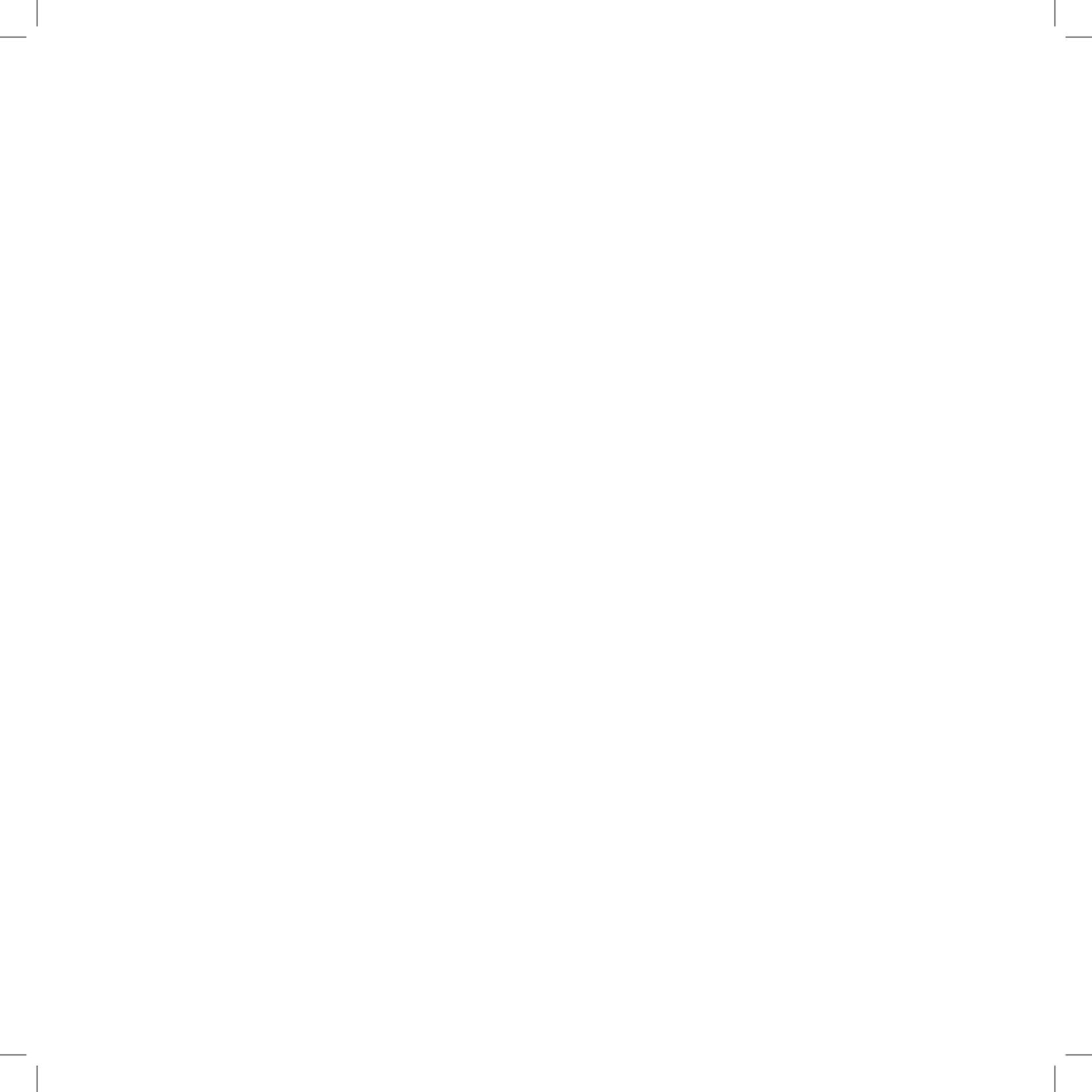


**HIGH-LEVEL MEETING ON THE FOLLOW-UP
TO THE SECOND UNITED NATIONS CONFERENCE ON
LANDLOCKED DEVELOPING COUNTRIES**

Livingstone, Zambia
2 - 4 June 2015







**High-Level Meeting on the Follow-up to the
Second United Nations Conference on
Landlocked Developing Countries**

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Yamfwa Mukanga, MP

Minister of Transport, Works,
Supply and Communications

Lusaka, Zambia

Welcome

The Vienna Programme of Action (VPoA) is an important stepping stone to accelerate regional integration and cooperation to ensure efficient and cost effective movement of goods and services by Landlocked Developing Countries (LLDCs) to international markets. Due to their lack of direct territorial access to the sea, remoteness and isolation from world markets coupled with cumbersome transit procedures and inadequate infrastructure, total expenses for transport and other transaction costs substantially increase. This in turn erodes the competitive edge of these countries, thereby, reducing economic growth and subsequently negatively affects their capacity to promote sustained economic development, human and social progress and environmental sustainability.

Whereas the previous Programme of Action, the Almaty Programme of Action focused on fundamental transit policy issues, infrastructure development and maintenance, international trade and trade facilitation, international support measures and implementation and review, the present Programme of Action emphasises the importance of renewed and strengthened partnerships between landlocked

developing countries and the transit countries and their development partners. Strengthened partnerships within the context of South-South and triangular cooperation, as well as strengthened partnerships with the relevant international and regional organisations and between the public and private sector actors, are also essential.

As Chair of the group of LLDCs, the Government of Zambia is honoured to be hosting this high-level meeting on the follow-up to the Second United Nations Conference on LLDCs. The Government is committed to attaining socio-economic development of the country as has been shown by valiant efforts of the Government and other Development Partners to improve the socio-economic conditions of its citizens. The successful implementation of the Programme will be a great milestone to achieving overall development in LLDCs.

Close cooperation with the transit countries for improved connectivity in transport, energy, and information and communication technology is key to the successful implementation of the Programme. The importance of the Private Sector and Civil Society to the successful

implementation of the Programmed of Action cannot be over stated. They are important stakeholders, whose contribution will be critical to the implementation of the Programme of Action, including through transparent, effective and accountable public-private partnerships.

The Government of Zambia takes cognisance of the fact that delivering equitable development requires concerted efforts and commitment of all stakeholders. Zambia continues to appreciate the valuable contributions by our Cooperation Partners, the United Nations System and all other Stakeholders to the development agenda of the Landlocked Developing Countries. Zambia is hopeful that this cooperation will grow to greater heights as the VPoA is implemented.

In conclusion, implementing the VPoA and ensuring its consideration in the formulation of the post-2015 development agenda will depend on the commitment of all stakeholders. I therefore, urge each and every one of us to spare no effort in ensuring that this Programme is successfully implemented.



Mr. Gyan Chandra Acharya

Under Secretary-General
and High Representative for
Least Developed Countries,
Landlocked Developing Countries
and Small Island Developing States

Foreword

On behalf of the United Nations system, I would like to join the Government of Zambia in extending a warm welcome to all of you in Livingstone.

The Vienna Programme of Action for Landlocked Developing Countries (LLDCs) for the Decade 2014-2024, adopted at the Second United Nations Conference on LLDCs in Vienna, Austria in November 2014, constitutes a forward-looking approach by the international community to tackle the challenges that LLDCs face in a more comprehensive and coherent manner than before. This new Programme is a holistic development agenda with specific goals, objectives and actions that seek to achieve sustainable development and poverty reduction for more than 450 million people in these countries.

Through concrete steps towards effective and harmonized transit policies, infrastructure development and maintenance, enhanced trade and trade facilitation, structural transformation of LLDCs' economies and bolstered regional integration and cooperation, the Programme aims to turn landlocked into land-linked countries with proactive, sustained and supportive collaborations among LLDCs, transit countries and development partners. LLDCs' concerns and their special needs should also be adequately reflected in the Post-2015 Development Agenda and the financing for development conference outcome.

The implementation of the Vienna Programme is now the imminent task ahead of all of us. I wish that the deliberations over the next three days would focus on what has been achieved in Vienna, setting the stage for its effective implementation by mainstreaming the Programme into development strategies of all stakeholders, in particular the LLDCs.

The challenging phase ahead is to make sure that deliverables in favour of LLDCs lead to tangible results. I hope that you will examine the concrete activities, initiatives and best practices in order to address the special challenges of LLDCs to enable them to structurally transform their economies and derive due benefit from the global trading system.

I wish to express my sincere appreciation to the host country, the Government of Zambia, for convening this High-Level Meeting and their commitment to making the meeting fruitful and productive.

I wish the meeting every success.

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DAY 1

Tuesday, 2 June 2015

10:00-11:30

Opening session
Importance of the Vienna Programme of Action for the Sustainable Development of LLDCs in the Decade 2014-2024

11:30-12:00

Press Conference

11:30-13:30

Session 1
Structural economic transformation in LLDCs

While many LLDCs have made some progress over the past decade in overall economic performance, their economic and export structures are still less diversified than any other group of countries. This session will explore ways of achieving structural transformation as stipulated by the VPoA, through building up the institutional and human capacities of LLDCs to increase value addition in the manufacturing and agricultural sectors, increasing economic and export diversification, competitiveness, promoting service-based growth and encouraging private sector activities, including public-private partnerships.

15:00-18:00

Session 2
International trade, trade facilitation and fundamental transit policy issues

Trade facilitation remains crucial in reducing the trade and transport costs and delays, improving trade competitiveness and integrating LLDCs fully into international trading system. This session will discuss the experiences and concrete actions needed for simplifying and harmonizing border crossing and transit procedures, improving transit facilities and their efficiency, ensuring effective implementation of international conventions and agreements on transport and transit, implementing trade facilitation initiatives, diversifying the export structures of LLDCs, increasing value-added and manufactured component of exports and linking into global value chains. The session will also discuss the importance of effective implementation of the WTO Trade Facilitation Agreement.

19:00

Reception by the host country

DAY 2

Wednesday, 3 June 2015

10:00-13:00

Session 3

**Infrastructure, regional integration
and cooperation**

Regional integration and connectivity are crucially important for enhancing the incorporation of the LLDCs into regional networks, in turn increasing their access to markets and maximizing their benefits from globalization. This session will discuss and aim to identify priority areas, strategies and best practices for promoting regional integration and cooperation in areas such as transit cooperation, harmonization of policies, intra-regional trade and investment and infrastructure development, including for example completing missing links, financing infrastructure development and maintenance and promoting private sector involvement in regional infrastructure projects.

09:00– 18:00

Private Sector Forum – In Parallel

15:00-18:00

Session 4

Means of implementation

The Vienna Programme of Action recognized that renewed and strengthened partnerships between LLDCs, transit countries and development partners will be crucial for the successful implementation of the Programme. This session will look at specific experiences with and actions for effectively supporting the implementation of the Vienna Programme of Action, through mobilizing ODA, aid for trade, technical and capacity-building support, as well as South-South and triangular cooperation and private sector collaborations.

DAY 3

Thursday, 4 June 2015

10:00-11:30

Session 5

Way forward: mainstreaming and monitoring of the VPoA and integration into the global development agenda

This session will discuss the way forward for implementation of the VPoA, including roadmap for its implementation, mainstreaming of the VPoA at national, regional and global levels and development of a system of indicators for measuring progress in its implementation. This session will also explore the synergies with the post-2015 development agenda and financing for development processes and integration of VPoA issues therein.

11:30-13:00

Closing session

This closing session will adopt the report of the meeting.



LLDCs have been experiencing declining agricultural productivity and deindustrialization.

Background

The Second United Nations Conference on Landlocked Developing Countries (hereafter LLDCs) was held from 3 to 5 November 2014 in Vienna, Austria. High level delegations from 129 UN Member States participated in the conference at the levels of Heads of State and Governments, Ministerial and Senior Officials. Principles of the UN system organisations, including the President of the General Assembly, President of ECOSOC, Secretary General of the United Nations and other UN system organisations also attended the Conference. Other participants included the private sector, Civil Society Organisations and academia.

The conference adopted the Vienna Programme of Action (VPoA) for the decade 2014 to 2024. It was endorsed by the General Assembly in December 2014, as resolution 69/137. This new programme is a holistic and ambitious development agenda that seeks to achieve rapid, inclusive and sustained economic growth along with poverty reduction for more than 450 million people.

