



**Third United Nations
Conference on
Landlocked Developing
Countries**

Ministerial Meeting on South-South Cooperation

**6 August 2025
Awaza, Turkmenistan**

CONCEPT NOTE

Background

The Vienna Programme of Action (VPoA) recognized the role of South-South and triangular cooperation in increasing the growth and development of landlocked developing countries (LLDCs) as well as transit developing countries. It highlighted the role of developing countries in the effective implementation of the VPoA under the framework of South-South cooperation. In particular, the VPoA stressed South-South cooperation in sharing best practices in customs, border and corridor management and in the implementation of trade facilitation policies.

At the Second United Nations High-level Conference on South-South Cooperation (also known as BAPA + 40), Member States stressed the vital role of South-South and triangular cooperation in the achievement of the SDGs.

LLDCs face peculiar and complex development challenges due to their remoteness and isolation from international markets. The lingering effects of the COVID-19 pandemic and the current geopolitical and global macroeconomic situation have further brought to the forefront the structural weaknesses of LLDCs. In addition, LLDCs are being disproportionately affected by climate-induced hazards and disaster.

In the implementation of the Vienna Programme of Action (VPoA), progress towards meeting the goals and targets was mixed. More needs to be done by various stakeholders to enhance the prospects of fulfilling the objectives of the programme.

The Awaza Programme of Action for LLDCs for the Decade 2024-2034 underscores the complementary role of South-South and triangular cooperation in advancing the development priorities of LLDCs. While reaffirming North-South cooperation as the primary modality of international support, the PoA recognizes South-South and triangular cooperation as vital enablers for regional integration, technology transfer, infrastructure development, and capacity-building. It emphasizes their importance in fostering knowledge exchange, mobilizing resources, and supporting regional infrastructure projects, including through the sharing of best practices and technological catch-up. The PoA calls for enhanced efforts to deepen such cooperation in line with the specific needs of LLDCs and as a means to strengthen multi-stakeholder partnerships for sustainable development.

The Third UN Conference on Landlocked Developing Countries (LLDC3) provides an opportunity to examine ways and means to unlock the potential of South-South and triangular cooperation to help LLDCs overcome complex development challenges and identify innovative and impactful solutions in support of sustainable, resilient and transformative development of LLDCs in the next decade.

Thematic Areas and Participation

The meeting will focus on South-South and triangular cooperation in science, technology and innovation (STI), trade facilitation and regional integration, and connectivity. It will also present case studies to showcase best practices in unlocking the potential of South-South and triangular cooperation for sustainable, resilient and transformative development of LLDCs.

The meeting will draw participation of ministers from LLDCs, transit countries, development

partners from the global South and the North, principal-level representatives from the UN system, multilateral and regional development banks and financial institutions, academia, the private sector and NGOs.

Outcome

- A summary of the meeting which will be presented at the official closing of the LLDC3 Conference and included in the report of the LLDC3 Conference.

Venue and Time

The meeting will take place on **6 August 2025** in Awaza, Turkmenistan during the LLDC3 Conference.

Additional information on the Ministerial Meeting on South-South Cooperation is available on the dedicated webpage: <https://www.un.org/en/landlocked/south-south-cooperation-ministerial-meeting>

Co-organizers



Session 1: Catalyzing South-South and triangular cooperation in science, technology and innovation (STI) to spur structural economic transformation and facilitate digital leapfrogging in landlocked developing countries (LLDCs)

Science, technology, and innovation (STI) have significant potential to drive structural transformation and help LLDCs achieve the SDGs. However, LLDCs are not able to leverage the full benefits of STI due to stark gaps in critical infrastructure, including energy infrastructure and ICT connectivity, and a lack of enabling policies, enforcement mechanisms, institutional capacity and digital skills. Under the Vienna Programme of Action (VPoA), research and development (R&D) expenditure in LLDCs stagnated at 0.2% of GDP, significantly below the global average of 1.8%. Moreover, annual patent applications by LLDC residents dropped sharply from 2,764 in 2014 to 929 by 2021.

