HIGH-LEVEL MEETING ON SUSTAINABLE TRANSPORT OF LANDLOCKED DEVELOPING COUNTRIES

Venue: Santa Cruz, Bolivia

Date: 13-14 October 2016

SUMMARY REPORT

I. Introduction

A High-Level Meeting on Sustainable Transport of Landlocked Developing Countries (LLDCs) took place in Santa Cruz, Bolivia on 13-14 October 2016. The meeting was organized by the United Nations Office of the High Representative for LDCs, LLDCs and SIDS (UN-OHRLLS), the United Nations Department of Economic and Social Affairs (UN DESA) and the Government of the Plurinational State of Bolivia.

The meeting was attended by over 100 participants. Ministers and high-level representatives of 19 Member States were in attendance, namely Afghanistan, Armenia, Azerbaijan, Bhutan, Bolivia, Burundi, Chile, Kazakhstan, Lesotho, Malawi, Mongolia, Nepal, Niger, Paraguay, Peru, Rwanda, Turkmenistan, Uganda and Zambia.

From the United Nations system and international and regional organizations, participants included representatives of UN Department of Economic and Social Affairs (UN DESA), UN Office of the High Representative for LDCs, LLDCs and SIDS (UN-OHRLLS), UN Conference on Trade and Development (UNCTAD), UN Economic Commission for Latin America and the Caribbean (ECLAC), UN Development Programme (UNDP), UN Human Settlements Programme (UN-HABITAT), Food and Agriculture Organization (FAO), International Civil Aviation Organization (ICAO), World Bank, World Customs Organization (WCO), Inter-American Development Bank (IDB), African Development Bank, the Development Bank of Latin America (CAF), The Financial Fund for the Development of the Río de la Plata Basin (FONPLATA). Other participants included representatives of the private sector, civil society, nongovernmental organizations, academia and other local participants.

The meeting adopted the Ministerial Declaration presented in Annex I.
II. Summary of proceedings

A. Opening Session

The meeting opened with a high-level panel. H.E. Mr. Milton Claros Hinojosa, Minister of Public Works and Housing Services, Plurinational State of Bolivia emphasized that access to the sea is critical for the development of the LLDCs. He highlighted the common challenges that LLDCs face and the fact that the world made a commitment in Vienna to help LLDCs address these challenges, through North-South, South-South, private sector and triangular cooperation. Minister Claros reminded the audience that human rights, the common claim to oceans and to mother earth are central driving forces.

Mr. Gyan Chandra Acharya, Under-Secretary-General and High Representative for LDCs, LLDCs and SIDS, UN-OHRLLS highlighted the importance of transport for poverty reduction and sustainable development in LLDCs, particularly through facilitating trade, improved legal and regulatory framework and regional cooperation. He noted that the fundamental international frameworks are in place to ensure sustainable transport systems that can support economic growth without compromising the health and well-being of people and environment and can improve the connectivity of the LLDCs. He stressed that LLDCs will need to mainstream the VPoA and SDGs at the local level, and the international community including the multilateral development banks (MDBs) and the UN will need to step up their technical cooperation and support, to ensure that no one is left behind. He also called for closing of the transport infrastructure gaps, promotion of clean and efficient transport, enhanced cooperation between LLDCs and transit countries, meeting the infrastructure financing gap and enhancing capacity building support.

Mr. Wu Hongbo, Under-Secretary-General, UN-DESA emphasized that sustainable transport systems will be crucial for achieving the SDGs for LLDCs and for all countries, including the goals for poverty eradication, health, women’s empowerment, economic growth and others. For LLDCs, partnership with transit countries will be essential, particularly because 90% of global freight is transported by sea. Indeed, a wide range of partners, including the private sector, will need to engage, with the ultimate aim of moving people and goods efficiently, while remaining conscious of the climate impacts. Mr. Wu reminded the meeting that the Global Sustainable Transport Conference will be held in Ashgabat, Turkmenistan, 26-27 November 2016, and that the outcome of the current meeting would serve as an important input into the Conference.

H.E. Mr. Brian Mushimba, Minister of Transport and Communications of Zambia, and Chair of the LLDC Group noted that the international community had committed to supporting LLDCs in pursuing their priority policy areas, in particular by addressing the “missing links” in infrastructure, transport, regional connectivity, trade facilitation and regional integration. LLDCs recognize the importance of integrating the VPoA and SDGs into national plans and strategies, and require support in this regard. He highlighted that more resources are needed towards the achievement of sustainable transport, including through dedicated funding and mechanisms for infrastructure. He stressed that for LLDCs, close cooperation with transit neighbours on transport is a necessity for enhancing connectivity. The Minister also called for the full operationalization and ratification of the International Think Tank for the LLDCs.
H.E. Mr. Martín Vizcarra, Vice-President and Minister of Transport and Communications, Perú outlined the many challenges arising from the lack of access to the sea, including the expense of trade and transit to ports. Peru is collaborating with Bolivia to address these challenges, including through building roads, connecting La Paz to the port of Ilo making it the shortest access from Bolivia to the sea, investing in modern border control centre, and a solidarity policy with a common tax-free market. He noted that a corridor development project between Peru, Bolivia and Brazil is currently in active consideration. The Vice President expressed hope that the current meeting would focus on concrete solutions for LLDCs as a group.

After a group of performers presented a local dance, H.E. Mr. Evo Morales Ayma, President of the Plurinational State of Bolivia delivered his keynote address. President Morales asserted that the ocean is a common resource and patrimony that should not be restricted from LLDCs. He noted that private companies and capitalism have exacerbated the challenges faced by LLDCs, including the very high cost of each imported and exported container, and the lack of infrastructure; in this context Bolivia is nationalizing strategic companies. He called for the development of methodologies to evaluate advances in transport systems and informed the meeting that Bolivia is building a freedom of transit index that would allow to identify the obstacles in reaching freedom of transit. President Morales called on the LLDCs to move forward with solidarity in culture, trade, and cooperation networks in order to achieve the 2030 Agenda.

B. Plenary Session

In the plenary session, the following representatives of LLDCs and transit countries made statements on Advancing Sustainable Transport for the Achievement of the Vienna Programme of Action and the 2030 Agenda for Sustainable Development: H.E. Mr. Ramesh Lekhak, Minister of Physical Infrastructure and Transport of Nepal; H.E. Mr. Ramón Jiménez Gaona, Minister of Public Works and Communication of Paraguay; H.E. Mr. Mohammadullah Batash, Minister of Transport and Civil Aviation of Afghanistan; H.E. Mr. Annadurdy KOSAYEV, Deputy Minister of Motor Transport of Turkmenistan; H.E. Mr. Alfonso Silva, Special Envoy of the Minister of Foreign Affairs of Chile; H.E. Ms. Kunzang C. Namgyel, Permanent Representative of the Kingdom of Bhutan to the United Nations in New York; H.E. Mr. Albert Shingiro, Permanent Representative of Burundi to the United Nations in New York; H.E. Dr. Mwamba Patricia Kasese-Bota, Permanent Representative of the Republic of Zambia to the United Nations in New York; H.E. Mr. Sergio Sacha Llorenti, Permanent Representative of the Plurinational State of Bolivia to United Nations in New York; Ms. Jeanne d’Arc Byaje, Charge-de-Affairs, Permanent Mission of the United Nations in New York; Mr. Majakathata Thakhis, Principal Secretary, Ministry of Public Works and Transport of Kingdom of Lesotho; Mr. Bolor-Erdene Baasanjav, Head of International Relations and Cooperation Division, Ministry of Road and Transport of Mongolia; Mr. Labo Laouali, First Counsellor, Permanent Mission of Niger to the United Nations in New York.

