

**Extracts from the Statements made at the Second Committee on Agenda  
Item 91(f) entitled “Outcome of the International Ministerial Conference”**

**1. Morocco on behalf of the Group of 77 and China – Mr. Abdellah Benmellouk**

*[Translation from French]*

The first international conference on transit transport cooperation, which was held in Almaty, reinforced and completed the commitments taken earlier/before related to the specific needs of Landlocked Countries. This Conference allowed an historical agreement between Landlocked and Transit Countries.

The Almaty Programme of Action establishes a cooperation framework and provides both to Landlocked and Transit Countries with new opportunities, as well as to their development partners through genuine partnerships. The Programme of Action established a number of guidelines in order to eliminate administrative obstacles to landlocked countries' export, while taking into account the legitimate interests of Transit Countries. The Programme also contained priorities on modernization and improvement of transport infrastructure and will be an invaluable contribution for transit transport cooperation between concerned countries.

We would like to remind that the Programme of Action could not attain its objectives without the support of the international community, particularly the developed countries. The General Assembly has a central role to play in this issue. It should monitor the implementation of the Programme of Action by providing necessary political orientations and guidelines.

In this context, we would like to re-emphasise the support of G77 and China to the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, for fulfilling its mandate and acting as the focal point for the follow-up of the Almaty Programme of Action.

The main challenge remain the financing of activities and programmes which will be undertaken in order to materialize the Almaty Programme of Action. In this regard, donor countries, international financial institutions, regional organizations should double their efforts to help those countries in implementing the Almaty Programme of Action.

**2. Italy on behalf of the European Union – Mr. Antonio Bernardini, First Counsellor**

Our common effort to address the needs and problems of landlocked and least developed countries is an essential element of our broader commitment to achieving the Millennium Development Goals. We are convinced that the benchmark of our resolve to eradicate poverty and improve the life quality of people in developing countries will be our success in addressing the problems of the most vulnerable.

The EU looks with favour upon the outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries held in Almaty.

The Conference gave us an opportunity to address the specific problems of landlocked developing countries. [...]

In this respect the international community's support can be of great complementary value. In the EU's view, the Almaty Plan of Action provides the global framework needed to build efficient transit transport systems in landlocked developing countries. We will support the actions provided for by the plan of action in a way that is sustainable from an economic, social, financial and institutional point of view, in addition to being environmentally sound, consistent with the WSSD implementation plan, and considerate of gender issues and health aspects.

One of the main objectives of the Almaty Plan of Action is to increase the participation of LLDCs in world trade. Trade is a powerful engine for the growth, development and integration of landlocked developing countries in the world trading system, one of our priority objectives. Increased trade opportunities created by further global trade liberalization and improved multilateral trade rules are an important element of improving development opportunities and indispensable for efforts for financing for development, as confirmed by the Monterrey Consensus. The EU expresses its deep regret over the failure of the Cancun Conference organized by the World Trade Organization. It was a missed opportunity for all but in particular for LDCs, who missed an opportunity for further progress towards the objective of duty- and quota-free access for LDC exports around the world as set out in the Doha declaration.

We remain convinced that a growing liberalization of world trade, together with better multilateral trade rules as well as development cooperation activities, can play a crucial role in achieving the Millennium Development Goals. The Doha Development Agenda could bring about particular gains for LLDCs, for example in the area of trade facilitation, where new WTO commitments could result in a considerable easing of border and transit procedures now hampering LLDCs export potential, or in the field of transport services to improve the possibilities for LLDCs to get their products rapidly and reliably to the market. This is why the EU is willing to progress in WTO if other WTO members are ready to show real commitment and the flexibility needed to achieve a negotiation result, which reflects the interests of all Parties. [...]

The most important part of the work undertaken in Almaty starts now with the implementation of the Plan of Action. Problems of LLDCs can best be addressed together with neighbouring transit developing countries at the bilateral, sub-regional and regional level. In this context, it is of the utmost importance that existing regional co-operation initiatives be strengthened and that agreements between transit and landlocked developing countries be promoted.

On this assumption, the donor community has an important role to play. The EU already provides financial and technical assistance for sustainable policies and strategies, and for transport infrastructure and services, such as roads, railways, waterways and multimodal regional network systems.