The VPoA is a very action-oriented plan with 6 priority areas and 21 time-bound results-oriented objectives. The priority areas are

fundamental transit policy issues, infrastructure development and maintenance, international trade and trade facilitation, regional integration and cooperation, structural economic transformation and, means of implementation. The specific objectives under these priority areas are to be achieved through specific actions by LLDCs, transit developing countries and development partners.

The LLDCs, transit developing partners, development partners and other UN member states will be meeting from 02-04 June 2015 in Livingstone, Zambia to consult on practical measures to translate the Vienna agreement into tangible deliverables and actions.

The meeting will have 5 sessions on key areas of the VPoA. The subsequent annotations of these sections are as follows: structural economic transformation in LLDCs; international trade, trade facilitation and fundamental transit policy issues; infrastructure, regional integration and cooperation; means of implementation and; way forward: mainstreaming and monitoring of the VPoA and integration into the global development agenda.

ISSUES NOTE

Structural economic transformation in LLDCs



LLDCs have limited productive capacities which impede their growth prospects.

Structural transformation involves the process of creating new areas of activities and the shifting of resources from low value-added and low productivity to higher value-added and high productivity activities. This is an essential feature of any development process and one that all developed countries have gone through and developing countries need to undergo in order to shift to fast and sustained growth.

One of the main objectives of the VPoA is to promote growth and increased participation in global trade, through structural transformation related to enhanced productive capacity development, value addition, diversification and reduction of dependency on commodities. The premise underpinning this objective is that LLDCs have limited productive capacities and structural weaknesses, which impede their growth prospects and constrain their ability to produce efficiently and competitively. They heavily rely on natural resource-based commodities thereby making them highly vulnerable to commodity price fluctuations. LLDCs manifest a high trade concentration ratio when compared to other groups of countries. On the basis of UNCTAD's export concentration index, in 2013, LLDCs recorded a much higher

concentration index, 0.37, relative to developing economies and the world average at 0.13 and 0.09, respectively.

Furthermore, LLDCs have been experiencing declining agricultural productivity and deindustrialization. Total value addition from agriculture for LLDCs declined from 22.9 per cent in 2003 to 15.8 per cent in 2013. Value addition from manufacturing has also been on the decline.

In order to achieve structural economic transformation, some of the key enablers as identified in the VPoA include: increasing value addition in the manufacturing and agricultural sectors; increasing economic and export diversification; promoting service-based growth, including from tourism and; encouraging the inflow of foreign direct investment in high-value added sectors.

Priority 5 (**structural economic transformation**) of the VPoA calls upon LLDCs to, inter alia, develop a structural transformation strategy aimed at improving science, technology and innovation, export diversification,

productivity, efficiency and competitiveness in the agriculture, manufacturing and service sectors, including tourism; build a critical mass of viable and competitive productive capacity in manufacturing, agriculture and services; prioritize private sector development, in particular small and medium-sized enterprises; develop an industrial policy that takes into account the need for improved access to financial resources and development of appropriate human capacity and; promote the attraction of more diversified foreign direct investment through the creation of a conducive environment.

Development partners are called upon to undertake actions such as the following: contribute to the efforts of LLDCs to share innovative technologies, scientific knowledge and technical know-how, and best practices; support the efforts of LLDCs to increase the value addition of their agricultural and industrial output and; support LLDCs to enable them pursue effective partnerships necessary for capacity-building, sustainability and quality enhancement, as well as for sectoral development, including of tourism.

The session is expected to come up with concrete ideas and recommendations on deliverables on how to ensure LLDCs can successfully structurally transform their economies and meet the specific objectives outlined in the VPoA by 2024.

Issues to be discussed during the session include the following:

1. How can the LLDCs mainstream the VPoA into their sectoral plans for structural transformation? Based on successful case studies, which Ministry or State department should coordinate and monitor the structural transformation agenda?
2. How can LLDCs increase value addition in the primary commodity sector and diversify into higher-productivity, especially manufacturing and other modern services that contribute towards economic growth and also create decent and well-paying jobs? Critical to the discussion will be examples of best practices from other countries and how these experiences can be applied in LLDCs.
3. How can LLDCs leverage resources from the extractive industries to other sectors of the economy, such as manufacturing?
4. What are some of the supply-side structural change challenges in LLDCs and how can they be resolved? This discussion should include among others, innovative ways of resolving the mismatch between skills demanded and supplied, the role of the state in providing funds for research and development, etc.
5. What are the priority actions and measures needed to adequately support the LLDCs to promote structural transformation in their countries?
6. What are some of the practical steps that development partners should take to support efforts of LLDCs to share innovative technologies, scientific knowledge and technical know-how to enhance structural economic transformation?



Delays in customs and border-crossing procedures and reliance on transit countries are reflected in high costs of transport.

ISSUES NOTE

International trade, trade facilitation and fundamental transit policy issues

LLDCs face special challenges that are associated with their lack of direct territorial access to the sea as well as remoteness and isolation from international markets. Although the global share of LLDCs' merchandise export has doubled in the last decade, they still account for a very low proportion of about 1.2 per cent, demonstrating their continued marginalisation from the global markets. In that context, the VPoA recognizes that greater integration of LLDCs into world trade is vital for increasing their competitiveness and ensuring their economic development. Strengthening of trading and financial ties between LLDCs and transit countries in the region so as to increase LLDCs' share in intraregional trade is also one of the specific objectives of the VPoA.

Furthermore, the export structure of LLDCs continues to be increasingly characterized by heavy reliance on a few mineral resources and low-value agricultural products – making them highly vulnerable to commodity price and demand volatility. A process of steady deindustrialization in LLDCs has also been observed. The VPoA calls on LLDCs to implement policies and measures that would diversify the export structure of LLDCs and enhance

their value added in order to take advantage of the multilateral trading system and enhance competitiveness of their exports. Increasing the share of services exports in particular has been highlighted as an important way to enhance value addition.

With the growing inter-linkages in world trade, global value chains account for a rising share of international trade, offering new opportunities for many developing countries. LLDCs have, however, not been able to fully participate in regional and global value chains. Linking into global value chains presents an opportunity for LLDCs to achieve greater integration into world markets and allow them to become important links in the production and distribution chain.

The lack of direct access to the sea, overall weak transport infrastructure in LLDCs, delays and inefficiencies in customs and border-crossing procedures, weak institutions, lack of human and productive capacities and the reliance on transit through neighbouring countries are reflected in high costs of trade and transport. In 2014 for example, LLDCs spent, on average, \$3,444 to export a standardized container of cargo, whereas transit countries spent \$1,301.

A majority of LLDCs have implemented reforms aimed at ensuring faster, cheaper and more efficient trade, including simplification of trade regulations, procedures and documents; liberalization and greater participation of the private sector in transit corridor management and infrastructure development; establishment of stronger institutional support arrangements for transit and; application of information technology, such as an automated system for customs data and establishment of one-stop border posts. There has been increased establishment, adoption and implementation of regional and subregional transit and trade facilitation agreements.

International conventions on transport and transit, as well as regional and subregional agreements, ratified by landlocked and transit developing countries, are the main vehicles by which the harmonization, simplification and standardization of rules and documentation can be achieved. The VPoA calls on LLDCs and transit developing countries to endeavour to become party to these important legal instruments and ensure their effective implementation, as progress has been slow in this regard.

Despite these efforts, there is still need to ease the non-physical bottlenecks to transport. The specific activities to be undertaken by LLDCs and transit countries towards this goal, supported by the development partners, as outlined in Priority 3 (**international trade and trade facilitation**) of the VPoA include the following: continue promoting simplification and harmonization of regulations and documentation related to transit and transport; scaling up successful trade facilitation initiatives such as one-stop border posts, single windows and modernization of services; implementation of integrated border management systems; enhancing cooperation and coordination between various customs and border-crossing agencies in neighbouring countries; sharing information and best practices in customs, border and corridor management and; enhancing capacity building in these areas.

The WTO Trade Facilitation Agreement agreed upon in Bali is a welcome development for LLDCs, as also recognized by the VPoA. When it is fully implemented, the Trade Facilitation Agreement has the potential to address some of the fundamental transit policy issues that affect LLDC exports and should be implemented

as a matter of priority. LLDCs and transit countries who are WTO members must urgently ratify this Trade Facilitation Agreement to accelerate the process of the Agreement coming into force. Recognising that the implementation of this Trade Facilitation Agreement will require significant resources, the international community should provide, as specified in the Agreement, financial, technical and capacity building assistance to help LLDCs fully implement its provisions, including through the newly established Trade Facilitation Agreement Facility.

Issues to be discussed during the session

1. How can the LLDCs mainstream the VPoA into their sectoral plans for trade, trade facilitation and fundamental transit policy issues?
2. How can LLDCs diversify their export structures and increase value-added and manufactured component of exports in order to link into global value chains and enhance their competitiveness in the next decade?
3. How can the LLDCs effectively implement the WTO Trade Facilitation Agreement and what assistance do they need?
4. What are some of the successful trade facilitation initiatives being implemented?
5. What are some of the concrete actions being undertaken by LLDCs and transit countries for simplifying and harmonizing customs, border crossing and transit procedures?
6. What assistance do LLDCs need in terms of acceding to, ratifying and effectively implementing international conventions and agreements on transport and transit?

Infrastructure, regional integration and cooperation

The development and maintenance of transit transport infrastructure, information and communications technology (ICT), energy infrastructure alongside deepened regional integration play a key role in reducing the high trading costs faced by the LLDCs. It also improves their competitiveness and enables them to become fully integrated in the global market. Despite this importance, there are significant infrastructure gaps in terms of both quantity and quality that need to be addressed in order to improve connectivity and the competitiveness of the LLDCs.

Transport infrastructure is fraught with missing links in both the road and railway networks, rapid deterioration of the existing infrastructure and inadequate maintenance, poor quality and, incomplete data to monitor progress. The gaps in energy infrastructure include lack of reliable, modern and affordable energy in most LLDCs. ICT infrastructure challenges include gaps for fixed and mobile telephone networks and broadband services and higher costs for accessing high speed international internet bandwidth.

Improving the physical transport, energy and ICT infrastructure and closing the infrastructure

gap requires forging sub-regional and regional cooperation on infrastructure projects, strengthening national budgets and international development assistance including aid for trade and, enhancing the role of the private sector in infrastructure development. Financial and technical assistance from multilateral and regional financial and development institutions is important.

The VPoA under priority area 2 (**infrastructure development and maintenance**) calls for the LLDCs and transit developing countries to among others: develop and implement comprehensive national policies for infrastructure development and maintenance encompassing all modes of transportation, harmonize gauges to facilitate regional railway connectivity; develop international logistic hubs, dry ports and inland transport networks including ancillary infrastructure; 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. The VPoA also calls on the LLDCs to expand and upgrade infrastructure for supply, transmission and distribution of modern and renewable energy services in



Improving the physical transport, energy and ICT infrastructure are key to economic growth in LLDCs.

rural and urban areas; make broadband policy universal; promote open and affordable access to Internet for all and; address the digital divide. Development partners are called upon to support efforts by LLDCs and transit countries in the field of infrastructure development and maintenance in their transport, energy and information and communications technology sectors.

Regional integration and cooperation, particularly close cooperation with their transit neighbours is crucial for improving LLDCs' international competitiveness and their overall development. In other words, beyond improving transit transport, reducing related costs and achieving trade facilitation objectives, regional cooperation provides important avenues for LLDCs to harmonize and coordinate policies to build their productive bases, accelerate structural transformation and enhance their socio-economic development.

