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Review of the Implementation of the Vienna Programme of Action for the Landlocked Developing Countries for the Decade 2014-2024 in the Euro-Asia Region

Executive Summary of the Background report for the High-Level Euro-Asia Regional Review Meeting of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024 to be held 22-23 August 2023 at the United Nations Conference Centre, Bangkok, Thailand.

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Executive Summary

The Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024 was adopted at the Second United Nations Conference on the Landlocked Developing Countries, organized in 2014 in Vienna, Austria. The Vienna Programme of Action (VPoA) has six priorities: 1) Fundamental transit policy issues; 2) Infrastructure development and maintenance (transport, energy, and information and communication technology infrastructure); 3) International trade and trade facilitation; 4) Regional integration and cooperation; 5) Structural economic transformation; and 6) Means of implementation. Several objectives to be achieved under these priority areas, and the actions to be taken by the landlocked developing countries (LLDCs), their transit neighbours, and development partners, to achieve the objectives, were also identified in the VPoA.

The VPoA is in its ninth year, and will end next year. The United Nations General Assembly, in its resolutions 76/217 and 77/246, decided to hold the Third United Nations Conference on Landlocked Developing Countries in 2024 to, *inter alia*, undertake a comprehensive review of the implementation of the VPoA and formulate and adopt a renewed framework for international support to address the special needs of LLDCs. It also requested to hold national- and regional-level reviews as part of the preparations for the Conference.

This report presents an assessment of the progress made by the Euro-Asian LLDCs since the adoption of the VPoA, including the obstacles and constraints they faced, and suggests recommendations. In the context of a potential new Programme of Action for the LLDCs that might be planned for the next decade, it is essential to consider the new and emerging challenges that have impacted the implementation of the VPoA and that are going to pose challenges in the future. The assessment has considered the COVID-19 pandemic, war in Ukraine, climate change, and emerging technologies as the most significant challenges, and provided recommendations accordingly. The report serves as an important background document for the review of the implementation of the VPoA in the region.

Review of VPoA implementation and recommendations

Transit, transport and trade facilitation

Many Euro-Asian LLDCs and their transit neighbours have acceded to relevant international, regional and sub-regional treaties, conventions and agreements related to transit, transport and trade facilitation. There have also been encouraging developments in adopting digital measures for transit, such as electronic TIR (eTIR) and electronic consignment note (eCMR). However, a few LLDCs such as Afghanistan, Bhutan and Nepal appear to be lagging behind in becoming parties to

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most of the international conventions and agreements related to transit and trade facilitation. Some coastal countries that serve as, or have the potential to serve as, important transit countries, such as Bangladesh, Cambodia, Myanmar, Thailand and Vietnam, are also not yet parties to the important TIR Convention. Lack of effective implementation of the conventions and agreements is also a major problem due, mainly, to the absence of necessary policies, regulations and infrastructures, and the lack of trust between neighbouring countries.

The United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) indicates that transit times at railway border crossings and transportation times along long-distance transport corridors in the Asia-Pacific LLDCs have reduced substantially in recent years. Along the Central Asia Regional Economic Cooperation (CAREC) corridors, in 2020, a transit cargo would travel around 545 km per 24 hours, on average, suggesting that the VPoA target of moving a cargo 300-400 km per 24 hours is achieved, in general, but not in all the corridors.

The COVID-19 pandemic and the war in Ukraine have hindered progress on transit, transport and trade facilitation. The setting up of the 'Observatory on border crossing status due to COVID-19' by the United Nations Economic Commission for Europe (UNECE) that provided up-to-date information on border crossing status in different countries around the world was an important initiative in easing the flow of freight and passenger transport during the pandemic. On a positive side, the pandemic accelerated the development and uptake of information and communication technology (ICT) and digitalization of trade and transit processes.

Regarding trade facilitation, different editions of the United Nations Global Survey on Digital and Sustainable Trade Facilitation since 2015 show that Euro-Asian LLDCs have made good progress in trade facilitation over the years. They have established national trade facilitation committees (NTFC) with representation of the private sector, although there are variations. However, most of the NTFCs have not been strengthened, and hence they lack effective functioning. The LLDCs have also made improvements in customs-related measures in general, although additional customs reforms need to be made in many of them.

In terms of the implementation of the Trade Facilitation Agreement (TFA) of the World Trade Organization (WTO), Kazakhstan and North Macedonia have implemented all their commitments in all three categories, and Armenia, Kyrgyzstan, Mongolia and Tajikistan have also implemented a majority of their commitments. Afghanistan, Nepal and Lao PDR are way behind, especially because of the remaining implementation in Category C for which they require technical and financial assistance.

