supply-side constraints;

(c) Promote greater allocation of assistance to the productive sectors and take promotional measures to encourage private sector investment in landlocked developing countries;

(d) Provide special and preferential treatment to landlocked developing countries and ensure favourable market access for industrial products and the processed commodities from those countries.

#### **Agriculture and rural development**

69. Agriculture plays a crucial role in many landlocked developing countries, both as a major economic activity for much of the population and by promoting food security. The development of sustainable agriculture is directly linked to the eradication of poverty and hunger, inclusive development, the empowerment of women, production diversification and agro-processing capacity. However, the value addition from agriculture for landlocked developing countries as a group declined from 23 per cent in 2001 to 18 per cent in 2011. The agricultural sector in landlocked developing countries is affected by challenges that include a lack of adequate investment in physical infrastructure, such as roads, communication and irrigation; the inadequate use of soil nutrients; a lack of research and agricultural extension services; a lack of market access; market-distorting subsidies; and limited access to financing, insurance and technology. Agriculture has also been adversely affected by climate change, desertification, land and soil degradation, droughts, floods and declining water availability.

70. The important role of agriculture in landlocked developing countries and the decline in value addition and food production require urgent actions aimed at boosting investment in agriculture and promoting its productivity. Efforts aimed at improving agriculture include improving production and marketing systems; access to finance for rural communities, including rural women; diffusing innovative technologies; disseminating information; and assisting in establishing acceptable practices and improved varieties in agriculture to meet international standards. Business and other social linkages with agribusiness, hotel chains and other catering service providers are also effective ways of increasing farm production, productivity and income.

71. Suggested targets:

(a) Improve country-level agricultural productivity at a sustained annual rate of 3 per cent in the next decade;

(b) Double the acreage under irrigation by 2024;

(c) Grow rural, non-farm employment opportunities at an annual rate of 5 per cent, or at least double the country-specific rates of natural population growth and rural-urban migration.

72. Actions by landlocked developing countries:

(a) Prioritize the promotion of agricultural productivity, including through adequate access to seeds, fertilizers, irrigation and transport infrastructure and markets, while at the same time halting and reversing land degradation, drought and desertification;

(b) Encourage small farmers and pastoralists to change gradually from the production of low-value to high-value products, including organic products, taking into account specialization, favourable markets and infrastructural development conditions and improved access to financial and risk management;

(c) Promote the empowerment of rural women as critical agents for enhancing agricultural and rural development and food and nutritional security, and ensure their equal access to productive resources, land, financing, technologies, training and markets.

73. Actions by development partners:

(a) Provide enhanced financial and technical support for the development of the agricultural sector in landlocked developing countries so as to enable them to deliver on commitments made to achieve global food security and sustainable agricultural development, and ensure the transfer of appropriate technology and technical know-how, on mutually agreed terms and conditions;

(b) Support programmes to enhance agricultural productivity and improve market access for the agricultural products from landlocked developing countries;

(c) Eliminate all forms of subsidies that affect the production and export of agricultural products from landlocked developing countries;

(d) Support the efforts of landlocked developing countries to establish or strengthen safety nets and access to agricultural finance, insurance and other risk-mitigation tools.

### **Private sector development**

74. The private sector, including large, medium-sized, small and micro firms as well as individuals, contributes to economic growth and poverty reduction through the building of productive capacity, the creation of decent jobs and the promotion of innovation, economic diversification and competition. That in turn generates efficiency and higher productivity, foreign exchange earnings and incomes. In landlocked developing countries, the private sector is actively involved in activities related to transit and trade facilitation, including as traders, freight forwarders, insurance providers and transporters, and it serves as a source of tax revenue and domestic investment and as a partner for foreign direct investment. The private sector funds research and development initiatives, nurtures and supports innovation, promotes the adoption of new technologies and can contribute to structural transformation. Public-private partnerships play an important role in infrastructure development.