### **3. China – Mr. Liu Hua, Representative**

On item 91(f) entitled “transit transportation”, we think it is a successful endeavor to hold in Almaty in August this year the ministerial meeting on transit transportation cooperation among the inland and transit developing countries, the donor countries and the international financial and development institutions. It adopted the Almaty program of

action and gave some considerations to the difficulties and concerns of inland and transit developing countries. To implement the outcomes of this ministerial meeting, it is necessary for all the parties involved, especially the donor countries and agencies within the United Nations system, and other related regional and sub-regional organizations to make concerted and coordinated efforts with the inland and transit developing countries so as to turn commitments into actions. The Chinese Government will continue to support these countries in their development efforts.

**4. Russian Federation – Mr. Yuriy N. Isakov, Deputy Permanent Representative**

In conclusion, we would like to express our support for the decisions of the International Ministerial Conference on Transit Transport Cooperation. We welcome the Almaty Programme of Action and believe that it contains important guidelines for enhancing cooperation and shaping up global actions framework aimed at creating effective transit traffic systems in the land-locked and transit developing countries.

Kingdom of Lesotho on behalf of the Southern African Development Community (SADC) – Ambassador Lebohang K. Koleko

The Almaty Programme of Action emphasizes implementation at the national, sub-regional, regional and international levels. SADC has already made headway in this direction by establishing the Directorate for Infrastructure and services. Within this Directorate, there is a technical committee for transport and communication and subcommittees on civil aviation; railway; road infrastructure, road traffic, and road transport; meteorology, postal services; marine and inland waters; and integrated transport.

The Almaty Programme of Action recognizes that inadequate infrastructure is a major obstacle to establishing efficient transit systems in landlocked and transit developing countries. In this regard, SADC is actively pursuing regional transport corridor systems designed to connect all of its Member States.

We therefore call on the international community, donor countries, financial, trade and development institutional as well as the private sector, to support these initiatives.

It is SADC's hope that the implementation of the Almaty Programme of Action will be pursued vigorously.

**5. Pakistan – Mr. Syed Neveed Qamar, Delegate to the Second Committee**

Mr. Chairman, Finally my delegation would like to welcome the holding of international Ministerial Meeting on Landlocked and transit developing countries in Almaty, Kazakhstan. Pakistan view the outcome of this conference, as the first concrete step towards properly identifying and meaningfully addressing the special needs and concerns of landlocked developing state and their transit neighbors.

## 6. Kenya- Mr. Abel Kenyoru, Delegate

We welcome the Almaty Declaration adopted by the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Co-operation. This New Global Framework for Transit Transport Co-operation provides an opportunity for us to address one of the major obstacles to economic growth in our countries. It is important to note that even if the world market was fully opened to landlocked countries, their participation and competitiveness of their products in international trade would still be greatly hampered by lack of territorial access to sea, and poor transit infrastructure. Similarly, though transit developing countries have territorial access to sea, the whole transport system face the same problems of limiting capacity of the infrastructure. As recognized in the Almaty Declaration, partnership and co-operation hold the! key to the development of the required infrastructure and provision of access to the world market for the mutual benefit of all.

The implementation of the Almaty Programme of Action would significantly reduce the development gap between the landlocked and transit developing countries on one hand, and industrialized nations on the other hand. We therefore, note the important role that the Office of the United Nations High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States can play not only in ensuring that the Almaty Programme of Action is implemented, but also in mobilization of resources for development of transit transport infrastructure. It is our shared view that the implementation of the New Global Framework for Transit Transport Co-operation for Landlocked and Transit Developing Countries would stimulate the economies of our countries. [...]

In conclusion, allow me to inform you of the actions we are undertaking at the regional and national level. Kenya is a member of various regional, sub-regional and organizations such as Common Market for Eastern and Southern Africa (COMESA), East African Community (EAC), and Intergovernmental Authority on Development (IGAD), where a number of initiatives are put in place to address problems and adverse conditions that hinder cross-border accessibility. Within the EAC framework, we are in the process of harmonization of transport laws and development of a road network that is easily accessible within the region. In COMESA, we are striving towards streamlining and standardization of transport and trade documentation requirements to facilitate cross-border trade and accessibility.

In addition, at the national level, we have plans to link the landlocked countries of Ethiopia and Sudan to the port of Mombasa through construction of a dual highway from Mombasa through Isiolo to Ethiopia. A railway system along the same route is also being considered. Similarly, rehabilitation of the existing railway system is underway to facilitate a smooth running system across the borders.