Paperless trade and transit procedures can make trade facilitation significantly more efficient, and most of the Euro-Asian LLDCs have been implementing at least some paperless trade measures, mainly at the domestic level. However, there is more to be done, especially implementing paperless measures for cross-border trade.

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Recommendations:

1. The Euro-Asian LLDCs and their transit neighbours that are yet to accede to relevant international, regional and sub-regional agreements on transit, transport and trade facilitation should accede to the agreements without delay. They, as well as those LLDCs and transit countries that have acceded to the agreements but have not been implementing them, should put in place the required measures and implement the agreements. They should also participate in new initiatives such as the eTIR procedure, use of eCMR, Unified Railway Law (URL) and others that hold promise in making transit, transport and trade facilitation processes effective and efficient. Governments interested to measure and qualify their degree of inland transport connectivity, both domestically and bilaterally/sub-regionally, as well as in terms of soft and hard infrastructure, are encouraged to use the Sustainable Inland Transport Connectivity Indicators (SITCIN) developed by three regional United Nations commissions (Economic Commission for Europe, Economic and Social Commission for Western Africa, and Economic Commission for Latin America and the Caribbean) offering a practical tool to interested government users to evaluate and self-assess the extent to which they implement the relevant United Nations legal instruments, agreements, and conventions effectively; and the degree to which its inland transport system is interoperable with the systems within its respective (sub-)region.
2. It is encouraging to note that the LLDCs and transit countries are taking corridor approaches to transit, a good example being the recently established Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors, which convenes periodically in the format of an informal Group of Friends of the Chair of the UNECE Working Party on Transport Trends and Economics. This needs to be promoted, existing corridors need to be strengthened, and additional corridors should be developed.
3. It is necessary to make improvements along corridors where transportation speeds are still low. Reducing border delays is an important area of focus for the LLDCs and transit countries. This necessitates, among other things, developing efficient border infrastructures such as one-stop border posts, integrated check posts, and harmonizing transit and trade facilitation procedures.
4. In terms of trade facilitation, NTFCs in many Euro-Asian LLDCs need to be strengthened. They also need to make significant improvements in various customs-related infrastructure and services to ensure better trade facilitation. Importantly, the LLDCs and their transit neighbours should implement paperless trade measures by becoming parties to the Framework Agreement on the Facilitation of Cross-border Paperless Trade in Asia and the Pacific (CPTA).
5. LLDCs and their development partners should make additional efforts to implement the remaining commitments in the TFA. Special attention needs to be paid to the LLDCs that have lagged considerably in implementing their commitments, mostly in Category C, which have been identified and requests made accordingly.

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6. Innovative and alternative measures adopted to address disruptions caused by COVID-19 pandemic and the war in Ukraine, including through the use of ICT and modern technologies, are important lessons to consider and make necessary plans for such potential events in the future.

Infrastructure development and maintenance

I. Transport infrastructure

Transport infrastructure development is a priority of all governments, including in the Euro-Asian LLDCs. Several efforts have been made for infrastructure development, such as development and maintenance of the Asian Highway Network, Trans-Asian Railway Network, airports, dry ports, etc. However, only 8 percent of the roads in the LLDCs that are participants in the Asian Highway Network are classified as primary or class I as compared to 35 percent for the entire network. Thus, the poor quality of roads is a major problem in many LLDCs.

Regarding railways, there has been some progress. There was rail line expansion in Turkmenistan, Kazakhstan, Lao PDR, Mongolia and Uzbekistan between 2014 and 2021. But overall, more needs to be done in the development and expansion of railways in the Euro-Asian LLDCs. The lack of harmonization in gauges and rolling stocks, which hinders seamless railway connectivity between the countries, is also a major problem in the Euro-Asian LLDCs and transit countries. There are still thousands of kilometres of missing links in the road and rail networks that hinder seamless and effective regional transit and transportation.

On air transport, there were increases in air transport freight and registered carrier departures in the Euro-Asian LLDCs since the adoption of the VPoA until the world was hit by the COVID-19 pandemic. Additional efforts are required in developing and strengthening air transport infrastructure and ensuring air safety in the LLDCs.