75. Small and medium-sized enterprises account for a major proportion of the private sector in landlocked developing countries and are the drivers of the economies of those countries. However, small and medium-sized enterprises are weak, as they have inadequate financial resources, limited access to technology, poor internal technical and management skills, limited access to production infrastructure and utilities and limited access to markets. Most landlocked developing countries are working on supportive policies and regulatory frameworks to involve the private sector at all levels.

76. Actions by landlocked developing countries:

(a) Prioritize private sector development and in particular small and medium-sized enterprises, which are important for job creation; productive sector development; economic empowerment, including of women; and poverty reduction;

(b) Develop an industrial policy to support the strengthening of the private sector, in particular improved access to financial resources, the development of appropriate human capacity and the promotion of investment in supportive economic infrastructure;

(c) Strengthen, as appropriate, an effective competition policy that supports business activity and further consolidates a supportive legal and regulatory framework, and create macroeconomic conditions and systems that can facilitate the development of the private sector;

(d) Ensure institutionalized participation of the private sector in policy dialogue, promote public-private partnerships and ensure access to finance and related financial services to small and medium-sized enterprises;

(e) Tap into the skill, knowledge and resources of the diaspora community to develop the private sector.

77. Actions by development partners:

(a) Strengthen support for the development of the private sector and enhance its capacity to foster sustainable development and alleviate poverty;

(b) Provide enhanced financial and technical support to assist landlocked developing countries in removing constraints to private sector development and to enhance the capacities of small and medium-sized enterprises;

(c) Support both small and large private firms to adhere to high norms of corporate governance and sustainability;

(d) Provide technical and financial support to landlocked developing countries to initiate public-private partnership projects.

### **Services sector development, including tourism**

78. The services sector holds great potential for economic diversification for landlocked developing countries since it is less sensitive to geographical distance and can contribute to the promotion of trade and development. Policies aimed at diversifying landlocked developing countries' exports and economies in favour of low-bulk and value-adding products and services such as tourism, ICT, finance and banking are critical to reducing the costs of trade and vulnerability to shocks, including commodity price fluctuations. Although services represent a key sector for

economic development in landlocked developing countries, the barriers to trade and restrictions on investment in the services sector remain high. For many landlocked developing countries, the services sector holds the potential to create well-paying jobs and economic and export diversification, as well as environmental conservation. Furthermore, a productive services sector has a positive spillover effect on other sectors of the economy, allowing countries to leapfrog several stages of industrialization.

79. Tourism already plays and can play an even more important role in building the economic sector, providing employment and generating foreign exchanges. Many landlocked developing countries have given priority to the development of the tourism sector with a view to promoting the rapid and sustainable development of those countries. The strong forward and backward linkages and the promotion of sustainable practices in tourism can ensure development opportunities for all.

80. Suggested targets:

(a) Promote tourism and other service-based growth by doubling the number of flights, cities of origin and passengers by 2024;

(b) Encourage the inflow of FDI and the entrance of multinational corporations to landlocked developing countries, especially in the hospitality subsector;

(c) Increase by 30 per cent the presence in landlocked developing countries of hotel and resort franchises established in developed countries.

81. Actions by landlocked developing countries:

(a) Prioritize the promotion of the services sector, including tourism, ICT and business and financial services, by developing a long-term strategy and action plans;

(b) Undertake regulatory and institutional reforms and related measures to improve the delivery and competitiveness of the sector and promote tourism safety and security;

(c) Transition the traditional informal services sector to more formal and modern services with strong interlinkages with financial intermediaries, creative industries and business and legal and technical services to create positive compound effects on the economy as a whole;

(d) Increase investment in sustainable tourism, including ecotourism, mountain tourism and other forms of nature tourism, and community tourism to have a positive impact on the livelihoods of the people living in the area.

