LLDCs face high trade costs due to their geographical location. High trade costs are largely a result of long distances from the nearest seaports, multiple border crossings often with complex administrative transit and border procedures and frequently weak institutional and human capacities as well as a lack of good governance. High trade costs affect the international trade competitiveness of LLDCs and often hinders integration in global supply and value chains.

The WTO Trade Facilitation Agreement (TFA), which contains provisions for expediting the movement, release and clearance of import and export of goods, as well as goods in transit, is expected to reduce global trade costs by an around 15 per cent (WTO, 2015) and the reduction is expected to be even higher in LLDCs. The implementation of the TFA provisions by LLDCs and, in particular by transit countries can therefore be of great importance for the LLDCs. This includes a focus on transit systems and procedures but also issues not directly addressed by the TFA such as infrastructure, institutional frameworks, including corridor arrangements etc.

The present side event focuses on how Trade Facilitation and transit systems, including corridors can assist LLDCs and their transit partner countries to achieve mutual benefits, create win-win opportunities and face challenges with a view to achieving the 2030 goals on Sustainable Development. Representatives for LLDCs and transit countries. Representatives from these countries and development partners and international organizations will be addressing the following questions:

- Status of Implementation of the WTO Trade Facilitation Agreement
- What is being done to assist LLDCs and transit countries in Trade Facilitation implementation
- Case story on LLDC trade facilitation and logistics, Latin America
- The case of an LLDC, Mongolia
- The Case of a transit country, Kenya
- Corridor Management, the case of the Northern Corridor