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

Held on 2 – 4 June 2015 in Livingstone, Zambia
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Livingstone Call for Action for the Accelerated Implementation of the Vienna Programme of Action for Landlocked Developing Countries
Adopted on 4 June 2015, Livingstone, Zambia

Introduction
The Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024 (VPoA) was adopted at the Second United Nations Conference on Landlocked Developing Countries (LLDCs) and endorsed by the General Assembly in December 2014 in resolution 69/137. The VPoA underscores the commitment of the international community to support LLDCs in dealing with challenges related to landlockedness, remoteness and geographical disadvantages. It is a comprehensive but ambitious development agenda that aims to put the world’s 32 LLDCs on a steady path of sustainable, inclusive and rapid economic growth and development with the stated goal of ending extreme poverty through implementation of six priority areas that include (1) Fundamental transit Policy Issues, (2) Infrastructure Development and Maintenance, (3) International Trade and Trade Facilitation, (4) Regional Integration and Cooperation, (5) Structural Economic Transformation, and (6) Means of Implementation.

The Government of the Republic of Zambia in collaboration with the United Nations Office of the High Representative for Least Developing Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS) hosted a three day High-Level Follow-up Meeting to the Second United Nations Conference on the LLDCs that was held in Livingstone, Zambia from 2 to 4 June 2015. The event brought together more than 200 participants including ministers, senior representatives and participants from LLDCs, transit developing countries, development partners, UN, international, regional and sub-regional organizations, private sector and other stakeholders. The meeting discussed and conceptualized the way forward in implementing the Vienna Programme of Action. It also served as a platform for sharing experiences, showcasing best practices and concrete initiatives at the national, regional and global levels. The meeting also deliberated on concrete initiatives needed to accelerate the implementation of the VPoA.

Call to accelerate the implementation of VPoA

In view of the discussions, the meeting made a call on the following actions to accelerate the implementation of the VPoA:

1. **Structural economic transformation in LLDCs**
   
   i. Development of productive sectors in LLDCs presents a major contribution towards structural transformation. Job rich and inclusive industrialization, access to energy, productivity enhancement, agro-business development, access to finance, skills development and services sector development together with concrete programs for rural upliftment will be critical to bring structural transformation in LLDCs especially in SMEs.
ii. LLDCs should establish/ strengthen industrial clusters, such as Special Economic Zones (SEZs). It is critical that SEZs are carefully planned and managed to ensure success. This entails focusing the SEZs on industries to ensure expansion of their exports and economic diversification. It is also critical that these economic zones foster skills, innovation and competitiveness. Industrial production in the SEZs should focus on support for the manufacture of value-added goods. SEZs should also conform to WTO rules.

iii. LLDCs should continue to build their productive capacity, which is a key driver of structural economic transformation. It determines the ability of the LLDCs to add value, improve productivity, upgrade technology and produce goods that they can sell competitively in international markets and create employment. Having a more dynamic productive capacity underpinned by a strong and vibrant private sector and conducive macro-economic environment will enable the LLDCs to transform their economies.

iv. LLDCs need international assistance for enhancing innovation and technology. It is also important for LLDCs to allocate increased funding in research and technology development, especially among small and medium scale enterprises. Research and development can also stimulate the development and leveraging of the competences of high- and emerging-technology firms.

v. LLDCs, where appropriate, should establish a special fund from the windfall of the extractive industry. These funds should be reinvested in competitive, value-added and diversified local supply industry based on the identified trade opportunities.

vi. LLDCs need to increase investment in technical capacity and specialized know-how required for the transformation of natural resources and negotiation of contracts with MNCs. Development partners and UN agencies, such as UNCTAD and UNDP, can provide technical assistance and/ or help contract experienced consultants to support resource-rich LLDCs in the crucial negotiation of contracts/licenses. This would also lead to the concurrent development of the LLDC’s own capacity.

2. **International trade, trade facilitation and fundamental transit policy issues**

   i. Developed and developing countries should consider establishing a preferential market access scheme specifically for exports from LLDCs, with tariff concessions and without non-tariff barriers.

   ii. There is a strong need to address supply-side constraints in LLDCs to enable them to take advantage of market access.

   iii. LLDCs and transit developing countries should domestically ratify the WTO Trade Facilitation Agreement as soon as possible, in order to ensure its coming into force by the time of the WTO’s 10th Ministerial Conference in Nairobi.
iv. WTO members should launch a dedicated work programme for LLDCs under the auspices of its general council. The objective of this work programme is to arrive at concrete responses to help LLDCs integrate into the multilateral trading system and overcome the trade-related challenges derived from their geographical situation. Such work programme should focus primarily, but not exclusively, in the areas of Trade Facilitation, trade diversification, services, Aid for Trade, electronic commerce and WTO accession.

v. International Organisations including the ITC, UNCTAD and the World Bank should continue to assist LLDCs to categorise their commitments under the WTO Trade Facilitation Agreement and develop bankable projects for development assistance.

vi. Developed and developing countries must work towards the conclusion of the Doha Development Agenda, creating new market access opportunities for the LLDCs and eliminating trade distortive practices that affect their exports.

vii. Donors should pledge financial support for the WTO Trade Facilitation Agreement Facility to ensure that LLDCs receive the assistance necessary to realize the full benefits of the Trade Facilitation Agreement, and to support the ultimate goal of full implementation of this new Agreement.

viii. International and regional organizations, including UNCTAD, World Bank, WCO and regional development banks, should establish special facilities and dedicated windows for the LLDCs to assist them with execution and scaling-up of trade facilitation initiatives and effective implementation of international, regional and sub-regional conventions and other legal instruments on transit and trade facilitation.

ix. WCO should establish special technical assistance and training programme for LLDCs, aimed at enhancing human and institutional capacity building in customs area in LLDCs; modernizing and automating customs procedures through the use of ICT; simplification and harmonization of customs procedures; ensuring transparent and predictable customs environment and promoting collaboration between LLDCs and transit countries to enhance efficiency of customs controls.

x. Relevant UN system and international organizations, including regional commissions, World Bank, WTO, WCO and IRU are requested to support LLDCs in improving the efficiency of the movement of goods in transit through assisting them in the accession, ratification and implementation of relevant international conventions.

3. **Infrastructure, regional integration and cooperation**

i. The international community should work towards at-least doubling annual investments for infrastructure development in the LLDCs from all sources, domestic resources, official development assistance, north-south, south-south and triangular cooperation and public-private partnerships and national and multilateral development banks, in order to
bridge the infrastructure gap and close the missing links. New and additional funding from development banks will be especially instrumental in efforts to reach this goal.

ii. Multilateral financial and development institutions and regional development banks should establish dedicated infrastructure funding for the LLDCs and provide the LLDCs with a special window for allocation of resources for infrastructure development and maintenance.

iii. LLDCs should develop and imbed infrastructure investment development plans in their national development strategies, and strengthen the domestic enabling environment. The international community should provide financial and technical support for LLDCs to translate these plans into concrete project pipelines, as well as for individual implementable projects, particularly with regard to the preparation of feasibility studies, negotiation of complex contracts, and the management of projects. Efforts should aim to develop local skills and capacity.

iv. The role of economic corridors, corridor management organisations, sub-regional arrangements and regional groupings in achieving deepened regional integration should be strengthened.

4. Means of implementation

i. Donors should honour their ODA commitments and ensure distribution of ODA that is based on country-specific priorities and needs of the recipient countries, with particular consideration for LLDCs where the need is greatest. Donors should ensure that a larger share of Aid for Trade is directed towards LLDCs, given their particular infrastructure and trade-related needs.

ii. International and regional development banks should support regional investments in infrastructure projects on transport, energy and ICT in order to support deeper regional and sub-regional integration, as well as deepening of regional markets and enhance competitiveness of LLDCs. In particular, the World Bank should establish a multi-donor platform and trust fund for implementing solutions to improve connectivity of LLDCs to their immediate neighbours, their sub-regions and more broadly to international markets. The proposed solutions should be grounded in growth-oriented development strategies, and draw on existing bilateral and multilateral legal instruments and analytical work. The solutions should be cross-sectoral in nature, addressing a number of areas including transport infrastructure and service, ICT, trade and customs, and regional integration.

iii. UN and specialized agencies should support LLDCs on their need for advisory and capacity-building services in the area of investment promotion to strengthen their capacity to create and manage the policy and institutional framework for attracting and retaining foreign investment, in particular to high value added sectors, for transport infrastructure development, to increase exports and to improve access to technology and know-how. The UNDP should through the regional hubs and the UN Resident
Coordinators support the implementation of the Vienna Programme of Action. LLDCs should work with the ITC to help build the competitiveness, trade and market intelligence of their trade and investment support organisations to ensure that these can be multipliers on the ground, helping to support SMEs to internationalise and benefit from regional and global trade.

iv. LLDCs that have not yet done so should ratify the Multilateral Agreement for the Establishment of the International Think Tank for LLDCs.

5. **Mainstreaming and monitoring of the VPoA**
   i. Member States should mainstream the VPoA in their sectoral and national plans. The integration at national level could be conducted through implementation of relevant protocols/conventions, etc. Regional economic commissions and other UN agencies should get the mandate to mainstream the VPoA into their programmes, through a resolution or board, as appropriate. Regional Economic Communities should integrate the VPoA in their plans. Regional Development Banks should target investment in priority areas as outlined in the VPoA. One example is investment in infrastructure, including completion of missing links.

   ii. UN-OHRLLS should support national and sub-regional dialogue in order to raise awareness and encourage LLDCs and transit countries to mainstream the VPoA in their sectoral and national plans.

   iii. There is a need to promote accession by LLDCs and transit countries to major international conventions to facilitate trade and transportation.

   iv. There is also a need to establish a high level bilateral mechanism between LLDCs and transit countries, as necessary, to resolve matters with respect to implementation challenges of transit arrangements.

   v. LLDCs and transit developing countries should collect relevant data to ensure effective monitoring. For example, they should make efforts to collect relevant information, such as cost of transport and road corridor speed. Transit countries should make available information on port dwelling time.

   vi. Based on a selection of relevant indicators for monitoring progress, Member States and other partners should on a regular basis report on the progress towards attaining VPoA objectives. To enhance efficiency, LLDCs should appoint a Ministry as a focal point to coordinate mainstreaming and monitoring of the implementation of the VPoA. Member States should share with UN-OHRLLS annual progress reports and other reports, as deemed necessary.
6. Integration of the LLDCs into the global development agenda

i. LLDCs should redouble their concerted efforts to integrate the implementation of the Vienna Programme of Action into the post-2015 development agenda, financing for development, climate change, global trade talks and others so that their interests are fully reflected in the follow-up to these global development agendas.

Acknowledgment
The participants of the High-level meeting expressed their profound gratitude to His Excellency Mr. Edgar Lungu, President of the Republic of Zambia, for his full support and inspiring message to the Meeting. Participants thanked the Government of the Republic of Zambia for hosting the meeting and for its leadership as the Global Chair of the Group of LLDCs. The substantive support and financial contribution of the Office of the High Representative for LDCs, LLDCs and SIDS to the High Level Meeting was acknowledged.
ACCOUNT OF THE PROCEEDINGS

A. Introduction

1. The Second United Nations Conference on Landlocked Developing Countries (LLDCs) held in November 2014 adopted the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024 (VPoA) that was endorsed by the General Assembly in December 2014 in resolution 69/137. The VPoA underscores the commitment of the international community to support LLDCs in dealing with challenges related to landlockedness, remoteness and geographical isolation. The VPoA is a holistic and results – oriented programme succeeding the Almaty Programme of Action as the development Blueprint for LLDCs for the next decade. It comprises of an overarching goal, six specific goals as well as time bound specific objectives in six priority areas: (1) Fundamental Transit Policy Issues, (2) Infrastructure Development and Maintenance, (3) International Trade and Trade Facilitation, (4) Regional Integration and Cooperation, (5) Structural Economic Transformation, and (6) Means of Implementation.

2. The High-Level Meeting on the Follow-up to the Second United Nations Conference on Landlocked Developing Countries was jointly organized by the Government of the Republic of Zambia, and the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS). The meeting was hosted by the Government of the Republic of Zambia in Livingstone from 2 to 4 June 2015.

3. The objectives of the meeting included: to review and identify opportunities and bottlenecks in LLDCs in terms of implementation in the priority areas of the VPoA; to provide a platform for sharing of best practices, experiences and initiatives at the national, regional and global levels in the priority areas of the VPoA; to discuss and conceptualize the way forward in implementing the VPoA, including the implementation strategy, tools and indicators for measuring the progress in implementation of the VPoA; and to strengthen and forge partnerships and ownership of the VPoA at both regional and national levels.

4. The Meeting was chaired by Ministers and Senior Government Officials from the Government of the Republic of Zambia.

5. The meeting was attended by more than 200 participants that included Ministers, Ambassadors, senior government officials and delegates from LLDCs, transit developing and donor countries, and experts from United Nations System organizations, as well as international and regional organizations, the private sector, and other stakeholders as shown in the participant list in annex 1. The meeting followed the programme of work presented in annex 2.
B. Opening session: Importance of the Vienna Programme of Action for the Sustainable Development of LLDCs in the Decade 2014-2024

6. The opening session was chaired by Honourable Harry Kalaba MP, Minister of Foreign Affairs of Zambia. Honourable Yamfwa D. Mukanga, MP Minister of Transport, Works, Supply and Communications, Zambia gave opening remarks in his capacity as Chair of the LLDC Ministerial Group. His Excellency Mr. Edgar Lungu, President of the Republic of Zambia gave the official opening statement. This was followed by a video message by Mr. Jan Eliasson United Nations Deputy Secretary-General and statements by Mr. Gyan Chandra Acharya, UN Under-Secretary-General and High Representative, UN-OHRLLS; H.E Ambassador Per Thoresson, Co-Chair of the Group of Friends of LLDCs; Dr. Mukhisa Kituyi, UN Under-Secretary-General and Secretary-General of UNCTAD; Ms. Dorothy N. Tembo, Deputy Executive Director, ITC, on behalf of ITC Executive Director; Mr. Lebogang Mmotlana, Director of UNDP Regional Service Centre in Africa, on behalf of UNDP Administrator and Dr. Florisvaldo Fier, High Representative - General of MERCOSUR.