82. Actions by development partners:

(a) Support the promotion of the services industry in landlocked developing countries by opening up their markets, as well as by strengthening the services sector for the balanced development of trade in services;

(b) Support landlocked developing countries in particular in nurturing partnerships to expand their capacity and transfer technical management know-how;

(c) Encourage their own firms to develop collaboration with landlocked developing countries to promote and strengthen the development of their services sectors;

(d) Promote collaboration with the tourism industry in landlocked developing countries to improve market reach, quality and sustainability, together with the support for capacity-building and technical assistance to promote that sector.

### **Science, technology and innovation**

83. Science, technology and innovation play a critical role in the alleviation of poverty as well as the rapid development of landlocked developing countries, in particular for achieving structural transformation, improving agricultural productivity, promoting energy access and developing information and communication sectors. It is important that landlocked developing countries get access to new technology, new knowledge, know-how and expertise. Facilitating access to, and encouraging the transfer of, technologies related to transit transport systems, including information and communication technology, notably through an enabling framework at the domestic level, is important. Foreign direct investment and international cooperation play a major role in the transfer of such technologies. Landlocked developing countries should promote investment in science, innovation and technology for sustainable development.

84. Actions by landlocked developing countries:

(a) Give due priority to the development of a national policy to promote science, technology and innovation, while building and expanding strategic partnerships with a broad range of actors, including the private sector, universities and other research institutions and foundations;

(b) Promote investments and engagement in innovative solutions for the development of modern and cost-effective technologies that could be adapted locally, in particular in the fields of agriculture, transportation, information and communication, finance, energy, health, water and sanitation and education;

(c) Establish high-level technology centres.

85. Actions by development partners:

(a) Provide enhanced financial and technical support to landlocked developing countries for the development of science and technology, including the strengthening of national and regional institutions;

(b) Promote the sharing of best practices and innovative technologies and the transfer of technology and know-how to landlocked developing countries;

(c) Support the establishment of high-level technology centres in landlocked developing countries, including a landlocked developing country think tank and the networking of research institutions.

### **Priority 5: Regional integration and cooperation**

86. Close cooperation with transit countries is an essential condition for improved connectivity in transport, energy and ICT. Infrastructure, trade and regulatory policies and the political stability of neighbouring countries have large

repercussions on the external trade of landlocked developing countries. The costs of reaching international markets for those countries depend not only on their own geography, policies, infrastructures and administration procedures but also on those of neighbouring countries. Therefore, regional integration and coherent and harmonized regional policies provide an opportunity to improve transit transport connectivity and ensure greater intraregional trade, common regulatory policies, border agency cooperation and harmonized customs procedures to deepen penetration into regional markets.

87. It is important to promote the concept of “development regionalism”, which encompasses cooperation among countries in a broad range of areas that includes trade and trade facilitation, investment, research and development, as well as policies aimed at accelerating regional industrial development and regional connectivity. Such an approach is aimed at fostering structural change and economic growth in landlocked developing countries, and also is a means of collectively linking regions to global markets to enhance competitiveness and help maximize benefits from globalization. Documentation and the sharing and dissemination of best practices is important to allow cooperating partners to benefit from each other’s experiences.

88. Actions by landlocked developing countries:

(a) Promote regional integration by strengthening regional trade, transport, communication and energy networks;

(b) Promote the harmonization of regional policies to strengthen regional synergy, competitiveness and regional value chains.

89. Action by transit developing countries:

Contribute to the deepening of regional integration through a coherent development of regional infrastructure, trade facilitation measures and regional trade agreements, including the establishment of effective and efficient customs guarantee systems, with a view to providing special preferences to aid landlocked developing countries in overcoming their geographic constraints.

90. Actions by development partners:

(a) Extend financial and technical support for efforts made by landlocked developing countries and their transit partners to deepen regional integration through the development and implementation of key regional transport projects and regional transport agreements for facilitating the cross-border movement of goods and passengers;

(b) Enhance support towards the ongoing regional integration processes in regions with landlocked developing countries;

(c) Share best practices in promoting regional integration;

(d) Implement regional Aid for Trade programmes with a view to supporting regional integration and cooperation;

(e) Support regional solutions to facilitate and enhance regional integration.