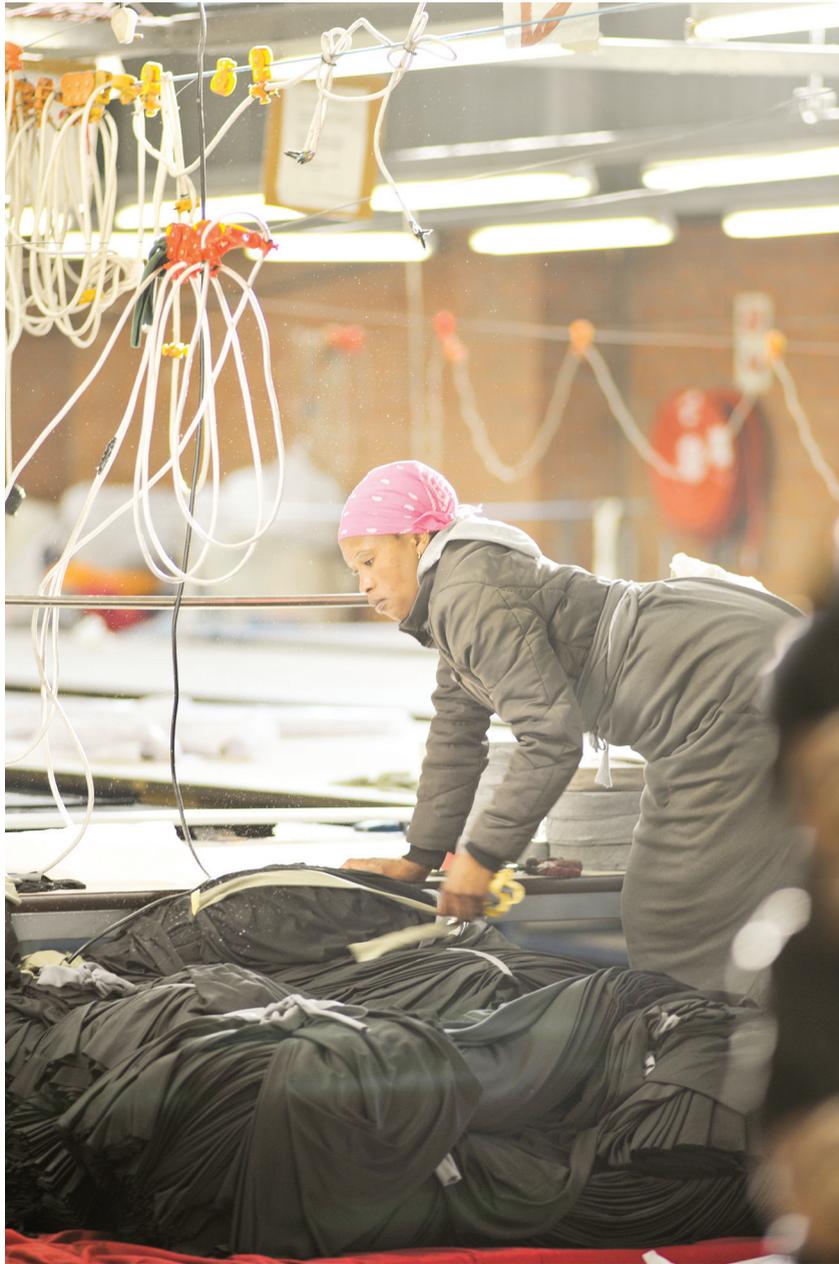
The VPoA in Priority area 4 (Regional integration and cooperation) emphasizes the promotion of deeper and meaningful regional integration to encompass cooperation among countries in a broader range of areas than just trade and trade facilitation, to include investment, research and development, and policies aimed at accelerating

regional industrial development and regional connectivity. Regional integration is thus aimed at fostering structural change and economic growth in LLDCs as a goal, and also as a means of collectively linking regions to global markets. This would enhance competitiveness and help to maximize benefits from globalization – one of the areas where LLDCs have been unable to make meaningful gains.

The VPoA calls on the LLDCs to actively pursue and promote regional integration by strengthening regional trade, transport, communication and energy networks. LLDCs are also expected to promote harmonization of regional policies so as to strengthen regional synergy, competitiveness and regional value chains as well as strengthen their participation in bilateral and regional integration frameworks. Transit developing countries are called upon to contribute to the deepening of regional integration through the coherent development of regional infrastructure, trade facilitation measures and regional trade agreements, including the establishment of effective and efficient customs guarantee systems. Development partners are required to support efforts made by LLDCs and their transit partners to deepen regional integration.

Issues to be discussed during the session

1. How can the LLDCs mainstream the VPoA into their sectoral plans for the transport, energy and ICT sectors?
2. What are the financing needs required to meet the infrastructure gaps in the transport, energy and ICT sectors at national and regional levels in order to improve the connectivity of the LLDCs?
3. What are the key sources of international resources that the LLDCs can utilise in the immediate and long term? Which international sources can provide a special window for funding infrastructure development in LLDCs?
4. What are the most effective ways and successful experiences of mobilizing international resources for infrastructure development and maintenance at national, regional and international levels in LLDCs and transit countries that can be shared?
5. How can private sector involvement in national and regional infrastructure projects be enhanced?
6. Which innovative sources of financing can the LLDCs utilise?
7. What are the priority areas and strategies for promoting regional integration and cooperation in areas such as transit cooperation, harmonization of policies, intra-regional trade? It will be critical to give examples of best practices.
8. What can the different development partners attending the meeting offer to financially and technically support infrastructure development and maintenance and regional integration for the benefit of the LLDCs in the short term and long term?



Aid for Trade is essential for LLDCs to make effective use of multilateral trading system.

ISSUES NOTE

Means of implementation

While LLDCs have made considerable efforts to mobilize domestic resources for their development, most of them still face a financing gap. The VPoA recognizes that adequate domestic and external resources will need to be mobilized for its effective implementation.

Official development assistance (ODA) flows remain a major source of external financing for many LLDCs. In 2013, net ODA to LLDCs increased slightly by 7.6% compared to 2012, from US\$ 23 billion to US\$ 24.7 billion, but it is still below the level of 2010. The VPoA calls upon development partners to urgently fulfil existing ODA commitments. There is also need to enhance ODA commitments to LLDCs, in particular those most in need.

In addition, Aid for Trade is essential for countries to make effective use of multilateral trading system, mainly through infrastructure development, trade policy capacity building and trade-related assistance. Aid for Trade disbursements to LLDCs reached \$6.8 billion in 2013, more than 70 per cent real increase since 2005. The VPoA recognizes that Aid for Trade has contributed to lowering trade costs and has the potential to help LLDCs link to value

chains. Given their reliance on multi-country transit corridors, LLDCs should also benefit from the regional focus of Aid for Trade and attention to cross-border issues.

Developing countries, guided by the spirit of solidarity and consistent with their capabilities, are called on to provide support for the effective implementation of the VPoA in mutually agreed areas of cooperation within the framework of South-South cooperation, which is a complement to, but not a substitute for, North-South cooperation. There is need to strengthen commitments to support South-South cooperation between transit countries and LLDCs as well as under the framework of triangular cooperation.

In LLDCs, international private finance has a catalytic role in inter alia, promoting entrepreneurship, enhancing value addition, productive capacity, transit transport infrastructure and, completion of missing links connecting LLDCs within the regional network. However, many LLDCs face challenges in attracting adequate international private finance to contribute towards sustained development and poverty eradication. For example, by 2013,

foreign direct investment (FDI) stock in LLDCs as a percentage of global FDI was a dismal 1.2 per cent. In addition, FDI inflows to LLDCs fell by 11 per cent to \$29.7 billion in 2013. The private sector is identified as an important stakeholder in the implementation of the VPoA, through FDI as well as effective PPPs.

LLDCs also need to be provided with adequate capacity-building and technical assistance provided by the UN system and other international organizations, in order to advance the specific actions of the VPoA.

Issues to be discussed during the session

1. How can LLDCs effectively mobilise ODA, aid for trade, technical and capacity-building support?
2. How can LLDCs strengthen South-South and triangular cooperation and private sector collaborations? Critical to this discussion are examples of South-South Cooperation initiatives or projects that can help LLDCs achieve the VPoA objectives.
3. What are some of the initiatives that LLDCs can use to attract more diversified FDI with the aim of enhancing productive capacity, transit transport infrastructure, and completion of missing links connecting LLDCs with the regional network?
4. What are some of the best practices for public-private partnerships, particularly for infrastructure investments?
5. How can the UN system, international organizations and regional development organizations best support LLDCs to implement the VPoA?

ISSUES NOTE

Mainstreaming and monitoring of the VPoA and integration into the global development agenda

While the VPoA takes a holistic, ambitious and results-oriented approach to the needs of the LLDCs, its success will depend on its effective implementation. Member States agreed in Paragraphs 74 to 76 of the VPoA that mainstreaming should be undertaken at the national, sub-regional and regional and, global levels.

Specifically, paragraph 74 of the VPoA invites the LLDCs and transit developing countries to mainstream the implementation of the programme into their national and sectoral development strategies for its effective and successful implementation. Paragraph 75 invites regional and sub-regional development organisations to mainstream the implementation of the VPoA into their relevant programmes, within their existing mandates. In Paragraph 76, the governing bodies of organizations in the United Nations system are invited to mainstream the implementation of the VPoA into their programme of work and, to conduct sectoral and thematic reviews of the Programme,

as appropriate. The private sector is also called upon to be involved in the reviews at the global level.

Furthermore, the VPoA emphasises the need for follow-up and review, which should be undertaken through existing intergovernmental processes. The VPoA points to the mandate of the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (OHRLLS) to ensure coordinated follow-up, effective monitoring and reporting on the implementation of the Programme of Action.

Part of this mandate involves developing, in collaboration with other relevant stakeholders, appropriate indicators for measuring the progress on implementing the VPoA. Indicators are critical for measuring progress in the implementation of the VPoA.

In view of the above, OHRLLS in consultation with other UN and international organizations identified within the context of the Inter-Agency

Consultative Group, a number of quantitative and qualitative indicators for the follow-up and review of the VPoA. The quantitative indicators are expressed mainly as values, growth rates, shares and percentages. Qualitative indicators are also used in cases where quantitatively measured indicators may not adequately provide adequate information and where there are no clear internationally agreed quantitative indicators. The proposed indicators are meant to lead to an on-going process of identifying challenges and incorporating lessons learnt into future actions. This process will also facilitate cross-learning through shared experiences.

While implementation of the VPoA is crucial, it is also critical that the priorities of the LLDCs as identified in the VPoA are integrated into other global processes, such as the post-2015 development agenda and the Outcome of the Third Financing for Development Conference.

Issues to be discussed during the session

1. What necessary steps should be undertaken at the national, regional and global levels to ensure effective mainstreaming of the VPoA? Critical to this discussion are examples of how LLDCs, transit developing countries, UN agencies, international organisations and private sector are mainstreaming the VPoA
2. What are some of the most critical indicators for tracking progress in the implementation of the VPoA? The following aspects are critical to this discussion:
 - a. The relevance of the proposed indicators;
 - b. Streamlining of the proposed list of indicators;
 - c. Data challenges and;
 - d. Ensuring coherence with other indicators from global processes, including the SDGs.
3. How is the LLDC group ensuring integration of the LLDC-specific issues in the post-2015 development agenda and the Third Financing for Development (FfD) Conference? What can still be done given the limited time before the Addis Ababa FfD conference in July 2015 and the UN Summit in September where the post-2015 agenda is expected to be launched?



LLDCs need to be provided with adequate capacity-building and technical assistance.



LLDCs face challenges in attracting adequate international private finance to contribute towards sustained development.

A large, abstract graphic in the top right corner of the page. It consists of several overlapping, wavy, brushstroke-like shapes in a teal color, creating a sense of movement and depth. The shapes are layered, with some appearing more prominent than others, and they extend from the top edge towards the center of the page.