7. In his opening remarks the chair of the session, Honourable Harry Kalaba MP, Minister of Foreign Affairs Zambia welcomed all distinguished visitors and stated that the presence of large number of high-level dignitaries was of particular encouragement. The Honourable Minister acknowledged the presence of His Excellency Mr. Edgar Lungu, President of the Republic of Zambia and extended the meeting’s appreciation for accepting to grace the opening session. The Honourable Minister also stated appreciation to the development partners, the transit countries and the multilateral institutions for providing support to the Vienna Programme of Action for the Landlocked Developing Countries. He further stated that the meeting would also engage the private sector, who are key drivers of development and together, deliver a development-oriented decade, as envisaged at Vienna.

8. In his welcoming remarks, Honourable Yamfwa D Mukanga MP, Minister of Transport, Works, Supply and Communications of Zambia and Chair of the LLDCs Ministerial Group welcomed all delegates to Zambia and specifically Livingstone, the tourist capital. He expressed appreciation that His Excellency the President of the Republic of Zambia had graced the meeting, signifying the importance the country attaches to the challenges that the LLDCs face due to their geographical situation. He stated that however, like an eagle LLDCs aim to soar high and overcome their difficulties. He pointed out that the meeting was important especially since it was the first major meeting since the adoption of the Vienna Programme of Action. He stressed that a major objective of the meeting was devising a roadmap for the implementation and monitoring of the Programme of Action, to guide the LLDCs, transit developing countries and their development partners as well as other stakeholders on a path of a coordinated and effective implementation of the Programme. He also indicated that the meeting provided a platform for sharing of best practices, experiences, initiatives, and would come up with concrete actions and indicators in the implementation and monitoring of the Vienna Programme of Action.

9. The Honourable Minister further recognised that the success and achievement of the Group of LLDCs gained thus far would not be possible without the support and cooperation from transit neighbours and development partners, the Group of Friends of the LLDCs, the private sector and the United Nations system and international community at large. As such, the group of LLDCs
looked forward to enhanced cooperation to achieve their development goals. In his closing remarks, the Honourable Minister stated that it was his sincere hope that the meeting would enhance the rate of sustainable development and inclusive growth in LLDCs.

10. In his opening statement, His Excellency Mr. Edgar Chagwa Lungu, President of the Republic of Zambia welcomed all delegates to Zambia for the meeting. The President highlighted various challenges that the LLDCs face which are directly related to the inherent lack of territorial access to the sea, a situation that profoundly increases transaction costs for imports and exports and that it was regrettable that the group of LLDCs for a larger part remain excluded from both, regional and global trade. He stated that although LLDCs can never graduate from the state of being landlocked, they were however more than ready to confront the inherent challenges with absolute resolve and determination in order to propel the development mantra into effective productive capacities necessary to drive their sustainable economic development aspirations. It was for this reason that the Vienna Programme of Action for LLDC was formulated and endorsed as a blueprint for enhancing and achieving sustainable development for LLDCs.

11. The President stated that the realization of the benefits from the VPoA would depend on how promptly each respective government responded and mainstreamed the Programme into their national and sectoral development plans. To this effect, the President further stated that the Government of Zambia in collaboration with its development partners was already undertaking significant steps in linking Zambia and the rest of the Sub-region through the development of transport infrastructure. The country embarked on the Link Zambia 8,000 Km Road Project aimed to connect Zambia internally and link it to all the eight neighbouring countries through the existing transport corridors and taking advantage of its unique central location in the region. This land-linking infrastructure will facilitate easy movement of our people and goods.

12. The President also stated that Zambia in partnership with its neighbouring countries had established Stop Border Posts at Chirundu, between Zambia and Zimbabwe, which has reduced transit time for goods vehicles from nine days to nine hours and that efforts were underway to replicate this best practice in other bordering towns. The President further stated that Zambia in partnership with landlocked and transit country neighbours and with support from development partners have established transport corridors, which include: a) the Nacala Road Corridor linking Zambia, Malawi and Mozambique to the Indian Ocean; b) the Beira Road Corridor linking Zambia, Zimbabwe and Mozambique to the Indian Ocean; c) the Lobito Road Corridor linking Zambia to the Atlantic Ocean through the Democratic Republic of Congo and Angola; d) The Walvis-Bay Corridor linking Zambia and the Democratic Republic of Congo to the Atlantic Ocean through Namibia; and e) The Dar-es-Salaam Road Corridor and the TAZARA Railway Corridor linking Zambia to the Indian Ocean through Tanzania.

13. President Lungu stated that competitive trade requires adding more value to commodities and hence Zambia as a country and collectively through the SADC region had embarked on an industrialization strategy to ensure value-addition to its products. Furthermore, COMESA together with SADC and EAC had engaged in negotiations for a Tripartite Free Trade Area, a move meant to cement the regional integration and enhance regional trade.
14. The President stated that Zambia appreciated the highly valued partnership of all stakeholders with the LLDCs and the renewed partnership and cooperation as exhibited in the VPoA and through the commitments under the Means of Implementation that form a core platform for definitive implementation and achievement of the VPoA. Partnerships with transit countries, development partners and the private sector are therefore critical for achieving the LLDCs’ development objectives. The President urged the development partners including the Bretton Woods Institutions and the regional economic agencies to further open windows for domestic private sector to partner with the international counterparts and access funding for technological facilitation and for capacity build-up of the domestic resources. He further underscored the need for the United Nations Office for South-South Cooperation to fulfil their pledge and commitment to establish Facility Centers in a number of LLDCs for technology transfer.

15. In concluding his statement, the President once again welcomed all participants to Zambia and invited them to take time off their busy schedule to explore the beauty and natural wonders of Livingstone and wished them a pleasant stay in Zambia and a safe journey back to their respective destinations. He declared the meeting officially opened.

16. In his video statement, Mr. Jan Eliasson, the Deputy Secretary-General sent greetings to the important gathering in Livingstone and thanked the Government of Zambia as the Chair of the Group of LLDCs for hosting the meeting. He stated that the adoption of the Vienna Programme of Action was an important milestone. The holistic approach of the Vienna Programme will help LLDCs achieve sustainable economic growth, reduce poverty and ensure their integration into the global economy.

17. His Excellency Mr. Eliasson stated that all stakeholders needed to make sure that concrete results were achieved on the ground and that well thought-out follow-up and implementation plans were critical. He stated that the Programme needed to be mainstreamed into national development strategies and into the work of the UN development system, and those of other international and regional organizations. He stressed that partnerships would be crucial for effective implementation and all stakeholders needed to do their part and work together, the public and private sector alike. The development of indicators for monitoring was also important for effective reporting and mutual accountability. The Deputy Secretary General stated that the Secretary-General, himself and the entire United Nations system were fully committed to supporting LLDCs in this endeavour. He stated that all the important stakeholders who would translate the Vienna commitment into tangible results were present to ensure success. In his closing his statement, Mr. Eliasson urged all stakeholders to join forces to help LLDCs achieve real transformation that will create better lives and opportunities for the 450 million people in LLDCs.

18. In his opening statement, Mr. Gyan Chandra Acharya, Under-Secretary-General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States commended the Government of Zambia for taking the initiative to convene the meeting. He stated that this being the first meeting since the LLDC Conference, it was crucially important to conceptualize the way forward and agree on a clear strategic direction for engagement of all stakeholders in the follow-up and implementation process in a coordinated
way. He urged all governments to mainstream the Vienna Programme into their national development strategies and stated that the UN Secretary-General had already written to all heads of state and government calling for that. All UN system agencies, regional, sub-regional and international organizations have also been asked to mainstream it into their programmes of work.

19. Mr. Acharya stated that the collective responsibility of LLDCs was to ensure that the LLDC agenda remained on the forefront of the development landscape and ensure that deliverables in favour of LLDCs should lead to real and tangible results on the ground. He stated that he hoped a strong coherence can be ensured between the implementation of the Vienna Programme of Action and the global processes such as the post-2015 development agenda and the SDGs, financing for development, the WTO Nairobi Ministerial meeting and the climate change conference in Paris later this year.

20. In concluding his statement, Mr. Acharya stated that he looked forward to the discussions and a productive outcome in Livingstone. He stated that LLDCs needed to be forward looking, action-oriented and ambitious and that everyone had an important role to play. He stated that he had every confidence that the meeting would help set the LLDCs on the path towards translating the Vienna Programme of Action into concrete and measurable results on the ground.

21. In his opening statement, His Excellency Ambassador Per Thoresson, Co-chair of the Group of Friends of LLDCs expressed pleasure at being able to represent the Swedish Government at the very important meeting on LLDCs. He stated that it was a true pleasure to co-chair the deliberations in New York and Vienna together with Ambassador of the Lao People’s Democratic Republic which led to the excellent forward looking and action oriented VPoA. He also thanked the Zambian Government for hosting the high-level meeting.

22. Ambassador Thoresson reiterated the importance of structural economic transformation that LLDCs raised during the Second United Nations Conference on LLDCs and expressed pleasure that it was taken as a separate priority. He stated the importance of building endurable partnerships and stressed that traditional relationships between donor and developing countries would remain a foundation of international development and so would South-South and Triangular Cooperation. He further reiterated the private sector’s role in fulfilling demands including in areas such as telecommunications and transport that still remain priority for the LLDCs. He further stated that Sweden had established a special “Friends of the LLDCs Group” in New York to keep the issues high up on the international agenda.

23. The Ambassador also briefly highlighted the matter of climate change that was discussed at length in New York. He stated that Sweden was committed to ensuring that climate financing was made available to countries in the most urgent need of adaptation to global warming.

24. In closing his statement, Ambassador Thoressson stated that LLDCs deserve access to global markets and goods. They merit strong international support for all the priorities of the VPoA. On the part of LLDCs themselves, he stated that the best recipe for their development was to pursue a determined sustainable strategy for comparative advantage. Nonetheless, he noted that continuous common efforts were needed to keep the LLDCs on track for a future with well-deserved development and prosperity.
25. In his statement, Dr. Mukhisa Kituyi, UN Under-Secretary-General and Secretary-General of UNCTAD noted that LLDCs face immense geographical challenges which constrain their international competitiveness and overall socio-economic progress and when such a geographical handicap is compounded by natural disasters, the bottlenecks become catastrophic with a devastating impact on the livelihood and economic vibrancy of countries. He gave an example of how the recent earthquake negatively impacted on Nepal, wiping hard won development gains in a matter of seconds. He stressed that although the challenges facing LLDCs are many and daunting, they are not insurmountable. He noted that LLDCs could learn from developed landlocked countries such as Austria and Switzerland and also from countries such as Botswana in the African continent. He stressed that the key lesson from the experiences of these countries is that better development policies centered on structural economic transformation and productive capacities, including diversification and technological sophistication of exports; capable institutions to implement such policies; sound economic management and political governance as well as socio-political stability can indeed convert vicious circle of being landlocked into virtuous circle of being land-linked.

26. Dr. Kituyi noted that UNCTAD, in collaboration with other UN-System agencies, especially UN-OHRLLS, have been consistently voicing the need for building productive capacities and promoting structural economic transformation in the LLDCs. He highlighted that UNCTAD will mainstream the implementation of the VPoA into the work of the Governing Body of UNCTAD, the Trade and Development Board and the work programmes of the secretariat. In this regard, he pointed out that important steps have already been taken, including reviewing the UNCTAD-wide implementation of relevant commitments and priorities of the VPoA by the regular sessions of the Trade and Development Board.

27. In concluding his remarks, he noted that UNCTAD will also continue to make contributions to the mandated reviews, including the Secretary-General’s report, which is prepared by OHRLLS in collaboration with other system-wide agencies, and the mid-term review of the VPoA by the General Assembly and ECOSOC. Furthermore, UNCTAD will continue addressing sector specific work in supporting LLDCs, including building productive capacities and promoting structural transformation, economic diversification and assisting LLDCs in their participation in regional and global commodity value chains.

28. In her opening statement, Ms Dorothy Tembo, Deputy Executive Director of ITC stated that ITC places a priority focus on LLDCs particularly to improve the competitiveness of their SMEs. She indicated that the challenges of LLDCs are even vaster for the SMEs and need to be addressed, including lack of territorial access to the sea. She stated that in this endeavour, thinking outside the box was important as new technologies were available to provide easy access to world markets in a more cost effective and efficient manner. She stated that LLDCs were equipped with the knowledge and the tools to not focus on the special needs and challenges but to focus on opportunities. She further stated that in 2014, 70% of ITC spending was in LLDCs in sub-Saharan Africa region and that in 2015 the goal was renewed which demonstrates the importance the organisation attaches to attaining the objectives of the VPoA. She said that ITC was undertaking 20 projects in the 32 LLDCs.
29. Ms. Tembo noted that trade and transit related issues including among others aid for trade and trade facilitating must be prioritized in order to reduce transaction costs for SMEs. In her conclusion, Ms. Tembo stressed that particular attention must be given attention to development tools in the Post-2015 Development Agenda including financing. She underscored the importance of strong international ownership of the VPoA. She further stated that failure was not an option and urged every stakeholder to play their role in the most effective way to place all in a position to make changes. She thanked the nation of Zambia for organising the meeting and welcomed all delegates to the country.

30. In his opening statement, Mr. Lebogang Motlana, Director of UNDP Regional Service Centre in Africa, on behalf of UNDP Administrator expressed pleasure at the opportunity to speak at the opening of the meeting. He stated that with almost half of the LLDCs located in sub-Saharan Africa, 16 out of 32, he was delighted that the important meeting was taking place in Livingstone, Zambia. Mr. Motlana stated that it was particularly timely since the high-level meeting on LLDCs was convened just after the 3rd World Conference on Disaster Risk Reduction, in Sendai where countries have delivered on a new framework for disaster risk reduction. He also noted that the meeting was also convened just before three other critical intergovernmental processes: (a) the third international conference on financing for development; (b) the UN Summit on post-2015 development agenda; (c) and the UN Climate Change Conference (COP21) to be held in December in Paris.

31. Mr. Motlana stated that the outcomes of these global processes were expected to be far-reaching and more transformational than the MDGs and other current global agreements and that they would deliver commitments to step up support to provide developing countries and particularly LLDCs with the necessary means to deliver on the new global development agenda and agreements on climate change. He stated that it was important therefore to ensure synergies between these processes and advocate for specific and unique needs of LLDCs. He noted that the necessary resources- human technical, physical, and financial- for implementation largely exceed LLDCs’ capacity and require sustainable support of development partners.