Progress has also been made in the development of dry ports and in improving intermodal connectivity. But there are issues with effective operations of some of the dry ports. There has also been a lack of adequate progress in addressing problems at seaports in transit countries that are used by the LLDCs. The Euro-Asian Transport Links (EATL) project, and development of the International Transport Infrastructure Observatory (ITIO) and SITCIN indicators have been contributing to transport infrastructure-related objectives of the VPoA.

Many countries around the world, including LLDCs in the Euro-Asia region, are promoting the development and use of electric vehicles because of the increasing contribution of fuel-based transportation means to environmental degradation and climate change. It is also important to note that because of the relatively poor quality of infrastructure in most of the LLDCs, rising temperatures and flash floods, which are due to climate change, often cause huge damage to these infrastructures. There has been an increase in such events in recent years.

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Recommendations:

1. There is a need to expand all modes of transport infrastructure in the Euro-Asian LLDCs. The missing links in road and rail transport in the identified networks within the region and sub-regions need to be completed. Greater emphasis should be placed on railways, to the extent possible, given their time and cost efficiency and relatively low emissions compared to other modes of transport. It is also necessary to ensure harmonization of technical and regulatory standards, and harmonization and interoperability in transport infrastructure.
2. In developing transport and related infrastructure, it is necessary to identify the most useful and necessary projects that could provide better returns in the future so as to make them effectively operational and avoid unnecessary debt burdens. Importantly, in developing new infrastructures or maintaining old ones, improving the quality of infrastructure should be highly prioritized.
3. Euro-Asian LLDCs are encouraged to make good use of the opportunities offered by the ITIO, which offers a multi-stakeholder, web-based Geographic Information System (GIS) platform hosting data on a large variety of transport infrastructure networks and nodes across different modes including road, rail, inland waterways, ports, airports, intermodal terminals, logistics centers and border crossing points. It is devised as an online platform where governments find the data to prepare, benchmark and present their transport infrastructure projects, and Multilateral Development Banks can consider, analyze, and compare projects from a regional/international perspective and identify those they wish to finance.
4. There is a need to address problems of ageing port infrastructure, inefficiencies of cargo handling services, long ship turnaround and long container dwell time, lack of space and congestions at ports and on access routes at seaport terminals, and lack of financing and investment (e.g., for deeper approaching channels/berths, modern cargo handling equipment and storage facilities); among others.
5. Development of transport infrastructure should importantly consider the changing trends, such as the promotion and use of electric vehicles, for both passenger and goods transport. It is also essential to consider the potential impacts of climate change on infrastructure and thus incorporate sustainability and resilience in infrastructure development. LLDCs and transit countries should be provided access to the know-how and emerging technologies in infrastructure development in this respect.

II. Energy infrastructure

Euro-Asian LLDCs have made considerable progress in the development and maintenance of infrastructure for hydropower, solar and wind energy to gradually make the transition to sustainable and clean energy. LLDCs with hydropower potential have attracted domestic and foreign investment for hydropower development. Efforts are being made for economic diversification and transition to sustainable and clean energy with policies such as the feed-in-

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tariff system, tax exemptions, and provision of grants, but these have not been enough. There has been some progress in building transmission lines (including cross-border), distribution infrastructures, and in transboundary electricity trade.

There are technical constraints that limit the integration of renewable power into existing distribution networks, and supporting the development of infrastructure and technological expertise to fully realize the benefits of renewable energy production requires significant investments, which is lacking in the LLDCs. Age-old energy infrastructures and grids that make energy transmission and distribution difficult and unpredictable, time and cost overruns in energy infrastructure development and missing targets, lack of good governance, lack of trust and geo-political tensions are some of the obstacles and constraints in the generation and cross-border transmission of renewable energy in the Euro-Asia region. It is also important to consider that infrastructure for hydropower in the mountainous LLDCs risk getting damaged from climatic events such as floods and landslides. Receding snowlines and melting glaciers due to rising temperatures also pose risk with variability in water availability necessary for hydropower generation.

Recommendations:

1. Euro-Asian LLDCs need to make extra efforts to exploit their potential renewable energy resources, such as hydropower, wind and solar. Concurrently, they need to enhance regional and sub-regional cooperation in renewable energy trade by building trust and managing geo-political tensions. They should prioritize the construction of required infrastructure for production, transmission and distribution of energy both within and cross-border.
2. To overcome the technical constraints that limit the integration of renewable power into existing networks, the LLDCs need to learn from other countries that have managed to overcome these constraints, and LLDCs should be provided the necessary technical and financial support.
3. Replacing the age-old energy infrastructures and ensuring timely completion of projects to avoid time and cost overruns should be highly emphasized. LLDCs need to make conducive environments to attract domestic and foreign investments in the energy sector.
4. Sustainability and resilience should be an integral component of all kinds of infrastructure development, especially in the context of the potential impacts of climate change.