**Priority 6: New and emerging issues**

91. The combined effects of the multiple financial and economic crises and rising food and fuel prices, compounded by climate change, desertification, land degradation and drought and natural disasters, constitute serious threats to the economic and social development of landlocked developing countries. Those crises and challenges have exacerbated the vulnerabilities of those countries, and the development gains that they have made over the years have been undermined. There is a need, therefore, for appropriate international support to be deployed in a timely and targeted manner to complement the efforts of those countries aimed at building resilience in the face of those shocks.

**Climate change, desertification, land degradation and drought and disasters**

92. Landlocked developing countries are facing special vulnerabilities to the effects of climate change, desertification, land degradation and drought as well as flooding, including glacial lake outburst floods. Climate change has contributed to the reduction of agricultural production. Landlocked developing countries, given their structural constraints and multiple vulnerabilities, often bear a disproportionately heavy burden from climate hazards and face daunting reconstruction challenges.

93. Climate change has further exacerbated land degradation, desertification and deforestation in landlocked developing countries. Of the 29 countries in the world that have 20 per cent or more of their populations living on degraded land, 13 are landlocked developing countries. Such major impacts are threatening the ability of those countries to achieve internationally agreed development goals and overall sustainable development, and they have minimal ability to adapt to and mitigate the effects. Landlocked developing countries call for concerted global efforts to ensure an ambitious outcome for the United Nations Framework Convention on Climate Change process in 2015 in terms of mitigation, adaptation, financing and loss and damage, among others, and to limit the temperature rise to less than 1.5 degrees centigrade. Increased efforts are needed to reduce disaster losses and to implement the Hyogo Framework for Action and its successor framework.

94. Actions by landlocked developing countries:

(a) Develop national strategies and action plans to address climate change and desertification, land degradation, drought and disaster risk reduction in a holistic manner with a view to integrating them into national development plans;

(b) Strengthen sustainable land and resource management, including through reclamation, best practices, public awareness and the effective implementation of relevant legislations and regulations;

(c) Develop infrastructure resistant to climate change;

(d) Strengthen early warning systems, data collection and institutional capacity development and use a multi-stakeholder approach in order to better understand the risks and develop resilience at all levels;

(e) Enhance regional cooperation to deal with the transboundary implications of disasters to help mitigate their impact;

(f) Encourage the decentralization of responsibility and resources for disaster risk reduction, where appropriate, and encourage community participation, voluntary actions, awareness-raising and disaster preparedness, and meet local needs for disaster risk reduction;

(g) Build the resilience of people and enhance their preparedness for natural disaster risks;

(h) Fully utilize the opportunity that the national adaptation plan process presents, and access resources including the Global Environment Facility, the Green Climate Fund, the Adaptation Fund and the Special Climate Change Fund.

95. Actions by development partners:

(a) Strengthen support for landlocked developing countries in building resilience and ensure broad access to financial facilities by those countries for the purposes of adaptation, mitigation, land reclamation and disaster risk reduction;

(b) Consider establishing special access for landlocked developing countries to cater to their multifaceted challenges and capacity constraints;

(c) Provide scientific and technological support and capacity-building assistance to landlocked developing countries to build resilience.

#### **Building resilience to external shocks**

96. Landlocked developing countries are extremely vulnerable to external shocks such as global financial and economic crises and volatility in commodity prices. The global economic crisis, especially the collapse in aggregate demand from developed countries through trade channels, led to job and income losses, in particular in key export industries in landlocked developing countries. The unemployment rate rose sharply in many of those countries, creating serious sociopolitical repercussions. The majority of landlocked developing countries lack the internal capability to absorb or tackle the impact of external shocks. Most landlocked developing countries have low public-expenditure capacity on social protection measures, creating a precipitous situation for millions, pushing them back into poverty.

97. Actions by landlocked developing countries:

(a) Diversify both the markets and products and upgrade productivity to create a safeguard from extreme vulnerability to fluctuations in global commodity prices;

(b) Share and promote best practices.