To achieve equitable, inclusive, and sustainable growth, LLDCs need to adopt STI strategies as integral part of national sustainable development strategies. More resources are needed to bolster R&D, with a focus on fostering local innovations and solutions. Additionally, substantial investments are required in STEM and tertiary education, particularly for women and girls, to develop the human capital necessary for driving innovation. LLDCs also need to harness the emerging technologies such as artificial intelligence, robotics, big data, and clean energy in order to leapfrog traditional development stages.

To fully capitalize on these opportunities, LLDCs need stronger partnerships that facilitate access to these technologies and R&D initiatives. The Awaza Programme of Action (APoA) for LLDCs calls for enhanced South-South and triangular cooperation to expand access to these technologies, foster local innovation, and strengthen LLDCs' integration into regional and global value chains. South-South and triangular cooperation can offer the LLDCs pathways to integrate these technologies into key sectors such as manufacturing, agriculture and services, accelerating their structural transformation.

It is imperative for LLDCs to build a broad coalition of partnerships spanning the North, the South, governments, the private sector and global and regional development entities, including the UN system, to mobilize investments in STI infrastructure, enhance innovative capacity, and advance technological upgrading and improvements. LLDCs are also in urgent need of dedicated capacity building support from partners to improve their STI ecosystems and enhance their ability to adopt and assimilate frontier technologies, including by strengthening local technological capacity.

LLDCs are particularly vulnerable to the adverse impacts of climate change, which exacerbates their development challenges. As such, they have called for scaling up capacity-building efforts, as well as the development, deployment, and dissemination of technologies to address climate change and enhance resilience. This requires concerted efforts from all partners to promote innovation and increase the use of adaptive technologies in LLDCs, including adoption of clean technologies.

Expanding South-South and triangular cooperation will be key to building the necessary adaptive and mitigation capacities.

The surge of digitalization has also brought renewed emphasis on access to modern and digital technologies, which is the key driver of industrialization, structural transformation and sustainable development. The COVID-19 pandemic further accelerated digital transformation of the global economy particularly in e-governance and e-commerce. This underscores the pressing needs for the LLDCs to develop the capacity to apply digital technologies and fast-track their sustainable development.

However, the benefits of digital technologies have not been evenly spread within and across LLDCs. Under the VPoA, LLDCs faced high broadband connectivity costs, and in 2021, only 32.3 % of their populations had internet access, compared to the world average of 66 %. 16 % of LLDC populations cannot use the internet because they are not covered by a broadband signal with limited or little data available on the STI and ICT sectors. Even where access exists, digital skills often are insufficient to meaningfully transform digital technologies into opportunities for value addition, job creation and improved livelihoods.

To bridge the digital divide, including the gender digital divide, and connect even the most remote communities, LLDCs need substantial investments in digital, human and institutional capacity building from all sources to improve the digital transit and transport infrastructure and expand connectivity, and increase participation of LLDCs in digital economy, aligned with the commitments in the Awaza Programme of Action. Stronger partnerships are needed to enhance LLDCs' ability to leverage digital technologies, including the inclusive and positive contribution of artificial intelligence. The Awaza Programme of Action stresses the importance of collective efforts to equip LLDCs with the tools and capacities needed to fully leverage digitalization and frontier technologies for sustainable, resilient development

South-South and triangular cooperation offers LLDCs valuable avenues for peer learning, experience-sharing, and joint action in developing national digital strategies and regulatory systems. By pooling resources, sharing technological expertise, and leveraging innovative financing, LLDCs and their partners can improve digital literacy, strengthen connectivity, and promote inclusive digital transformation.

Questions:

- How South-South and triangular cooperation can support LLDCs in accessing technology and know-how to improve their scientific and innovative capacities for structural transformation and preparedness to external shocks?