III. ICT infrastructure

All the LLDCs in the Euro-Asia region have made some progress in developing ICT infrastructure, but this has not been adequate. The progress has also been uneven among the LLDCs. As shown by several ICT indicators, in general, European and North and Central Asian (NCA) LLDCs have made better progress than the other LLDCs in the region in the area of ICT and e-government. Many LLDCs have been making increasing use of ICT in customs and trade facilitation activities.

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Use of automated customs systems such as Automated System for Customs Data (ASYCUDA), electronic national single window, electronic tracking systems in goods transport, electronic payment systems, etc. are some of the examples of LLDCs' resort to ICT means for international trade and transit.

Despite some progress made in the use of ICT for transit and trade facilitation by the LLDCs in the Euro-Asia region, they are way behind in catching up with the better performers. In many Euro-Asian LLDCs, the national backbone infrastructure is not adequately well developed. Moreover, due to their remoteness from the sea, the cost of accessing submarine cables is high for most of the LLDCs. Euro-Asian LLDCs are also in need of support in adopting and using latest technologies such as Blockchains, Artificial Intelligence (AI) and Internet of Things (IoT), among others.

Recommendations:

1. LLDCs need support for the development and maintenance of ICT infrastructure to expand ICT's reach among the population and enhance ICT's reliability and cost effectiveness.
2. It is necessary to strengthen LLDCs' national backbone infrastructure and reduce their cost of broadband services through cost-effective access to submarine cables. LLDCs' access to modern ICT should also be facilitated.
3. LLDCs also need support in the development, expansion, upgradation, maintenance and use of ICT for transit and trade facilitation, such as for customs automation and electronic cargo tracking.
4. UNESCAP member countries should actively engage in the Asia-Pacific Information Superhighway initiative that promotes multistakeholder regional cooperation on digital connectivity to bridge the digital divide and accelerate digital transformation in the region.

International trade

LLDCs in the Euro-Asia region, except a few such as Azerbaijan and Kazakhstan, have not been able to substantially increase their exports during the VPoA implementation period. Their shares in global exports have also been stagnant. The LLDCs have also not been able to substantially diversify their export products and markets. The aim of reducing the share of primary commodities in the LLDCs' export baskets and increasing the share of manufactured items remains largely unrealized.

One reason for the lack of significant improvement in LLDCs' trade performance is the high trade and transit costs that have not been reduced substantially in the LLDCs. The COVID-19 pandemic also hindered progress in the Euro-Asian LLDCs' international trade. Export bans, lockdown measures, restrictions in travel and transport, and supply chain disruptions, among others, severely impacted international trade during the pandemic, including that of the Euro-Asian

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LLDCs. Moreover, the LLDCs that are least-developed countries (LDCs) and are going to graduate from the LDC group might be impacted by the loss of trade preferences in major markets upon their graduation.

Recommendations:

1. LLDCs need to make additional efforts to reduce their reliance on exports of primary products and increase exports of value-added products. Enhancing productive capacity and competitiveness through technological capability upgrading (including innovation, human resource development, and product quality improvement) and quality infrastructure development, among others, are crucial in this respect.
2. LLDCs should identify additional products and services in which they have comparative and competitive advantages, and also potential export markets and supply sources, so as to achieve economies of scale and scope.
3. While LLDCs need financial and technical support from development partners to enhance their participation in global trade, additional support needs to be provided to those LLDCs that are also LDCs but are soon going to graduate from the LDC group and might lose many trade preferences they have been receiving as an LDC.

Regional integration and cooperation

Euro-Asian LLDCs have increased their participation in regional trade/transit/transport agreements (RTAs) since the adoption of the VPoA. Progress has also been made in advancing the implementation of various regional and sub-regional arrangements such as CAREC, Special Programme for Economies of Central Asia (SPECA), South Asia Subregional Economic Cooperation (SASEC), Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC), Bangladesh-Bhutan-India-Nepal (BBIN), etc. However, the lack of full and effective implementation of many regional and sub-regional cooperation arrangements needs to be addressed.