However, due to limited resources, such plans for development of infrastructure that provide links across countries may remain a tall order without interventions from our development partners. We therefore, call on our partners to support our initiatives in this area.

**7. Benin – Mr. Edouard Aho-Glele, Minister Counsellor**

*[Translation from French]*

Benin welcomes the success of that conference, which led among other things to the Almaty Programme of Action. This is a Programme of Action, which sets out to identify the specific needs of landlocked countries while taking into account the concerns and the needs of transit countries. It can be said that following the outcome of that important meeting the international community now has a global framework of action for the development of an effective transit system in landlocked and transit countries.

Furthermore, the Almaty Programme of Action indicates clearly that the setting up a transport and transit system that is effective requires partnership among landlocked countries, development partners, and transit countries.

The adoption of the Almaty Programme of Action gives us great grounds for hope in that it sets it sets specific targets aimed at entering sea access for landlocked countries in both directions, at reducing transport costs so as to enhance the competitiveness of their exports, at eliminating loses and delays as well as uncertainties on trading routes, and lastly it's aimed at improving safety and security on the roads as well as the safety and security of goods and persons in the transit corridors.

It is therefore essential for this Programme to be put into effect speedily.

The landlocked and transit developing countries, while accepting primary responsibility in this area, expect from the donor countries and international financing agencies increased assistance in particular in the form of transfer of technology and direct private investment.

The group of landlocked developing countries can rely on Benin's support, and that of all the least developed countries, in order to ensure that the UN takes into count their concerns in the context of the implementation of the Almaty Programme of Action.

**8. Lao P.D.R. on behalf of the Group of Landlocked Developing Countries – H.E. Mr. Aloukéo Kittikhoun, Permanent Representative**

This Conference of historic significance adopted the Almaty Declaration and the Almaty Programme of Action. With these adopted consensus documents, the special needs of LLDCs are now firmly at the center of the international development agenda. As a result, the request of our group to give particular attention to the current negotiations of the WTO on market access for agricultural and non-agricultural products of special interest to landlocked developing countries have been duly noted. Also of great importance is the establishment of a New Global Framework for developing efficient transit transport systems in landlocked and transit developing countries, taking into account the interests of both landlocked and transit developing countries. [...]

The IMC was an event of far-reaching political importance as it was the first global exercise undertaken by the United Nations to address the special needs of LLDCs as called for in the Millennium Declarations. It provided the opportunity for the landlocked and transit developing countries and their development partners to foster strong

partnerships for meeting the special needs of LLDCs and establishing efficient transit transport systems. The historic event not only signified the vivid international recognition and support of the cause of LLDCs, but also set an innovative model for future global efforts to address development issues in a cost-effective and meaningful manner. [...]

We [...] highly commend the effective coordinating role played by the OHRLLS, in particular the dedicated leadership shown by the High Representative and Secretary-General of the IMC, Ambassador Anwarul Chowdhury in both the organization of the IMC and its preparatory process. [...]

In view of this historic achievement, it can be said that the Group of LLDCs now is equipped with a new tool for continuing the struggle to find the solutions to our special problems and needs, namely, reducing transport costs for our exports and being competitive in the world trading system; integrating into the regional and global economic mainstreams and transformation from a state of marginalization to sustainable development. The challenge, however, is how to turn this instrument to good account as planned.

To reach the said goals, Mr. Chairman, we think that all the stakeholders have to realize the magnitude of their commitments and translate them into concrete programmes and projects. This process needs to be conducted at all levels – national, bilateral, sub-regional and regional and international – as was done for the preparatory process for the IMC. In this respect, we reaffirm our strong support for OHRLLS to carry on its entrusted mandate to act as the global focal point for the follow-up to and implementation of the Almaty Programme of Action.

#### **9. Algeria- Mr. Djihed Eddine Belkas, Delegate**

*[Translation from French]*

[The Almaty Programme of Action] recognized the right of land locked countries to access to the sea for transit transport and the need for close cooperation with the transit countries. It underscored the need for donors to provide these countries with the right kind of financial and technical assistance to pursuit the commitments undertaken at Monterey.