98. Actions by development partners:

(a) Provide financial and technical support for landlocked developing countries' national risk mitigation strategies to strengthen their capacity to respond to the effects of economic shocks;

(b) Ensure that the global trading regime adopts the necessary measures to avoid undermining the export potentials of landlocked developing countries in times of economic and financial crisis;

(c) Ensure that the official assistance going to those countries are not adversely affected in times of such crisis;

(d) Lend financial and technical support to enable governments to promote appropriate social protection measures to vulnerable populations;

(e) Put in place a special economic diversification fund to mitigate the recurrent and devastating effects of economic and financial crises.

#### **Priority 7: Means of implementation**

99. A lack of adequate financial resources and capacity limitations are some of the biggest constraints facing landlocked developing countries in their efforts to achieve sustained growth and sustainable development. Development partners, the United Nations and other international and regional organizations, as well as emerging countries and private actors, need to enhance support for landlocked developing countries in their efforts towards the establishment and maintenance of effective transit transport systems, their integration into the world economy, the structural transformation of their economies, the enhancement of their trading and productive capacities and the building of economic and social infrastructure by providing targeted financial and technical assistance. External financing resources could complement the national efforts of landlocked developing countries and play a key role in supporting their economic advancement and social progress. A substantial enhancement in the mobilization of financing from all available sources, public and private, domestic and international, including official development assistance, is required. Regional customs bond guarantee schemes, which would eliminate the avoidable administrative and financial costs associated with the national customs bond guarantees for transit traffic, should be promoted.

100. There shall be a separate landlocked developing countries fund to support their efforts.

#### **Domestic resource mobilization**

101. The development and progress of any country is the primary responsibility of the countries themselves. Landlocked developing countries have been mobilizing their domestic resources for the development of infrastructure and transit facilities as well as for overall economic growth and human and social development. Given the low level of economic development, the huge cost of building economic infrastructure, the high cost of doing trade and economic activities and the high level of poverty and deprivation in a majority of landlocked developing countries, they face a major gap in financial resources, technical capability and capacity-building. It is because of a lack of sufficient investment in productive sectors as well as in social development and infrastructure that they are trapped in a vicious circle of underinvestment, low productivity and low development.

102. Suggested target:

Increase, by 50 per cent over the next 10 years, domestic resource mobilization to support national budgets, especially in infrastructure development and maintenance.

103. Action by landlocked developing countries:

Continue to make efforts to enhance domestic resource mobilization by building economic bases, reforming and consolidating tax administration and promoting transparency, good governance and institutional development.

104. Actions by development partners:

(a) Provide support for landlocked developing countries in their efforts for institutional development, the consolidation of tax reforms and administration and regulatory measures to enhance domestic resource bases;

(b) Provide more resources and comprehensive support to ensure that their productive and trading capacities are enhanced, global trade opportunities are fully utilized and smooth and efficient transit facilities are established to create a virtuous cycle of enhanced levels of trade, diversification of products and overall structural transformation of economies of landlocked developing countries.

**Official development assistance**

105. A lack of adequate financial resources, capacity constraints and technical know-how are major obstacles to the development and progress of landlocked developing countries. Narrow domestic resource bases, high levels of poverty, huge infrastructure deficits and low levels of economic development necessitate comprehensive and sustained global support. ODA flows remain a major source of external financing for many landlocked developing countries. Assistance from development partners and multilateral organizations have a crucial role to play in supporting their efforts for sustainable development and reducing poverty.

106. Suggested targets:

(a) Maintain momentum in ODA, and double disbursements in the next decade;

(b) Address ODA imbalances with increased support to countries with greater need by 2024;

(c) Achieve 30 per cent ODA targeted to capacity development and productivity and trade-related areas by 2024.