- How can national level policies in LLDCs be shaped to establish effective foundations for digitalization and accelerate structural transformation?
- How can South-South and triangular cooperation be leveraged to enhance STEM education in LLDCs, with a particular focus on bridging digital divides, including the gender digital divide?
- What does it take for regional and subregional platforms and initiatives under South-South and triangular cooperation to foster the ecosystems for STI adoption and digitalization in LLDCs?

Session 2: Best practices and experience-sharing in unlocking the potential of South-South and triangular cooperation for sustainable, resilient, and transformative development of LLDCs

South-South Cooperation is characterized by, and not limited to, principles of solidarity, mutual gains and non-interference in the internal affairs of another country. These principles, especially, non-interference, help foster peaceful and collaborative relations, which are particularly beneficial for LLDCs that face significant challenges in accessing international markets. Building and maintaining good relations with transit countries and engaging in regional cooperation are conducive for ensuring transit and infrastructure connectivity. LLDCs rely on partnerships to facilitate collaborative development, share of common resources and investment costs. Moreover, it is important that LLDCs retain ownership of their development processes by shaping policies, establishing legal frameworks, and engaging in planning efforts.

This session will showcase South-South cooperation through five illustrative case studies, each focusing on thematic areas of the Awaza Programme of Action. Covering five countries in Central Asia, South-East Asia, Latin America, and Africa countries. These case studies will demonstrate how selected LLDCs have successfully leveraged South-South cooperation to address their development challenges. Some of the case studies will take a forward-looking approach, highlighting initiatives aimed at achieving economic transformation and addressing sustainable development issues such as job creation, inclusive development and climate change mitigation.

In each case study, the role of partnership brokerage is highlighted with a focus on the specific priorities of Member States involved. This approach aims to deepen the understanding of South-South cooperation, emphasizing its potential to address developmental challenges in LLDCs. Furthermore, the case studies will help identify the catalytic role of the UN System in facilitating partnerships to scale up successful South-South and triangular cooperation initiatives.

Structural transformation and STI in Ethiopia

Key issues such as a country's industrial strategy, government engagement, and exchange of technology and skills are pivotal to achieving structural transformation. Ethiopia, a country that has shaped its transformation through South-South cooperation, serves as a compelling example in this regard. Notably, a significant aspect of this transformation has taken place within Special Economic Zones which are modelled after those in China, including partnerships with Chinese state-owned enterprises. The case study will focus on Ethiopia's industrialization policy; the Government's role in facilitating transformation; examples of leading companies driving transformation; methods and skills and technology transfer; Ethiopia's Special Economic Zones; and the role of science, and technology and innovation.

Transit transport and connectivity in Tajikistan

None of the five Central Asian countries has access to the sea, making overland transport, connectivity and transit corridors essential for the region. Tajikistan strategically located at the heart of this region, is bordered by Afghanistan to the south, China to the east, Kyrgyzstan to the north, and Uzbekistan to the west/northwest. While its geographic location presents challenges, it also positions Tajikistan as a potential transit hub for the region and beyond, linking Europe and Asia from east to west as well as north to south. Investments in transit, transport and connectivity are shifting perspectives of Tajikistan (as well as other LLDCs in the region) from being “landlocked” to becoming “land links” or “land bridges” that could promote activities beyond their economies and facilitate broader regional and even cross-regional/international trade for sustainable development beyond their borders. The Awaza Programme of Action for LLDCs underlines that transit corridors should be considered as economic development corridors and as an important means for expediting the movements of goods and people across international borders by connecting key freight points in LLDCs and transit countries, as well as other countries in the region.