Country Profiles

Afghanistan



General information

Region

Southern Asia

Capital

Kabul

Population, total (2013)

30,551,674

Surface area (sq. km) (2014)

652,860

Closest distance to the seaport (km)

1,960

UNDP HDI rank(2013)*

169(0.468)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	1.9	2013
Gross fixed capital formation (% of GDP)	17.7	2013
Manufacturing, value added (% of GDP)	12.1	2013
Agriculture, value added (% of GDP)	24	2013
Concentration index of merchandise exports	0.28	2013
Diversification index of merchandise exports	0.78	2013

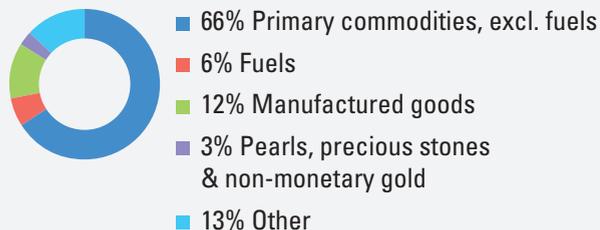
Trade

Trade (% of GDP)	55	2013
Cost to import (US\$ per container)	5,680	2014
Cost to export (US\$ per container)	5,045	2014

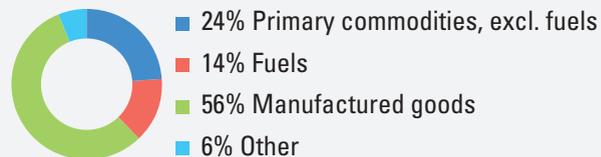
Infrastructure

Roads, total network (km)	23,133	2010
Roads paved (% of total roads)	36.39	2010
Railway lines, total route (km)	--	--
Logistics performance index	1.85	2014
Access to electricity (% of population)	41	2010
Number of electrical outages in a typical month	11.5	2014

TOTAL EXPORTS



TOTAL IMPORTS



Armenia



General information

Region

Eastern Europe

Capital

Yerevan

Population, total (2013)

2,976,566

Surface area (sq. km) (2014)

29,740

Closest distance to the seaport (km)

693

UNDP HDI rank (2013)*

87(0.730)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	3.5	2013
Gross fixed capital formation (% of GDP)	20.9	2013
Manufacturing, value added (% of GDP)	11.4	2013
Agriculture, value added (% of GDP)	21.9	2013
Concentration index of merchandise exports	0.21	2013
Diversification index of merchandise exports	0.75	2013

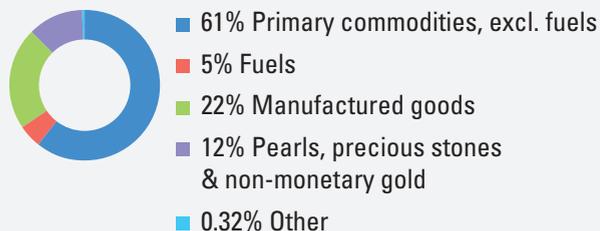
Trade

Trade (% of GDP)	75	2013
Cost to import (US\$ per container)	2,175	2014
Cost to export (US\$ per container)	1,885	2014

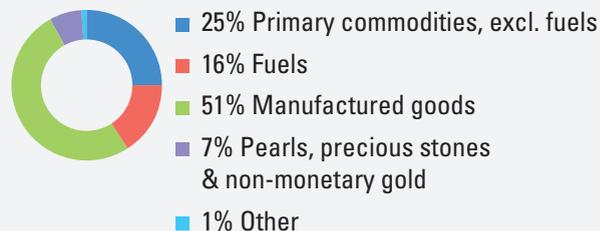
Infrastructure

Roads, total network (km)	7,749	2010
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	826	2012
Logistics performance index	2.5	2014
Access to electricity (% of population)	99.8	2010
Number of electrical outages in a typical month	0.3	2013

TOTAL EXPORTS



TOTAL IMPORTS



Azerbaijan



General information

Region

Eastern Europe

Capital

Baku

Population, total (2013)

9,416,801

Surface area (sq. km) (2014)

86,600

Closest distance to the seaport (km)

870

UNDP HDI rank (2013)*

76(0.747)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	5.8	2013
Gross fixed capital formation (% of GDP)	24.6	2013
Manufacturing, value added (% of GDP)	4.5	2013
Agriculture, value added (% of GDP)	5.7	2013
Concentration index of merchandise exports	0.87	2013
Diversification index of merchandise exports	0.78	2013

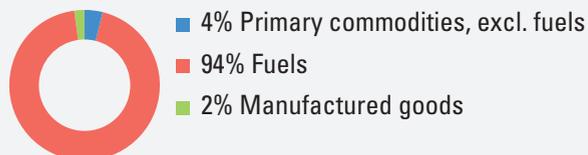
Trade

Trade (% of GDP)	76	2013
Cost to import (US\$ per container)	3,450	2014
Cost to export (US\$ per container)	3,460	2014

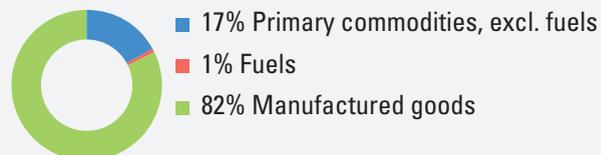
Infrastructure

Roads, total network (km)	18,986	2011
Roads paved (% of total roads)	55.59	2011
Railway lines, total route (km)	2,068	2012
Logistics performance index	2.14	2014
Access to electricity (% of population)	100	2010
Number of electrical outages in a typical month	0.5	2013

TOTAL EXPORTS



TOTAL IMPORTS



Bhutan



General information

Region

Southern Asia

Capital

Thimphu

Population, total (2013)

753,947

Surface area (sq. km) (2014)

38,394

Closest distance to the seaport (km)

775

UNDP HDI rank (2013)*

136(0.584)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	2	2013
Gross fixed capital formation (% of GDP)	47.3	2013
Manufacturing, value added (% of GDP)	9	2013
Agriculture, value added (% of GDP)	17.1	2013
Concentration index of merchandise exports	0.34	2013
Diversification index of merchandise exports	0.78	2013

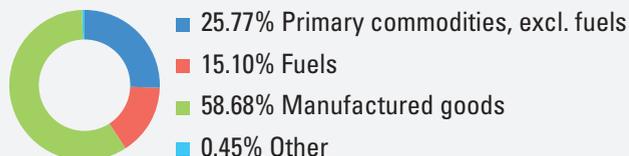
Trade

Trade (% of GDP)	104	2013
Cost to import (US\$ per container)	2,330	2014
Cost to export (US\$ per container)	2,230	2014

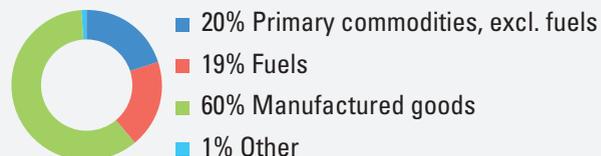
Infrastructure

Roads, total network (km)	8,366.2	2011
Roads paved (% of total roads)	34.15	2011
Railway lines, total route (km)	--	--
Logistics performance index	2.28	2014
Access to electricity (% of population)	72	2010
Number of electrical outages in a typical month	0.8	2009

TOTAL EXPORTS



TOTAL IMPORTS



Bolivia



General information

Region

Central South America

Capital

La Paz

Population, total (2013)

10,671,200

Surface area (sq. km) (2014)

1,098,580

Closest distance to the seaport (km)

414

UNDP HDI rank (2013)*

113(0.667)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	6.8	2013
Gross fixed capital formation (% of GDP)	19.1	2013
Manufacturing, value added (% of GDP)	13.3	2013
Agriculture, value added (% of GDP)	13.3	2013
Concentration index of merchandise exports	0.48	2013
Diversification index of merchandise exports	0.80	2013

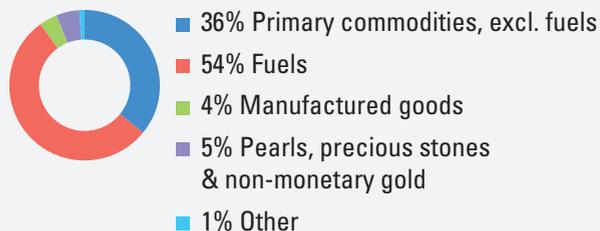
Trade

Trade (% of GDP)	81	2013
Cost to import (US\$ per container)	1,745	2014
Cost to export (US\$ per container)	1,440	2014

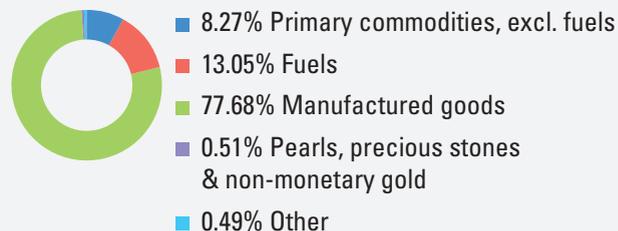
Infrastructure

Roads, total network (km)	82,288	2011
Roads paved (% of total roads)	11.57	2011
Railway lines, total route (km)	2,866	2009
Logistics performance index	2.68	2014
Access to electricity (% of population)	80.2	2010
Number of electrical outages in a typical month	1.2	2010

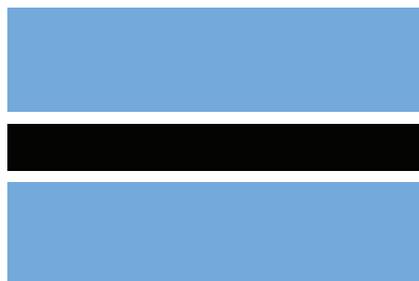
TOTAL EXPORTS



TOTAL IMPORTS



Botswana



General information

Region

Southern Africa

Capital

Gaborone

Population, total (2013)

2,021,144

Surface area (sq. km) (2014)

581,730

Closest distance to the seaport (km)

905

UNDP HDI rank (2013)*

109(0.683)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	5.8	2013
Gross fixed capital formation (% of GDP)	33.9	2013
Manufacturing, value added (% of GDP)	5.7	2013
Agriculture, value added (% of GDP)	2.5	2013
Concentration index of merchandise exports	0.79	2013
Diversification index of merchandise exports	0.89	2013

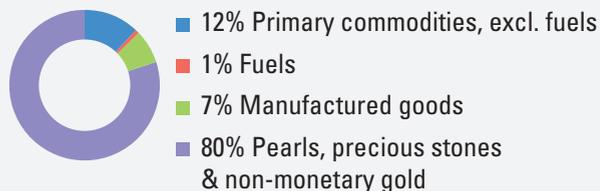
Trade

Trade (% of GDP)	115	2013
Cost to import (US\$ per container)	3,710	2014
Cost to export (US\$ per container)	3,145	2014

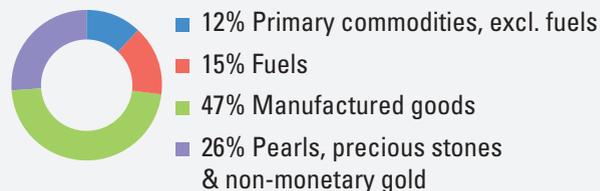
Infrastructure

Roads, total network (km)	25,798	2005
Roads paved (% of total roads)	32.60	2005
Railway lines, total route (km)	888	2012
Logistics performance index	2.4	2014
Access to electricity (% of population)	43.1	2010
Number of electrical outages in a typical month	4.1	2010

TOTAL EXPORTS



TOTAL IMPORTS



Burkina Faso



General information

Region

Western Africa

Capital

Ouagadougou

Population, total (2013)

16,934,839

Surface area (sq. km) (2014)

274,220

Closest distance to the seaport (km)

1,154

UNDP HDI rank (2013)*

181(0.388)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	6.6	2013
Gross fixed capital formation (% of GDP)	25.6	2012
Manufacturing, value added (% of GDP)	6.4	2012
Agriculture, value added (% of GDP)	22.9	2012
Concentration index of merchandise exports	0.53	2013
Diversification index of merchandise exports	0.82	2013

Trade

Trade (% of GDP)	62	2012
Cost to import (US\$ per container)	4,330	2014
Cost to export (US\$ per container)	2,305	2014

Infrastructure

Roads, total network (km)	15,304.1	2011
Roads paved (% of total roads)	20.57	2011
Railway lines, total route (km)	622	2012
Logistics performance index	2.49	2014
Access to electricity (% of population)	13.1	2010
Number of electrical outages in a typical month	9.8	2009

TOTAL EXPORTS



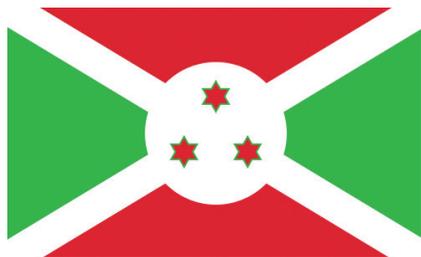
- 49.93% Primary commodities, excl. fuels
- 8.99% Fuels
- 7.61% Manufactured goods
- 33.35% Pearls, precious stones & non-monetary gold
- 0.13% Other

TOTAL IMPORTS



- 17% Primary commodities, excl. fuels
- 24% Fuels
- 58% Manufactured goods
- 1% Other

Burundi



General information

Region

Central Africa

Capital

Bujumbura

Population, total (2013)

10,162,532

Surface area (sq. km) (2014)

27,830

Closest distance to the seaport (km)