A number of common themes emerged:

- The importance of integrating and ensuring coherence in the implementation of the VPoA and the 2030 Agenda, with common policy frameworks and national level decisions was discussed.
It was noted that the HLPF is a good setting for finding these linkages. The ultimate goal is to become “landlinked” and not landlocked.

- The challenges posed by inadequate infrastructure and the importance of providing resources to fill these needs were highlighted. In particular, construction of roads, dryports, railroads, inland waterways and airports were cited. Improving the efficiency of border crossings and the harmonization of trade regulations—so-called “soft” infrastructure—was stressed as equally important.
- Delegations informed on their countries’ efforts to build and maintain physical infrastructure, as well as efforts to simplify and harmonize trade and transport facilitation regulations and processes, including through for example modernization of process, introduction of one stop border posts and signing of transit agreements with neighbouring countries.
- The importance of transit corridors, linking LLDCs to the ports, was emphasized.
- Noting that protecting the lives and health of their citizens is the highest priority, important efforts to improve road safety and improve gas quality and other means of reducing pollution were highlighted. The pledge to leave no one behind on the path to development was reiterated, highlighting efforts to make transport accessible to people with disabilities, for instance.
- The concept of partnerships ran through many of the statements—partnerships with transit countries, with the international community and with the private sector.
- Trade and the movement of freight cargo were noted as central to the sustainable development of LLDCs. The importance of regional free trade areas and other regional agreements for facilitating trade and transport were highlighted.
- Addressing climate change by enhancing the sustainability of transport systems was mentioned, as well as the potential to raise revenue through tolling and other measures.
- The importance of operationalizing the Think Tank for LLDCs was raised.
- Delegations noted that the current meeting would serve as an important input to the Global Sustainable Transport Conference to be held in Ashgabat on 26 and 27 November.

C. Thematic Sessions

Thematic Session 1

Session 1 was devoted to “Sustainable transport for the achievement of the SDGs in LLDCs,” focusing on the specific challenges of LLDCs and the importance of developing efficient and sustainable transport in LLDCs, addressed all modes (roads, rails, bridges, seaports, dry ports and air transport) in both rural and urban contexts.

The first speaker, Mr. Ralph Wahnschafft, Consultant, UN-OHRRLLS, spoke of the persistent challenges facing LLDCs, including economic underdevelopment, population growth, high government debt, lack of land transport infrastructure, lack of access to markets, high transport costs that hinder international trade and structural economic transformation, lack of access to transport in rural areas and rapid urbanization with the associated congestion and road accidents. Mr. Wahnschafft brought forward a number of findings from the report he prepared in advance of the meeting: each country needs to
determine its own priority development needs and policies; transport infrastructure requires long-term planning; data collection and analysis is fundamental to any successful policy making and planning; governments must take an integrated approach to road safety; climate change is intensifying the need for resilient infrastructure; and the fact that local issues need local solutions complemented by international support. The report also recommends, amongst other things, strengthening national and local departments in charge of rural transport, mobilization of resources, including through fuel taxes and road funds, formulating integrated urban transport development plans, engaging local communities, promoting the use of fuel efficient transport technologies and using labour intensive approaches to advance sustainable transport, including in maintaining rural all weather roads.

Mr. Juwang Zhu, Director of the Division for Sustainable Development, UN-DESA, centred his remarks around three key concepts: networks, linkages, partnerships. These concepts all highlight the positive aspects of transport and its key role in macroeconomic growth, job creation, social inclusion, poverty reduction and opening markets. He noted that access to the sea is so important, with 90% of freight transport currently sea-borne, and that costs are disproportionately high for LLDCs. LLDCs and their international partners must therefore address needs both in the “hardware” of infrastructure and the “software” of regulatory frameworks, customs procedures, and regional cooperation agreements.

Ms. Shirley Cañete, Transport Specialist at the Inter-American Development Bank, noted that the bank funds transport projects that are efficient and safe and that advance the elimination of poverty while maintaining environmental sustainability. The bank has seen a USD 12 million increase in transport investments, and in the process is advancing multi-national and regional dialogues. IDB’s strategy in the transport sector focuses on efficient and quality infrastructure that connects people in rural and urban areas, sustainable and efficient transport, logistics systems for competitiveness and regional integration, institutional and regulatory strengthening and technology in transport as an engine of innovation. She gave overview of the Bank’s projects in Bolivia and Paraguay, noting that roads that connect countries and roads connecting airports with seaports are priorities for the Bank’s projects, including, for example, improving the road between Bolivia and Paraguay.

H.E. Mr. Luis Arce Catacora, Minister of Economy and Finance of Bolivia, outlined the key challenges facing LLDCs, which are home to almost 500 million people, noting that one in five countries do not have a coast and out of 35 high income countries, only three are landlocked. LLDCs are often trapped in a vicious circle: the high logistics costs means lower volume of trade and no economies of scale and therefore ongoing high logistics costs. He emphasized that LLDCs need investment in infrastructure—road, rail, air and inland waterway/river, as well as in logistics in order to become competitive. He informed the participants that the cost of transport represented in 2010 13% of the value of Bolivian exports and 11% of the value of imports, which is higher than average in the region of 8.7% for exports and 7.4% for imports. Because ocean access is critical, relations with transit countries are important and it is vital that transit countries work to facilitate transit. Minister Arce stressed that International Financial Institutions (IFIs) need to take into account countries’ disadvantages when considering their policies for repayment.

In the open discussion that followed, participants discussed the challenges in securing financing for projects and for managing sovereign debt. Without flexible approaches, financing is often not adequate, and the resulting piecemeal approach means that projects can remain unfinished. One solution is to engage institutions with appetite for longer time periods for returns (as insurance companies used to
In other cases, banks and other institutions can establish different lines of credit and schedules for repayment depending on the level of development of the borrower.

Several participants noted the importance of building roads and other infrastructure to transport goods to global markets. Roads are important for food security, to access cultural activities and preserve communities, access health services and ultimately to achieve the SDGs. Transport is a prerequisite for other aspects of development.

The discussion turned to ways to engage the private sector. Participants noted that while the private sector can be an important partner, the state has the responsibility to determine the transport needs and strategic responses needed in order to improve the lives of its people.

