

**STATEMENT BY H.E. VU QUANG MINH
ASSISTANT MINISTER, MINISTRY OF FOREIGN AFFAIRS OF
VIET NAM**

Session 6: Enhancing Partnerships and means of implementation

(Hanoi, March 9th, 2017)

*H.E. Mr. Wu Hongbo, Under Secretary General of the United Nations,
Distinguished guests,
Ladies and Gentlemen,*

While highlighting that development and progress should be the primary responsibility of each country, the Vienna Program of Action also underscores the need to enhance and expand partnerships between LLDCs, neighbouring transit countries, development partners and other stakeholders for the effective implementation of this VPoA. Resolution A/RES/71/239 recently adopted by the UN General Assembly emphasized that partnerships need to be enhanced at all levels: at the national, regional and global level, and in both bilateral and multilateral dimensions.

First of all, we believe that the main pillar of these partnerships is the traditional North - South partnership. With their clear advantages and advances in technology, capital, finance and capacity, developed countries have lent their positive support to LLDCs throughout the years in the areas of poverty alleviation, trade facilitation, capacity enhancement especially productive capacity. In the years to come, in order to support LLDCs to eradicate poverty, stimulate growth and attain the Sustainable Development Goals, it is crucial that developed countries fulfill their ODA commitments.

In reality, the 2030 Agenda for Sustainable Development contains specific targets dedicated to support LLDCs in infrastructure development, access to modern energy, in prioritization of ODA and FDI. The Vienna Program of Action also outlines key areas of support to LLDCs in trade facilitation, transport and telecommunications infrastructure development, regional integration and so on. The realization of these commitments by developed countries towards LLDCs is indispensable in helping them overcome geographical challenges to transform their economies and get on the path of sustainable development.

South – South partnership, which complements North – South partnership, also plays a very important role in the implementation of the Vienna Program of Action. In fact, most transit countries for LLDCs are developing countries and the nature of co-operation among these countries is

primarily South - South cooperation. This form of partnership needs to be further expanded based on their specific advantages such as the similarity in the level of development, a common knowledge and understanding of one another's culture, geography, customs and administrative procedures due to geographical proximity. However, we also acknowledge that South- South Cooperation has its own shortcomings because transit countries themselves are developing countries with limitations in resources and capacity. These transit countries also face huge challenges in finance, technology and restrained by their level of development. As such, support, especially financial support from developed countries to South - South Cooperation is essential.

In order to successfully implement the Vienna Program of Action, relying on government – to – government partnership is not sufficient and requires the participation and coordination of other stakeholders such as global and regional organizations and financial institutions, public-private partnerships and of all citizens. I am happy to see this Meeting has attracted a lot of high level interest from UN organizations, the World Bank, ADB, AIIB, WCO, IRTU and other important organizations. In addition to financial assistance, these institutions and organizations have provided important technical and capacity building support.

Viet Nam acknowledges the concerns and remains sensitive to the specific geographical disadvantages of LLDCs. We believe that adequate attention should be given to the interests and demand of this group of countries. Viet Nam and ASEAN in general and countries in the Mekong sub-region in particular have made efforts to enhance connectivity and comprehensive co-operation to narrow the development gap in the region. This includes developing transport linkages within the Master Plan for ASEAN Connectivity and the Initiative for ASEAN Integration and Narrowing the Development Gap. We have also strengthened co-operation in the Mekong sub-region between member countries and development partners and promoted the development and operation of economic corridors.

Viet Nam is determined to fulfill our commitments as a transit country and will continue to make our contributions to enhance and expand

partnerships, especially with LLDCs, in order to join efforts in strengthening international cooperation in transit, trade facilitation and implementing the 2030 Agenda for regional and global stability and sustainable development.