1,254

UNDP HDI rank (2013)*

180(0.389)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	4.6	2013
Gross fixed capital formation (% of GDP)	28.7	2013
Manufacturing, value added (% of GDP)	9.5	2013
Agriculture, value added (% of GDP)	39.8	2013
Concentration index of merchandise exports	0.36	2013
Diversification index of merchandise exports	0.71	2013

Trade

Trade (% of GDP)	42	2013
Cost to import (US\$ per container)	4,420	2014
Cost to export (US\$ per container)	2,905	2014

Infrastructure

Roads, total network (km)	12,322	2004
Roads paved (% of total roads)	10.44	2004
Railway lines, total route (km)	--	--
Logistics performance index	2.51	2014
Access to electricity (% of population)	5.3	2010
Number of electrical outages in a typical month	16.6	2014

TOTAL EXPORTS



- 73.17% Primary commodities, excl. fuels
- 1.71% Fuels
- 23.98% Manufactured goods
- 0.75% Pearls, precious stones & non-monetary gold
- 0.39% Other

TOTAL IMPORTS



- 18.79% Primary commodities, excl. fuels
- 17.32% Fuels
- 63.87% Manufactured goods

Central African Republic



General information

Region

Central Africa

Capital

Bangui

Population, total (2013)

4,616,417

Surface area (sq. km) (2014)

622,980

Closest distance to the seaport (km)

1,518

UNDP HDI rank (2013)*

185(0.341)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	-36	2013
Gross fixed capital formation (% of GDP)	14.8	2012
Manufacturing, value added (% of GDP)	6.5	2012
Agriculture, value added (% of GDP)	54.3	2012
Concentration index of merchandise exports	0.36	2013
Diversification index of merchandise exports	0.78	2013

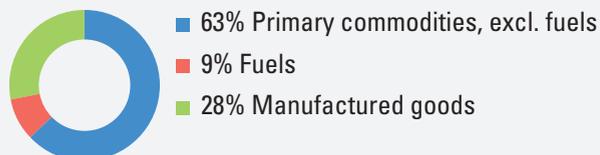
Trade

Trade (% of GDP)	33	2012
Cost to import (US\$ per container)	6,335	2014
Cost to export (US\$ per container)	5,490	2014

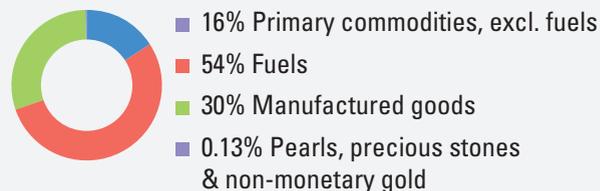
Infrastructure

Roads, total network (km)	20,278	2010
Roads paved (% of total roads)	6.83	2010
Railway lines, total route (km)	--	--
Logistics performance index	2.31	2014
Access to electricity (% of population)	9.5	2010
Number of electrical outages in a typical month	29	2011

TOTAL EXPORTS



TOTAL IMPORTS



Chad



General information

Region

Central Africa

Capital

N'Djamena

Population, total (2013)

12,825,314

Surface area (sq. km) (2014)

1,284,000

Closest distance to the seaport (km)

1,669

UNDP HDI rank (2013)*

184(0.372)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	4	2013
Gross fixed capital formation (% of GDP)	27.4	2013
Manufacturing, value added (% of GDP)	2.7	2013
Agriculture, value added (% of GDP)	51.5	2013
Concentration index of merchandise exports	0.92	2013
Diversification index of merchandise exports	0.81	2013

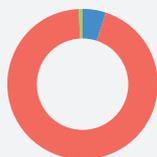
Trade

Trade (% of GDP)	70	2013
Cost to import (US\$ per container)	9,025	2014
Cost to export (US\$ per container)	6,615	2014

Infrastructure

Roads, total network (km)	40,000	2006
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	--	--
Logistics performance index	2.71	2014
Access to electricity (% of population)	3.5	2010
Number of electrical outages in a typical month	19.6	2009

TOTAL EXPORTS



- 5.18% Primary commodities, excl. fuels
- 94.20% Fuels
- 0.61% Manufactured goods

TOTAL IMPORTS



- 18.48% Primary commodities, excl. fuels
- 8.33% Fuels
- 72.69% Manufactured goods
- 0.11% for Pearls, precious stones & non-monetary gold
- 0.39% Other

Ethiopia



General information

Region

Eastern Africa

Capital

Addis Ababa

Population, total (2013)

94,100,756

Surface area (sq. km) (2014)

1,104,300

Closest distance to the seaport (km)

781

UNDP HDI rank (2013)*

173(0.435)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	10.5	2013
Gross fixed capital formation (% of GDP)	35.8	2013
Manufacturing, value added (% of GDP)	4	2013
Agriculture, value added (% of GDP)	45	2013
Concentration index of merchandise exports	0.33	2013
Diversification index of merchandise exports	0.77	2013

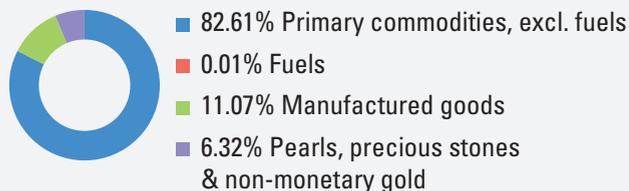
Trade

Trade (% of GDP)	42	2013
Cost to import (US\$ per container)	2,960	2014
Cost to export (US\$ per container)	2,380	2014

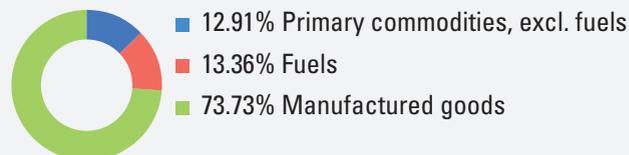
Infrastructure

Roads, total network (km)	44,359	2007
Roads paved (% of total roads)	13.67	2007
Railway lines, total route (km)	--	--
Logistics performance index	2.67	2014
Access to electricity (% of population)	23	2010
Number of electrical outages in a typical month	5.6	2011

TOTAL EXPORTS



TOTAL IMPORTS



Kazakhstan



General information

Region

Central Asia

Capital

Astana

Population, total (2013)

17,035,275

Surface area (sq. km) (2014)

2,724,900

Closest distance to the seaport (km)

3,750

UNDP HDI rank (2013)*

70(0.757)*

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	6	2013
Gross fixed capital formation (% of GDP)	21.2	2013
Manufacturing, value added (% of GDP)	11.6	2013
Agriculture, value added (% of GDP)	4.9	2013
Concentration index of merchandise exports	0.65	2013
Diversification index of merchandise exports	0.74	2013

Trade

Trade (% of GDP)	65	2013
Cost to import (US\$ per container)	5,265	2014
Cost to export (US\$ per container)	5,285	2014

Infrastructure

Roads, total network (km)	97,155	2011
Roads paved (% of total roads)	88.74	2011
Railway lines, total route (km)	14,319	2012
Logistics performance index	2.83	2014
Access to electricity (% of population)	100	2010
Number of electrical outages in a typical month	0.5	2013

TOTAL EXPORTS



- 13.85% Primary commodities, excl. fuels
- 75.84% Fuels
- 9.75% Manufactured goods
- 0.56% Pearls, precious stones & non-monetary gold
- 0.01% Other

TOTAL IMPORTS



- 10.03% Primary commodities, excl. fuels
- 10.99% Fuels
- 78.22% Manufactured goods
- 0.01% Pearls, precious stones & non-monetary gold
- 0.75% Other

Kyrgyzstan



General information

Region

Central Asia

Capital

Bishkek

Population, total (2013)

5,719,600

Surface area (sq. km) (2014)

199,949

Closest distance to the seaport (km)

3,600

UNDP HDI rank (2013)*

125(0.628)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	10.5	2013
Gross fixed capital formation (% of GDP)	30.5	2013
Manufacturing, value added (% of GDP)	15.6	2013
Agriculture, value added (% of GDP)	17.7	2013
Concentration index of merchandise exports	0.15	2013
Diversification index of merchandise exports	0.64	2013

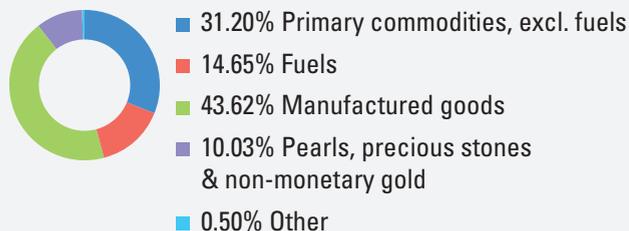
Trade

Trade (% of GDP)	143	2013
Cost to import (US\$ per container)	6,000	2014
Cost to export (US\$ per container)	4,760	2014

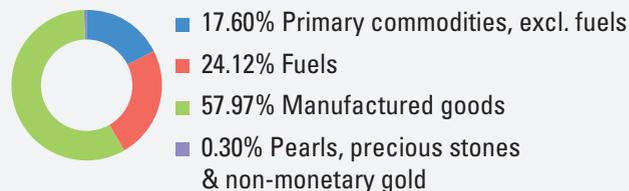
Infrastructure

Roads, total network (km)	34,000	2007
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	417	2012
Logistics performance index	2.2	2014
Access to electricity (% of population)	100	2010
Number of electrical outages in a typical month	0.9	2013

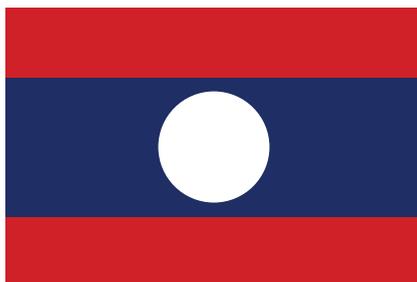
TOTAL EXPORTS



TOTAL IMPORTS



Lao PDR



General information

Region

South Eastern Asia

Capital

Vientiane

Population, total (2013)

6,769,727

Surface area (sq. km) (2014)

236,800

Closest distance to the seaport (km)

620

UNDP HDI rank (2013)*

139(0.569)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	8.5	2013
Gross fixed capital formation (% of GDP)	29.2	2013
Manufacturing, value added (% of GDP)	8.3	2013
Agriculture, value added (% of GDP)	26.5	2013
Concentration index of merchandise exports	0.28	2013
Diversification index of merchandise exports	0.76	2013

Trade

Trade (% of GDP)	83	2013
Cost to import (US\$ per container)	1,910	2014
Cost to export (US\$ per container)	1,950	2014

Infrastructure

Roads, total network (km)	41,029	2011
Roads paved (% of total roads)	13.68	2009
Railway lines, total route (km)	--	--
Logistics performance index	2.2	2014
Access to electricity (% of population)	66	2010
Number of electrical outages in a typical month	2.6	2012

TOTAL EXPORTS



- 63.88% Primary commodities, excl. fuels
- 19.52% Fuels
- 14.17% Manufactured goods
- 2.35% Pearls, precious stones & non-monetary gold
- 0.08% Other

TOTAL IMPORTS



- 11.71% Primary commodities, excl. fuels
- 17% Fuels
- 70.27% Manufactured goods
- 0.88% Pearls, precious stones & non-monetary gold
- 0.15% Other

Lesotho



General information

Region

Southern Africa

Capital

Maseru

Population, total (2013)

2,074,465

Surface area (sq. km) (2014)

30,360

Closest distance to the seaport (km)

575

UNDP HDI rank (2013)*

162(0.486)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	5.5	2013
Gross fixed capital formation (% of GDP)	36.7	2012
Manufacturing, value added (% of GDP)	11.7	2012
Agriculture, value added (% of GDP)	8.3	2012
Concentration index of merchandise exports	0.47	2013
Diversification index of merchandise exports	0.85	2013

Trade

Trade (% of GDP)	151	2012
Cost to import (US\$ per container)	2,045	2014
Cost to export (US\$ per container)	1,795	2014

Infrastructure

Roads, total network (km)	--	--
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	--	--
Logistics performance index	2.35	2014
Access to electricity (% of population)	17	2010
Number of electrical outages in a typical month	4.1	2009

TOTAL EXPORTS



- 14.23% Primary commodities, excl. fuels
- 0.09% Fuels
- 56.02% Manufactured goods
- 29.43% Pearls, precious stones & non-monetary gold
- 0.24% Other