**Thematic Session 2**

Session 2, “Enhancing efficient transit transport systems for economic growth and greater participation of LLDCs in regional and global trade,” was opened by the moderator of the session, Ms. Heidi Schroderus-Fox, Director, UN-OHRLS. Ms. Schroderus-Fox noted the importance of sustainable transport systems, including infrastructure that is sustainable and climate resilient, and policies and planning based on reliable transport demand and use data.

Ms. Frida Youssef, Chief of Transport Section, Trade and Logistics Branch, Division on Technology and Logistics, UNCTAD, shared some recent data on freight transport, including the fact that global freight transport volume will grow 3-4 times by 2050, that one third of global trade in 2050 will be between developing countries (up from the current 15%), that transport consumes over 50% of global liquid fuels and that nearly 25% of global carbon dioxide emissions are transport related and are expected to increase by 1.7% a year between 2005 and 2030. She shared a diagram illustrating that while transport is directly referenced in SDG 9 and SDG 11, it is also expected to contribute to the implementation of many other SDGs. In this context, it will be important to promote a common international framework for sustainable freight transport to ensure effective implementation of the 2030 Agenda. Ms. Youssef introduced UNCTAD’s work on transport and trade logistics and noted that sustainability is being increasingly mainstreamed into the programs. Technical assistance programs, including training, toolkits and other work, are raising awareness on trade facilitation, SIDS challenges, and building capacities of countries to shift to sustainable freight transport systems.

Mr. Donat Bagula, Executive Secretary of the Permanent Secretariat of the Transit Transport Coordination Authority of the Northern Corridor, provided a history of the Northern Corridor, noting that in 2007, the original agreement was revised to take sustainability into account. The five-year plan of the Northern Corridor prioritizes the seamless movement of goods, poverty reduction, women’s empowerment and social inclusion, and environmental sustainability, and it calls for updated ports and increased rail, inland waterway and pipeline capacity. The Northern Corridor is working to reduce customs clearing time to one hour and also to implement a number of improvements such as electronic cargo tracking system, migration to ASYCUDA World (an automated customs data system), self-regulating vehicle axle load control, high-speed “weigh in motion” weighbridges processes, and a performance dashboard with a web based system to monitor corridor performance (Northern Corridor...
The Northern Corridor is also aiming to promote inclusive transport systems and is exploring innovative sources of financing including through public-private partnerships. On the environmental dimension, the Northern Corridor is promoting green transport. Mr. Bagula mentioned the standard gauge railway project linking Mombasa and Nairobi which is expected to shift 40% of freight on railways upon its completion in 2017/18.

Mr. Rolando Terrazas, Senior Executive for Transportation, CAF, discussed the challenges facing LLDCs, including the fact that insufficient infrastructure, lack of logistics services and inefficient customs checkpoints increase transport costs, reduces competitiveness. The regional integration in South America is often weak, within the region and with the global market. He highlighted that CAF is looking to create “axes of development”—ten different zones in South America, three of which cover the two LLDCs, that can increase efficiency by serving as logistics corridors and enhance regional integration. The CAF is developing projects in the various “axes” that aim to connect the LLDCs to the oceans, including projects on development of navigation systems for inland waterways for example. He informed that there 53 projects in Bolivia itself, worth $10 billion, within the framework of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA). Mr. Terrazas noted that waterways and railroads are green modes of transport that constitute an alternative to connecting the Pacific to the Atlantic that need to be explored further.

Mr. Gylfi Palsson, Lead Transport Specialist and Acting Manager for the LAC Region, World Bank, noted that up to one quarter of the Bank’s transport and ICT capacity building is directed to LLDCs—26 countries in 2016 and 29 countries in 2015. The work addresses fundamental transit policy by establishing efficient transit regimes and regional strategies, for instance in Kyrgyzstan, Tajikistan and Uzbekistan. The Bank is also investing in infrastructure to enhance connectivity, for instance road maintenance in Nepal and broadband infrastructure in Malawi. The Bank is also working to promote international trade and trade facilitation, for instance through a rail trade and transport facilitation project in Azerbaijan. Regional integration and cooperation is another Bank priority, Mr. Palsson highlighted that more needs to be done in upstream analytical work, better project preparation, climate impact assessment, benchmarking of regional transit corridor performance, designing and implementing effective transit regimes, supporting regional integration and the engagement of the private sector and other regional stakeholders.

Mr. Pedro Sossa, FONPLATA, provided an overview of the organization, which is the financial fund for the Development of the Río de la Plata Basin and its work in the South American region. The member countries of FONPLATA include Argentina, Brazil, Paraguay, Uruguay and Bolivia, and approved investments totalled $90 billion in 2013 and $290 billion in 2016. The delivery has increased from $40 to $140 billion. He highlighted that FONPLATA, together with CAF and IDB is part of the technical coordination committee of the IIRSA, which oversees monitoring of the portfolio of physical infrastructure projects. He highlighted several transport investments that FONPLATA is sponsoring in the LLDCs within the context of IIRSA, including projects to integrate cargo transport at ports, efforts to improve the navigability of rivers and waterways, and the bioceanic central corridor project that integrates cargo transport between ports of Brazil and Peru. He noted that projects that are selected as priority projects typically include an element of national integration.

H.E. Mr. Milton Claros Hinojosa, Minister of Public Works, Services and Housing of Bolivia stressed that securing financing and cooperation with transit countries are critical elements for development of
implementable sustainable transport projects. There is a need to analyze the needs of the landlocked countries, as well as transit countries, in order to develop projects. The Minister introduced the biocanic rail corridor project developed in Bolivia that aims to connect the Pacific and Atlantic Oceans, with the objective to reduce costs and export times in the region. With funding from the IADB, four studies were conducted on the preliminary basic design of the corridor, strategy, commercial prospects and environmental assessment and he presented some of the results. The Minister concluded by highlighting the benefits of the proposed corridor, including increased transport possibilities for freight and passengers, reduction of travel times, increasing exports to global markets, enhancing road safety, job creation, reduction of CO2 emissions and strengthening regional integration.

**Thematic Session 3**

The second day started with Session 3, “Enabling conducive legal framework for transit transport”, moderated by H.E. Mr. Sergio Sacha Llorenti, Permanent Representative of the Plurinational State of Bolivia to UN. He introduced the session as focusing on the so-called soft infrastructure, that is critical to ensuring easier and cheaper cross-border trade through harmonization of border crossing rules and procedures, access to legal instruments related to trade and transport and trade facilitation.

Mr. Sandagdorj Erdenebileg, Chief, UN-ONRLLS, provided an overview of the VPoA objectives, and discussed key challenges including the facts that LLDC volume of trade is only 61% of the volume of their transit neighbours’ trade, that 57% of transport time is lost at border crossings, and that 75% of delays are caused by non-tariff barriers. In order to stimulate trade, it is critical to lower trade costs and streamline cross-border trade, in particular through harmonization of transport and trade facilitation laws and regulations, simplification of the procedures and documents. He stressed that international regulatory framework can be used as basis for bilateral and regional transit agreements, while its other benefits include more efficient border and customs controls, simplified procedures, internationally recognized transit documents, increased transparency, enhanced cooperation and more trade facilitation. Overall, the accession rate for LLDCs in the 58 UN Transport Conventions is not particularly strong. He highlighted the key trade and transport facilitation conventions for the LLDCs, their objectives and benefits. Mr. Erdenebileg emphasized the importance of political will at the national level complemented by capacity building by international organizations.