32. Mr. Motlana stated that under the regional bureau for Africa, UNDP had established a cross-bureau technical working group that ensures UNDP’s coordinated follow-up to the VPoA. He stated that the UNDP was working with LLDCs to help them create the enabling environment for structural economic transformation to take root, working towards transforming governance and building peace, increasing space for political participation and redefining the social contract through the development of responsive institutions and the promotion of civic and democratic values. Further, he stated that UNDP supports LLDCs to bolster their capacity for climate change adaptation, to build resilience and ensure that social economic development gains are not stalled or wiped out by climate related disasters.

33. He stated that he welcomed the focus on identifying concrete implementation and monitoring strategies for the VPoA; and the involvement of transit countries as key partners in addressing the challenges posed by landlockedness for the LLDCs. He reiterated UNDP’s commitment to continue supporting LLDCs, through their global, regional and country programmes, as well as advocacy and policy interventions at all levels, for the implementation of the VPoA.
34. In his opening statement, Dr. Florisvaldo Fier, High Representative of MERCOSUR extended thanks for the invitation to participate in the meeting. He stated that like all regional trade and economic communities in their region had similar issues on infrastructure and other areas. In order to deal with such development issues, the member states created in 2004 regional funds for structural convergence referred to as FOCEM for 10 years. He noted that today the FOCEM is $100 million fund. He also noted that at the beginning of FOCEM, the national contributions were distributed like this: 70% from Brazil, 27% from Argentina, 2% from Uruguay and 1% from Paraguay. The grants were oppositely distributed in favour of Paraguay (48%) and Uruguay (32%), while less for Brazil and Argentina (10% each). He noted that there is discussion about renewing the Fund and the national contributions, since Venezuela is now a full member and a potential contributor. He indicated that he was confident that this meeting would undoubtedly provide inputs to MERCOSUR for reflection on regional policies towards LLDCs.

C. Structural economic transformation in LLDCs

35. Dr Roland Msiska, Zambia’s Secretary to the Cabinet chaired the session on structural economic transformation. In his remarks, Dr. Msiska highlighted that while many LLDCs have made some progress over the past decade in overall economic performance, their economic and export structures are still less diversified than any other group of countries.

36. Dr. Msiska underscored that despite the general improvements in trade and the social and economic conditions that had been achieved by the LLDCs over the past decade, LLDCs still experienced major development challenges, primarily arising from the geographical disadvantage of absolute lack of territorial access to the sea and indirectly due to the diminished capacities of the industrial base as a result of non-competitiveness of their goods and services. He further emphasised that the LLDC group was heavily dependent on primary commodities, such as minerals, oil and agricultural products, a situation, which makes these countries more vulnerable to external shocks.

37. The Chairperson noted that the VPoA responded to these challenges in a holistic manner and further prioritised structural economic transformation as a means of diversifying the economies, increasing competitiveness and attaining sustainable development.

38. The first keynote speaker, H.E Mr. Workneh Gebeyehu, Minister of Transport of the Federal Democratic Republic of Ethiopia stated that Ethiopia attached great importance to the implementation of the VPoA for the LLDCs for the decade 2014 -2024. He noted that this points towards new promising perspective in the context of the celebration of the 70th anniversary of the United Nations, the launching of the post-2015 development agenda and the adoption of the Addis Ababa Accord on Financing for Development.

39. H.E Mr. Gebeyehu noted that the VPoA reaffirms the special needs of LLDCs and underscores the importance of considering, in a holistic manner, the unique challenges that LLDCs face due to their geographical disadvantage. It also underlines the importance of enhancing productive capacity, value addition, promoting greater integration of LLDCs into
international market and addressing supply constraints through structural economic transformation and economic diversification.

40. The Honourable Minister highlighted that Ethiopia’s success over the last decade was based on strong policy ownership and that its implementation had been resolute. Agricultural transformation and industrial development were the twin objectives for inclusive growth and that they were linked to an overall export led strategy. As a result of the structural economic transformation, the Minister observed that Ethiopia was now in a position to export industrial products. He further highlighted that while LLDCs governments needed to play the leadership role in formulating and implementing strategies of sustainable structural transformation, it was essential that an appropriate enabling environment, including support measures, be established at the international level. He stressed that developed countries should provide financial support to help develop the infrastructure energy sector, facilitate technology transfer to support sustainable structural transformation, and design the international trade regime and intellectual property rights regime in a way that facilitates the sustainable structural transformation process.

41. In her statement, the second keynote speaker H.E. Ms. Oyundari Navaan-Yunden, Deputy Minister for Foreign Affairs, Mongolia stressed that the theme of the session on structural economic transformation in LLDCs was timely and vividly important. She emphasised that the commitments and willingness to implement the VPoA in a more coherent manner, that focuses on enhancing economic diversification, value addition, particularly in manufacturing and agriculture and connectivity to global value chains was an important aspect of the VPoA.

42. She noted that Mongolia’s experience has shown that the bilateral and regional cooperation plays a crucial role in addressing the difficulties and challenges caused by landlockedness. She highlighted that the Mongolian Government is redoubling its efforts and accords particular importance to regional cooperation to implement the major projects of the infrastructure and mining and to become a member of APEC and a dialogue partner of ASEAN and to constructively engage in the East Asia Summit. She further noted that with the mining sector accounting for one fifth of GDP and nearly 90 percent of total exports as well as 20 percent of budget revenue, the economy of Mongolia is highly vulnerable to the boom-bust cycles of the mineral market. She stressed therefore that managing mineral revenue to smooth out cyclical fluctuations is essential to sustained economic growth.

43. Ms. Navaan-Yunden also alluded to the importance of utilizing the International Think Tank for LLDCs as a platform for sharing experiences, best practices, know-how, researches and other sources on the issues related to trade, transit and capacity building. LLDCs were urged to accede and ratify the Multilateral Agreement for the establishment of an International Think Tank for LLDCs in order to identify responses to the common disadvantages and to promote evidence-based decision-making.

44. The first panellist Ambassador Dr. Mwaba Patricia Kasese-Bota, Chair of the Group of LLDCs in New York highlighted that through a comprehensive appraisal of the implementation of the Almaty Programme of Action, which informed the discourse and dialogue of the VPoA, it was noted that despite improvements in many of the LLDCs, some challenges remained. These include: LLDCs value addition from agriculture and manufacturing, which continued to
diminish; as well as the inability to shift their production from traditional and low productive sectors to higher productive sectors. She stressed that these were among the reasons that led to the group of LLDCs to approach the aforementioned challenges in a more holistic manner.

45. She emphasised that the inclusion of the structural transformation remained one of the contentious issues until negotiations were concluded in Vienna when the international community agreed that this was a critical issue for LLDCs. She stressed that the VPoA is a reflection of the desire and united endeavour of the global community to tackle challenges of the LLDCs in a more comprehensive manner.

46. Mr. Taffere Tesfachew, Director, Division for Africa, Least Developed Countries and Special Programmes, UNCTAD, emphasised that there is a tendency to confuse economic growth with development and structural economic transformation with the shift in the relative importance of sectors to GDP. He underlined that in reality, development is not merely a matter of economic growth. He also underscored that structural economic transformation is much more than simply changes in the sectoral composition of GDP.

47. He emphasised that it was critical for countries to follow the right path which involves building productive capacity, investing in basic infrastructure and in activities or sectors that add value, create decent jobs, generate higher income and advance social development. He emphasised the need for pursuing industrial and trade policies that encourage technological upgrading and that shifts resources from low value, low productivity and low technology activities and sectors to higher value, higher productivity and technology intensive areas. He also noted that dynamic productive capacity is one of the key drivers of structural economic transformation. He further emphasised that the explanation lies in the level of development of productive capacity, which determines a country’s ability to generate productive employment and shift to new activities and production of higher value and more sophisticated goods.

48. The next panellist, Mr. Mohamed Eisa, UNIDO Representative and Regional Director, UNIDO Regional Office, South Africa, stressed that the linkages needed for achieving the structural economic transformation lies in: fiscal linkages-capture and efficient development of rents (inter-generational equity); knowledge linkages- human resource development and technology development; Backward linkages- inputs such as capital goods, services, and consumables; forward linkages- beneficiation; and spatial linkages- infrastructure and local economic development (LED). He highlighted that this last linkage is essential for establishment of the resources infrastructure.

49. Mr. Eisa informed the session that UNIDO will work internally to mainstream the implementation of VPoA through its governing bodies to adopt decisions that would lead to its integration. This would also provide for monitoring and review of the VPoA’s implementation. He underscored that UNIDO has many models of regional institutional capacity building such as: regional energy sectors; Standards, Quality, Accreditation and Metrology (SQAM) regional programmes; statistics and the industrial database as well as developing new indicators for natural resources dependent countries.
50. Mr. Dmitry Pozhidaev, Regional Technical Advisor, UNCDF noted that LLDCs have been growing during the past decade but this growth was not inclusive. In some countries, the Gini coefficient measuring inequality of income stagnated or even increased. He further highlighted that LLDCs have now accumulated public and private capital reserves (banks, pension funds, remittances, savings, revenue from commodity exports, growing local and national tax receipts). Yet, these resources are not sufficiently being invested in local development and therefore economies remain skewed. He stressed that it is therefore important to localize structural transformation and make it more participatory, inclusive and benefitting all parts of a country and think about how to mobilize more financial resources for productive investments to support structural transformation and local development.

51. Mr. Pozhidaev observed that lower savings rates in LLDCs led to a widening of the external resource gap, which increased their need for external finance. He underscored that UNCDF has put in place a number of financial inclusion programmes that promote saving patterns, particularly in rural populations, thus, enabling more productive use of private capital. He highlighted that most LLDCs have underdeveloped financial sectors, and therefore low levels of bank lending, which is often oriented towards consumption, housing and the public sector rather than to productive investment.

52. Mr. Pozhidaev noted that, fostering the development of a financial sector oriented towards financing productive investment is critical. He highlighted that mobilizing savings ‘out of the mattresses’ and into the real economy by “de-risking” these investments through smart application of grants, loans and credit enhancement, which will induce greater confidence to invest thus takes on added importance. He gave an example that, application of structured project finance for investments in infrastructure such as roads, warehouses, energy generation, value chains, and climate resilience, can crowd in greater private investment by lowering the costs of doing business.

53. Dr. David Nama, the Zambian Representative of the American Chamber of Commerce and Chairman and CEO of DANA Holdings highlighted that from the private sector perspective, transforming economies can be achieved at three levels. The first is at Government level, which must create an enabling economic environment for the private sector. Second, development partners should be called upon to undertake actions and share with LLDCs, innovative technologies, scientific knowledge and technical know-how as well as best practices in supporting the efforts of LLDCs to increase the value addition of the agricultural and industrial output. The third level is the private sector engagement in mainstreaming objectives of the VPOA and participating in increasing value addition and diversifying their economies.

54. Dr. Nama underscored that trade across borders is an opportunity for growth as it offers a bigger market. He emphasised that there was need for encouraging efficiency in the productive sectors and in turn enabling the sectors to be competitive in different economies.

Summary of Discussion

55. One Member State shared experiences and strategies pursued by SADC countries that were anchored on three pillars, namely industrialization, competitiveness and regional integration. It
was stressed that these strategies are aligned to the African Union’s Agenda 2063 and would help the SADC countries to benefit from value addition and diversification. Another delegation emphasised that LLDCs need to heavily engage in reconstruction of their economies through building of their societies with a great sense of common destiny and shared purpose.

56. It was emphasised by a Member State that structural economic transformation is crucial for reducing the negative impact of LLDCs geographical disadvantages as well as to develop resilience to external shocks. The Member State underscored that LLDCs have small internal markets and therefore, access to external, regional and global markets is crucial in order to transform their economies. The delegation added that access to external markets to LLDCs is only possible with freedom of transit. Hence, transit countries and LLDCs should work together. It was further stressed that high levels of tariff and non-tariff barriers as well as distortive subsidies must also be addressed, particularly in the agricultural sector. South-South and triangular cooperation were also seen to be critical for building institutional capacity and human resources development.

57. It was noted by a Member State that there cannot be development without peace. The Member State stressed that it was facing many challenges due to conflict. The delegation called for further support from partners, including through the enhancement of South-South cooperation.

58. Another Member State emphasised the importance of public infrastructure for structural transformation. It was underscored that infrastructure development should go beyond the border. The delegate further emphasised the need for proactive revenue mobilization, which was highlighted as a challenge for LLDCs. A question was asked on how LLDCs can maximize resource mobilization and prioritise investment? Another Member State wondered whether the need to enhance human capital and add value to commodities, as emphasised in the VPoA, were enough without external support? The Member State further observed that external shocks can prevent LLDCs from achieving structural economic transformation.

59. One delegate cautioned that there was need to focus on economic diversification rather than adding value to what was already being produced in terms of natural resources. The delegate emphasised that the natural resources do not only belong to the current generation but also the future generation.

60. In concluding the Session, the Chairperson summarised that there was general agreement that structural economic transformation was critical for addressing the challenges faced by LLDCs. However, the content may differ from one country to the next as evidenced by the case examples of Ethiopia and Mongolia. He stressed that it was important that there is a clear vision and sufficient political will.

61. He also stressed that given the geographical and economic challenges faced, it would be in the countries best interest to collaborate among each other to move the process forward, adding that dialogue would be crucial. He noted that the structural transformation process would not be easy and would require a number of steps to be taken.
D. International trade, trade facilitation and fundamental transit policy issues

62. This session was chaired by H. E. Margaret Mwanakatwe, Minister of Commerce Trade and Industry, Zambia. In her opening remarks, Honourable Minister Mwanakatwe introduced the session, explaining that it will focus on the importance of international trade, trade facilitation and transit policy issues for competitiveness and integration of LLDCs into the international trading system.

63. The Honourable Mr. George Chaponda, Minister of Foreign Affairs and International Cooperation of Malawi in his keynote statement informed the meeting that SADC recently adopted an Industrialization Strategy and Roadmap, which seeks to trigger economic and technological transformation, accelerate growth and enhance comparative advantage of the SADC region. He highlighted some of the successful initiatives and tools. He said that establishment of national single windows would assist LLDCs in reducing the time spent at borders. He also informed the meeting that COMESA and SADC have put in place several initiatives to establish one stop border posts and Malawi has embarked on efforts to establish one stop border posts with Mozambique, Tanzania and Zambia. He highlighted also that Malawi is migrating from ASYCUDA++ to ASYCUDA World.

