



UGANDA

**Permanent Mission of Uganda
To the United Nations
New York**

Tel : (212) 949 – 0110

Fax : (212) 687 - 4517

Statement

By

**H.E Dr. Richard Nduhuura
Permanent Representative of the Republic of Uganda to the United
Nations New York**

At

**The Second United Nations Conference on Landlocked Developing
Countries (LLDCs) VIENNA, AUSTRIA, 3-5 OCTOBER 2014**

**VIENNA, AUSTRIA
November 4, 2014**

Please Check Against Delivery

**MR. PRESIDENT OF THE CONFERENCE,
H. E PRESIDENT OF THE UN GENERAL ASSEMBLY SAM KUTESA
UNITED NATIONS SECRETARY-GENERAL BAN KI MOON,
SECRETARY GENERAL OF THE LLDCs CONFERENCE,
DISTINGUISHEDDELEGATES,
LADIES AND GENTLEMEN**

Allow me to begin by congratulating you and your team upon your readiness to steer this conference to a successful conclusion. My delegation is confident that you will guide the work of this Conference to a mutual agreement on the Programme of Action for Landlocked Developing Countries for the decade 2014-2024 and you can count on our cooperation. I also wish to thank all the organisers of this conference including the host Country Austria for the generosity and courtesies accorded to us. My delegation wishes to align itself with the statements delivered by the Head of State of the Plurinational State of Bolivia, and the Minister of Transport, Works, Supply and Communications of Zambia, on behalf of the G77 and China and LLDC's respectively.

Comment [PR1]: Delete and substitute therefor the word "upon"

Mr. President,

What gathers us here in Vienna today, is the recognition, ambition and solidarity with the thirty-two landlocked developing countries situated in Africa, Asia, Europe and South America with a population of about 440 million that face special challenges that are associated with their lack of direct territorial access to the sea, remoteness and isolation from world markets that must be given more priority and comprehensively addressed.

Excellences,

Distinguished delegates

The Almaty programme of Action is a great milestone that set the stage in addressing the special challenges faced by the LLDC's 11 years ago. In the same spirit this conference and its preparatory committee meetings give us the opportunity to stock take the achievements of Almaty Programme of Action with a view of identifying gaps , challenges and explore strategies for the effective advancement of LLDCs priorities and a realistic action oriented, forward looking and transformative programme of action for LLDCs for the next decade.

The Almaty programme of Action, galvanized political will and action towards highlighting the five priority areas of the LLDCs and we all recognize that some progress has been made in its implementation. In Uganda we have made commendable efforts to strengthen regional integration and address the fundamental transit policy issues in the region. For instance countries (Kenya, Uganda, Rwanda, Burundi and Democratic Republic of Congo, South Sudan as observer) in the region established the Northern Corridor Transit Transport Coordination Authority (NCTTCA), and the Central Corridor Transit Transport Facilitation Agency (CCTTFA) to deal with fundamental transit issues.

Equally, one of Uganda's development priorities is infrastructure with particular focus on transport and placing emphasis on the standard gauge railway, strategic roads and water transport. The Government gives priority in the allocation of national resources to infrastructure development, in addition to international financial assistance. It is estimated that government spending on public infrastructure investment in

the period up to 2040 will amount to US\$ 38.8 billion, reflecting average annual expenditure of US\$ 1.37 billion

However, we remain concerned that many LLDCs especially in Africa continue to face constraints to sustainable development generally due to their geographical location. 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.

For instance Uganda's transport sector faces the following constraints:

- i) Inadequate supply and high cost of construction materials which increase the unit cost of construction.
- ii) Large capital requirements limiting investment in rail, marine and air transport.
- iii) Limited financing options such as infrastructure bonds.
- iv) Weak local private sector players with inadequate technical and financial capacity which affects service delivery.
- v) Inadequate specialized skilled human resource including: material engineers, traffic engineers, geo-engineers and surveyors.
- vi) Over reliance on road transport system as opposed to rail, marine and air transport. This limits the transportation of bulk goods and subsequently increases cost of doing business.

Mr. President,

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.

It is our conviction that the ultimate success of any programme lies in predictable and reliable financing, credible mechanisms for implementation, effective monitoring and evaluation. It is important therefore that we consider strengthening the means of implementation and revitalize the global partnership for sustainable development as very crucial for implementing a transformative programme of action for the LLDCs.

In conclusion, the Government of the Republic of Uganda appreciates the efforts being made by the international community including the United Nations to bring together the LLDCs and other stakeholders so as to share their concerns and challenges to forge a way forward. It is therefore recommended all LLDCs with the support of Transit countries and development partners come up with common recommendations for the improvement of their economies by devising measures including through enhancement of investment in infrastructure development, trade facilitation, and removing all tariff and non-tariff barriers to trade. This will transform Landlockedness into Landlinkedness.

I thank you for your kind attention