Ms. Maria Sossedenko, Project Manager on Transit Guidelines Compliance and Facilitation Directorate, World Customs Organization, noted that with its 180 Members, the WCO is responsible for processing 98% of global trade. The organization engages in standard setting, capacity building, and cooperation with other international agencies and the private sector. She discussed some of the obstacles to efficiency in customs, noting that the same goods often pass through customs offices on entry and exit of every country, and that physical inspections can be repeated many times for the same goods. The WCO has developed a Transit Handbook in 2014 and is currently developing Transit Guidelines that will be released in 2017 at the Global Transit Conference on 10-11 July 2017 hosted by the WCO in Brussels. Ms. Sossedenko highlighted the 14 aspects of transit that the transit guidelines will address: effective information sharing, guarantee system, fees and charges, simplification of formalities, risk management, AEO, customs seals, e-tracking, coordinated border management, infrastructure, cargo security means, transparency and anti-corruption, partnerships with business and performance measurement.
Ms. Marie-Helene Vanderpool, Manager, External Relations of the International Road Union (IRU) gave an overview of IRU and explained that the TIR System, implemented under the TIR Convention, established after World War II to reunite Europe, provides $1 billion in customs guarantees every day without requiring a bond by using real time data exchange. Export rates are boosted as a result. The 70 parties to the TIR include IRU associations, customs authorities and insurance companies. She noted that the TIR system is not yet operational in Latin America, despite its potential for the region: the implementation of TIR in Argentina, Brazil and Mexico would boost exports by $1-$5 billion for a total of $9 billion per year. Ms. Vanderpool also presented the Global Partnership for Sustainable Transport (GPST), established by IRU and the Global Compact, which brings together government, businesses, civil society to promote international cooperation, notably public private partnerships on sustainable transport. She invited participants to attend the Ashgabat Transport Business Summit on 27 November.

Mr. Frederic Malaud, Air Transport Development Manager, ICAO, explained that ICAO develops international standards and policies in the areas of aviation as well as policies and guidance on economic regulation. He noted that aviation is regulated by a single instrument, the Chicago Convention 1994 (with its 19 annexes that States can adopt). Aviation is responsible for 34.6% of trade in value of international cargo shipments (0.5% in volume) as well as a huge percentage of tourism volume. Mr. Malaud highlighted the factors of air connectivity, including geography, airlines strategies, air navigation services, airport infrastructure, intermodal integration, facilitation, as well as regulatory framework, and market access, noting that air access relies on bilateral agreements. ICAO is organizing annual Air Services Negotiation Event which allows states to discuss and sign agreements. He urged member states to become party to the Montreal Convention of 1999. He also noted that the 2016 ICAO World Aviation Forum recognized the special needs of LLDCs, encouraged members to develop civil aviation master plans, welcomed the Secretary-General’s High-Level Advisory Group on Sustainable Transport’s work, and encouraged sustainable transport rooted in an intermodal approach.

Ms. Sandra Corcuera Santamaria, Trade and Integration Specialist at the Inter-American Development Bank, emphasized that the IDB is working to advance regional and economic integration and cross border trade. She highlighted some challenges in the region, including low share of global trade (7% compared with 19% for other developing regions) and low participation in global value chains (<50% compared with >60% for other regions). Ms. Santamaria noted key elements for interventions in transit and transport sector: improve quantity and quality of infrastructure—roads, airports, border crossings; optimize and harmonize the process through common legal framework; involve a range of actors, including ministries of external affairs, security, transport, and trade, as well as informal sectors that support border crossings (those providing food, lodging, healthcare, etc); cooperation among countries; involvement of the private sector. The IDB has a program for risk management and to improve border crossing administration and has also implemented International Transit of Merchandise System so far in 5 countries in the region.

H.E. Mr. Juan Carlos Alurralde, Deputy Minister of Foreign Affairs of Bolivia highlighted that road transport is the dominant mode of transport in Bolivia, accounting for 72% of total; that majority of exports going through transit countries are going through Chile (72%), followed by Peru (13%), Brazil (11%) and Argentina (4%); and that Bolivia has highest transport cost in the region that is 33.2% higher than the regional average and for most of the products Bolivia exports transport costs are more significant than tariffs. The Deputy Minister then discussed the challenges facing Bolivian transit
transport systems, including low quality roads, lack of investment in transit neighbour’s ports, and labour disputes. Amongst the priority areas for future action, the Deputy Minister highlighted cooperation between LLDCs and transit countries, including on investment in transit and transport.

In the open discussion that followed, participants discussed the disconnect between the legal frameworks that exist and the implementation and enforcement of these frameworks and regulations. Participants weighed the costs and benefits of enforcing regulations—there are complications, for instance, in punishing truckers who violate weight limits, in particular if the freight includes hazardous materials. The panel highlighted the need to accede to international conventions and agreement on trade and transport, and that regional or bilateral agreements should be aligned to international standards.

Officials also discussed the challenges inherent in relying on a single transit country for sea access and ensuring that UNCLOS is respected. In some cases it may be necessary not only to implement existing laws but also to enact new laws and structures, with a legal framework that advances the Almaty goal of equal access to the sea.

Participants discussed the importance of adopting the WTO Trade Facilitation Agreement as well as the transport conventions, including the TIR, in order to decrease trade costs, tariffs, and time wasted, and to increase transparency.

The role of the private sector was a recurring theme as well. Participants agreed that the government’s interests—as a representative of the people’s interests—should guide transport and infrastructure decisions, and that engagement of the private sector should advance the people’s wellbeing.

**Thematic Session 4**

Session 4, “Mobilization of resources and other means of implementation for sustainable transport for LLDCs,” was moderated by H.E. Mrs. Kunzang C. Namgyel, Permanent Representative of the Kingdom of Bhutan to the United Nations.