Climate Change and Energy Transition in Paraguay

The Bi-Oceanic Corridor is considered as the Panama Canal of the 21st Century. Spanning approximately 2,400 km of paved road, it will link Brazil’s Atlantic coast to the Chile Pacific coast through Paraguay and Argentina. In landlocked Paraguay, 500 km of the corridor will pass through its territory, with around 50% of this section already paved and operational. The completion of the Bi-Oceanic corridor is expected to serve as an immense accelerator for Paraguay’s economic development, providing access to the mineral and agriculture resource-rich Grand Chaco region, spurring the development of supporting infrastructure such as hotels, gas stations and new roads, and creating new employment opportunities. The new infrastructure will require sustainable energy supplies. However, the project poses social and environmental risks, including deforestation, and potential exclusion of the local communities from benefiting along the corridor. A comprehensive economic planning model, grounded in the cooperation of regional partners and South-South partnerships can enhance the equitable sharing of benefits and collectively addressing the negative impacts

As 50% of the Paraguay section of the road through the corridor has already been completed, the lessons learned from this experience can be applied to optimize the design of the remaining sections, ensuring the corridor maximizes its potential benefits for the people of Paraguay. The case study will focus on the planning, partnerships for an inclusive and sustainable economic growth, climate change mitigation and the role of South-South Cooperation in achieving these goals.

Trade, trade facilitation, value chain and regional integration in Rwanda

Rwanda, one of the LLDCs in Sub-Saharan Africa, shares borders with two other LLDCs in the region: Burundi and Uganda. Despite trade being a crucial driver of economic growth, LLDCs' participation in global and regional trade remains low due to their geographical isolation from major markets. These challenges can be reduced through implementation of relevant policies and national and regional strategies aimed at facilitating trade. Trade facilitation refers to the simplification, modernization and harmonization of export and import processes.

The proposed case study will therefore analyze Rwanda's implementation of the VPoA Priority 3b (Trade Facilitation) and the WTO Trade Facilitation Agreement (TFA), and how the country leverages South-South and triangular cooperation in these efforts. The study will draw on data from the Government of Rwanda, the Digital and Sustainable Trade Facilitation Global Reports, and other relevant UN trade reports. The goal of this case study is to provide insightful conclusions on the impact of trade facilitation measures in Rwanda as an LLDC and highlight the role of South-South and triangular cooperation in the implementation. Key lessons learned and opportunities for further advancing South-South and triangular cooperation will be emphasized.

Means of Implementation – Lao PDR

Lao PDR, the only landlocked country in Southeast Asia, is a member of the Association of Southeast Asian Nations (ASEAN) shares borders with China, Myanmar, Thailand, Cambodia, and Viet Nam. This case study focuses on the transformative journey of Lao PDR, highlighting the role of regional integration within ASEAN and collaborative initiatives spurred by South-South cooperation, which have positively impacted the means of implementation of the Vienna Programme of Action by boosting foreign direct investment and remittances, mobilizing concessional financing and domestic revenues, and narrowing development gaps in Lao PDR. The analysis demonstrates that South-South cooperation, which has been crucial for regional integration in ASEAN, has significantly benefited Lao PDR as a LLDC.

Issues to consider in post-presentation discussions:

- Did the case studies illustrate the broad scope of South-South and triangular cooperation, particularly highlighting actions that may not traditionally be recognized as South-South cooperation and yet reflect its key characteristics, such as grants, concessional funding, trade preferences etc?
- Multistakeholder approaches in South-South cooperation: How did the case studies illustrate the roles of various stakeholders beyond national governments, such as the private sector, civil society, and local governments, in South-South cooperation? What lessons can be drawn about the types of partnerships that LLDCs need to build?

- How can South-South and triangular cooperation be better leveraged and further strengthened to enhance the implementation of the APoA?
- What role can regional cooperation and integration play in unlocking the means of implementation necessary for development and growth in LLDCs?

Session 3: Leveraging South-South cooperation to promote trade facilitation and deepen regional integration for increased participation of LLDCs in international trade

The objective of the VPoA to significantly increase LLDC's participation in global trade remains largely unmet. The LLDC share of world trade has in fact fallen slightly over the last decade, with their exports accounting for 1.1% of world trade in 2022, down from 1.2% in 2013, despite these countries representing 7% of the world's population.