#### **10. Mongolia – Permanent Representative, Ambassador Choisureen Baatar**

Our sincere thanks go to the Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States for its tremendous work done during the preparatory process of the Conference as well as organization of the Conference itself. I would also like to highly commend the dedicated leadership and endeavor of the Chairman of Landlocked Developing Countries. [...]

While landlocked and transit developing countries bear their primary responsibility for implementing measures, particularly those contained in the Almaty Programme of Action, designed to strengthen their cooperative and collaborative efforts, the international donor community, including financial and development institutions, have to play vital role with their financial support, development programmes and transfer of

technologies in order to create efficient transit transport systems and networks in both landlocked and transit developing countries. The challenge is so formidable that it is beyond the ability of landlocked and transit developing countries to deal with by themselves without strong commitments and support of developed partners. In order to succeed we need a new international partnership in all five priority areas at all levels – national, bilateral, subregional, regional and international. [...]

We are of the view that the United Nation's agencies, such as Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, UNCTAD, UNDP, as well as WTO, have to further render their valuable support to the efforts of the landlocked developing countries in establishing their trade and development. In particular, I hope that the relevant offices will be well-equipped and strengthened to promote the implementation of the outcome of the Almaty Ministerial Conference.

#### **11. Burkina Faso – Mr. Der Kogda, Second Counsellor**

*[Translation from French]*

Allow me, on behalf of my congregation, to congratulate the High Representative for Least Developing Countries, Landlocked Developing Countries, and Small Island Developing States, and to his bureau, for the remarkable preparatory and coordination work that they carried out in respect to the International Ministerial Conference carried out in Almaty.

The Almaty Conference was, we believe, a major turning point because it provided the opportunity to the international community to develop a global framework for resolving the issues of transit/transport problems experienced both by landlocked countries and transit countries.

Trade facilitation, particularly international trade is an important component of the Almaty Action Programme. Therefore, the appeal made by landlocked developing countries that particular attention be paid to products of particular interest to them appropriate and timely.

To overcome these obstacles landlocked developing countries require increased official development assistance, debt relief, and increased access to developed countries markets, if they want to have a chance of achieving the Millennium goals.

In conclusion, my delegation believes that the Almaty Conference should not be just another meeting but we should now get down to implementing its conclusions.

#### **12. Mali – Mr. Issouf O. Maiga, Second Counsellor**

*[Translation from French]*

I would like to thank Ambassador Chowdhury, the Under Secretary General and High Representative for Least Developing Countries, Landlocked Developing Countries, and Small Island Developing States for his briefing and reassert my delegation's full support.

Beyond its historic nature, the Almaty Conference allowed for the adoption for the Almaty Programme of Action and Declaration and expressed the firm determination of

the international community to meet the special needs that landlocked developing states encounter. The Programme of Action aims to establish priorities and partnerships to overcome the problems of isolation and non-access to the sea. These factors contribute to marginalization, poverty, a substantial increase in the costs of transport and transit, and the low level of participation in international trade. The implementation by the landlocked developing and transit countries of these measures should be based on objectives that can be measurable.

All parties must meet their respective commitments and at all levels, particularly transit countries. Here I call upon them to demonstrate flexibility and concessions, but particularly solidarity in order to ensure that developing countries take part in international trade fully.

The Office of the High Representative should play its role as global focal point for the Programme of Action by ensuring that there is awareness building and to ensure that the Programme of Action is better known. Therefore, the activities of that bureau should be strengthened by the donor community by bringing voluntary contributions to the special fund that has been created to support the Office of the High Representative for Landlocked States.

The momentum and interest created by the Almaty Conference should be maintained in order that the solidarity demonstrated by the international community towards landlocked developing states should contribute to reducing poverty.

Here the full and implementation of the Programme of Action under its five priority areas should contribute in a significant way to implementing effective transit transport systems and should contribute to integrating those countries into international global trade.

### **13. Republic of Korea – Counsellor Boo-Nam Shin**

Landlocked developing countries have greater difficulty taking advantage of the opportunities presented by globalization due to the geographical impediments that they face. Therefore, it is the obligation of the international community to address how to more effectively distribute the benefits of globalization to those living in landlocked countries. In this context, the International Ministerial Conference on Transit Transport Cooperation held in Almaty in August served as a useful forum for tackling the special needs and challenges of landlocked countries and their neighbors.

Welcoming the Almaty Programme of Action adopted at the Conference, my delegation would like to highlight a few points relevant to its effective implementation.