Ms. Gladys Mutangadura, Senior Programme Officer, OHRLLS, presented the financing sources available, including domestic resources, official development assistance (ODA), “Aid for Trade,” foreign direct investment (FDI), South-South cooperation, financing from multi-lateral development banks, and others. She noted that while domestic resources are very predictable and sustainable, they are not adequate. ECLAC says, for instance, that countries should allocate 6.2% of their GDP to infrastructure, but currently the region invests only 2.7% of GDP. The Addis Ababa Action Agenda calls for broadening tax base and cutting fraud, but still additional sources will be critically important. LLDCs receive only 13% of total global ODA, and yet ODA is 10% or more of GNI in 8 LLDCs and more than 5% in 7 LLDCs. LLDCs recognize that ODA helps attract private sector financing; while foreign direct investment increased from 2002 to 2014, it is declining. FDI to LLDCs is concentrated in 4 countries, mostly to support extractive industries, but Aid for Trade has doubled since 2002, and South-South cooperation (especially from China and India) is on the rise. Ms. Mutangadura noted that with the “Livingstone Call for Action” LLDCs call for additional funding from development banks.
Mr. Gylfi Palsson of the World Bank also addressed the mix of funding sources that will be needed if LLDCs are to make advances in sustainable transport. Domestic sources include taxation but also fees and levies and other revenue streams can help attract private investment in the early phases of infrastructure construction. He stressed that the World Bank has $42 billion transport portfolio, and that 29 LLDCs will be receiving assistance as of 2017. Of the total approved resources to LLDCs, 40% of is grants, 32% concessional financing, and 28% loans at commercial rates. Annually, $2 billion in lending is provided to LLDCs, which includes corridor projects, backbone internet connectivity, intermodal connections, especially at the interface between ports, rail, roads and inland waterways, asset preservation, expansion of broadband coverage and border crossing interventions. The Bank also uses partnerships with the private sector strategically, for instance in involving the provision of public good or service where the private sector would perceive high risks in the absence of public sector participation or when risk allocation and incentives and disincentives can be structured and priced appropriately to attract private sector investment. Mr. Palsson offered the example of a ferry service in the Caribbean as one such circumstance.

Mr. Amadou Oumarou, Director of Transport and ICT Department, African Development Bank, shared an overview of the Bank with authorized capital of $100 billion, the African Development Fund which is the soft lending arm of the bank, offering concessionary loans that are mostly funded by donors and the Nigeria Trust Fund also maintained by the Bank. Over the last five years, around half of the Bank’s loans and grants approvals went to infrastructure projects amounting to $21.5 billion, with a focus on taking a comprehensive approach to optimize the whole logistics chain including land based transport, improvement of ports, air connectivity, trade and transport facilitation and customs harmonization. He highlighted examples of regional projects involving LLDCs. The Bank’s financing through loans and grants, guarantees and equity (direct investment, indirect through infrastructure funds, etc.) is supported by complementary project preparation services and technical assistance. Mr. Oumarou noted the success factors for sustainable transport projects: clear and coherent sector policies; effective planning and project preparation; regional approach towards development of projects; strong institutional and execution capacity and innovative financing sources.

Mr. Alejandro Melandri, Representative of the office of the Inter-American Development Bank in Bolivia, noted that the Bank approaches its transport projects in two pillars—“hardware,” or infrastructure projects for countries without connectivity, and “software” or technical assistance, capacity building in regulations, facilitating dialogue and analysis and regional integration. Both require long-term planning and specific financing is needed for projects. Mr. Melandri emphasized that international organizations are important partners for sustainable transport projects and that each country should use the best mix of tools appropriate to their specific case. Mr. Melandri highlighted the importance of internal infrastructure to enhance connectivity which is reflected in the strategies of the Government and the IDB. He showcased the portfolio of IDB in Bolivia, which is concentrated in investment in infrastructure sector, amounting to approved amount of $730 million, with 83% allocated to road transport.

In the general discussion that followed, participants emphasized the importance of multi-modal approaches to investment, so that banks and other international partners invest in rail, ports and airports—not only roads. In fact, rail has highest capacity therefore in many cases—including where transit countries provide additional demand—it should get more resources from development partners.
In other cases, the demand may not justify rail investment; for example there is not yet sufficient demand for a Uganda to Mombasa railroad line, but there has been a Kenya-Uganda railway for more than 100 years. Each country should have a comprehensive, integrated transport strategy with intermodal links.

Some participants also noted that there is a need to look at different financing methods for different projects and use the best mix of instruments. The panellist encouraged the LLDCs to take full advantage of the existing facilities.

Participants noted also that maintenance should be prioritized, which is difficult because the road funds officially dedicated to routine maintenance are often used for new investment instead of maintenance.

Several participants also emphasized the importance of building human and technical resources to measure data on transport needs, which would also aid in the preparation of new projects.

**Thematic Session 5**

Session 5, “**Global follow-up processes with regards to sustainable transport**,” was moderated by H.E. Dr. Mwamba Patricia Kasese-Bota, Permanent Representative of the Republic of Zambia to the United Nations.

Ms. Irena Zubcevic, Chief of the SIDS, Oceans, Climate Branch of the Division for Sustainable Development of the UN-DESA, provided an overview of needs and opportunities for LLDCs in the 2030 Agenda landscape. She noted that $90 trillion in infrastructure investment will be required over the next 15 years, with two-thirds of that needing to go to developing countries. The resources landscape is complex, but there are many opportunities for support, including the 8 multilateral development banks that committed to provide $175 billion in loans and grants for transport projects in developing countries as well as a range of international climate funding mechanisms and infrastructure mechanisms, including the Global Infrastructure Forum. Because sustainable transport is fundamental to progress on so many SDGs, the international community will need to promote sustainable transport through a cohesive, integrated approach in a variety of fora, notably the High-Level Political Forum.

Mr. Ramon Cruz, International Policy Program Manager of the Institute for Transportation and Development Policy and representative of the SLoCAT Partnership, reinforced the fact that transport is central to advancing sustainable development. He noted, however, that there is always the risk that transport could “fall through the cracks” in terms of international development efforts because people think that transport is a domestic agenda that does not fit into the international sphere. But there are great opportunities for transport ministries to take advantage of the opportunities of international cooperation, particularly in the context of climate change action and the National Determined Contributions (NDCs) that countries are developing. SLoCAT can offer assistance to countries seeking ways to incorporate transport into the NDCs. He noted that efforts for road safety can also benefit from international cooperation. Mr. Cruz noted that some estimates point to a 70 trillion global saving up to 2050 from a new paradigm shift resulting from all these new processes.
Ms. Azhar Jaimurzina, OIC of Infrastructure Services Unit, Natural Resources and Infrastructure Division, UN ECLAC, asserted that regional commissions are powerful mechanisms for sustainable development and regional integration and highlighted the history of ECLAC’s work related to LLDCs. She explained that ECLAC is supporting the countries in technical capacity building, data collection (often the problem is having too much data that is not analyzed or quality-controlled) and creating platforms for national and regional dialogue with the aim to incorporate the VPoA into national plans. Key areas of focus include indicators on costs of transport, promoting investment in sustainable infrastructure including through engaging the private sector, and enhancing use of inland waterways. She noted the key trends for the LLDCs in the region: transport costs have fallen but remain higher than for transit countries; underutilization and under-investment in rail and river transport; dramatic fall in public investment in transport infrastructure in late 1980s. ECLAC is planning UNDA project on the promotion of sustainable use of natural resources—a pressing challenge because existing infrastructure is not adequate to allow for adding value to products and shipping them in a cost effective manner.