In contrast, trade among developing countries has been growing in recent decades. Between 1995 and 2020, the share of South-South trade in global trade expanded from 10% to 25%. Developing countries are becoming increasingly important as export destinations for the products of LLDCs and as key sources of critical foreign direct investment. The African Continental Free Trade Area (AfCFTA) offers an opportunity for African landlocked developing countries to enhance resilience amid an uncertain global environment. According to World Bank projections, if fully implemented, the AfCFTA is expected to significantly increase Africa's exports, potentially by as much as 32% by 2035, with a corresponding increase in imports as well, boosting intra-African trade considerably; this translates to a much higher percentage than just 5.1% for exports and 4.7% for imports.¹ Additionally, the AfCFTA is expected to increase intra-African freight by 28% and demand for maritime freight by 62%.²

LLDCs continue to face disproportionately high trade costs, which have been exacerbated by the current geopolitical tensions and conflicts. According to the World Trade Organization (WTO), trade costs in LLDCs are 1.4 times higher than that of coastal developing countries. On average, LLDCs spend nearly two times more of their export earnings for the payment of transport and insurance services than the average for developing countries, and three times more than the average of developed economies.³

The implementation of the WTO Trade Facilitation Agreement (TFA) is fundamental to addressing high trade and transport costs and enhancing trade in landlocked developing countries, especially in the context of current global trade and supply chain challenges. However, the implementation rate of the Agreement by LLDCs stood at only 61.8 % as of November 2023. About 31% of the commitments under the Agreement as needing technical assistance support for implementation (Category C future implementation). LLDCs identified human resources and training, legislative and regulatory frameworks, ICT and infrastructure and equipment as their primary concerns, in order of importance.

¹ <https://www.worldbank.org/en/topic/trade/publication/free-trade-deal-boosts-africa-economic-development>

² <https://unctad.org/press-material/review-maritime-transport-2023-facts-and-figures-africa>

³ <https://documents1.worldbank.org/curated/zh/988231468126267145/pdf/95447-REPLACEMENT-Improving-Trade-and-Transport-for-Landlocked-Developing-Countries.pdf>

Improved trade facilitation, such as streamlining and harmonization of customs and transit procedures, transparent and efficient border management and coordination in border clearance is critical to enhancing the competitiveness of LLDCs' exports and strengthening their integration into global value chains. Achieving this requires enhanced cooperation at the global, regional and subregional levels, including through South-South cooperation for exchange of best practices in customs, border and corridor management, as well as in the implementation of trade facilitation policies. LLDCs need to strengthen collaboration with transit countries in effective management of transport corridors and data collection to monitor and address cross border trade and transit challenges.

LLDCs depend on regional cooperation and intra-regional trade for access to global markets via their coastal neighbors. Regional integration is one of the principal tools for increasing LLDCs' participation in international trade. Significant progress has been made in this regard, with each LLDC being a party to an average of four regional trade agreements, ranging from one to 11 per country. LLDCs also continue to promote regional integration and cooperation on transboundary issues through existing partnerships with neighboring countries.

To further advance, there is a need to promote deeper regional integration that extends beyond trade and trade facilitation, incorporating a broader range of areas such as investment, research and development, and policies aimed at accelerating regional industrial development and connectivity. Since the adoption of the VPoA, considerable progress has been achieved in the negotiation and implementation of regional and sub-regional trade agreements such as the AfCFTA, the Eurasian Economic Union, and the Regional and Comprehensive Economic Partnership, as well as initiatives such as the Single African Air Transport Market and the Framework Agreement on the Facilitation of Cross-Border Paperless Trade in Asia and the Pacific. These initiatives have provided vehicles for LLDCs to integrate more effectively into the regional and global value chains.