64. The honourable Minister emphasized that trade facilitation is important for LLDCs in addressing high transit costs and rigid clearance procedures in order to improve trade competitiveness. He stressed that the effective implementation of the WTO Trade Facilitation Agreement (TFA) will significantly assist in minimizing challenges faced by LLDCs with respect to high transit fees and charges, inordinate delays in the release and clearance of goods and services, among others. He called on LLDCs and transit countries to ratify the WTO Trade Facilitation Agreement in a timely manner. He said that LLDCs should fully use the WTO TFA Facility, but he noted that there is no LLDC among the first five WTO members that have deposited their instruments of acceptance with the WTO Secretariat. He stressed that this lack of participation will cause delayed implementation of the WTO TFA. He also encouraged transit countries to reaffirm the right of access of LLDCs to the sea and freedom of transit, which is enshrined in the WTO TFA. He shared some experiences of Malawi, including with prototyping infrastructure development, programmes to improve transport and establishment of dry ports. Finally, the Honourable Minister highlighted the need for closer cooperation between LLDCs and transit countries to address the challenges of the LLDCs.

65. H.E. C. I. Mabuwa, Deputy Minister of Industry and Commerce of Zimbabwe started by saying that Zimbabwe has taken concrete steps to ensure that specific goals and objectives of the Vienna Programme of Action are effectively translated into results. She noted that a process is underway to develop One Stop Border Posts (OSBPs) with southern African neighbours and highlighted that their successful development will go a long way in enhancing reliability of the supply chain through streamlining and harmonization of border procedures between Zimbabwe and border countries. She specifically mentioned the Chirundu OSBP with Zambia, which has reduced the transaction costs and waiting times. She also mentioned the plans to establish OSBP at Beitbridge and that development partners have expressed interest to establish other OSBPs. The Honourable Minister also said that Zimbabwe is implementing a Border Efficiency Management System (BEMS), but most projects under this system remain outstanding due to
lack of funding. She mentioned that Zimbabwe is also aiming to introduce Electronic Single Window Facility by the end of 2015, which will include the use of ASYCUDA World.

66. The Minister then went on to highlight the importance of infrastructure and that Zimbabwe is upgrading and dualising some of the main roads to the country’s major border posts, which will improve the competitiveness of the country’s products. Zimbabwe is also putting efforts into construction of a dry port in Walvis Bay, rehabilitating the Kariba Dam and undertaking hydro-electricity projects. The Minister mentioned that Zimbabwe is pursuing a strategy to integrate into global value chains by way of enhancing productive capacities, value addition and diversification of production bases in line with the Zimbabwe Agenda for Sustainable Socio-Economic Transformation. In terms of trade, she commended the removal of tariffs under the tripartite free trade area between SADC, COMESA and EAC and the efforts to create Continental Free Trade Area which will boost intra-African trade.

67. H.E. Mr. Lebonamang Mokalake, Botswana High Commissioner to Zambia took the floor to note the relative declining exports of many LLDCs and the needs for financial and technical assistance to be provided for the LLDCs. He further highlighted the need for LLDCs to develop their own development projects, rather than solely relying on external resources. He also called on transit countries to assist LLDCs in overcoming the challenges of landlockedness and for creation of effective partnerships.

68. H.E. Reymi Luis Ferreira Justiniano, Minister of Defense of Bolivia explained that Bolivia relies mainly on Chile for their transport. He informed the meeting that a strike by the customs officials of Chile has stopped trucks going from Bolivia to Chile and caused losses to the Bolivian economy and people. He noted the fines for breaches of export contracts, storage costs and losses due to inability to sign new contracts, amongst other impacts. The Honourable Minister stressed that Bolivia is ready to undertake a dialogue with Chile on this issue.

69. He then emphasized that Bolivia relies heavily on exports. He noted that regional corridors are crucial to help Bolivia export their goods. He mentioned that improving facilities along corridors is critical and transit countries have their role to play in assisting and cooperating with LLDCs. In conclusion, he stressed the importance for LLDCs of being part of corridors in order to have access to the sea.

70. In response to the intervention by the Minister of Bolivia, Chile was given the floor to respond. The representative of Chile explained that the strike was generated by the decision of workers and was not preventable by the government. He also noted that the government of Chile aimed to find a solution. He then emphasized that the freedom of transit of Bolivia was not jeopardized, noting that Bolivia’s cargo was not paralyzed as the border posts worked with emergency shifts and contingency plans. He noted however that the effect of the strike reached also Chilean nationals. He also informed the Chair that he would like to share the full statement, which includes information on the dispute between Bolivia and Chile in the International Court of Justice.

71. In her presentation, Dr. Erja Askola, Trade Affairs Manager in Directorate General for Trade of the European Commission started by highlighting the importance of market access for exports
from the LLDCs and appreciated the efforts to create the Continental Free Trade Area, which the EU is supporting. She noted that the size of the market matters and therefore LLDCs should continue efforts at regional integration. She explained that lessons can be learnt from the EU experience; the EU includes landlocked countries, but no borders and free movement which has resulted in significant impacts on growth and investment.

72. She highlighted some of the market access policies of the EU, such as the Everything But Arms (EBA) scheme and DFQF market access to the EU for exports from developing countries. She stressed that the EU is an active promoter of trade facilitation issues, in line with the WTO TFA. She then gave some examples of EU support to trade facilitation projects. This included the Chirundu OSBP which has reduced the time at borders from several days to hours. Another example includes EU funding of the North-South Corridor in order to assist infrastructure development and upgrading and trade facilitation.

73. Ms. Askola also mentioned the EPAs with the Africa, Caribbean, Pacific (ACP) countries, which are now being implemented in several countries in Africa. She noted that these include not only tariff reductions but also reforms to create enabling business environment, trade facilitation, regional integration and regulatory issues.

74. In her presentation, Ms. Dorothy Tembo, Deputy Executive Director of ITC focused on the need to go beyond the VPoA and aim at concrete projects. She noted the need for LLDCs to become competitive through the implementation of the Vienna Programme of Action which is in line with the WTO Trade Facilitation Agreement. She informed the meeting that according to World Bank data, the trade costs for LLDCs were over $3000, compared with around $1200 for transit countries and it took 42 days to export compared with 23 days for transit countries. She stressed that this negatively impacts LLDCs.

75. Ms. Tembo further indicated that trade facilitation is not only about logistics and infrastructure but also about non-tariff measures and standards requirements, both for goods and services. She underscored the need to bring in all stakeholders in an inclusive way, including the private sector which is a critical partner for advancing the development agenda.

76. Providing some examples of good results from countries with regards to coordinated mechanism for monitoring and reporting, she emphasized national ownership and buy-in. She noted that coordination has to expand from national level to other levels. Finally, she concluded by stressing that streamlining trade in national development process would ensure action.

77. In his presentation, Mr. William Petty, Head of Regional Committee for Africa of the IRU, highlighted the importance of trade facilitation and noted that simplified processes greatly reduce trade costs. He indicated that OECD estimated that up to 7% of the total value of international trade is absorbed by the cost of documentation alone. He noted that 1 day in transit leads to 1% reduction in trade volumes and 6% reduction in exports of perishable goods. Giving an example of Zimbabwe, he explained how reducing trade and transport costs within the country can make a large difference to the competitiveness of their products.
78. Mr. Petty further informed the meeting on how trade costs could be reduced in line with the Vienna Programme of Action. It was noted that there is need to focus on transit policy reforms, intermodal and road infrastructure and simplification and harmonisation of border procedures and documentation. He noted the TIR Convention and the WTO TFA as important tools for transit policy. He urged member states to accede to and ratify these agreements, and in particular for African LLDCs and transit countries to consider the TIR Convention as an important trade facilitation tool. He explained that an effective regulatory environment for transport would ensure fair competition and ultimately a level playing field to allow the best service providers to rise to the top.

79. In his presentation, Mr. Mussie Delelegn, Senior Economic Affairs Officer in the Division for Africa, Least Developed Countries and Special Programmes of UNCTAD focused in his presentation on the two main priority areas 1 and 3 of the Vienna Programme of Action. He stressed that the main challenge is how to translate the quantitative and qualitative objectives of the VPoA into concrete actions with measurable outcomes. He briefly highlighted some broad areas of action for LLDCs which are based on the research and policy analysis work of UNCTAD. First, he highlighted that the diversification of exports and markets should be among the priority agendas particularly for commodity dependent landlocked countries. Second, in parallel with export diversification, LLDCs should consider reducing their food import bills by improving agricultural productivity and by re-orienting their pattern of consumption.

80. Third, Mr. Delelegn suggested that efforts should focus on intensifying intra-regional trade, which is rather low in Africa compared to Asia. Fourth, building the capacities of domestic private sector and enhancing its role in trade and development needs to be given adequate emphasis. He noted that it is important to identify the challenges facing SMEs. Fifth, he stressed that reversing the trend of deindustrialisation and fostering technological upgrading is crucial for building productive capacities and accelerating structural transformation. Finally, improving transit systems at regional and sub-regional levels is absolutely necessary for LLDCs to be internationally competitive.

81. In his presentation, Mr. Toshihiko Osawa, Technical Officer at the WCO started by describing the world customs organisation as an independent intergovernmental organisation which represents 180 customs administrations around the world and covers 98% of world trade. He noted that WCO develops and maintains instruments, standards and tools related to all customs competencies including trade facilitation and effective transit operations. He mentioned the WCO Transit Handbook as a guide to assist countries to develop functional and effective transit systems. He also noted the Revised Kyoto Convention, which provides comprehensive principles for customs control.

82. He noted that coordinated border management is the main topic of the customs community today and that as per the WTO TFA all national border authorities/agencies are requested to cooperate with each other and coordinate border control and procedures to facilitate trade. At the same time, he noted that coordination among government agencies at borders is a key for all trade facilitation measures. He underscored the capacity to implement standards and tools as key and that WCO delivers capacity building and training to requesting customs administrations to assist the implementation of trade facilitation measures. He noted the WCO-launched Mercator
programme which provides tailor-made support for establishing effective transit regimes and modernizing customs procedures.

83. Mr. Osawa informed the meeting of some of the recent programmes, workshops and seminar organized by the WCO and the upcoming WCO conference on regional integration which will be held at the WCOs Headquarters in Brussels on 15 and 16 June 2015 where customs administrations will be encouraged to implement trade facilitation measures included in the VPoA.

84. In his presentation, Mr. Patrick Corbin, Director of the International Chamber of Commerce of South Africa first briefly introduced the ICC, which is headquartered in Paris and consists of over 90 national committees. He then highlighted some of the issues and activities on the agenda of the ICC South Africa. He emphasized that ICC South Africa is working to create wide awareness of the VPoA as well as the WTO TFA and their benefits. He appealed to all participants to ratify the WTO TFA as soon as possible to allow it to enter into force. He informed the meeting that ICC South Africa is driving formation of business/Government consultative committees. He added that the organization is promoting coordination of logistical related legislation, within countries as well as regions. Mr. Corbin continued with description of efforts to actively promote creation of inland ports and multi-modal transport, as well as ICC South Africa’s promotion of creation of one stop border posts and facilitating border management agencies. He noted that they are also mobilising regional business associations and working to address rampant collusive and coercive corruption. Finally, he noted the importance of reduction of non-tariff barriers.

**Summary of Discussion**

85. In the ensuing discussion, participants reaffirmed their commitment to the implementation of the VPoA and underscored several important issues in areas including market access, trade facilitation, technical and capacity building and specific projects. Participants underscored the need to support LLDCs’ efforts to upgrade SMEs, build their capacities, increase the participation of national business, in particular SMEs in international trade and attracting increased and more diversified FDI.

86. A participant highlighted the importance of connecting to value chains and inquired how international organizations can support countries to fully participate in value chains, to which the representative of ITC responded by explaining the support that ITC can offer on needs assessment, information on non-tariff barriers and direct sector interventions. Another LLDC delegation also asked for assistance with implementing electronic systems, to which WCO representative responded by offering WCO’s support.

87. Some participants highlighted specific projects benefitting LLDCs, including corridors development, initiatives for building connections and infrastructure across countries and efforts to transform multiple agreements into concrete initiatives.

88. A participant highlighted the need for LLDC issues to be contemplated in the WTO Doha development agenda. Furthermore, it was underscored that LLDCs should be granted access to
the Generalized System of Preference as well as the need to adopt a work programme in the WTO specific for the LLDCs, complemented by mechanism for easier accession to the WTO. Participants called on LLDCs and transit countries to implement the WTO TFA as soon as possible and underscored the importance of coordination and cooperation on trade facilitation, and tackling soft as well as hard infrastructure. It was highlighted that there is a need to draw resources from and mobilize the private sector in order to implement trade facilitation and transport-related projects.

89. The Economic Partnership Agreements with the EU were noted as crucial for enhancing market access and transforming LLDCs. Several participants emphasized the need to move beyond bilateral relations and work amongst many countries within the region, including through creation of trade zones.

E. Infrastructure, regional integration and cooperation

90. The session was chaired by Honourable Yamfwa D. Mukanga, MP Minister of Transport, Works, Supply and Communications, who gave opening remarks. In his opening remarks the Honourable Yamfwa D. Mukanga noted that the LLDCs faced various challenges towards realising the development of infrastructure for enabling of their economic development as well as for providing linkages to the global trading markets. The Minister noted that infrastructure development for the transport, energy and information and communications technology (ICT) sectors were important for the development of the LLDCs. He further mentioned that Regional Integration and Cooperation was the 4th Priority of the VPoA and another critical enabler of development as it enhanced political cooperation and enabled regional trade.