107. Actions by development partners:

(a) Ensure adequate fund allocation and aid so that a larger percentage of ODA goes to landlocked developing countries to help alleviate their complex challenges;

(b) Ensure the effective implementation of the commitments reached in the Monterrey Consensus, in particular paragraphs 41 to 43 (see [A/CONF.198/11](#)), with the aim of providing landlocked and transit developing countries with appropriate financial and technical assistance in the form of grants and/or loans on the most concessional terms possible, for the needs identified in the present programme of action;

(c) Ensure that ODA is aligned with the national priorities of landlocked developing countries, is made predictable and coherent with other supportive policies and has development-oriented results;

(d) Strive to ensure more equitable distribution of ODA on the basis of country-specific priorities and the needs of the recipient countries;

(e) Consider establishing a dedicated fund for landlocked developing countries to help build better infrastructure, enhance productive capacity and expand export potentials.

### **Aid for Trade**

108. Aid for Trade plays a key role in assisting the capacity-building of landlocked developing countries on the formulation of trade policies, the implementation of trade facilitation measures and the development of trade-related infrastructure, with a view to increasing the competitiveness of their products in export markets. Aid for Trade, in combination with complementary policies, has contributed to lower trade costs, with additional infrastructure, better border institutions and regulatory procedures and enhanced capacities. Aid for Trade also has the potential to ease the binding constraints that prevent landlocked developing countries from linking to or moving up value chains.

109. Suggested target:

An annual increase of 5 per cent over the next decade, with flows to be redirected to countries that have greater trade impediments and inadequate FDI and are resource-poor.

110. Actions by development partners:

(a) Ensure that a larger share of Aid for Trade shall be directed towards landlocked developing countries, given their particular infrastructure and trade-related needs;

(b) Support a regional Aid for Trade programme to promote trade integration among landlocked developing countries and transit countries;

(c) Provide financial assistance for trade-related infrastructures as an integral part of trade facilitation.

### **South-South and triangular cooperation**

111. South-South and triangular cooperation has a great role to play in expanding the growth and development of landlocked developing countries and transit developing countries through its contribution to human and productive capacity-building, financial and technical assistance, more diversified market access and trading opportunities, technology transfer and innovations and sharing of best practices. South-South cooperation shall be supported by the international community as a complement to, rather than a substitute for, North-South cooperation. South-South cooperation shall continue to be further enhanced to support the national priorities of landlocked developing countries. In particular, South-South and triangular cooperation shall be strengthened in the area of transit transport cooperation and the development of productive capacity, as well as preferential market access for products of landlocked developing countries. The cooperation shall also lead towards strengthening the membership of landlocked developing countries in bilateral and regional integration frameworks.

112. Suggested target:

Double South-South flows in the next 10 years in trade, aid and technical support.

113. Action by landlocked developing countries:

Strengthen the membership of landlocked developing countries in bilateral and regional integration frameworks through South-South and triangular cooperation.

114. Action by development partners, including potential partners:

Strengthen South-South and triangular cooperation in the area of transit transport cooperation and the development of productive capacity as well as preferential market access for products of landlocked developing countries.

**United Nations system, international financial institutions and multilateral and regional development banks**

115. The United Nations system, international financial institutions and multilateral and regional development banks shall give due priority to landlocked developing countries in the provision of financial resources, technical assistance and capacity-building support. In view of landlocked developing countries' multiple and complex challenges, including the high cost of trade and development and high levels of poverty, there is an urgent need for their comprehensive and sustained support in all areas of the national priorities of landlocked developing countries. They shall also promote policies aimed at accelerating regional economic cooperation and building regional infrastructure to help them overcome their debilitating constraints. They shall forge coordination among themselves in their efforts to support landlocked developing countries.

**Foreign direct investment**

116. Private international capital flows, in particular FDI, have a catalytic role to play in spurring economic growth and the reduction of poverty in landlocked developing countries through building and strengthening productive capacity, export growth, technology transfer, managerial skill and employment generation. FDI can also play a key role in building infrastructure that underpins economic activities, freeing scarce government resources for investment in education, health and other basic social services.