The Covid-19 pandemic has highlighted the importance of regional cooperation and the need to strengthen resilience against risks associated with the cross-border movement of goods and people. The pandemic-related business restrictions triggered a global business paradigm shift towards the digital economy. The average share of internet users who made purchases online increased from 53% before the pandemic (2019) to 60% following the onset of the pandemic (2020/21)⁴. This highlights the potential for LLDCs to leverage the growing cross-border e-commerce landscape as a pathway for their integration into global trade. However, many LLDCs continue to face challenges in infrastructure and policies necessary to support e-commerce and the digital economy.

The Awaza Programme of Action (APoA) for LLDCs calls for the promotion of South-South

⁴ <https://unctad.org/es/isar/news/covid-19-boost-e-commerce-sustained-2021-new-unctad-figures-show>

cooperation in drawing lessons and technological catch-up, raising resources and the systematic exchange of knowledge and experiences for regional integration and regional infrastructure development. South-South cooperation can play a pivotal role in strengthening technical, financial, and capacity-building support for LLDCs and transit developing countries. Through such partnerships, LLDCs can deepen regional and sub-regional integration efforts, including through joint projects on transport, communication, digital and energy networks, the harmonization of regional policies, the sharing of best practices, and the alignment of development assistance.

Questions:

- How can LLDCs and transit countries establish collaborative platforms to improve information sharing, data collection and coordination among relevant stakeholders including government agencies, customs authorities and the private sector for efficient trade facilitation?
- What are the challenges faced by LLDCs in effectively leveraging South-South cooperation to improve trade facilitation? How can the impact of capacity-building and technical assistance under South-South cooperation be monitored and measured to enhance infrastructure and transit connectivity in LLDCs?
- What opportunities exist for LLDCs to engage in South-South cooperation to enhance trade competitiveness, including the development of e-commerce for better integration into the global trading system?
- How can regional integration in South-South cooperation be structured in a holistic, cohesive and inclusive manner that contributes to regional economic growth, peace and prosperity?

Session 4: Enhancing development financing through South-South and triangular cooperation for inclusive, equitable and affordable connectivity of landlocked developing countries

Landlocked developing countries (LLDCs) face distinctive development challenges arising from their lack of direct territorial access to the sea and isolation from the global markets. These structural disadvantages are compounded by critical infrastructure deficits, including major gaps in rail, road, and air transport, dry ports, inland waterways, pipelines, energy systems, and digital networks — all of which constrain LLDCs' ability to connect effectively to regional and global markets. Closing these gaps is estimated to require a scale of financing that far exceeds the capacities of LLDCs' domestic resources and official development assistance (ODA) flows alone.

Under the Vienna Programme of Action (VPoA), important progress has been made in advancing transit transport infrastructure and developing economic corridors, for example through initiatives such as the Trans African Highway (TAH) and the Euro-Asian Transit Links (EATL). Some progress was made in extending energy grids, improving cross-border electricity interconnections, and promoting renewable energy projects. During this period, internet use in LLDCs more than doubled. Regional initiatives such as the Asia-Pacific Information Superhighway have helped bridge the digital divide, expanding ICT infrastructure and connectivity in several landlocked countries.

Despite these achievements, the COVID-19 pandemic and ongoing geopolitical shocks have further exposed the vulnerabilities of LLDCs, amplifying existing structural constraints. While many LLDCs have integrated ambitious infrastructure projects into their national development plans, they continue to grapple with persistent barriers in mobilizing sufficient, affordable, and long-term financing for large-scale connectivity projects. Challenges include high perceived risk impacting on sovereign credit ratings, elevated investment risks, challenges in preparing bankable projects, and the absence of financing instruments specifically tailored to the unique circumstances of landlocked economies. These constraints not only delay critical infrastructure development but also hinder LLDCs' broader efforts to build resilience, diversify their economies, and achieve sustainable development.