First of all, we share the view that building efficient transit transport systems is crucial for the economic development of landlocked developing countries. Reflecting upon our own development experience, the Republic of Korea underscores that any plan to build an efficient transport system should be integrated into a comprehensive national strategy for development. In this way, the transport system can serve as one key element within a comprehensive roadmap for achieving sustainable economic development. In this regard, it will be important for the international community to provide necessary assistance to the policymakers of landlocked developing countries in order to lay out a comprehensive vision for their economic development.

My delegation also supports the Programme of Action's call for a multi-stakeholder approach to development in the landlocked developing countries. The cost of establishing and maintaining a transit transport system can often pose a daunting challenge for these countries. Assistance from donor countries and development institutions is of great importance in this regard. However, the role of the private sector, which stands to benefit from its investments in the transport system, must be seriously taken into account.

Finally, my delegation would like to underline the importance of regional cooperation in achieving sustainable development in the landlocked developing countries. We note that regional and sub-regional organizations can be of much assistance in networking transportation across borders. For example, the Economic and Social Commission for Asia and the Pacific (ESCAP) has been actively promoting the Asian Land Transport Infrastructure Development project, aimed at establishing the Asian highway and trans-Asian railway network. For its part, the Republic of Korea has actively participated in the development of the trans-Asian railway by sponsoring a container demonstration run project.

**14. Burundi- H.E. Mr. Marc Nteturuye, Permanent Representative**

My delegation is pleased with the outcome of the Almaty Conference. Lack of access to the sea, isolation, and distance from world markets, as well as the exorbitant transport costs which result from that situation, represent a major handicap for reaching the development goals. The Almaty Action Programme has been drawn up to meet those challenges. It is the appropriate agreed framework, which reflects a demonstration of international solidarity. The people of poor landlocked countries will judge us only on what is really achieved on the ground, particularly to alleviate their suffering.

The efforts by the landlocked developing countries with respect to building transport infrastructure, such as roads, railways, bridges, and airports should be supported by the donor community.

In transit transport a leading role is played by regional structures. It is important that they be enhanced particularly through an agreed legal framework between transit developing countries and their neighboring landlocked countries.

In respect to the follow up mechanism, we call upon the High Representative for Least Developing Countries, Landlocked Developing Countries, and Small Island Developing States to mobilize the international community to ensure that the promises are held and that there be a regular reporting on the efforts being made.

**15. Paraguay- Deputy Permanent Representative, Mr. Juan Buffa**

*[Translation from Spanish]*

We were pleased to hear the statement by the High Representative of Least Developing Countries, Landlocked Developing Countries, and Small Island Developing States, Ambassador Anwarul Chowdhury concerning the results of Almaty and future tasks to be undertaken in implementing the targets of the conference.

Now we, as landlocked developing countries, wish to voice our wish to see the commitments undertaken at that conference given practical effect on an urgent basis. So as early as possible to relieve the urgent needs reflected by the priorities established in the Almaty Programme of Action. In particular, cooperation to improve infrastructure helping to modernize and reduce the costs of transit transport into and out of landlocked developing countries including appropriate improvements in transit countries.

Lastly, we believe genuine cooperation to improve transit transport conditions requires the active and resolute participation of all those who committed themselves to the Almaty Action Programme, particularly the LLDCs, TDCs, donor countries, the international regional financial institutions, and likewise the UN agencies and other organizations working for development.

**16. Kazakhstan – Permanent Representative, Yerzhan Kh. Kazykhanov**

At the outset, I would like to extend our words of appreciation to Ambassador Anwarul Chowdhury, United Nations Under Secretary-General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, and Representative of UNCTAD for introducing the reports of the sub items (c) and (f) of the agenda item 91. [...]

The landlocked state and their transit neighbors should double their efforts to improve the infrastructure and reduce non-physical barriers to transit transport through national laws and increase regional and international cooperation. Here, we also need greater support from our development partners. In this respect, I would like to emphasize the importance of the outcome of the recently convened International Ministerial Conference of landlocked and transit developing countries and the donor community on transit transport. The generally acknowledged success of the Almaty Conference has been achieved as a result of a thorough and well-focused work carried out by the delegations and the Secretariat in all stages of the preparatory process for the Conference. In this regard my delegation gives our special credit to Ambassador Francese of Italy and Ambassador Motomura of Japan alike for their brilliant leading role as the Chairmen of the two sessions of the Preparatory Committee for the Conference as well as to the Office of the High Representative for coordination and mobilizing international support measures, including the efforts of the United Nations system organizations and relevant international organizations and regional economic integration organizations. [...]