TOTAL IMPORTS



- 30% Primary commodities, excl. fuels
- 12% Fuels
- 53% Manufactured goods
- 5% Other

Macedonia, FYR



General information

Region

South Eastern Europe

Capital

Skopje

Population, total (2013)

2,107,158

Surface area (sq. km) (2014)

25,710

Closest distance to the seaport (km)

--

UNDP HDI rank (2013)*

84(0.732)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	3.1	2013
Gross fixed capital formation (% of GDP)	24.8	2013
Manufacturing, value added (% of GDP)	11.6	2013
Agriculture, value added (% of GDP)	10.4	2013
Concentration index of merchandise exports	0.17	2013
Diversification index of merchandise exports	0.64	2013

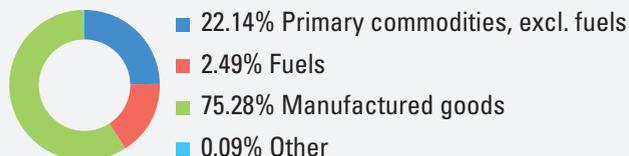
Trade

Trade (% of GDP)	127	2013
Cost to import (US\$ per container)	1,380	2014
Cost to export (US\$ per container)	1,376	2014

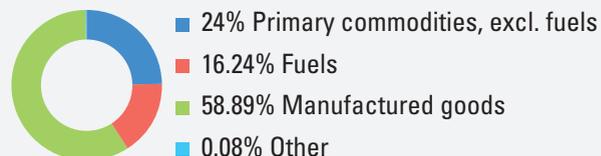
Infrastructure

Roads, total network (km)	13,983	2011
Roads paved (% of total roads)	58.30	2011
Railway lines, total route (km)	699	2010
Logistics performance index	2.46	2014
Access to electricity (% of population)	99	2010
Number of electrical outages in a typical month	1.2	2013

TOTAL EXPORTS



TOTAL IMPORTS



Malawi



General information

Region

Southern Africa

Capital

Lilongwe

Population, total (2013)

16,362,567

Surface area (sq. km) (2014)

118,480

Closest distance to the seaport (km)

803

UNDP HDI rank (2013)*

174(0.414)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	5	2013
Gross fixed capital formation (% of GDP)	19.7	2013
Manufacturing, value added (% of GDP)	10.7	2013
Agriculture, value added (% of GDP)	27	2013
Concentration index of merchandise exports	0.42	2013
Diversification index of merchandise exports	0.82	2013

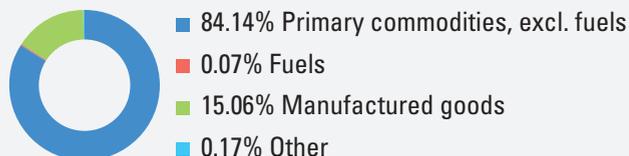
Trade

Trade (% of GDP)	111	2013
Cost to import (US\$ per container)	2,895	2014
Cost to export (US\$ per container)	2,200	2014

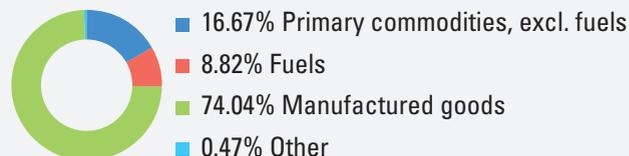
Infrastructure

Roads, total network (km)	15,451	2003
Roads paved (% of total roads)	45.02	2003
Railway lines, total route (km)	797	2008
Logistics performance index	2.63	2014
Access to electricity (% of population)	8.7	2010
Number of electrical outages in a typical month	0.8	2009

TOTAL EXPORTS



TOTAL IMPORTS



Mali



General information

Region

Western Africa

Capital

Bamako

Population, total (2013)

15,301,650

Surface area (sq. km) (2014)

1,240,190

Closest distance to the seaport (km)

1,225

UNDP HDI rank (2013)*

176(0.407)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	2.1	2013
Gross fixed capital formation (% of GDP)	16.3	2012
Manufacturing, value added (% of GDP)	3.1	2007
Agriculture, value added (% of GDP)	42.3	2012
Concentration index of merchandise exports	0.53	2013
Diversification index of merchandise exports	0.84	2013

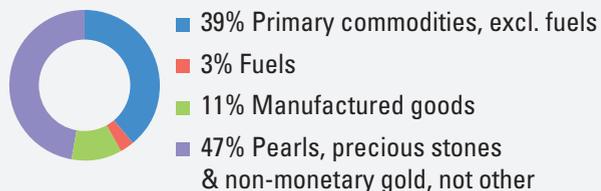
Trade

Trade (% of GDP)	69	2012
Cost to import (US\$ per container)	4,540	2014
Cost to export (US\$ per container)	2,440	2014

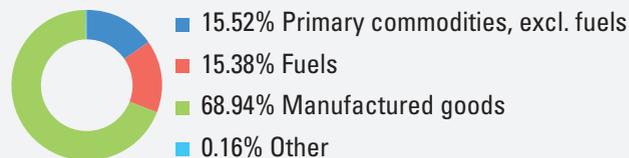
Infrastructure

Roads, total network (km)	22,474	2009
Roads paved (% of total roads)	24.57	2009
Railway lines, total route (km)	--	--
Logistics performance index	2.7	2014
Access to electricity (% of population)	16.6	2010
Number of electrical outages in a typical month	2.7	2010

TOTAL EXPORTS



TOTAL IMPORTS



Moldova



General information

Region

Eastern Europe

Capital

Chisinau

Population, total (2013)

3,558,566

Surface area (sq. km) (2014)

33,850

Closest distance to the seaport (km)

170

UNDP HDI rank (2013)*

114(0.663)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	8.9	2013
Gross fixed capital formation (% of GDP)	22.9	2013
Manufacturing, value added (% of GDP)	13.6	2013
Agriculture, value added (% of GDP)	15	2013
Concentration index of merchandise exports	0.15	2013
Diversification index of merchandise exports	0.64	2013

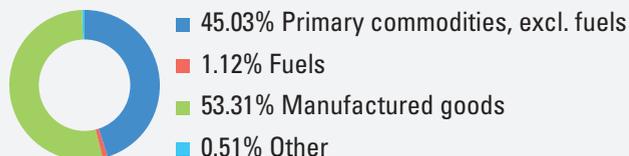
Trade

Trade (% of GDP)	125	2013
Cost to import (US\$ per container)	1,870	2014
Cost to export (US\$ per container)	1,510	2014

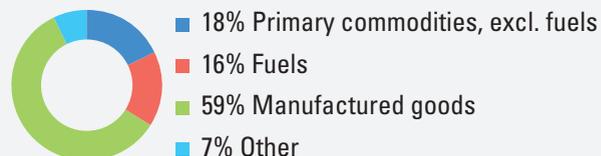
Infrastructure

Roads, total network (km)	12,845	2011
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	1,157	2012
Logistics performance index	2.35	2014
Access to electricity (% of population)	98.6	2010
Number of electrical outages in a typical month	0.4	2013

TOTAL EXPORTS



TOTAL IMPORTS



Mongolia



General information

Region

Northern Asia

Capital

Ulaanbaatar

Population, total (2013)

2,839,073

Surface area (sq. km) (2014)

1,564,120

Closest distance to the seaport (km)

1,693

UNDP HDI rank (2013)*

103(0.698)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	11.7	2013
Gross fixed capital formation (% of GDP)	44.2	2013
Manufacturing, value added (% of GDP)	7.2	2013
Agriculture, value added (% of GDP)	16.5	2013
Concentration index of merchandise exports	0.37	2013
Diversification index of merchandise exports	0.80	2013

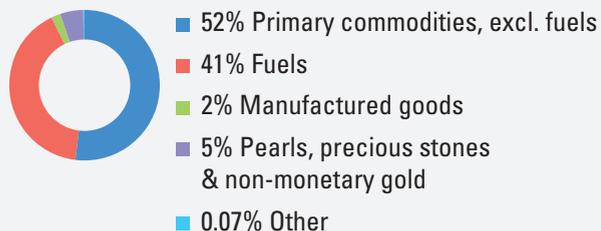
Trade

Trade (% of GDP)	112	2013
Cost to import (US\$ per container)	2,950	2014
Cost to export (US\$ per container)	2,745	2014

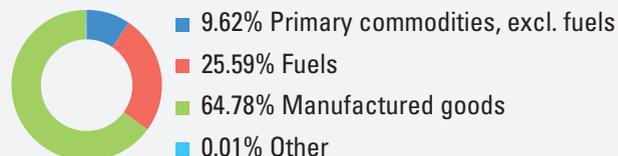
Infrastructure

Roads, total network (km)	--	--
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	1,818	2012
Logistics performance index	2.13	2014
Access to electricity (% of population)	86.2	2010
Number of electrical outages in a typical month	1	2013

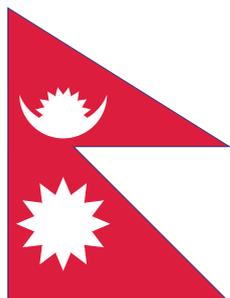
TOTAL EXPORTS



TOTAL IMPORTS



Nepal



General information

Region

Southern Asia

Capital

Kathmandu

Population, total (2013)

27,797,457

Surface area (sq. km) (2014)

147,180

Closest distance to the seaport (km)

1,160

UNDP HDI rank (2013)*

145(0.540)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	3.8	2013
Gross fixed capital formation (% of GDP)	22.6	2013
Manufacturing, value added (% of GDP)	6.6	2013
Agriculture, value added (% of GDP)	35.1	2013
Concentration index of merchandise exports	0.14	2013
Diversification index of merchandise exports	0.7	2013

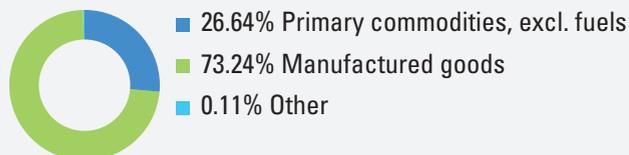
Trade

Trade (% of GDP)	48	2013
Cost to import (US\$ per container)	2,650	2014
Cost to export (US\$ per container)	2,545	2014

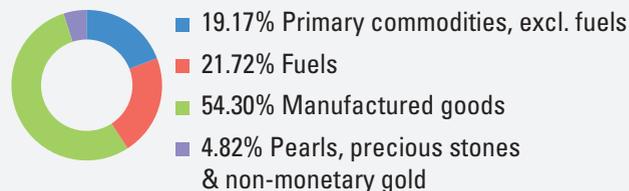
Infrastructure

Roads, total network (km)	19,875	2010
Roads paved (% of total roads)	53.9	2010
Railway lines, total route (km)	--	--
Logistics performance index	2.72	2014
Access to electricity (% of population)	76.3	2010
Number of electrical outages in a typical month	8.7	2013

TOTAL EXPORTS



TOTAL IMPORTS



Niger



General information

Region

Western Africa

Capital

Niamey

Population, total (2013)

17,831,270

Surface area (sq. km) (2014)

1,267,000

Closest distance to the seaport (km)

1,057

UNDP HDI rank (2013)*

187(0.337)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	4.1	2013
Gross fixed capital formation (% of GDP)	34.4	2013
Manufacturing, value added (% of GDP)	6.1	2013
Agriculture, value added (% of GDP)	37.2	2013
Concentration index of merchandise exports	0.47	2013
Diversification index of merchandise exports	0.84	2013

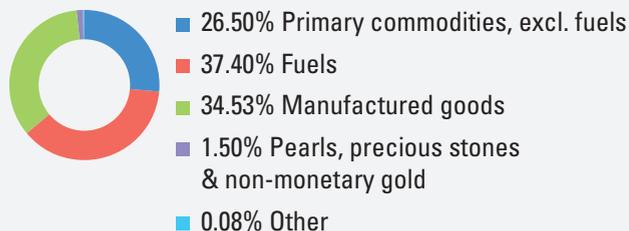
Trade

Trade (% of GDP)	65	2013
Cost to import (US\$ per container)	4,500	2014
Cost to export (US\$ per container)	4,475	2014