H.E. Mr. Sacha Sergio Llorentty Solíz, the Permanent Representative of Bolivia to the United Nations, noted the importance of data and indicators in developing international trade. He introduced a “freedom of transit index,” being proposed by Bolivia, designed to reflect a range of factors affecting a country’s trade, including costs of transport, time to transport and delays, quality of roads and other infrastructure, non-tariff measures applied on cargo, distance from sea ports, capacity and vulnerability of the ports, quality of logistics services, ability to consolidate cargo and others. He stressed that ECLAC, regional institutions, World Bank and the UN system, together with the Think Tank for LLDCs should work together to develop this index to clearly measure obstacles in transit.

In the discussion among participants, several commented on the importance of integrating the public policies of LLDC and transit countries, Latin American regional fora on sustainable development, and regional conferences on the VPoA. Some participants noted that other groups of countries in special situations could provide good practices—the close integration of the recent SIDS outcome document (SAMOA Pathway) and the 2030 Agenda, for instance. This integration is crucial for LLDCs also because there will be funding tied to 2030 Agenda implementation and climate action, and integration will allow LLDCs to access these sources of funding while advancing the interests of the group.

Participants also noted the persistent inequality that characterizes the Latin American region, and the importance of solid data and indicators as a prerequisite to addressing this inequality and other challenges. Participants discussed the importance of sustainable transport performance indicators including those that reflect areas where the demand is higher than the supply.

The discussion also covered the fact that sustainable transport should be defined with all three dimensions of sustainable development in mind, with an eye to capitalizing on the opportunity to leapfrog unsustainable patterns that have been set in the past by more developed economies. Issues like land use, active mobility, inter-modal connections and climate action must be considered. In Africa, for instance, 70% of trips are still done by foot, so local and national transport budgets should reflect this and policy makers should pay attention to walkability issues—a relatively inexpensive way to improve the lives of many people.
D. Closing session

In the closing session, H.E. Dr. Mwamba Patricia Kasese-Bota, Permanent Representative of the Republic of Zambia to the United Nations briefly introduced the Ministerial Declaration, highlighting the importance of sustainable transport in the pursuit of sustainable development in LLDCs, the role of sustainable transport and transit systems and corridors in promoting connectivity, means of implementation for sustainable transport and the way forward. The meeting adopted the Ministerial Declaration by acclamation.

The high level participants on the panel offered their final reflections on the proceedings of the two day meeting. Mr. WU Hongbo highlighted the universality of the 2030 Agenda, with strong focus on leaving no one behind, in particular countries in special situations such as LLDCs. He stressed that sustainable transport is critical foundation for achieving the 2030 Agenda, and that national ownership is critical to shaping the path that each country will take to achieve the SDGs. The common challenges that LLDCs face are too complex and require that linkages are made between local, national, regional and international agendas and partnerships at all levels are sought out. Mr. Wu concluded that good practices can provide lessons learned to other countries, leading to creation of concrete partnerships.

Mr. Gyan Chandra Acharya concluded that the meeting provided an important opportunity to share experience and lessons learned on how to improve transit transport and thereby how to achieve sustainable transport in LLDCs which will contribute to promote sustainable development for all. He encouraged all to engage in the global follow-up processes to ensure that specific attention is given to the challenges of LLDCs in the transport sector and that facilities are provided to the LLDCs. Mr. Acharya stressed that the meeting in Santa Cruz and the Global Sustainable Transport Conference are inter-linked and a perfect opportunity to project the LLDC issues onto the global stage.

A keynote address was delivered by H.E. David Choquehuanca, Minister of Foreign Affairs of Bolivia. Minister Choquehuanca emphasized the importance of finding harmony with nature and respecting the rights of all countries, including LLDCs, to access the sea. He called for unity and solidarity. The United Nations has a responsibility to help the LLDCs overcome their challenges. He called on countries to work to implement the elements of the adopted Ministerial Declaration and stressed the need for concrete action-oriented programs.
Annex I: Ministerial Declaration

Ministerial Declaration of Landlocked Developing Countries
Adopted at the High-Level Meeting on Sustainable Transport of Landlocked Developing Countries
Santa Cruz - Bolivia, 14 October 2016

We, the Ministers and high representatives responsible for transport of the landlocked developing countries (LLDCs), have met in Santa Cruz, Bolivia on 13 and 14 October 2016,

Recognizing that landlocked developing countries face special development challenges that are associated with their lack of direct territorial access to the sea, remoteness and isolation from world markets,

Recognizing that high transport and trade transaction costs remain a major stumbling block in the pursuit of landlocked developing countries to achieve their trade and development potentials,

Emphasizing that despite progress, the development of new and maintenance of existing transport infrastructure related to rail transport, road transport, dry ports, inland waterways, pipelines and air transport in landlocked developing countries is still inadequate, posing a major obstacle to the ability of landlocked developing countries to realize their sustainable development objectives,

Underlining the important role of environmentally sound, safe, efficient, reliable and affordable resilient transport infrastructure and transit corridors for the efficient movement of goods and people in supporting sustainable economic growth, improving the social welfare of people and enhancing trade of landlocked developing countries,

Recalling the outcome document “Transforming our world: the 2030 Agenda for Sustainable Development”, which includes a comprehensive, far-reaching and people-centred set of universal and transformative Sustainable Development Goals and targets,

Acknowledging the importance of reaching the Sustainable Development Goals and targets as contained in the 2030 Agenda for Sustainable Development, including transport-related targets, in particular target 3.6 which aims to, by 2020, halve the number of global deaths and injuries from road traffic accidents; target 9.1, which aims to develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all, and target 11.2, which aims to provide, by 2030, access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons,

Recalling the Addis Ababa Action Agenda of the Third International Conference on Financing for Development, adopted on 27 July 2015, which recognizes the importance of addressing the diverse needs and challenges faced by countries in special situations, including landlocked developing countries,

Recalling the Sendai Declaration and Sendai Framework for Disaster Risk Reduction 2015–2030,

Recalling the Paris Agreement arising from the twenty-first session of the Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC),

Recalling the Vienna Declaration and Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024, adopted in November 2014, which provides a comprehensive plan of action for the decade to address the special challenges and needs of landlocked developing countries,

Recalling the Livingstone Call for Action for the Accelerated Implementation of the Vienna Programme of Action adopted at the High-Level Follow-up Ministerial Meeting to the Vienna Conference held in
Livingstone, Zambia, in June 2015 that highlights key measures and initiatives required to accelerate implementation of the Vienna Programme of Action,

Taking note of the Ashgabat Declaration, adopted at the High-level International Conference on the Role of Transit Transport Corridors in Ensuring International Cooperation, Stability and Sustainable Development held in Ashgabat on 3 and 4 September 2014,

Recalling Resolution 69/213 entitled Role of transport and transit corridors in ensuring international cooperation for sustainable development and Resolution 70/197 entitled Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors,

Recalling the declaration adopted at the Fifth Meeting of Trade Ministers of LLDCs held in June 2016 in Geneva under the theme - Harnessing the trade potential of the LLDCs to accelerate the implementation of the Vienna Programme of Action and the 2030 Agenda for Sustainable Development,