91. In his opening statement, His Excellency Mr. Mamadou Hachim Koumare, Minister of Transport of Mali indicated that the VPoA was the hope for the millions of people in the various countries that were part of the programme. He mentioned that the platform was adequate to share best practises and experiences. He highlighted that men and women should travel freely across regions and that is where regional integration becomes important. He further stated that West Africa lacked in adequate security and management of traffic in the corridors. The Minister further appealed for autonomous bodies to be put in place to manage regional infrastructure. He stated that guidance must be given in the provision of infrastructure. In this regard, the Hon. Minister shared some views and suggestions on four points. First he underscored the importance of Transport Management in the area of Transit. He noted that the VPoA proposes and calls for significant improvements in infrastructure, completing the missing links and good infrastructure maintenance. However, the mere provision of infrastructure is not enough, it is important to improve the management of transit infrastructure.

92. Second – he noted that funding is very important in particular for transport infrastructure. Third - the promotion of regional integration. He noted that economic development and strengthening of sub regional integration require the availability of physical and virtual infrastructure that enable people to carry out their business transactions and partnerships. Fourth - monitoring and implementation of the VPoA. He indicated that the VPoA is not known at national and sub-regional level partly because the Secretariat is reasonably far from the countries. Thus, it is not entirely included in the different national action plans. He suggested that
to address this, countries and regions should designate departmental coordinators in each sub-region that will build on the Regional Economic Communities (RECs) and the National Committee to advance the implementation of the Programme. He also suggested that there is need to develop awareness programs, for greater cooperation between LLDCs and transit countries.

93. In his opening statement, His Excellency Mr. Math Sounmala, Assistant Minister, Ministry of Public Works and Transport of the Lao People’s Democratic Republic (Lao PDR), noted that his country being landlocked, road transportation was the major mode of transportation and carried 90% of passenger traffic and 80% of freight traffic. He stated that both roads and road transportation had contributed to socio-economic development. He further affirmed that bilateral and regional cooperation had played a crucial role in addressing the impact of landlockedness. The Minister stated that Lao Government had implemented a national policy on transforming a landlocked country into a land-linked one and identified transport network – a key element of national development plans. Given the fact that there were only 3.5 km of railway line in Laos connecting to Nongkhai in Thailand which had been in operation since 2009, the Government planned to expand the railway network. He further highlighted that Laos had harmonized and modified its laws and regulations, as well as promulgated the new law, which is the Multi-Modal Transport Law.

94. The Minister reiterated that to in order to enhance Laos’ efforts in addressing regional integration the following would be made: completion of the missing links of the important trunk roads, modernization of cross border management; strengthening the capacity of all parties concerned and aligning the trade and transport documentation. The Minister highlighted that ASEAN Community will form a solid ground for regional cooperation and integration, thus contributing to the maintenance and promotion of peace, security and development in the region and the world at large.

95. The Minister recognized that funding for regional integration projects remained a major challenge and there was need for the private sector to be actively involved in a number of infrastructure projects identified in their Master Plan. He further stressed that political will of all stakeholders to fulfill their respective obligations and commitments as stipulated in the VPoA was of critical importance.

96. Several Ministers made some interventions. H.E. Minister Workneh Gebeyehu, from the Federal Democratic Republic of Ethiopia stressed the importance of structural economic transformation and trade facilitation in regional integration. He noted that his country upholds the important role that infrastructure development plays in structural transformation. In that regard, Ethiopia is investing heavily in large scale economic infrastructure which includes, information technology, road and power connections. The nation further integrates regional integration in its national development strategies. Ethiopia has made road connections with Djibouti, Sudan, South Sudan and Kenya as well as power connections. To mention some of the major projects that demonstrate the country’s commitment to regional integration, he noted that Lamu Port and Lamu-Southern Sudan-Ethiopia Transport were flagship projects of the subregion involving Ethiopia, Kenya and South Sudan. The projects include the construction of ports,
railway highways and pipelines worth over 25 billion dollars. Once completed, this infrastructure will play a catalytic role in accelerating regional integration.

97. The Minister noted that Ethiopia has been striving to embrace the COMESA Free Trade Area in order to contribute to accelerated regional integration agenda. Various studies are underway and their outcomes will be implemented immediately. He however noted that there are huge financial gaps required to implement these infrastructure projects and programmes and the LLDCs suffer the most. He stressed that implementing the VPoA would thus require effective partnerships based on mutual trust and accountability. The implementation to be effective requires sufficient and predictable means, including financing infrastructure, institutional capacity building, technology transfer and technical cooperation.

98. H.E. Ms. Oyundari Navaan-Yunden, Deputy Minister for Foreign Affairs, Mongolia noted that her country is committed to deepening regional integration in order to enhance trade. Therefore, it was committed to participate in the Asia Pacific trade agreements and has thus concluded most agreements on dry ports and highways. It has further concluded an agreement for economic partnership with Japan, has also ratified the transparency agreement with the United States of America. She noted that at national level, the aim is to increase airfreight and land transportation. The trilateral cooperation between Mongolia, China and Russia is one example where the country is demonstrating its commitment to regional integration as outlined in the VPoA. This cooperation will consider fibre connectivity, oil, natural gas cooperation among others.

99. The intervention from the representative of Kenya highlighted the overview of the infrastructural needs of Africa which as stated in the World Bank Report requires 95 billion dollars of investments annually for the next 10 years. However, the representative noted that only half of this is available each year and is resulting in growth loss of 2 percentage points annually. He noted that Kenya being cognizant of this, has embraced regional integration in order to help address these infrastructural gaps such that at the regional level, there is a committee of Ministers that meets to discuss and agree important strategies in addressing these infrastructural gaps. He underscored that the promotion of easy movement of goods, services and people will lead to elimination of losses in intra Africa trade and will thus promote economic development for African states.

100. H.E. Ms. Mabuwa, Deputy Minister of Industry and Commerce of Zimbabwe noted that her country is committed to regional integration and cooperation. She indicated that in showing this commitment, Zimbabwe has set up border committees with all its neighbouring states and holds monthly meetings that discuss maintenance of infrastructure among others but most critically has developed a regional integration paper which is being implemented. She also provide the example of the establishment of the Chirundu One Stop Border Post. She highlighted the efforts that the country is implementing in developing transport infrastructure.

101. In his presentation, Mr. Soteri Gatara, Chief, Industrialization and Infrastructure Section, Regional Integration, Infrastructure and Trade Division, of UNECA stressed three important points. First, he noted the importance of regional integration for the African LLDCs highlighting the current negotiations on the establishment of the Continental Free Trade Area in Africa.
Second, he highlighted the importance of resource mobilisation and development financing for the LLDCs. He noted that even with the improved export Africa’s financing gap remains large. Third he stressed the importance of port to corridor developments for the LLDCs. He highlighted some examples of good practice in enhancing the efficiency and sustainability of hinterland freight movement to include: promoting the concept of green corridors for freight in conjunction with initiatives such as the priority rail freight network; Ensuring that hinterland connections of sea ports are well integrated into transport development strategic plans at national and corridor levels; and Collection and harmonized statistics on annual port hinterland traffic flows in LLDCs that would help to inform policy making for hinterland transport.

102. In his presentation, Mr. Syed A.M. Nuruzzaman, Chief, Countries with Special Needs Section, Macroeconomic Policy and Development Division, UN ESCAP indicated that the Asia-Pacific LLDCs have performed relatively well over the past decade, largely driven by high commodity prices and remittances and remained vulnerable to external shocks. He noted that shortage of physical infrastructure, transportation, energy, water and sanitation services was impeding growth in all LLDCs in the Asia region. He underscored that new and increased investment is needed to improve infrastructure and logistics to make growth durable and inclusive. He highlighted some of the regional integration initiatives that the region was undertaking.

103. In his presentation, Mr. Peter Fernandes Cardy, Senior Operations Officer, African Regional Integration, World Bank focused on two key points mainly: First – the fact that the World Bank Group has extensive experience supporting Corridor development. He particularly noted that their experience in the East African Community is a good example that is applicable to other corridors. He noted the World Bank had established global solution groups to help come up with solutions to address the challenges of the LLDCs. The second point that the speaker emphasized was that the World Bank is committed to scaling up their engagement to support the LLDCs; they are already doing a lot through the Africa regional integration portfolio, which is the largest and fastest growing in the Bank’s Africa region. They currently have over US$8bn in active regional projects across Sub-Saharan Africa. This includes a high proportion of regional infrastructure as well as complementary work on trade, agriculture, health, education, natural resources. These are complemented by national projects that support integration efforts. He also noted that they are also taking forward regional initiatives in the Great Lakes, The Sahel and Horn of Africa. In conclusion, the speaker applauded the scale of ambition and vision being set to address the needs of landlocked countries. The World Bank is committed to work closely with the governments, regional institutions, private sector and with the partners to deliver solutions and results that will help bring this vision to life.

104. In his presentation Mr. Maxwell Mkumba, Senior Policy Research Advisor, SADC Secretariat stated that six of the sixteen LLDCs in Africa are found in the SADC region. He noted that this represents 38% from the African perspective and 19% globally. He underscored that regional integration and cooperation is one of the priorities in the VPoA. SADC looks forward to constructive engagements in terms of planning, implementation, Monitoring and Evaluation of the VPoA. He indicated that SADC has just approved the revised Regional Indicative Strategic Development Plan (RISDP) for the period 2015-2020. The pillar on infrastructure support for Regional Integration has remained anchored on the SADC Regional
Infrastructure Development master plan (RIDMP) which was approved in 2012 and is a 15 year plan costing over USD200 billion. The objectives of SADC are in line with the priorities and milestones of the VPoA.

105. Mr. Mkumba pointed out that SADC has embarked on harmonisation of policies, strategies, standards, systems and regulatory frameworks for development and operation of cross border infrastructure and services. SADC is also working towards enhancing integrated infrastructure and networks in the region which has culminated into the various corridor initiatives. These corridors are part of the Great North-South Corridor initiative. SADC continues to facilitate liberalisation of the regional infrastructure market and services in order to foster competitiveness and bring down transport costs. Road transport is the most dominant in SADC but the initiatives under the RIDMP aim to revive the rail systems within the various regional corridors. SADC is also facilitating the development of new air transport hubs and gateways to ease connectivity within and outside the region.

106. Mr. Mkumba highlighted that, through the infrastructure master plan, SADC is addressing issues of trade facilitation through construction of One Stop Border Post (OSPBs) and introduction of border efficiency projects. SADC is also promoting the development of infrastructure in energy, water and ICT. Transport infrastructure alone cannot solve the challenges of the LLDCs if countries do not take necessary measures to build the productive capacities and encourage value addition and value chains. In this regard, SADC is focussing on the regional industrial development which has been frontloaded in the revised RISDPs. He concluded that SADC secretariat looks forward to further constructive engagement and building of strong partnerships on the VPoA in terms of planning implementation, monitoring and evaluation and resource mobilisation.

107. In his presentation, Mr. Parkinson Azagba of ECOWAS Transport Facilitation Program highlighted that ECOWAS developed a 5-year strategic plan for transport. Infrastructure development and competitive business environment are among the key focus areas of ECOWAS. The main goal is to facilitate development of infrastructure through economic and business infrastructure development and private public partnerships. ECOWAS is implementing projects such as Presidential Initiative on infrastructure development, and highway lane Axle load limit. In 2015 ECOWAS will do a Study for the establishment of Regional Transport Facilitation Observatory, to monitor corridor efficiency indicators to provide evidence based advocacy and decision making. This will be done in two phases, Transition & Regional Observatory.

108. ECOWAS has come up with a plan to develop the Lagos Corridor. ECOWAS is also working on construction of joint Border Posts. Member States also agreed not to allow loads of more than 11.5 tonnes. Sanctions are to be imposed on any loads above this limit.

109. In his presentation, Mr. Bernard Dzawanda, of COMESA indicated that infrastructure poses a number of challenges arising from its inherent characteristics of being expensive, fixed location, long life and as a public good. He suggested that there is need to give due consideration to funding for infrastructure development such as issuing infrastructure bonds and PPPs including Private sector participation in development, Prioritization and Coordination towards the need to harmonize priorities at both bilateral and regional levels, Risk arising from the huge
initial capital outlay and long life of infrastructure, need to embrace new technology from both infrastructure development and maintenance and furthermore it is also imperative to develop skills to be able to construct, maintain and manage the infrastructure.

110. He noted that COMESA and other RECs use the corridor approach in the development and management of infrastructure and management of international traffic. He said that there is therefore need to strengthen existing Corridor Authorities and create new ones along other major corridors. He indicated that COMESA has adopted the strategy to replicate OSBPs at other border stations along major traffic corridors in order to maximize the benefits. Support from collaborating partners will be required.

111. He indicated that COMESA, EAC and SADC (Tripartite) have developed Harmonized Vehicle Overload Control Standards and Vehicle Dimensions to ensure smooth flow of trade given the interconnectivity among countries and RECs. He said that RECs therefore need to be supported in this regard. The current project is being supported by the European Union. Apart from surface transport modes, the other initiatives being pursued to improve LLDCs access to sea include Inland Waterways. For example the Shire-Zambezi involving Malawi, Mozambique and Zambia being championed by SADC; and River Nile Transport Corridor from Lake Victoria to the Mediterranean Sea is pursed under COMESA. Such initiatives should continue to be investigated as they will offer an alternative mode of transport if successful and have the potential to anchor special development initiatives. These can be managed within the corridor framework.

112. In her session, Ms. Barbara Mommen, CEO, Maputo Corridor Logistics Initiative, Nelspruit, South Africa highlighted that the organisation was non-profit, dealing only with freight logistics and transport. It integrates private sector membership organisation with public sector members and aims at addressing bottlenecks to trade through partnerships of public and private sector stakeholders providing a powerful network and lobbying platform. She stated that efficient corridors have a significant impact on the competitiveness of local business and regional economies, and that they can provide a measure of predictability, reliability and efficiency crucial to trade and logistics supply chains and key to providing viable access to markets.

113. Ms. Mommen stated that through the Trans African Concession, TRAC N4, on South Africa –Maputo border, the first tolled cross border road on the continent is possibly the most successful cross-border PPP on the continent with over R4,5 billion invested since 2000 and R3 billion in the next 15 years. A further $200 million was invested in rehabilitation and upgrading of rail infrastructure and capacity and collaboration between the rail service providers has been crucial to improving the level of investment and services.