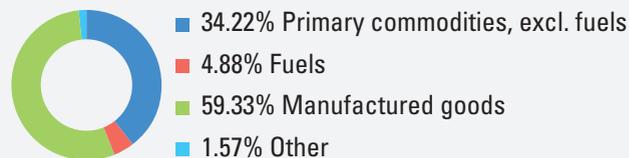
Infrastructure

Roads, total network (km)	19,267	2010
Roads paved (% of total roads)	20.65	2008
Railway lines, total route (km)	--	--
Logistics performance index	2.36	2014
Access to electricity (% of population)	9.3	2010
Number of electrical outages in a typical month	18.5	2009

TOTAL EXPORTS



TOTAL IMPORTS



Paraguay



General information

Region

Central South America

Capital

Asuncion

Population, total (2013)

6,802,295

Surface area (sq. km) (2014)

406,752

Closest distance to the seaport (km)

1,022

UNDP HDI rank (2013)*

111(0.676)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	14.2	2013
Gross fixed capital formation (% of GDP)	15.1	2013
Manufacturing, value added (% of GDP)	11.6	2013
Agriculture, value added (% of GDP)	21.6	2013
Concentration index of merchandise exports	0.34	2013
Diversification index of merchandise exports	0.80	2013

Trade

Trade (% of GDP)	94	2013
Cost to import (US\$ per container)	2,275	2014
Cost to export (US\$ per container)	1,850	2014

Infrastructure

Roads, total network (km)	32,404	2011
Roads paved (% of total roads)	15.55	2011
Railway lines, total route (km)	--	--
Logistics performance index	2.89	2014
Access to electricity (% of population)	97.4	2010
Number of electrical outages in a typical month	2.7	2010

TOTAL EXPORTS



- 75.02% Primary commodities, excl. fuels
- 15.63% Fuels
- 8.79% Manufactured goods
- 0.49% Pearls, precious stones & non-monetary gold

TOTAL IMPORTS



- 9.35% Primary commodities, excl. fuels
- 14.26% Fuels
- 76.38% Manufactured goods

Rwanda



General information

Region

Central Africa

Capital

Kigali

Population, total (2013)

11,776,522

Surface area (sq. km) (2014)

26,340

Closest distance to the seaport (km)

1,867

UNDP HDI rank (2013)*

151(0.506)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	4.7	2013
Gross fixed capital formation (% of GDP)	25.5	2013
Manufacturing, value added (% of GDP)	5.2	2013
Agriculture, value added (% of GDP)	33.4	2013
Concentration index of merchandise exports	0.36	2013
Diversification index of merchandise exports	0.83	2013

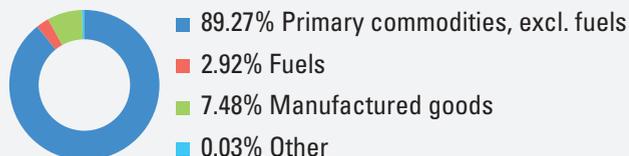
Trade

Trade (% of GDP)	45	2013
Cost to import (US\$ per container)	4,990	2014
Cost to export (US\$ per container)	3,245	2014

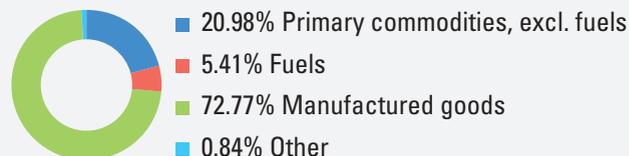
Infrastructure

Roads, total network (km)	14,008	2004
Roads paved (% of total roads)	19	2004
Railway lines, total route (km)	--	--
Logistics performance index	2.94	2014
Access to electricity (% of population)	10.8	2010
Number of electrical outages in a typical month	4	2011

TOTAL EXPORTS



TOTAL IMPORTS



South Sudan



General information

Region

North-eastern Africa

Capital

Juba

Population, total (2013)

11,296,173

Surface area (sq. km) (2014)

644,330

Closest distance to the seaport (km)

--

UNDP HDI rank (--)*

--

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	13.1	2013
Gross fixed capital formation (% of GDP)	11.9	2013
Manufacturing, value added (% of GDP)	--	--
Agriculture, value added (% of GDP)	--	--
Concentration index of merchandise exports	--	--
Diversification index of merchandise exports	--	--

Trade

Trade (% of GDP)	61	2013
Cost to import (US\$ per container)	9,285	2014
Cost to export (US\$ per container)	5,335	2014

Infrastructure

Roads, total network (km)	--	--
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	--	--
Logistics performance index	--	--
Access to electricity (% of population)	1.5	2010
Number of electrical outages in a typical month	1.5	2014

Swaziland



General information

Region

Southern Africa

Capital

Mbabane

Population, total (2013)

1,249,514

Surface area (sq. km) (2014)

17,360

Closest distance to the seaport (km)

193

UNDP HDI rank (2013)*

148(0.530)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	2.8	2013
Gross fixed capital formation (% of GDP)	9.6	2013
Manufacturing, value added (% of GDP)	43.8	2011
Agriculture, value added (% of GDP)	7.5	2011
Concentration index of merchandise exports	0.22	2013
Diversification index of merchandise exports	0.7	2013

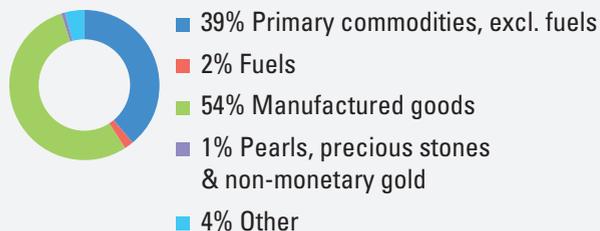
Trade

Trade (% of GDP)	115	2013
Cost to import (US\$ per container)	2,245	2014
Cost to export (US\$ per container)	1,980	2014

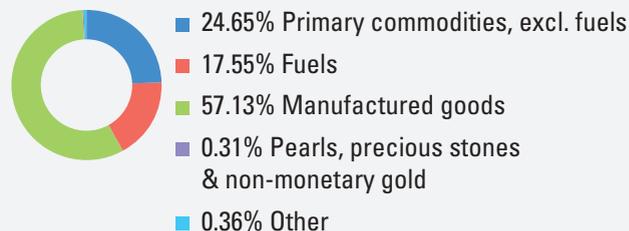
Infrastructure

Roads, total network (km)	--	--
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	300	2012
Logistics performance index	--	--
Access to electricity (% of population)	35.2	2010
Number of electrical outages in a typical month	1.8	2006

TOTAL EXPORTS



TOTAL IMPORTS



Tajikistan



General information

Region

Central Asia

Capital

Dushanbe

Population, total (2013)

8,207,834

Surface area (sq. km) (2014)

142,550

Closest distance to the seaport (km)

3,100

UNDP HDI rank (2013)*

133(0.607)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	7.4	2013
Gross fixed capital formation (% of GDP)	14.1	2013
Manufacturing, value added (% of GDP)	11.2	2013
Agriculture, value added (% of GDP)	27.4	2013
Concentration index of merchandise exports	0.48	2013
Diversification index of merchandise exports	0.85	2013

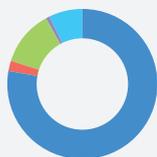
Trade

Trade (% of GDP)	88	2013
Cost to import (US\$ per container)	10,650	2014
Cost to export (US\$ per container)	9,050	2014

Infrastructure

Roads, total network (km)	--	--
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	621	2012
Logistics performance index	2.47	2014
Access to electricity (% of population)	100	2010
Number of electrical outages in a typical month	6.1	2013

TOTAL EXPORTS



- 78% Primary commodities, excl. fuels
- 2% Fuels
- 12% Manufactured goods
- 1% Pearls, precious stones & non-monetary gold
- 7% Other

TOTAL IMPORTS



- 23% Primary commodities, excl. fuels
- 18% Fuels
- 57% Manufactured goods
- 2% Other

Turkmenistan



General information

Region

Central Asia

Capital

Ashgabat

Population, total (2013)

5,240,072

Surface area (sq. km) (2014)

488,100

Closest distance to the seaport (km)

1,700

UNDP HDI rank (2013)*

103(0.698)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	10.2	2013
Gross fixed capital formation (% of GDP)	47.2	2012
Manufacturing, value added (% of GDP)	21.67	2004
Agriculture, value added (% of GDP)	14.5	2012
Concentration index of merchandise exports	0.49	2013
Diversification index of merchandise exports	0.81	2013

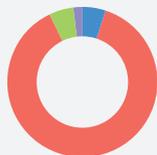
Trade

Trade (% of GDP)	118	2012
Cost to import (US\$ per container)	--	--
Cost to export (US\$ per container)	--	--

Infrastructure

Roads, total network (km)	--	--
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	3,115	2012
Logistics performance index	2.32	2014
Access to electricity (% of population)	100	2010
Number of electrical outages in a typical month	--	--

TOTAL EXPORTS



- 5.18% Primary commodities, excl. fuels
- 87.71% Fuels
- 5.72% Manufactured goods
- 1.82% Pearls, precious stones & non-monetary gold

TOTAL IMPORTS



- 9.53% Primary commodities, excl. fuels
- 1.25% Fuels
- 85.45% Manufactured goods
- 0.43% Pearls, precious stones & non-monetary gold
- 3.34% Other

Uganda



General information

Region

Eastern Africa

Capital

Kampala

Population, total (2013)

37,578,876

Surface area (sq. km) (2014)

241,550

Closest distance to the seaport (km)

1,187

UNDP HDI rank (2013)*

164(0.484)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	3.3	2013
Gross fixed capital formation (% of GDP)	29.1	2013
Manufacturing, value added (% of GDP)	10	2013
Agriculture, value added (% of GDP)	25.3	2013
Concentration index of merchandise exports	0.18	2013
Diversification index of merchandise exports	0.72	2013

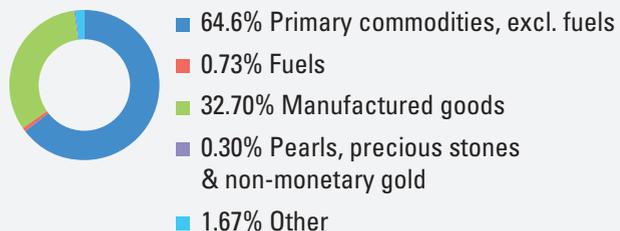
Trade

Trade (% of GDP)	59	2013
Cost to import (US\$ per container)	3,375	2014
Cost to export (US\$ per container)	2,800	2014

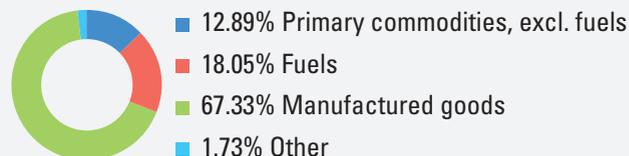
Infrastructure

Roads, total network (km)	70,746	2003
Roads paved (% of total roads)	23	2003
Railway lines, total route (km)	259	2004
Logistics performance index	--	--
Access to electricity (% of population)	14.6	2010
Number of electrical outages in a typical month	6.3	2013

TOTAL EXPORTS



TOTAL IMPORTS



Uzbekistan



General information

Region

Central Asia

Capital

Tashkent

Population, total (2013)

30,243,200

Surface area (sq. km) (2014)

447,400

Closest distance to the seaport (km)

2,950

UNDP HDI rank (2013)*

116(0.661)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	8	2013
Gross fixed capital formation (% of GDP)	23.2	2013
Manufacturing, value added (% of GDP)	10.5	2013
Agriculture, value added (% of GDP)	19.1	2013
Concentration index of merchandise exports	0.25	2013
Diversification index of merchandise exports	0.75	2013

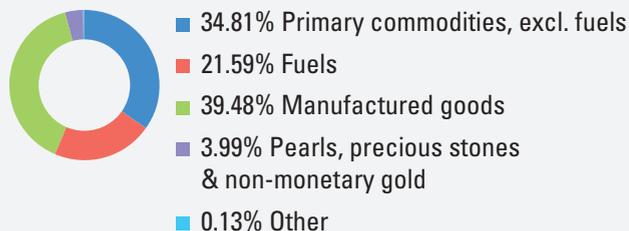
Trade

Trade (% of GDP)	59	2013
Cost to import (US\$ per container)	6,452	2014
Cost to export (US\$ per container)	5,090	2014