It is my delegation's view that the implementation of the Almaty Programme of Action should be measure by the progress at the subregional level. In this respect, my government deems that Central Asia should deserve special attention in the implementation of the Almaty Programme of Action. Therefore, the initiatives aimed at establishing efficient transit transport system in Central Asia should now be reviewed in the context of the review process of the Almaty Programme of Action.

In view of the above, we believe that the agenda item on the transit environment in landlocked States in Central Asia and their transit neighbors should be merged as the integral part of the annual progress report of the Secretary-General of the United Nations on the implementation of the Almaty Programme of Actions under the agenda item entitled "Specific actions related to the particular needs and problems of landlocked

developing countries”. This will undoubtedly strengthen the efforts of landlocked developing countries to achieve early progress in the implementation of the Almaty Programme of Action. It would also serve as a timely response to the tireless efforts undertaken by the Secretary-General of the United Nations to make the General Assembly more streamlined, focused and efficient.

**17. Indonesia – Mr. Mohamad Oemar, Representative**

“Let me touch on the outcome of the Almaty Conference, Mr. Chairman. My delegation strongly believes that the implementation of the Almaty Program of Action (APA) depends upon support at the bilateral, sub-regional, regional and global levels. In this connection, let me reiterate our commitment to support its implementation in any way we can. In this regard, as fellow developing countries, I can see the use of triangular arrangements under South-South cooperation to facilitate further the implementation of the five priority areas contained in the APA. Hopefully this will complement the effort of LLDCs and transit developing countries to establish efficient transit transport systems both in the LLDCs and transit developing countries.”

**18. Japan – Mr. Yoshiyuki Motomura, Deputy Permanent Representative**

“Now that the Almaty Declaration is adopted, the next challenge is implementation of the Almaty Programme of Action. In the implementation process, we should keep in mind three points. The first relates to development and rehabilitation of infrastructure. Physical infrastructure, such as roads, ports and bridges is indispensable to improving the transit transport system. My Government has been committed to providing assistance to this field both in landlocked and transit countries. We will continue our support to further improve infrastructure.

Second, simplification or standardization of trade procedures, including customs procedures, is important to ensure smooth and efficient border crossings for LLDCs. My Government attaches great importance to trade facilitation and human capacity-building. The third relates to regional cooperation. The measures I have mentioned above all require it. Successful regional cooperation on transit transport systems can create a win-win situation by stimulating economies both in landlocked and neighboring transit countries, as we have seen with the Greater Mekong Subregional Development Project.”

**19. Uganda – H.E. Francis K. Butagira, Permanent Representative**

One of the many problems faced by LLDC's is high transport costs which curtail the competitive edge of exports in international markets, and high costs of imports, making it even more difficult for this group to meet the Millennium Declaration Goals like eradication of poverty. It is against this background that we welcome the adoption of the Almaty declaration and Program of Action. The two documents clearly identify the special needs of landlocked developing countries and bring to the attention of the

international community this plight within a new Global Framework for Transit Transport Cooperation. We believe that the documents also strike a delicate balance between the interests of landlocked developing countries and their transit developing neighbours. The report's prescription that the problems of landlocked developing countries should be tackled in cooperation and partnership with their transit neighbours and the development partners, especially in the critical areas of trade facilitation and infrastructure development as well as enhanced regional cooperation should be accorded high priority in the follow-up and implementation process. In this regard we commend highly the action-oriented specific measures that provide a good framework for measurable and tangible action.

**20. Chile- Mr. Claudio Rojas**

*[Translation from Spanish]*

The government of Chile is pleased to be part of the International Ministerial Conference of Landlocked and Transit Developing Countries and donor countries and international financial and development institutions on transit-transport cooperation. The International Ministerial Conference adds an important feature for the regional, sub-regional and bilateral efforts to establish efficient transit-transport systems. We believe that the Asuncion which was adopted at the regional preparatory meeting in Paraguay will lead us to greater acceleration of our development.