Reaffirming that Land-locked States shall have the right of access to and from the sea for the purpose of exercising the rights provided for in the United Nations Convention on the Law of the Sea, including those relating to the freedom of the high seas and the common heritage of mankind. To this end, land-locked States shall enjoy freedom of transit through the territory of transit States by all means of transport,

Welcoming the Global Sustainable Transport Conference, to be held on 26 and 27 November 2016 in Ashgabat, Turkmenistan,

Taking note with appreciation of the work of the Secretary-General’s High-level Advisory Group on Sustainable Transport, and looking forward to the consideration of the priorities of landlocked developing countries in the global transport outlook report,

Have adopted the following Ministerial Declaration:

**Role of sustainable transport in the pursuit of sustainable development in LLDCs**

1. We welcome the fact that the 2030 Agenda for Sustainable Development and the Addis Ababa Action Agenda recognize the special needs of the landlocked developing countries and emphasize the importance of strong synergy in the implementation of these agendas and the Vienna Programme of Action and encourage coordination and coherence in the follow-up of their implementation;

2. We note that transportation and mobility are central to sustainable development and recognize the importance of the efficient movement of people and goods and access to environmentally sound, safe and affordable transportation for all in an equitable manner, including for transport workers, in particular itinerant workers, with respect to human rights;

3. We emphasize the facilitating role that sustainable transport plays in driving regional integration and economic development of LLDCs and recognize the transformative potential of transport for structural economic change in the LLDCs when transport is fully aligned with logistics and economic development opportunities of the people;

4. We commit to integrate sustainable transport into regional and national development plans, including through the establishment and expansion of national sustainable transport systems for the movement of people and goods;

5. We underline that the establishment of new sustainable transport infrastructure and networks should take into account resilience to climate change impacts and other natural and economic shocks;
6. We emphasize that low greenhouse gas emission, efficient and equitable transport solutions should be at the forefront when developing sustainable transport systems;

7. We support that efficient logistics services and transport operations are interrelated and therefore crucial in reducing the effects of remoteness, in particular at modal interfaces, freight terminals and ports, including dry ports, all of which play a fundamental role in trade of landlocked developing countries;

8. We underscore that trade and transport regulations at national, as well as at bilateral and regional levels, encourage efficient and cost-effective trade and transport services;

9. We promote efficient logistics nodes to generate economies of scale and to facilitate consolidation of transportation between them, with positive impact in terms of reduced cost, delays and, most importantly, increased reliability;

Sustainable transport and transit systems and corridors

10. We recognize the importance of international intermodal transport and transit corridors for safe, efficient, reliable and affordable movement of goods and people for supporting sustainable economic growth, productive capacity building, improving the social welfare and enhancing regional and international cooperation and trade among Member States;

11. We recognize the importance of transport and transit corridors in promoting urban-rural, intra- and inter-country connectivity in order to boost economic growth at the local and regional levels, promote interconnections between cities, peoples and resources and facilitate intraregional and interregional trade;

12. We emphasize on the efficient and sustainable transport and transit systems, strong collaborative efforts in multimodal transport infrastructure development and interlinkage, the promotion of an enabling legal environment and institutional arrangements and strong national leadership on cooperative arrangements between landlocked developing countries and transit countries based on international norms and practices and the principles of equity, understanding and mutual benefit;

13. We affirm that the development of reliable and affordable infrastructure, regional connectivity, and its appropriate inter-linkage through science, technology and innovation, including transport, roads, energy and telecommunications are essential elements in improving the quality of life of our people, achieving structural transformation and advancing the sustainable development of our countries;

14. We underline the need to promote meaningful regional integration to encompass cooperation among countries and the importance of enhancing existing transport infrastructure facilities for the implementation of the Vienna Programme of Action;

15. We emphasize that the establishment and maintenance of secure, reliable, efficient and quality infrastructure and transit transport systems remains critical for landlocked developing countries to enable them to reduce transport and trading costs, enhance their competitiveness and become fully integrated in regional and global markets;

16. We affirm that the primary responsibility for establishing effective transit systems rests with landlocked and transit developing countries and recognize the need to develop relevant policies to support the development of effective transit systems, while also acknowledging the critical role of international support in the areas of finance, technology and capacity building;
17. We underline the need for an increased role of regional, sub-regional and corridor organizations in transport infrastructure development;

18. We emphasize that missing links need to be addressed urgently, and roads, railways and inland waterways need to be upgraded to a level that can establish seamless and efficient transport infrastructure networks within countries and across their borders;

19. We reaffirm that inland waterways provide transit and transport services to landlocked developing countries to access to the sea. The efficiency of transit services along such waterways requires better infrastructure. In that sense, further efforts should be taken to expand the river infrastructure along the corridors linking landlocked developing countries to ocean ports;

20. We stress the importance of international trade and transport corridors, including biocceanic corridors in regional integration to promote unfettered, efficient and cost effective access to and from the sea by roads, ports, airports, railways, and waterways on the basis of the freedom of transit;

21. We reaffirm the importance to develop and upgrade road and rail infrastructure and to provide maintenance for the existing infrastructure at the national, subregional and regional levels;

22. We stress that the efficiency of port operations depends on adequate infrastructure and good management. Greater cooperation and coordination should be promoted between public and private institutions dealing with transit traffic in ports including customs administration, security personnel, port authorities, commercial banks, clearing and forwarding agents, insurance companies. Dry Ports in landlocked and transit developing countries should be promoted;

23. We reaffirm that pipelines provide a cost-effective means of transport for both oil and natural gas. We encourage landlocked and transit developing countries to cooperate and coordinate actions to construct pipelines along the most cost-effective and most suitable routes;

24. We stress that air transport requires enormous resources for infrastructure investment and a strong supporting framework to optimize connectivity, in particular the improvement of air navigations services, airport systems, facilitation, intermodality, and airline activities. Furthermore, we encourage the promotion of sustainable synergies between air transport, tourism and trade;

25. We stress that the harmonization, simplification and standardization of rules and documentation should be promoted, including through the full and effective implementation of international conventions on transport and transit and bilateral, sub-regional and regional agreements. We urge Member States to accede to and ratify in a timely fashion relevant international, regional and sub-regional conventions and other legal instruments related to transit, transport and trade facilitation and ensure their effective implementation, with a view to reduce transport prices and time for the landlocked developing countries;

26. We stress that cooperation on fundamental transit policies, laws and regulations between landlocked developing countries and their transit neighbours is crucial for the effective and integrated solution of cross-border trade and transit transport problems, and underline that this cooperation should be promoted on the basis of the mutual interests of both landlocked developing countries and transit countries, with a view to facilitate a transformative change in the lives of the people;