There has been continuation of some important regional initiatives such as the Asian Highway Network and Trans-Asian Railway Network, and some new infrastructure developments under the Belt and Road Initiative (BRI), including railways crossing across countries in Central Asia. Organizations such as UNESCAP, UNECE, World Bank, Asian Development Bank (ADB), Asian Infrastructure Investment Bank (AIIB), and others have been providing support for soft and hard infrastructure development to enhance regional integration and cooperation of Euro-Asian LLDCs and their neighbours. However, despite the several initiatives and support, there is still weak regional integration in South Asia and Central Asia as evidenced by low intra-regional trade and weak regional value chains.

Recommendations:

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1. The LLDCs and transit countries need to make full-hearted efforts for regional and sub-regional integration and cooperation. They should objectively identify the issues obstructing regional integration and cooperation and take collective measures to address them. This entails continuous dialogues among all relevant stakeholders, sharing of experiences, and addressing each other's genuine concerns.
2. Development partners, United Nations agencies and other international and regional organizations should support LLDCs and transit countries in building their capacity to effectively implement the agreements.
3. Additional cooperation is required at times of unprecedented crises such as the pandemic and war. Effective regional cooperation is necessary also in the area of climate change and in the exchange of technologies. It is necessary to incorporate these issues in the regional and sub-regional cooperation frameworks involving the LLDCs.

Structural economic transformation

There has been limited structural economic transformation in the LLDCs in the Euro-Asia region. The share of agriculture, forestry and fishing in the overall economy is still high in most of the LLDCs, and in some of them it is rising. The share of manufacturing, which is the most important sector from the perspective of employment generation, continues to be low in most of the LLDCs. Many LLDCs continue to depend on their primary sectors, including resource extraction such as oil and natural gas.

The services sector alone accounts for more than half of the total Gross Domestic Product (GDP) in a number of LLDCs. A huge part of the services sector that contributes so high in LLDCs' economies is not internationally tradable, such as wholesale and retail trade. There are a few services sectors, such as tourism, that contribute well in earning foreign exchange in many LLDCs, but their true potential has not yet been exploited. LLDCs also lack innovation that is crucial for structural economic transformation.

Agriculture, which used to be the major source of employment for the majority of the LLDCs in the Euro-Asia region, continues to remain so. The LLDCs have also lagged in export sophistication and export diversification, thus indicating the lack of adequate structural economic transformation.

The COVID-19 pandemic affected the limited progress that the Euro-Asian LLDCs were making in structural economic transformation. In addition to disrupting the goods sector, the pandemic also impacted the services sector, some even more seriously, especially tourism, affecting LLDCs such as Bhutan and Nepal, where tourism is an important sector.

Recommendations:

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1. It is necessary for the LLDCs in the Euro-Asia region to increase the share of manufacturing and industry in their economic output and employment. Given the triple crisis of climate change, biodiversity loss, and environmental degradation, the emphasis should be on promoting circular and green economy production and consumption practices as well as on promoting digitalization as a key requisite for transformative change towards increased specialization in eco-friendly activities with high value-added. This requires coherent development policies for promoting innovation, sustainable production and consumption practices and digital transition. It also requires mobilizing domestic investment and attracting Foreign Direct Investment (FDI) through extensive reforms in, among others, fostering transparency, removing red tape, improving tax regulations with a view to reducing the tax burden on micro, small and medium enterprises, and the development of enterprise support institutions as well as quality infrastructure. Expanding export markets and supply sources through strong regional integration is also essential.
2. The LLDCs should focus more on developing internationally tradable services such as tourism and ICT and undertake measures to enhance the contribution of these sectors to job creation, income generation and exports.
3. The LLDCs need to make significant reforms to realize additional gains from tourism. These include developing and maintaining tourism infrastructure; modernizing and simplifying visa processes; ensuring quality of services, safety and security; developing good human resources through vocational education, training and capacity building; etc. Making similar reforms in other potential services sectors can contribute to structural economic transformation in the LLDCs.
4. Gains in the other priority areas of the VPoA, such as infrastructure development and maintenance; and transport, transit and trade facilitation; could also contribute to structural economic transformation of the LLDCs by reducing their trade costs and enhancing their competitiveness.

Means of implementation

Both domestic and external financial resources are necessary to implement the VPoA. In general, Euro-Asian LLDCs have not made significant improvements in the collection of domestic revenue during the VPoA implementation period. The tax-to-GDP ratio of almost all the LLDCs is below 20 percent. Moreover, in the wake of the COVID-19 pandemic, there were reductions in tax revenues in most of the countries around the world, including the Euro-Asian LLDCs. Thus, while the LLDCs' domestic resources provide only limited support in the implementation of the VPoA, the COVID-19 pandemic has aggravated it further.