114. She stated that key elements to the success of the corridor are regional focus and aggressive programmes for investment in infrastructure. Long-term strategy and planning at all costs, strong institutions, efficient systems and sound policy are equally crucial. She suggested the following recommendations: i) implementing and maintaining regional agreements should be addressed, a challenge that is still faced by her organisation; ii) governments should not see border posts as cash registers and iii) Implementation of regional agreements.
Summary of Discussion

115. In the ensuing discussion, participants stressed the importance of infrastructure development for improved connectivity of the LLDCs. Some delegations provided good experiences of how they were expanding and improving their transport infrastructure (road, railway, air and inland water), energy and ICT infrastructure. They noted that in addition to addressing missing links, it was critically important for countries to rebuild and renovate and regularly maintain their infrastructure. They emphasized that in order for the LLDCs to successfully convert from being landlocked to land-linked, there is need to build adequate infrastructure.

116. Participants noted that the financial requirement for infrastructure development and maintenance was substantive and underscored the importance of the international community to complement their domestic efforts. In particular, participants called upon development partners to support their efforts. They also called on the international financial institutions to provide dedicated funding to target the LLDCs. They also emphasised the important role of the private sector in the development of infrastructure particularly through public-private-partnerships. Some countries shared that in order to attract private investors, they launched ambitious investment programme that included many projects meant to be financed by through public and private companies, as well as international financial institutions.

117. The meeting was informed about the formation of the Eurasian Economic Union which consists of Kazakhstan, Armenia, Belarus, Kyrgyzstan, Russian Federation, four of whom are LLDCs.

118. Countries shared how they had developed transport infrastructure development plans and programmes and the measures that they had taken to fully implement them using a combination of domestic and international support. The meeting underscored the importance of regional integration and cooperation in infrastructure development. They indicated that adopting a corridor approach was important in developing the international transit corridors. They underscored the importance of regional and sub-regional projects to further develop the transit corridors. Participants shared on the efforts made by their regional economic communities to foster implementation of infrastructure development particularly for the transport, ICT and energy sectors. They also stressed the importance of establishing dry ports in order to facilitate quick turnaround of logistics and reduce on costs.

119. Participants also noted that infrastructure can only be well developed and maintained if there is peace. In this regard some LLDCs stressed the need to achieve and maintain peace in their regions.

120. The meeting participants were invited to EXPO 2017, a major international event hosted in Astana, Kazakhstan which will focus on finding and exploring solutions to the challenges of sustainable development and renewable energy.
F. Means of implementation

121. This session was chaired by H. E. Margaret Mwanakatwe MP, Minister of Commerce Trade and Industry of Zambia. Honourable Minister Mwanakatwe highlighted that the Means of Implementation as the 6th priority area for the VPoA needed to be viewed in the context of the framework of renewed and strengthened partnerships between LLDCs, transit countries and developments partners. She informed the delegates that the session was of particular importance to all LLDCs and the discussion was timely as it complemented the current discourse at the United Nations on the post-2015 Development Agenda as well as the Financing for Development.

122. His Excellency, Boubacar Boureima, Permanent Representative of Niger to the United Nations in New York in his keynote statement highlighted the importance of the VPoA, calling it a more ambitious and pragmatic Programme of action for the LLDCs than the preceding Almaty Programme. He noted this meeting is indeed timely in its aim to discuss integration of the VPoA into upcoming global process, namely the Financing for Development Conference and the UN Summit on the post-2015 development agenda.

123. The Ambassador stressed that LLDCs need support of international partners through ODA and other financial resources and technical assistance, including through partnerships and South-South Cooperation, in line with the VPoA. He underscored that each country is responsible for its own development and progress, however LLDCs may not achieve development objectives without support from developing partners. He expressed his hope that the VPoA will be translated into concrete actions that would allow LLDCs to benefit from sustainable development. Finally, he mentioned that the post-2015 development agenda also contains specific objective related to means of implementation and should be put into place so LLDCs can benefit from the support of the international community in a meaningful way.

124. In his statement, H.E Yang Youming, Ambassador of the People’s Republic of China to Zambia highlighted the progress made towards achieving the Almaty Programme of Action. He noted that LLDCs achieved rapid GDP growth, significant increase in income per capita, effective control of inflation, remarkable improvement in gender equality, medical service and education. He highlighted that the VPoA is the development blueprint for the LLDCs for the next 10 years which places high emphasis on the importance of partnerships between LLDCs, transit countries, development partners, organizations and private sector.

125. The Ambassador stressed the need for the international community to work together to implement the VPoA, to provide more resources, support UN-OHRLLS efforts and assist LLDCs to participate in economic globalization. He expressed China’s support to the development of LLDCs and that China has widened cooperation with them. He highlighted China’s close relationship with Zambia, through China’s over $3 billion investment in Zambia, creation of more than 50,000 jobs, $44 billion trade between China and Zambia and provision of loans and grants for Zambia’s infrastructure.

126. He concluded by reiterating China’s commitment towards strengthening its cooperation with countries in the following areas: regional infrastructure connectivity, economic and
financial cooperation, increased human communication and maritime cooperation. Lastly, he mentioned the One Belt, One Road Initiative as an open approach to cooperation and development.

127. Mr. Shuichi Sakakibara, Deputy Chief of Mission at the Embassy of Japan in Zambia started his statement by saying that Japan places special importance on sustainability and sustainable development. He underscored that development assistance should be directed to those most in need and should be efficient. He also stressed that it is important to make use of all sources of funding, both domestic and international and both public and private. He noted that Japan views ODA as a catalyst to attract additional private investments. To realize priorities for LLDCs, areas for action include infrastructure development and trade facilitation, which is needed to reduce transportation costs, generate growth and ensure regional integration.

128. He recalled the joint initiative of AfDB and JICA called Enhanced Private sector Assistance for Africa (EPSA), through which $1 billion over five years was provided for infrastructure development and private sector development, including $20 million grant for capacity building. He recalled another example of a project: development of Kazungula Bridge Construction Project aimed at developing transport infrastructure, integration of the region, as well as building a one stop border post and capacity building. The construction of this bridge will reduce time required for transport and will benefit other countries in the region as well. He stressed that LLDCs have great potential and with the catalytic role of ODA, private investment can be enhanced to help LLDCs realize increased growth.

129. In her presentation, Ms. Janet Rogan, UN Resident Coordinator for Zambia highlighted that Zambia is a ‘delivering as one’ country where the UN system aims to bring coherent and coordinated efforts within the country, which is important in relation to the VPoA which is a cross-cutting agenda. She further stressed that Zambia is inclusive in its developing agenda and therefore there was need to strategize and plan together with the government on some of the best practices to use in implementation.

130. She reiterated that there was need to look at other means of sourcing resources for implementation purposes besides ODA and see the UN as a strategic partner, rather than donor. At the same time, she explained that the UN is sticking to its comparative advantage, in governance, regulatory systems, legislation, capacity-building, among others. She repeated the need to look into non-traditional partnerships and ways of financing, like the private sector, FDI, bonds and such.

131. She noted that the elements of VPoA are already part of strategic planning with the government, which also includes industrialization, coherence on extractives, services industry and technology. The government agenda should be about transformation and that this partnership between the government and the UN should be real partnership. Also she noted that there is need to ask whether targeted objectives have been achieved in the implementation process. She concluded by saying that the practical outcome of this meeting is to work together with all stakeholders and engage in a holistic and coordinated approach.
132. In her presentation, Dr. Hildegarde Lingnau, Senior Counsellor at the Development Cooperation Directorate of the OECD stated that the Official Development Assistance (ODA) reached an all-time high of $135.2 billion in 2014, however ODA to LLCDs was just $26.1 billion in 2013, an estimated fall of 3.4% from 2012. She stressed the need to step up efforts to reach ODA commitments, in particular towards LLDCs and to economic infrastructure where LLDCs receive relatively less than developing countries overall, and ensure that countries most in need receive adequate ODA. She noted ODA’s declining relative importance over the past decade compared to other sources such as FDI and remittances.

133. She highlighted the OECD is moving from Aid to AIT (Aid, Investment, Tax) to contribute to more and better aid, more and better investments and more and better tax. She also highlighted OECD effort for ODA modernization to try to make ODA fit for purpose and to allow for a better comparison between loans and grants, as well as OECD efforts to incentivize more ODA going to countries most in need. Ms. Lingnau highlighted a new measure in the making, Total Official Support for Sustainable Development (TOSSD), a new comprehensive statistical measure that will capture the diversity of resource and incentivize greater resources towards countries most in need including LLDCs. She also mentioned the importance of Aid for Trade for LLDCs and other important Means of Implementation such as the OECD Policy Framework for Investment (PFI), tax policy initiatives (BEPS, AEOI, TIWB) and partnerships (the Global Partnership for Effective Development Cooperation and the OECD Development Cooperation Report 2016 on “Making partnerships effective coalitions for actions”). Further, she noted South-South and triangular cooperation as another tool to bring in other experiences.

Summary of Discussion

134. In the interactive discussion, participants highlighted the obligation on the part of development partners to help LLDCs. Ensuring that donors fulfil commitments and increase ODA to LLDCs and ensuring that LLDCs can access financing for critical infrastructure at concessional rates, was mentioned by participants. It was also called for ODA to be based on country-specific priorities and needs of the recipient countries, with particular consideration for LLDCs where the need is greatest, with particular focus on Aid for Trade, given LLDCs’ particular infrastructure and trade-related needs.

135. The shift towards encouraging private sector investment and its role was acknowledged and called for. A participant stressed the need for creating enabling domestic environment for increased and more diversified investment and called on international organizations, including UNCTAD to provide assistance in this regard. Some examples of infrastructure projects, financed through domestic resources, infrastructure bonds and other innovative financing mechanisms that could be replicated in other LLDCs were heard.

136. A call was made for international organizations to provide technical and capacity-building assistance to LLDCs and for World Bank, regional commissions and other regional organizations to establish LLDC Trust Funds and dedicated windows for implementation of the VPoA.
137. It was expressed that emerging partners are ready to support LLDCs in implementation of the VPoA, including through South-South Cooperation initiatives on technology transfer, capacity building, trade, investment, agriculture, and transport issues.

138. One participant emphasized that internal resources also need to be acknowledged, together with the challenges associated with illicit financial flows and taxation issues. Remittances were also mentioned as growing external income to developing countries that needs to be supported including through reducing transaction costs.

139. Several representatives highlighted their country’s investments in LLDCs, infrastructure projects and contributions to establishment of transport corridors. Another participant highlighted the need to complement transport infrastructure with ICT connectivity and creation of information corridors. Participants from LLDCs informed the meeting of their experiences with receiving assistance, for example for development of SMEs and trade facilitation projects.

140. On trade issues, a participant called for development of a Work Programme at the WTO that would be specific for the LLDCs. Ratification of the WTO TFA as essential to ensure access of LLDCs to global markets through expedited customs and border procedures was highlighted and LLDCs and transit countries were called on to ratify the Agreement. A participant also called for preferential market access to LLDCs, along with special and differential treatment. It was noted that LLDCs need capacity building to negotiate trading agreements. One participant inquired on the possibility of creating or replicating a facility, such as the Enhanced Integrated Framework, specifically for the LLDCs to build their trade capacity and focusing on trade facilitation issues.

141. One participant noted their country’s reliance on commodities and called on international organizations to assist countries in their efforts to diversify their economies.

142. Sharing of experiences was highlighted as critical in order to understand how to partner effectively with the LLDCs, not only between LLDCs and transit countries, but also LLDCs and development partners.

143. It was heard that LLDC issues need to be fully reflected in the post-2015 development agenda and financing for development outcomes and that successful outcome from the Financing for Development process is needed, in order to transform the development agenda and benefit LLDCs. A participant encouraged OHRLLS to report on the mainstreaming and implementation of the VPOA in organizations at multilateral, regional and sub-regional level.

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

144. H.E Ambassador Peter L. Kasanda Deputy Secretary to the Cabinet of Zambia chaired the session. Ms. Heidi Schroderus-Fox, Director of OHRLLS made a presentation on the roadmap for implementation of the VPoA and synergies with the global development agenda. Ms. Schroderus-Fox emphasised that strengthened partnerships among LLDCs, transit countries, and
development partners, UN system and other organizations, private sector, as well as in the context of South-South Cooperation are critical. She stressed that implementation efforts should take place at three mutually reinforcing levels - national, regional and sub-regional and global, and in a well-coordinated and coherent manner. She informed delegates that in order to ensure this coherence, the UN-OHRLLS has developed a roadmap for the implementation of the VPoA.

145. She underscored that the roadmap showcases the different mechanisms, objectives and the related activities to be undertaken by the different stakeholders that should be employed in order to ensure effective implementation of the Programme. She also emphasised that the main objectives of implementation include promoting global consensus-building and integration of the programme into global processes; mobilization of resources and of technical and capacity-building assistance for LLDCs; and ensuring effective follow-up, review and monitoring of the programme.

146. Ms. Schroderus-Fox also emphasised that significant efforts were being made to integrate the VPoA into global development agendas, such as the post-2015 development agenda and Financing for Development. As a result, she highlighted that explicit references to the LLDCs have been made in at least two of the proposed SDGs. These are: Goal 9 on building resilient infrastructure, promoting inclusive and sustainable industrialization and fostering innovation and Goal 10 on reducing inequality within and among countries. In relation to the Financing for Development process, she underlined that the revised draft outcome document included some concrete new issues for the LLDC group. For instance, paragraph 76 makes reference to the completion of the missing links connecting LLDCs within regional networks. She further highlighted that the revised draft also notes that the Agreement on Trade Facilitation is of particular importance for LLDC trade.

147. Mr. Sandagdorj Erdenebileg, Chief, OHRLLS presented on mainstreaming the VPoA and indicators for measuring progress in its implementation. Mr. Erdenebileg reiterated that it was critical to mainstream the VPoA. He emphasised that mainstreaming at national level requires integrating the VPoA in the national planning systems, such as, long-term, medium-term and annual plans.

148. He underscored that given that implementation of the VPoA is multi-sectoral and multi-stakeholder, it is critical for LLDCs and transit developing countries to establish a formal body that will oversee mainstreaming and implementation. Among others, he stressed, this body would provide a platform for sensitisation, capacity building, advocacy and dialogue on VPoA and its’ implementation.