117. Actions by landlocked developing countries:

(a) Develop a national policy to attract more diversified foreign direct investment, especially with the aim of enhancing productive capacity and transit transport infrastructure, while ensuring a stable and conducive national regulatory environment for attracting FDI flow;

(b) Identify priority areas for investment and assess domestic capacity, resources and the extent of international investment needed to encourage public-private partnerships, particularly for infrastructure investments;

(c) Encourage, as appropriate, foreign direct investment for the development of regional transit transport infrastructure networks and for the completion of missing links connecting landlocked developing countries with regional networks, as well as common one-stop border crossing facilities.

118. Actions by development partners:

(a) Encourage and facilitate increased FDI towards landlocked developing countries in the areas of their national priorities, in particular for transport infrastructure development, trade facilitation, the transfer of technology, productive sector development and value addition;

(b) Provide technical cooperation and capacity-building support for landlocked developing countries in order to enhance their negotiation skills to bring in responsible investment and impact investing;

(c) Provide specific incentives to encourage firms to invest in landlocked developing countries through export credits, investment risk protection guarantees, concessional loans and preferential financing programs, private enterprise funds for investment, venture capital and other lending instruments and initiatives and services, especially for infrastructure projects;

(d) Make efforts to promote synergies with regional partners so as to realize investment projects too complex and expensive for one country alone;

(e) Provide technical assistance to assist landlocked developing countries in building institutional and human capacities aimed at improving their abilities to attract FDI.

### **Capacity-building**

119. Landlocked developing countries have capacity development needs in several areas, including but not limited to customs and border management; improved trade facilitation; the implementation of agreed bilateral, subregional, regional and international transit and trade facilitation agreements, including the WTO Trade Facilitation Agreement; transit transport arrangements; addressing supply-side constraints and structural transformation; and building resilience.

120. Actions by landlocked developing countries:

(a) Enhance the level of technical assistance and capacity-building support for education and human skills development, institutional development, entrepreneurship and the capacity enhancement of public agencies and of small and medium-sized enterprises, including training, the exchange of experiences and expertise and knowledge transfer;

(b) Landlocked developing countries that have not yet done so should ratify the multilateral agreement on establishing the landlocked developing country international think tank;

(c) Use the international think tank on landlocked developing countries for sharing experiences, know-how, research and other resources on issues related to trade, transit, transport and capacity-building among landlocked developing countries.

121. Actions by development partners:

(a) Prioritize providing technical assistance and financial support for capacity-building in landlocked developing countries on the basis of their national priorities;

(b) Strengthen South-South and triangular cooperation for capacity-building in landlocked developing countries and enhance the level of technical assistance and capacity-building support for education and human skills development, institutional development, entrepreneurship and the capacity enhancement of public agencies and of small and medium-sized enterprises, including training, the exchange of experiences and expertise and knowledge transfer;

(c) The United Nations system, international, regional and other relevant organizations shall also give due priority to landlocked developing countries in providing support for capacity-building in all relevant areas of their competence;

(d) Undertake trade facilitation projects aimed at simplifying, streamlining, standardizing and harmonizing import, export and customs procedures and the related capacity-building of relevant human resources;

(e) Undertake trade facilitation projects aimed at integrating risk-based-management systems and other border management approaches into border inspections and clearance processes;

(f) Undertake trade facilitation projects aimed at supporting the design and implementation of automated systems and technologies to facilitate trade, including e-payment systems, national trade portals, single window systems and national trade facilitation committees;

(g) Assist governments in acceding to relevant international conventions and agreements.

#### **Priority 8: Implementation, follow-up and review**

122. The follow-up of implementation, monitoring and review shall be undertaken at the national, subregional, regional and global levels through efficient mechanisms. The monitoring and review mechanism shall be a continuous process aimed at reinforcing partnerships and mutual accountability at all levels. Landlocked developing countries and transit developing countries have to be mutually accountable for actions to improve transit processes, as well as develop the necessary infrastructure and collaboration to create a win-win situation. Similarly, development partners shall also be accountable for delivering on commitments made to landlocked developing countries.