**21. India – Mr. A. C. Jose, Member of Parliament and Delegation**

Before concluding, I would like to refer to the first international Ministerial conference on transit-transport co-operation which saw the adoption of the Almaty Programme of Action establishing a global framework for action for developing efficient transit transport systems in land-locked and transit developing countries. The implementation of the programme of action requires active co-operation among the land-locked countries, the transit developing countries and the developed country partners. We trust that the General Assembly will keep under review the implementation of the programme of action.

**22. Ethiopia – Mr. Azanaw Tadesse Abreha, Member of the Delegation**

Allow me at the outset to thank Under Secretary General and High Representative Mr. Anwarul Chowdhury for his comprehensive introductory statement on agenda item 91(c) and 91(f) as contained in documents A/58/a/209, A/C.2/58/3 and A/58/388 of the Reports of the Secretary General. [...]

Through the adoption of the Almaty Declaration and the Almaty Program of Action the International Community has shown its political commitment to forge partnerships to overcome the specific problems of the landlocked developing countries that result from their lack of territorial access to the sea and their remoteness and isolation from world markets. This situation has contributed to their relative poverty, substantially inflating

transportation costs, lowering their effective participation in international trade and resulting in marginalization from the globalization process. [...]

My delegation would like to commend the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States for providing a highly efficient preparation for and organization of resources and coordination of efforts of the United Nations System and other relevant international organizations. [...]

Our main task ahead is how to fully, effectively, and expeditiously implement the Almaty Program of Action. In this regard, we would wish to emphasize the role of the international, regional and sub-regional organizations in the full implementation of and follow-up to the Program of Action. My delegation would therefore call upon all relevant United Nations bodies and other international organizations including UNCTAD, the Regional Economic Commissions, the World Bank, the World Trade Organization, the World Customs Organization to participate fully and actively in the implementation of the Almaty Program of Action. [...]

The full and effective implementation of the specific actions in the five priority areas agreed upon in Almaty Program of Action would facilitate establishing the efficient transit transport system in Landlocked and transit Developing Countries that are inevitably required for landlocked developing countries to be effectively integrated into the international trading system.

#### **24. USA – H.E. Mr. Benjamin Gilman, Congressman**

On sub-items (c) and (f), the United States is pleased with the Almaty Program of Action and will continue to work with landlocked developing countries to address their special needs.

#### **25. Nepal – H.E. Mr. Murari Raj Sharma, Permanent Representative**

The Almaty program of action is a welcome step in the right direction. Both the Almaty ministerial meeting and the Almaty program of action have been historic. The meeting was the first of its kind in which transit developing nations and development partners joined landlocked developing countries to find a common platform to help these disadvantaged countries.

Its outcome is unique in its breadth and depth. It recognizes the special needs of landlocked developing countries as well as seeks to improve their transit-transport systems, to enhance their connectivity with the rest of the world and to put in place trade facilitations measures. [...]

The challenge before us is to translate the Almaty program of action into concrete activities that bring real benefits to the peoples and economies of landlocked developing countries.

Indeed, landlocked developing countries will have to undertake a number of measures to implement the Almaty program. They are acutely aware that no one else will do for them what they can and must do for themselves. They need to keep their house in order

as well as pursue pragmatic policies for reducing poverty, fostering development and upgrading their capacities so they can build their competitive edge and benefit from a globalizing world.

But their efforts alone will not be sufficient to overcome the huge obstacles to connectivity and growth landlocked developing countries are facing. Transit countries will have to provide landlocked states enhanced access to the sea and to markets. They will have to improve their transit-transport facilities and simplify their procedures so landlocked developing countries do not face hassles and additional costs associated with them.

As most landlocked developing countries and their transit neighbors are poor, development partners will have to help these countries to grapple with their problems of poverty and backwardness in general and to tackle their transit-transport impediments as well as to take trade facilitation measures. [...]

Ever since the group of landlocked developing countries was created, only their transit-transport cost had found its way into the international agenda. With the Millennium Declaration, came a real departure in terms of recognizing the special needs of the landlocked developing countries for their expeditious development at home and swift integration into the world economy. And the Almaty program has given substance to the vision of the Millennium Declaration. [...]

We must not let the past failure to shadow our better future. We call upon the global community, including our transit neighbors, to support and sustain our efforts to overcome our problems of trade and transit and help us achieve peace, progress and justice for our people. We cannot change the history and geography of landlocked developing countries, but their pain can certainly be mitigated.