149. Mr. Erdenebileg further underscored that monitoring and review is a powerful tool to ensure mutual accountability for the implementation of the VPoA. He informed the distinguished delegates that OHRLLS had prepared a list of proposed indicators in the context of an inter-agency consultative group. The indicators are meant to monitor the VPoA. He noted that at the moment, there are 101 indicators, 90 of which are quantitative while 11 are qualitative.
Summary of Discussion

150. One delegate asked whether discussions from the parallel private sector event would be shared in the main meeting considering not all delegations were able to attend the event. Ms. Schroderus-Fox responded by stating that considering the importance of the parallel event, a report would be presented to the main meeting before the closing session.

151. One Member State highlighted that funding will be important to ensure effective mainstreaming of the Programme of Action. Another Member State stressed that it was important to ensure all indicators for tracking progress captured African LLDCs as well. A Member State stated that because mainstreaming and monitoring of the VPoA is necessary to increasing awareness of all stakeholders be it business, civil society or government agencies, it would be good if the Secretariat would help the Member State organise a national level workshop in September or October 2015.

152. Another Member State stressed that it was deeply committed to the LLDCs issues, and had been very vocal on this matter during the negotiations of the global development agenda at the UN. The Member State emphasized that in their Statements for this process, they highlight the importance of reflecting the VPoA in the post-2015 development agenda as well as to give it proper consideration for the purposes of elaboration of the indicators at the global regional and national levels. The Member State underscored its belief that a successful integration of the VPoA in its six priority areas into the post-2015 agenda will help promote a truly transformative development agenda that leaves no one behind. In relation to the Financing for Development, the Member State emphasized that addressing the issue of projects bankability and ensuring public-private solutions to financing projects is an important aspect of the Member States’ work with international financial institutions, in particular, for infrastructure projects.

153. Another Member State highlighted that transit countries require substantial capital investment from LLDCs, development partners and other stakeholders for expansion and modernisation of the ports, maintenance and construction of main highways that serve transit trade as well as efficient telecommunication and power supply installation. The Member State also underlined that the legal framework that governs bilateral transit services articulated in operative paragraph 6 of the Almaty declaration must be respected fully to preclude potential disagreements and ensure smooth implementation of the various accords. A Member State emphasised the need to integrate the programme of action at both international and local levels.

154. One participant highlighted that they were collecting information on time spent at land border and stressed that the function of trade bodies was important. Another participant highlighted that emphasis should be put on educating, informing and marketing to coastal countries if the VPoA is to be effective. The delegate also stressed that coastal countries should take on an obligation to facilitate trade. Another participant stated that many of the broad and specific objectives and identified actions of the VPoA are covered in a number of indexes, for example, the regional integration index, gender index and social development index. The participant stressed that all these indexes capture some of the objectives identified in the VPoA hence, would be useful for monitoring the programme of action.
155. In response, Ms. Schroderus-Fox explained that the revised zero draft of the FfD includes many references to LLDCs, e.g. on Trade Facilitation Agreement; science, technology, innovation and capacity building; regional cooperation and; debt and debt sustainability. She emphasised the importance to stay focused on these negotiations to ensure priorities remain in the final outcome document. She also highlighted that the regional and sub-regional cooperation is critical.

156. Mr. Erdenebileg highlighted that awareness-raising of the VPoA at national and sub-regional level had been raised by a number of delegations. He stressed that this would help improve coordination and coherence. In relation to indicators, he emphasised that every LLDC would be covered in the analysis as data would be assessed at individual country level and annexed to the Secretary General’s report. He further informed delegations that group averages would also be estimated. He stressed that OHRLLS would use available indexes and available data to assess progress in implementation of the VPoA.

157. The Chair concluded the session by thanking participants for the contributions and sharing of experiences.

H. Presentation of the Chair’s Summary: The Livingstone Call for Action for the Accelerated Implementation of the VPoA

158. H.E Dr. Mwaba Patricia Kasese-Bota, Chair of the Group of LLDCs in New York presented the Livingstone Call for Action for the Accelerated Implementation of the VPoA indicating that it constituted the Chair’s Summary.

159. Participants raised comments that were taken note of and incorporated in the revised version of the Livingstone Call for Action that is presented in this report.

I. Closing session

160. The closing session was chaired by Hon. Yamfwa D Mukanga MP, Minister of Transport Works Supply and Communications.

161. A representative of the private sector, Mr. Chomba Chocho presented a summary of the private sector forum that was held on 3rd June 2015 in the side-lines of the high-level meeting. He indicated that some of the major findings of the forum include: the important role of technology; the need for the LLDCs to create an enabling environment for private sector participation at the global and national levels; the important role the private sector as a source of funding for infrastructure development; the need to strengthen cooperation, mutual understanding, and engagement between the public and the private sector including on issues of trade facilitation; the need for Governments to adhere to regional and international trade agreements particularly the requirement to address non-tariff barriers in order to facilitate trade; and the need to actively promote the implementation of the WTO Trade Facilitation Agreement. More details of the private sector forum are presented in annex 3.

162. The Meeting adopted with changes the draft report and the Livingstone call for action.
163. In his closing statement Mr. Gyan Chandra Acharya UN Under-Secretary-General and High Representative congratulated His Excellence Hon Minister Yamfwa Mukanga and the Zambian Government for successfully hosting the high-level meeting. He thanked His Excellency the President of the Republic of Zambia for committing himself and finding time off his busy schedule to officially open the event. He thanked the Governments of Sweden, Kazakhstan and Turkey for providing financial resources for organising the meeting.

164. Mr. Acharya said that through the Livingstone Call for Action, the meeting had identified concrete steps/measures/initiatives towards implementing the Vienna Program of Action. He stressed that it was important now to act on these key issues in order to set in motion the effective implementation of the VPoA. He urged the Member States to mainstream the VPoA into their national development plans and the international and regional organisations to mainstream the VPoA into their work programmes.

165. In his closing remarks Hon. Yamfwa D Mukanga MP, Minister of Transport Works Supply and Communications thanked all the participants for participating in the meeting and actively contributing to the Livingstone Call for Action. He encouraged all the participants to implement the Livingstone Call for Action and the VPoA.
Annex 1. List of Participants

Member States

Algeria
1. Taazit Lounes, Embassy of Algeria, Lusaka

Angola
2. Antonio Domingos Antonio, Embassy of Angola, Lusaka

Armenia
3. Ms. Sofya Simonyan, Permanent Mission of Armenia to the UN, Email: s.simonyan@mfa.am

Botswana
4. Mr. Lebonaamang T. Mokalake, High Commissioner
5. Mr. Livingstone Mokgadi, Botswana High Commission, Lusaka
6. Orapeleng M.B. Mosigi, Ministry of Transport and Communication
7. Mr. Thalepo Batsile Madisa, Botswana Mission to the UN, batsmadisa@gmail.com
8. Mr. Lesede P. Kgotlele, Department of International Trade, Ministry of Trade and Industry
9. Montle Ramaatso, Ministry of Foreign Affairs
10. Ms. Nnana Umayabella Tshekega, Ministry of Trade and Industry, tshekega@yahoo.com

Bolivia
11. Mr. Ferreira Justiano Luis, Minister of Defense, Ministry of Defense
12. Mr. Eduardo R. Veltze, Plurinominal State of Bolivia

Belgium
13. Mr. Adam Koengaad, Permanent Representative, Embassy of Belgium

Bhutan
14. Mr. Pema L. Dorji, Deputy Permanent Representative of Bhutan to the UN, dpr@pmbny.bt
15. Mr. Nyingtob Norbu, Gross National Happiness Commission, npnorbu@gnhc.gov.bt

Brazil
16. Ms. Anna Maria Tinto Morales, Ambassador of Brazil in Zambia

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19. Mr. Salvator Ntacobamaze, Ministry of Foreign Affairs

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Chile
21. Patricio Aguirre
22. Marcela Ruth Espinoza Nissim, Ministry of Foreign Affairs
China
23. Meng Jiajai, Embassy of People’s Republic of China in Zambia
24. Chai Zhi Jing, Embassy of People’s Republic of China in Zambia
25. Yang You Ming, Embassy of People’s Republic of China in Zambia

Cote D’Ivoire
26. Mr. Tano K. Bertin, Ministry of Transport, odeya2011@yahoo.fr

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27. Mr. Saleh Omar Abdu, Eritrean Ambassador to South Africa and the Southern Africa Region

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28. Mr. Workneh Gebeyehu, the Minister of Transport
29. Mr. Mekonnen Abera, Ethiopian Maritime Affairs
30. Mrs. Fortuna Dibaco Cizare, Permanent Mission of Ethiopia to the UN, dibacof@yahoo.com

Egypt
31. Mr. Achraf Shahim, Ministry of Foreign Affairs

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32. Ms. Elizabeth Afua Benneh, High Commissioner, Ghana High Commission, Lusaka
33. Mr. Jonathan Adah, Ghana High Commission, Lusaka, info@ghczambia.com

India
34. Mr. Sumer Singh Barwal, India High Commission, Lusaka, pol.lusaka@mea.gov.in

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35. Mr. Pier Mario Dacco Coppi, Italy’s Ambassador to Zambia

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Kenya
37. Mr. Joshua Mugodo, Ministry of Foreign Affairs

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46. Mr. Mike Mwanyula, Assistant Director for International Cooperation
47. Mr. Raphael Kamoto, Commissioner General for the Malawi Revenue Authority
48. Mr. Chrispin Siwande Banda - Department of Immigration
49. Mr. Daught Banda - Diplomat, Malawi High Commission, Zambia
50. Mr. Walisungu Kayira - Ministry of Local Government and Rural Development
51. Mrs. Nancy Nyamilandu, Malawi Revenue Authority
52. Mr. George Harawa - Ministry of Finance and Economic Development
53. Semeon Boyce, Ministry of Foreign Affairs
54. Mr. Fatch Valeta - Deputy Commissioner General for Malawi Revenue Authority

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57. Mr. Facko Coulibaly, Ministry of Trade and Industry
58. Mr. Issouffi Halassi Maiga, Ministry of Commerce
59. Mr. Malick Kasse, Ministry of Transport
60. Mr. Soumalia Issouffi Matea, Ministry of Equipment and Transport

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61. Ms. Navaan Yunden Oyundari, Deputy Minister, Ministry of Foreign Affairs
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77. Mr. Newman Sizwe Ntshangase, Ministry of Commerce, Industry and Trade, sizwenewman@yahoo.com
78. Ms. Jennifer Jessica Neves, Swaziland Government
79. Mr. Siphelele Nkabinde, Swaziland Investment Promotion Authority

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80. Ms. Sikose Ntombazana, High Commissioner, Lusaka
81. Carlos Parker, Ministry of Foreign Affairs

Sri Lanka
82. Mr. Vadivel Krishnamoorthy, Ministry of Foreign Affairs

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84. Ally Senga Gugu, Ministry of Industry and Trade
85. Mr. Fanuel J. Mathiya, Ministry of Works
86. Mr. Ronald M. Phiri, Tazara

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87. Mr. Ahmet Arda, Ambassador of Turkey to Zambia

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92. Mr Saston Muzenda, Ministry of Transport and infrastructure development, Email: muzenda2020@yahoo.com,

Local Delegates

Zambia
93. Hon. Mr. Harry Kalaba, Minister of Foreign Affairs
94. Hon. Yamfwa Mukanga, Ministry of Transport
95. Hon. Margaret Mwanakatwe, Ministry of Commerce
96. Dr. Roland Msiska, Secretary to Cabinet
97. Peter L. Kasanda, Deputy Sec. to Cabinet
98. Dr. Mwaba P. Kasese Bota, Permanent Representative to the UN
99. Charles Zimba, Ministry of Transport
100. Mwenya C. Imukusi, Ministry of Commerce
101. David Kazabu, Kariba Textile LTD
<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Organization/Company</th>
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<tr>
<td>102.</td>
<td>Joe Kapembwa</td>
<td>Ministry of Transport</td>
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<td>103.</td>
<td>Esther K. Siyanda</td>
<td>Ministry of Commerce</td>
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<td>Siazongo D. Siakalenge</td>
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<td>Dr. Bright Chunga</td>
<td>Zambia Association of Manufacturing</td>
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<td>Chomba Chocho</td>
<td>Entry Point Africa</td>
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<td>Nelson Nyangu</td>
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<td>108.</td>
<td>Charles Mulombwa</td>
<td>Zambia Sugar PLC</td>
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<td>109.</td>
<td>Crispin Chilikwela</td>
<td>National Roads Funds Agency</td>
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<td>Sichembe Zifa</td>
<td>Ministry of Transport</td>
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<td>111.</td>
<td>Hon. Nathaniel Mukwanu</td>
<td>Provincial Minister Southern</td>
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<td>Dr. Mupanga Mwanakatwe</td>
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<td>113.</td>
<td>Malte Beierdoerffer</td>
<td>Livingstone Chamber of Commerce</td>
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<td>Hon. Richwell Siamunene</td>
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<td>Hon. Dr. Ngosa</td>
<td>Ministry of Justice</td>
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<td>119.</td>
<td>Kyriaco J. Lewis</td>
<td>NAC2000 Corp. LTD</td>
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<td>Farida M. Kasujja</td>
<td>Standard Chartered Bank</td>
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<td>121.</td>
<td>Kapumo B. Luyanga</td>
<td>Assistant Secretary-Choma</td>
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<td>122.</td>
<td>Banwell Mwila</td>
<td>Livingstone District Business Association</td>
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<td>John Paton</td>
<td>British Chamber of Commerce</td>
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<td>Sibanze Simuchoba</td>
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<td>Mulenga M. Chisanga</td>
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<td>Sanuel Sandi</td>
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<td>Elizabeth Kalaluka</td>
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<td>Mary N. Sakala</td>
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<td>Capt. Phillip Lemba</td>
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<td>Oversease A. Mwangase</td>
<td>ZMD</td>
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<td>Danny Mfune</td>
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<td>Lufungulo Mukale</td>
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<td>Ephraim Silwamba</td>
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<td>Harrison Phiri</td>
<td>Zambia Police</td>
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<td>152.</td>
<td>Bernard Banda</td>
<td>ZICTA</td>
</tr>
</tbody>
</table>
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COMESA
167. Mr. Bernard Dzawanda, Expert, BDzawanda@comesa.int

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168. Mr. Parkinson Azagba, Expert, Dalankam2003@yahoo.co.uk

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173. Ms. Barbara J. Mommen, CEO, Nelspruit, South Africa, Barbara.mommen@mcli.co.za, ceo@mcli.co.za