123. Actions at the national level:

(a) Governments shall mainstream the new programme of action in their national and sectoral development strategies for effective implementation;

(b) Governments shall establish national coordination committees for effective national-level implementation;

(c) Monitoring and review shall be done in partnerships with all stakeholders, including the private sector, academia, scientific institutes, think tanks, civil society and the media, as appropriate;

(d) The United Nations at the country level shall support the national-level implementation, follow-up and monitoring of the programme of action.

124. Actions at the subregional and regional levels:

(a) Regional and subregional organizations in collaboration with the United Nations regional entities shall mainstream the implementation of the programme of action into their relevant programmes, and develop and implement priority projects for infrastructure development to improve connectivity and trade facilitation initiatives;

(b) Regional and subregional organizations shall constitute a regional-level coordination forum to undertake periodic reviews involving regional organizations, development banks and regional United Nations organizations;

(c) United Nations Regional Commissions shall undertake biennial review of the implementation of the programme of action within their annual sessions. They are requested to submit analytical and informative reports on the progress and implementation of the programme of action. The relevant regional and subregional organizations and the private sector shall be actively involved in the sessions of the Regional Commissions in that regard.

125. Actions at the global level:

(a) The General Assembly shall undertake an annual review of the implementation of the new programme of action through annual reports of the Secretary-General and biannual plenary interactive thematic dialogues;

(b) The Economic and Social Council shall undertake a biennial thematic review on key thematic issues to ensure coordinated follow-up to the implementation of the Vienna Programme of Action. The high-level political forum of the Council shall devote adequate time to the discussion of the sustainable development challenges facing landlocked developing countries, with the aim of enhancing engagement and implementing commitments, particularly those agreed upon in the present programme of action;

(c) The governing bodies of organizations in the United Nations system shall mainstream the implementation of the programme of action in their programme of work, and sectoral and thematic reviews of the programme of action shall be undertaken as appropriate. The private sector shall be involved in the global level reviews;

(d) In accordance with the mandate given by the General Assembly in its resolution [56/227](#) on the Third United Nations Conference on the Least Developed Countries, the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States shall ensure coordinated follow-up to and effective monitoring and reporting on the implementation of the programme of action, and step up its advocacy efforts towards raising international awareness, mobilizing resources and developing cooperation and coordination with organizations within the United Nations system and outside it in order to ensure the timely and effective implementation of the programme of action at the national, regional and global levels. The role and capacity of the Office shall be further strengthened as the lead agency that ensures the coordinated implementation of the programme of action and that serves as an authoritative advocate for landlocked developing countries;

(e) The Office, in collaboration with the United Nations Bureau of Statistics, the United Nations Development Programme (UNDP) human development index,

the World Bank, the Organization for Economic Cooperation and Development, UNCTAD and the Regional Commissions shall work on developing relevant indicators for measuring the progress on implementing the new programme of action in landlocked developing countries, taking into account the differential capacities of different countries. The indicators need to be measurable, clearly understood and achievable and could be formulated from the best practices and lessons learned;

(f) The United Nations system and relevant international and regional organizations, including the Regional Commissions, UNCTAD, UNDP, ITC, the International Telecommunication Union, UNIDO, the United Nations Convention to Combat Desertification, WTO, the World Bank, the World Customs Organization, the International Road Transport Union, the International Criminal Court, regional development banks, regional economic communities and other regional and subregional organizations shall provide necessary financial and capacity-building support to landlocked developing countries in a well-coordinated and coherent manner within their respective mandates.

126. The General Assembly is invited to consider conducting a comprehensive high-level midterm review on the implementation of the present programme of action. The Assembly, towards the end of the decade, is also invited to consider holding a third United Nations Conference on Landlocked Developing Countries in order to make a comprehensive appraisal of the implementation of the present programme of action and to decide on subsequent action.

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