The Awaza Programme of Action (APoA) for LLDCs (2024-2034) highlights connectivity as the lifeblood of economic diversification, productive capacity building, and sustainable development of LLDCs. The APoA also reaffirms the importance of promoting unfettered, efficient and cost-effective access to and from the sea by all means of transport, and underscores that transit corridors should be considered as economic development corridors. It emphasizes that connectivity challenges — ranging from limited transit transport infrastructure to the lack of reliable and stable energy connectivity and digital divides — continue to impose disproportionately high trade and transaction costs on LLDCs, undermining their competitiveness and resilience.

The 4th International Conference on Financing for Development (FfD4) reaffirmed global commitments to mobilize scaled-up, inclusive, and innovative financing for sustainable development. For the world's 32 LLDCs, the outcomes of the FfD4 Conference provide a critical opportunity to reposition development financing as a catalyst for addressing long-standing connectivity gaps that hinder their structural transformation and integration into regional and global markets.

Expanding access to innovative financing mechanisms is crucial to close the LLDC connectivity investment gap. Facilities such as the proposed LLDC Infrastructure Investment Financing Facility, envisioned under the APoA, offer a promising vehicle to mobilize blended finance from public, private, and philanthropic sources for high-priority projects. By combining these funding streams, LLDCs can unlock new capital while distributing risks across multiple stakeholders.

In parallel, mobilizing regional and subregional funds through the South-South cooperation framework can play an instrumental role in reducing investment risks and increasing the bankability of cross-border infrastructure projects. Pooled financing arrangements under the framework help align investments with regional development priorities and draw on peer expertise to enhance project design, implementation, and sustainability.

Strengthening public-private partnerships (PPPs) offers another key avenue for advancing LLDC connectivity. South-South cooperation can provide technical support and shared experience for designing and managing PPP models that are tailored to the specific risks and needs of LLDCs. Well-structured PPPs not only help attract private investment but also bring innovation, operational efficiencies, and technical expertise to the delivery of complex infrastructure projects.

Leveraging digital cooperation platforms is equally essential. Regional digital initiatives — such as those advanced under the Belt and Road Initiative (BRI) and the Trans-Eurasian Information Superhighway — provide LLDCs with opportunities to expand broadband infrastructure, develop digital trade corridors, and establish robust e-commerce ecosystems. These digital linkages can reduce overreliance on physical transport routes and open new pathways for economic diversification, inclusion, and participation in the global digital economy. Similarly, Africa's Programme for Infrastructure Development in Africa (PIDA) offers LLDCs a framework for collaborative infrastructure development at the continental level.

At the same time, enhancing national capacity for project preparation and implementation remains foundational. South-South and triangular cooperation frameworks can deliver targeted technical assistance, institutional support, and capacity-building programmes to strengthen LLDCs' ability to identify, prepare, and execute high-quality, bankable infrastructure projects.

South-South partnerships facilitate cost-effective solutions, peer learning, and shared risk management. Triangular cooperation — involving the engagement of multilateral development banks (MDBs), international financial institutions (IFIs), and donor countries — amplifies the reach and impact of South-South initiatives.

By aligning the implementation of the APoA with the financing priorities emerging from the FfD4 Conference, the LLDC3 Conference provides a timely and important platform to explore how strengthened financing partnerships can drive inclusive, equitable, and affordable connectivity for LLDCs.

Questions:

- How can South-South and triangular cooperation be more effectively leveraged to mobilize innovative, inclusive, and long-term financing for LLDCs' connectivity priorities?

- What policy and institutional measures are needed at the national and regional levels to improve the bankability of LLDC infrastructure projects and reduce investment risks that deter private sector engagement?
- How can LLDCs better align their national development plans with regional and subregional initiatives to ensure that transit corridors function as broader economic development corridors?
- What role should development partners, including multilateral development banks and international financial institutions, play in supporting capacity-building efforts for project preparation and implementation in LLDCs under the South-South and triangular cooperation framework?