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174. Mr. Leslie Mpofo, Executive Director, Namibia, admin@tkcmc.com

The Walvis Bay Corridor Group
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188. Helen M. Phiri

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189. Mr. Soteri Gatera, Chief, sgatera@uneca.org

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ECI
204. Tadeusi Brzozowski

RZC
205. Crystal Beckwith

KIFWA
206. Boaz Makomere

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<tr>
<th>Time</th>
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<tr>
<td>08:30-09:00</td>
<td>Arrival of Delegates</td>
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<td>09:30</td>
<td>Arrival of Ministers</td>
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<td>09:55</td>
<td>Arrival of His Excellency The President of The Republic of Zambia</td>
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| 10:00-11:20 | Opening session: Importance of the Vienna Programme of Action for the Sustainable Development of LLDCs in the Decade 2014-2024 | *Chair:* Honourable Harry Kalaba, MP Minister of Foreign Affairs, Zambia  
*Introductory remarks:* Honourable Yamfwa D. Mukanga, MP Minister of Transport, Works, Supply and Communications, Zambia – Chair of the LLDC Ministerial Group  
*Opening statements:* Keynote Address by His Excellency Mr. Edgar Chagwa Lungu, President of the Republic of Zambia  
  - Mr. Jan Eliasson, United Nations Deputy Secretary-General (video message)  
  - Mr. Gyan Chandra Acharya, UN Under-Secretary-General and High Representative, UN-OHRLSS  
  - H.E Ambassador Per Thöresson, Co-Chair of the Group of Friends of LLDCs  
  - Mr. Mukhisa Kituyi, Secretary-General of UNCTAD  
  - Ms. Dorothy N. Tembo, Deputy Executive Director, ITC, on behalf of ITC Executive Director  
  - Mr. Lebogang Mmotlana, Director of UNDP Regional Service Centre in Africa, on behalf of UNDP Administrator  
  - Dr. Florisvaldo Fier, High Representative - General of MERCOSUR |
| 11:00-11:20 | Coffee/Tea Break | Photo-op |
| 11:30-13:30 | Session 1: Structural economic transformation in LLDCs | While many LLDCs have made some progress over the past decade in overall economic performance, their economic and export structures are still less diversified than any other group of countries. This session will explore ways of achieving structural transformation as stipulated by the VPoA, through building up the institutional and human capacities of LLDCs to increase value addition in the manufacturing and agricultural sectors, increasing economic and export diversification, competitiveness, promoting service-based growth and encouraging private sector activities, including public-private partnerships. |
Chair: Dr. Roland Msiska, Secretary to Cabinet, Zambia

Keynote speaker(s):
- H.E. Mr. Workneh Gebeyehu, the Minister of Transport of Ethiopia
- H.E. Ms. Oyundari Navaan-Yunden, Deputy Minister for Foreign Affairs, Mongolia
- Ministers from LLDCs or transit countries

High-level panellists (5 minutes each):
- H.E. Dr. Mwaba Patricia Kasese-Bota, Chair of the Global Coordination Bureau of the Group of LLDCs
- Mr. Taffere Tesfachew, Director, Division for Africa, Least Developed Countries and Special Programmes, UNCTAD
- Mr. Mohamed Eisa, UNIDO Representative and Regional Director, UNIDO Regional Office South Africa
- Mr. Dmitry Pozhidaev, Regional Technical Advisor, UNCDF
- Dr. David Nama, Zambian Representative of the American Chamber of Commerce and Chairman and CEO of DANA Holdings

Exchange of views and interactive discussion

13:30-15:00 Lunch Break

15:00-16:30 Session 2: International trade, trade facilitation and fundamental transit policy issues
Trade facilitation remains crucial in reducing the trade and transport costs and delays, improving trade competitiveness and integrating LLDCs fully into international trading system. This session will discuss the experiences and concrete actions needed for simplifying and harmonizing border crossing and transit procedures, improving transit facilities and their efficiency, ensuring effective implementation of international conventions and agreements on transport and transit, implementing trade facilitation initiatives, as well as diversifying the export structures of LLDCs, increasing value-added and manufactured component of exports and linking into global value chains. The session will also discuss the importance of effective implementation of the WTO Trade Facilitation Agreement.

Chair: Honourable Mrs. Margaret Mwanakatwe MP, Minister of Commerce Trade and Industry, Zambia

Keynote speaker(s):
- H.E. Mr. George Chaponda, Minister of Foreign Affairs and International Cooperation, Malawi
- Ministers from LLDCs, transit countries or donor countries

High-level panellists (5 minutes each):
- Dr. Erja Askola, Trade Affairs Manager, Directorate General for Trade, European Commission
- Ms. Dorothy Tembo, Deputy Executive Director, ITC
- Mr. William Petty, Head of Regional Committee for Africa, IRU
- Mr. Mussie Delelegn, Senior Economic Affairs Officer, Division for Africa, Least Developed Countries and Special Programmes, UNCTAD
- Mr. Toshihiko Osawa, Technical Officer, WCO
- Mr. Patrick Corbin, Director, International Chamber of Commerce South Africa

*Exchange of views and interactive discussion*

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<td>16:30-16:40</td>
<td>Coffee/Tea Break</td>
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<tr>
<td>16:40-18:00</td>
<td>Session 2 continued</td>
</tr>
<tr>
<td>19:00</td>
<td>COCKTAIL hosted by the Minister of Transport, Works, Supply and Communications of Zambia – at the Maramba Cultural Village</td>
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</table>

**Day 2**

**10:00-11:30** Session 3: Infrastructure, regional integration and cooperation

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

**Chair:** Honourable Yamfwa D. Mukanga, MP, Minister of Transport Works, Supply and Communications, Zambia

**Keynote speaker(s):**
- H.E. Mr. Mamadou Hachim Koumare, Minister of Transport, Mali
- H.E. Mr. Math Soumala, Assistant Minister Ministry of Public Works and Transport, Lao PDR
- Ministers from LLDCs, transit countries or donor countries

**High-level panellists (5 minutes each):**
- Mr. Soteri Gatera, Chief, Industrialization and Infrastructure Section, Regional Integration, Infrastructure and Trade Division, UN ECA
- Mr. Syed A.M. Nuruzzaman, Chief, Countries with Special Needs Section. Macroeconomic Policy and Development Division, UN ESCAP
- Mr. Peter Cardy, Senior Operations Officer, African
Regional Integration, World Bank
- Mr. Maxwell Mkumba, Senior Policy Research Advisor, SADC Secretariat
- Mr. Parkinson Azagba, ECOWAS Transport Facilitation Program
- Mr. Bernard Dzawanda, COMESA
- Ms. Barbara J. Mommen, CEO, Maputo Corridor Logistics Initiative, Nelspruit, South Africa

Exchange of views and interactive discussion

11:30-11:40  Coffee/Tea Break

11:40-13:00  Session 3 continued

13:00-15:00  Lunch Break  SIDE EVENT organized jointly by UNCTAD, CFC and UN-OHRLLS - Promoting structural economic transformation in LLDCs: Productive Capacities, Commodities and the Post-2015 Development agenda for LLDCs

15:00-16:30  Session 4: Means of implementation
The Vienna Programme of Action recognized that renewed and strengthened partnerships between LLDCs, transit countries and development partners will be crucial for the successful implementation of the Programme. This session will look at specific experiences with and actions for effectively supporting the implementation of the Vienna Programme of Action, through mobilizing ODA, aid for trade, technical and capacity-building support, as well as South-South and triangular cooperation and private sector collaborations.

Chair: Honourable Mrs. Margaret Mwanakatwe MP, Minister of Commerce Trade and Industry, Zambia

High-level panellists (5 minutes each):
- H.E. Ambassador Brian Bowler, Permanent Representative of Malawi to the UN
- H.E. Ambassador Boubacar Boureima, Permanent Representative of Niger to the UN
- H.E. Ambassador Yang Youming, Ambassador of the People’s Republic of China to Zambia
- Mr. Shuichi Sakakibara, Deputy Chief of Mission, Embassy of Japan in the Republic of Zambia
- Ms. Janet Rogan, UN/UNDP Resident Coordinator, Zambia
- Ms. Hildegard Lingnau, Senior Counsellor, Development Co-operation Directorate, OECD

Exchange of views and interactive discussion
Day 3

10:00-11:30 Session 5: Way forward: mainstreaming and monitoring of the VPoA and integration into the global development agenda

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

Chair: H.E Ambassador Peter L. Kasanda Deputy Secretary to Cabinet, Zambia

- Presentation by Ms. Heidi Schroderus-Fox, Director, OHRLLS on roadmap for implementation of the VPoA and synergies with the global development agenda
- Presentation by Mr. Sandagdorj Erdenebileg, Chief, OHRLLS on mainstreaming the VPoA and indicators for measuring progress in its implementation
- Sharing of experiences on mainstreaming the VPoA at all the levels and strengthening partnerships and ownership at the national and regional levels

Exchange of views and interactive discussion

11:30-12:00 Presentation of the Chair’s Summary: H.E. Dr. Mwaba Patricia Kasese-Bota, Permanent Representative of Zambia to the UN

12:00-12:15 Coffee/Tea Break

12:15-13:00 Closing session
This closing session will adopt the report of the meeting.

Chair: Honourable Yamfwa D. Mukanga MP, Minister of Transport, Works, Supply and Communications

- Report of the private sector session
- Adoption of the report of the meeting
- Closing remarks by Mr. Gyan Chandra Acharya, UN Under-Secretary-General and High Representative, UN-OHRLLS
- Closing remarks by Honourable Yamfwa D. Mukanga MP, Minister of Transport, Works, Supply and Communications

13:00 Lunch
END OF PROGRAMME
Annex 3. SUMMARY OF THE PRIVATE SECTOR FORUM HELD PARALLEL TO
THE HIGH LEVEL FOLLOW UP MEETING TO THE SECOND UNITED NATIONS
CONFERENCE FOR LANDLOCKED DEVELOPING COUNTRIES HELD ON 3RD
JUNE 2015

The Private Sector Forum was convened as a platform for a dialogue among the partners participating in the Vienna Programme of Action including Landlocked Developing Countries, Transit Countries and Development Partners.

The focus of the Forum was role of the private sector in the implementation of the Vienna Programme of Action. The VPoA recognises the strategic role that the private sector can play in the development of landlocked developing countries. Therefore, the theme of this forum was ‘Engaging the Private Sector in the implementation of the Vienna Programme of Action.’

The objectives of the forum were:

(a) To generate and enhance interest among private sector players in the LLDC agenda and the Vienna Programme of Action in particular;
(b) To provide a platform for appreciating and exchanging views on the role of private sector in the implementation of the VPoA; and
(d) To provide a platform for business to business (B2B) networking among the private sector participants in the forum.

The Forum consisted of High Level Opening session followed by a thematic session that included interactive discussions.

The afternoon segment of the Forum was dedicated to networking among the private sector participants. A B2B session was organised for this purpose.

The Forum was officially opened by Hon. Margaret D. Mwanakatwe, MP, the Zambian Minister of Commerce, Trade and Industry. In her official opening statement, she highlighted the following:

(a) That the private sector was at the centre of the Vienna Programme of Action, given that they were the key clients. Without the focus on business, there would be no reason for Governments of Landlocked Developing Countries to be interested in the ease of access to the sea, or in improving transportation, ICT and energy infrastructure, or even facilitating trade;

(b) The private sector were important stakeholders, whose contribution would be critical to the implementation of the Programme of Action, including through transparent, effective and accountable public-private partnerships;

(c) The private sector should be the drivers of innovation;

(d) There were various opportunities for private sector participation in:
   i. infrastructure development, inclusive of transportation, ICT and energy;
   ii. investment in multi-facility economic zones, among others; and
That the private sector, including micro, small and medium enterprises had an important role to play in the discussions on public policy related to the Vienna priorities.

In his remarks, the Under Secretary General of the UN-OHRLLS, His Excellency Mr. Gyan Chandra Acharya, indicted that the priority of structural economic transformation had a particular emphasis on the role of private sector. He indicated that building and strengthening productive capacity, technology transfer, diffusion of productive know-how, creation of wealth, the opening up of new markets for high-value added products and services, and employment generation were just some of the roles that private sector could play in the implementation of the Vienna Programme of Action.

Mr. Patrick Corbin, Director at the International Chamber of Commerce, stressed the need for a paradigm shift on the part of Governments from revenue collection to trade facilitation. He also reiterated the need to establish and operationalise inland ports as they offered seamless multi-modal transit.

The High Level opening session was followed by a thematic session on how the private sector could contribute to and benefit from infrastructure development, trade facilitation and transit policy reform. The discussants included:

(a) Mr. Taffere Tesfachew, Director in the Division for Africa, LDCs and Special Programmes at UNCTAD;
(b) Mr. William Petty, Head, Regional Committee for Africa at the IRU;
(c) Ms. Barbara Mommen, CEO of the Maputo Corridor Logistics Initiative; and
(d) Mr. Jonathan Soko, Chief Projects and Corporate Affairs Officer at Liquid Telecom.

The panel presentations were followed by a robust interactive discussion.

The salient points emanating from the panel and interactive discussions included the following:

(a) Technology was a key enabler that had the capacity to leapfrog the development of LLDCs, hence the need to create a regime that would help to diffuse technology;
(b) Investment required for key infrastructure cannot be met solely by Governments and that ODA could only go so far. In that regard, private sector investment was necessary;
(c) The indispensable need for an enabling environment for private sector participation at the global and national levels. For instance, in order for the private sector to effectively partner in the implementation of the Programme of Action, there was need for vibrant financial sectors in the LLDCs;
(d) Private Investment and PPPs offered various benefits to Governments including but not limited to:
   i. transfer of financial risk from the public to private sector;
   ii. boosting investor confidence; and
   iii. revenue collection.
(e) The need to strengthen cooperation, mutual understanding, and engagement between the public and the private sector including on issues of trade facilitation;

(f) importance of hard and soft infrastructure development in trade and transit facilitation;

(g) Need for Governments to adhere to regional and international trade agreements particularly the requirement to address Non-Tariff Barriers in order to facilitate trade;

(h) The need for the VPoA to be cascaded to the regional and national levels for effective implementation; and

(i) The need to actively promote the implementation of the WTO Trade Facilitation Agreement.