27. We underscore the importance that transit countries guarantee free and unrestricted and efficient transit through their territories for landlocked developing countries allowing the enjoyment of a free and direct access to high seas;
28. We affirm that traffic in transit shall not be conditioned upon collection of any fees or charges imposed in respect of transit, except the charges for transportation or those commensurate with administrative expenses entailed by transit or with the cost of services rendered and stress that improved trade facilitation, including through further streamlining and harmonization of customs and transit procedures and enhanced transparency is critical for effective utilization of transport corridors;

**Means of implementation for sustainable transport**

29. We recognize the need for continued international cooperation to address the issues relating to transport and transit corridors as a major contribution to sustainable development;

30. We encourage the organizations of the United Nations system and other international organizations, relevant international financing institutions, multilateral and bilateral donors and the private sector to further coordinate their efforts and to collaborate in enhancing financial and technical assistance to landlocked developing countries and transit developing countries for the sustainable and inclusive development of transport;

31. We reaffirm the importance of North-South cooperation and strengthening of South-South and triangular cooperation to support the development efforts of LLDCs and commend the efforts made towards building transit transport infrastructure in LLDCs and transit countries. We request that these efforts be scaled up and reiterate that South-South cooperation is a complement to, rather than a substitute for North-South cooperation;

32. We stress that partnerships between landlocked developing countries and transit countries are mutually beneficial for the improvement and regular maintenance of their infrastructure connectivity and of technical and administrative arrangements in their transport, customs and logistic systems. We therefore encourage landlocked and transit countries to allocate a greater share of public investment to the development and maintenance of sustainable transport infrastructure, with the support of development partners;

33. We call upon development partners to assist landlocked and transit developing countries to establish multilateral sustainable and efficient transit transport regimes involving public and private stakeholders and to encourage and support the sharing of best practices related to experiences, policies and initiatives;

34. We encourage the World Bank and other multilateral development banks, including regional banks such as Inter-American Development Bank, Development Bank of Latin America (CAF), African Development Bank, Asian Development Bank, Islamic Development Bank, European Investment Bank, European Bank for Reconstruction and Development, in collaboration with other stakeholders, to address gaps in trade, transport and transit-related regional infrastructure, including by completing missing links connecting, inter alia, landlocked developing countries within regional networks; and to establish dedicated infrastructure funding for the LLDCs and provide them with a special window and facilities for allocation of resources for infrastructure development and maintenance, to undertake analytical work and provide support towards better project preparation;

35. We call for a rapid ratification and implementation of the Trade Facilitation Agreement. We urge members to continue to provide and enhance technical, financial and capacity building assistance to LLDCs, on a sustainable basis, for the effective implementation of the Agreement;
36. We welcome the launch of the Global Infrastructure Forum, led by the multilateral development banks, on 16 April 2016 in Washington, DC. We stress that the Forum should address the infrastructure needs of the landlocked developing countries in a focused manner;

37. We welcome the Global Infrastructure Facility established by multilateral development banks and call for giving special priority to LLDCs in accessing funds from such facility;

38. We encourage new MDBs, such as the New Development Bank and Asian Infrastructure Investment Bank, to expand the allocation of finance and technical assistance for sustainable transport infrastructure and services to landlocked developing countries;

39. We welcome the launch on 26 September 2015 of the Global Partnership for Sustainable Transport, developed by the International Road Transport Union and the United Nations Global Compact and stress that the Partnership should give particular attention to the needs of LLDCs;

40. We recognize the need to develop the necessary policies and regulatory frameworks to promote private sector involvement in transport infrastructure development and promote an enabling environment to attract foreign direct investment;

41. We underscore the need to mobilize, as appropriate, additional financial resources for the development and maintenance of sustainable transport infrastructure and services in LLDCs, including through the promotion of public-private partnerships, so as to achieve inclusive and sustainable development. We encourage the involvement of road, rail, inland waterway and air transport business associations in public-private partnership projects;

42. We encourage innovative solutions, entrepreneurship and the use of modern, cost-effective and locally adapted technologies in the transport sector;

43. We urge the development partners to provide financial and capacity-building support to LLDCs to enable them to advance research and expand environment-friendly and sustainable transport systems and technologies;

44. We encourage international organizations to make use of transport-related climate funding mechanisms available to LLDCs;

45. We call upon the United Nations system, other international organizations, multilateral and regional development banks, multilateral and bilateral donors, and the private sector to provide LLDCs and their transit countries with comprehensive and long term capacity-building support in order to help them develop bankable sustainable transport projects and design public policies that can support sustainable infrastructure investments;

**Way forward**

46. We call on the United Nations and other international organizations to provide technical assistance and capacity building support to LLDCs with regard to establishing comprehensive monitoring and evaluation methodologies for sustainable transport in the context of the SDGs and the VPoA;

47. We commit ourselves to engage fully in the implementation of the VPoA and the 2030 Agenda for Sustainable Development to develop and further improve transport systems for the benefit of the
LLDCs and to promote sustainable transport in the LLDCs by strengthening the coordination of LLDCs and transit countries and fully implement the outcomes and recommendations of this meeting;

48. We welcome and support the regional initiatives for the implementation of the Vienna Programme of Action, such as the initiative of the Plurinational State of Bolivia and the Republic of Paraguay to launch, with the support of the United Nations Economic Commission for Latin America and the Caribbean (ECLAC), a regional plan of work for the implementation of the Vienna Program of Action in South America, combining the update of analytical Studies with training and strengthening of the regional dialogue in accordance with the objectives and priorities of the Vienna Program of Action;

49. We also welcome and support the other regional initiatives such as the Northern Corridor Integration Projects (NCIP) in Eastern Africa for strengthened partnerships between landlocked and transit countries in priority areas of regional integration and infrastructure development in transport and energy which is in line with the implementation of the Vienna Programme of Action;

50. We call on all development partners and financial institutions to enhance the allocation of financial resources to accelerate the development of sustainable transport infrastructure and related services in LLDCs, to complement their national efforts and investment;

51. We call upon Member States, international organizations and other stakeholders to address the special needs of landlocked developing countries in the outcome document of the Global Sustainable Transport Conference to be held in Ashgabat, Turkmenistan, in particular pertaining to sustainable transport systems and infrastructure, including transit and border crossing infrastructure, efficient transport and transit operations and procedures, adequate legal frameworks for transit transport, ensuring unhindered access to and from the sea and sufficient financing for sustainable transport in order to link them to international markets;

Acknowledgment

52. We thank the Government of the Plurinational State of Bolivia for hosting this meeting and for its generous hospitality extended to us during our stay in Santa Cruz;

53. We express our sincere appreciation for the efforts undertaken by Zambia in its capacity as the Global Chair of the Group of LLDCs and by Paraguay in its capacity of Coordinator for trade and development issues of the Group of LLDCs in Geneva;

54. We express our gratitude to the substantive support and financial contribution of the UN Department for Economic and Social Affairs and Office of the High Representative for LDCs, LLDCs and SIDS to the Meeting;

55. We also note with appreciation the active participation and substantive contributions of other development partners such as UN system organizations, other international organizations, the private sector, civil society and other stakeholders.