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Remittances are an important source of foreign exchange and financial resources in a few LLDCs in the Euro-Asia region. However, remittances have not been channeled adequately into productive investment such as for infrastructure development, although remittances have been playing crucial roles in enhancing human development and productivity since a significant part of remittances is spent by remittance receiving households on health and education.

In a majority of the Euro-Asian LLDCs, net Official Development Assistance (ODA) receipts remained largely unchanged at a low level during the VPoA implementation period. Most of the developed countries are yet to meet their commitment of providing at least 0.7 percent of their Gross National Income (GNI) as ODA in general. In some of the LLDCs, low absorptive capacity and other internal factors such as poor financial governance have also been reasons for the low levels of ODA receipts. Regarding Aid for Trade (AfT), there were variations, with a continuous increase in AfT in a few LLDCs, almost stagnant in some, and a fall in the others during 2014-2020. Because the COVID-19 pandemic, on the one hand, reduced revenue receipts of many donor countries, and on the other, forced them to significantly scale up their social sector spending at home, it significantly affected the potential resource flows that could have contributed in achieving the VPoA objectives.

FDI could be an important means of implementing the VPoA; however, except Mongolia, no Euro-Asian LLDC could consistently attract a substantial amount of FDI during the VPoA implementation period. South-South cooperation, such as loans provided by China for infrastructure development, including as part of the BRI, have been useful in implementing the VPoA. However, there are concerns regarding the suitability and sustainability of many such loans. Some of the LLDCs are exploring new sources of finance, such as establishment of the Climate Finance Centre (CFC) by Kyrgyzstan to attract financial resources from climate funds and international organizations, that other LLDCs can learn from and emulate.

Several United Nations agencies and other international organizations have been providing crucial support to the LLDCs and their transit neighbours for the implementation of the VPoA. Most of the support has been in soft areas such as training, capacity building, preparing programmes and policies, etc. LLDCs have benefitted immensely from these kinds of support and would require their continuation.

A significant problem, in general, in monitoring the implementation and effectiveness of the VPoA is the unavailability of data for some LLDCs and/or sectors. Therefore, LLDCs with relatively weak capacity in data collection and presentation are in need of support.

Recommendations:

1. The LLDCs should make necessary reforms to mobilize domestic financial resources, and donor countries should meet their ODA commitments. There should also be active engagement of all relevant countries in promoting South-South and triangular cooperation. The LLDCs also need to create favourable domestic environment to engage the private

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sector, while the State itself continuing to make appropriate investments for infrastructure development.

2. In addition to the traditional sources of domestic and external finance, the LLDCs should leverage other sources of finance such as remittances, pension funds, the Global Infrastructure Facility, and Climate Finance, among others. LLDCs need technical support and capacity building in leveraging these underexplored and new sources of finance, and therefore, United Nations agencies and other relevant development partners need to provide such support to the LLDCs.
3. The private sector also has the responsibility to enhance domestic investment and FDI in the LLDCs. They should increase investments for infrastructure development, including through participation in Public-Private-Partnership (PPP) projects, since investments in infrastructure development by the public sector alone is not enough, more so in the context of constrained fiscal space of many LLDC governments.
4. Multilateral and regional development banks should continue to provide financial and technical assistance for infrastructure development in developing countries and also help catalyze private finance in the LLDCs.
5. Financial resources are not the only means of implementation. LLDCs also need access to modern and latest technologies to overcome their constraints. Hence, in addition to improving their access to such technologies through regional cooperation arrangements and FDI attraction, they should be provided training and capacity building for the use such technologies.
6. United Nations agencies and other international and regional organizations need to advocate, monitor and follow-up on the relevant global commitments with regard to the LLDCs. They need to increase coordinated and targeted capacity building and technical support and provide necessary tools to the LLDCs. Since harmonization of existing operational, planning and regulatory procedures between the LLDCs and their transit neighbours is essential for effective transit and trade facilitation, the United Nations and other international and regional organizations need to facilitate this, while providing necessary support to the LLDCs. Importantly, they also need to enhance LLDCs' capacities and promote the collection and use of high-quality data necessary to monitor progress in the Programme of Action.

Finally, as stated in the VPoA, effective implementation of the Programme of Action for the LLDCs necessitates appropriate actions by the LLDCs, transit countries and development partners. However, it appears that timely reviews of the Programme of Action are undertaken only by the LLDCs. It is important to mandate such reviews also by the transit countries.