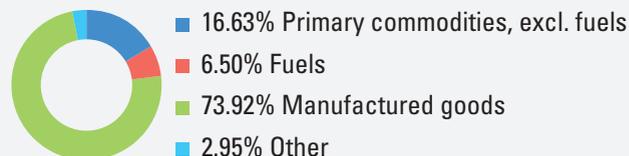
Infrastructure

Roads, total network (km)	--	--
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	4,192	2012
Logistics performance index	2.87	2014
Access to electricity (% of population)	100	2010
Number of electrical outages in a typical month	5.7	2013

TOTAL EXPORTS



TOTAL IMPORTS



Zambia



General information

Region

Southern Africa

Capital

Lusaka

Population, total (2013)

14,538,640

Surface area (sq. km) (2014)

752,610

Closest distance to the seaport (km)

1,975

UNDP HDI rank (2013)*

141(0.561)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	6.7	2013
Gross fixed capital formation (% of GDP)	25.9	2010
Manufacturing, value added (% of GDP)	8.2	2013
Agriculture, value added (% of GDP)	9.6	2013
Concentration index of merchandise exports	0.59	2013
Diversification index of merchandise exports	0.82	2013

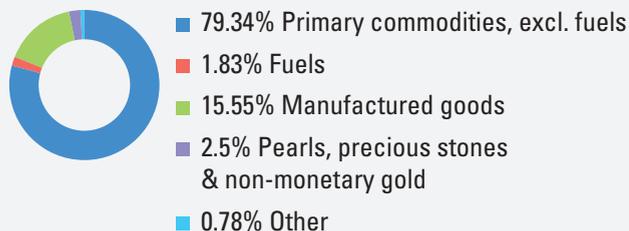
Trade

Trade (% of GDP)	82	2013
Cost to import (US\$ per container)	7,060	2014
Cost to export (US\$ per container)	5,165	2014

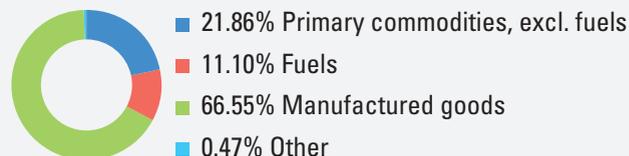
Infrastructure

Roads, total network (km)	--	--
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	1,273	2004
Logistics performance index	2.47	2014
Access to electricity (% of population)	18.5	2010
Number of electrical outages in a typical month	5.2	2013

TOTAL EXPORTS



TOTAL IMPORTS



Zimbabwe



General information

Region

Southern Africa

Capital

Harare

Population, total (2013)

14,149,648

Surface area (sq. km) (2014)

390,760

Closest distance to the seaport (km)

464

UNDP HDI rank (2013)*

156(0.492)

* Note: HDI value in parenthesis

Structural economic transformation

		Year
GDP growth (annual %)	4.5	2013
Gross fixed capital formation (% of GDP)	13	2013
Manufacturing, value added (% of GDP)	12.8	2013
Agriculture, value added (% of GDP)	12	2013
Concentration index of merchandise exports	0.26	2013
Diversification index of merchandise exports	0.76	2013

Trade

Trade (% of GDP)	86	2013
Cost to import (US\$ per container)	6,160	2014
Cost to export (US\$ per container)	4,265	2014

Infrastructure

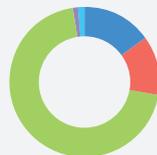
Roads, total network (km)	--	--
Roads paved (% of total roads)	--	--
Railway lines, total route (km)	2,583	2008
Logistics performance index	2.22	2014
Access to electricity (% of population)	36.9	2010
Number of electrical outages in a typical month	6.7	2011

TOTAL EXPORTS



- 63.48% Primary commodities, excl. fuels
- 13.01% Fuels
- 13.56% Manufactured goods
- 9.08% Pearls, precious stones & non-monetary gold
- 0.86% Other

TOTAL IMPORTS



- 24.67% Primary commodities, excl. fuels
- 8.38% Fuels
- 65.93% Manufactured goods
- 1% Other

Definitions¹

Access to electricity (% of population)

Access to electricity is the percentage of population with access to electricity. Electrification data are collected from industry, national surveys and international sources.

Agriculture, value added (% of GDP)

Agriculture corresponds to ISIC divisions 1-5 and includes forestry, hunting, and fishing, as well as cultivation of crops and livestock production. Value added is the net output of a sector after adding up all outputs and subtracting intermediate inputs. It is calculated without making deductions for depreciation of fabricated assets or depletion and degradation of natural resources.

Concentration index of merchandise exports

The concentration index, also called the Herfindahl-Hirschmann index, is a measure of the degree of market concentration – in this case, of exports.

Cost to export (US\$ per container)

Cost measures the fees levied on a 20-foot container in U.S. dollars. All the fees associated with completing the procedures to export or import the goods are included. These include costs for documents, administrative fees for customs clearance and technical control, customs broker fees, terminal handling charges and inland transport. The cost measure does not include tariffs or trade taxes. Only official costs are recorded. Several assumptions are made for the business surveyed: Has 60 or more employees; Is located in the country's most populous city; Is a private, limited liability company. It does not operate within an export processing zone or an industrial estate with special export or import privileges; Is domestically owned with no foreign ownership; Exports more than 10% of its sales. Assumptions about the traded goods: The traded product travels in a dry-cargo, 20-foot, full container load. The product: Is not hazardous nor does it include military items; Does not require refrigeration or any other special environment; Does not require any special phytosanitary or environmental safety standards other than accepted international standards.

¹ Source of definitions – World Bank, UNCTAD and UNDP

Cost to import (US\$ per container)

Cost measures the fees levied on a 20-foot container in U.S. dollars. All the fees associated with completing the procedures to export or import the goods are included. These include costs for documents, administrative fees for customs clearance and technical control, customs broker fees, terminal handling charges and inland transport. The cost measure does not include tariffs or trade taxes. Only official costs are recorded.

Diversification index of merchandise exports

The index shows how exports and imports of individual countries or group of countries are concentrated on several products or otherwise distributed in a more homogeneous manner among a series of products.

GDP growth (annual %)

Annual percentage growth rate of GDP at market prices based on constant local currency. Aggregates are based on constant 2005 U.S. dollars. GDP is the sum of gross value added by all resident producers in the economy plus any product taxes and minus any subsidies not included in the value of the products. It is calculated without making deductions for depreciation of fabricated assets or for depletion and degradation of natural resources.

Gross fixed capital formation (% of GDP)

It includes land improvements (fences, ditches, drains, and so on); plant, machinery, and equipment purchases; and the construction of roads, railways, and the like, including schools, offices, hospitals, private residential dwellings, and commercial and industrial buildings. According to the 1993 SNA, net acquisitions of valuables are also considered capital formation.

Logistics performance index

Data are from Logistics Performance Index surveys conducted by the World Bank in partnership with academic and international institutions and private companies and individuals engaged in international logistics. 2009 round of surveys covered more than 5,000 country assessments by nearly 1,000 international freight forwarders. Respondents evaluate eight markets on six core dimensions on a scale from 1 (worst) to 5 (best). The markets are chosen based on the most important export and import markets of the respondent's country, random selection, and, for landlocked countries, neighboring countries that connect them with international markets. Respondents evaluated the ability to track and trace consignments when shipping to the market, on a rating ranging from 1 (very low) to 5 (very high). Scores are averaged across all respondents.

Manufacturing, value added (% of GDP)

Manufacturing refers to industries belonging to ISIC divisions 15-37 and includes manufacture of leather and related products, manufacture of chemicals and chemical products, manufacture of pharmaceuticals, medicinal chemical and botanical products, manufacture of basic metals, etc. Value added is the net output of a sector after adding up all outputs and subtracting intermediate inputs. It is calculated without making deductions for depreciation of fabricated assets or depletion and degradation of natural resources.

Number of electrical outages in a typical month

Average number of power outages that establishments experience in a typical month.

Trade (% of GDP)

The sum of exports and imports of goods and services measured as a share of gross domestic product.

UNDP HDI

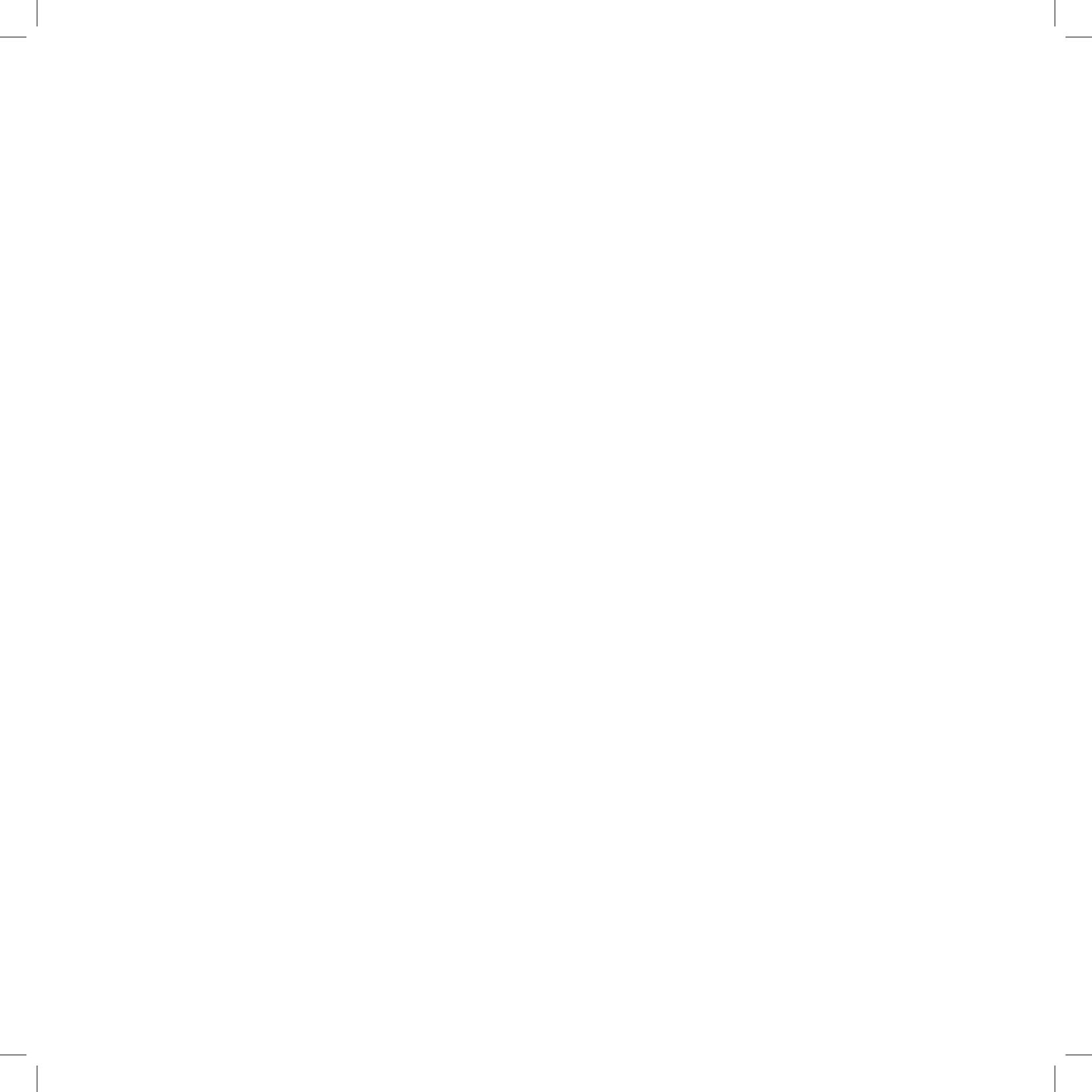
The Human Development Index (HDI) is a summary measure of average achievement in key dimensions of human development: a long and healthy life, being knowledgeable and have a decent standard of living. The HDI is the geometric mean of normalized indices for each of the three dimensions.

Main sources

United Nations Conference on Trade and Development (UNCTAD), UNCTADstat database
<http://unctadstat.unctad.org/EN/>

United Nations Development Programme, Human Development Report 2014
<http://hdr.undp.org/sites/default/files/hdr14-report-en-1.pdf>

World Bank, World Development Indicators
<http://data.worldbank.org/indicator>







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