



# KAZAKHSTAN

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**STATEMENT**  
**BY H.E. MR. NURLAN DANENOV**  
**DEPUTY MINISTER OF FOREIGN AFFAIRS OF**  
**THE REPUBLIC OF KAZAKHSTAN**  
**AT THE HIGH-LEVEL MEETING OF THE UNITED NATIONS**  
**GENERAL ASSEMBLY ON THE MID-TERM REVIEW OF**  
**THE ALMATY PROGRAMME OF ACTION**

**2 October 2008**  
**New York**

**Mr. President,  
Mr. High Representative,  
Ladies and Gentlemen,**

Let me first of all express my gratitude to the Office of the High Representative for organizing this meeting, as well as for its work on promoting the interests of landlocked developing countries (LLDS).

We highly evaluate the Midterm Review preparation process during which a number of thematic meetings took place: on the transit-transport infrastructure in Burkina Faso, on trade assistance in Mongolia, three regional UN economic commissions and numerous other consultative meetings. These meetings, as well as outcomes and recommendations of the Report of the UN Secretary-General set up a foundation for the all-rounded assessment and further measures for the implementation of the Almaty Programme of Action (APoA). In this regard it is worth to highlight the importance of the Investment Forum held yesterday.

It is quite important that the outcome document that we are to adopt is a result of achieved common understanding and consensus. This fact assures us that this meeting will contribute to the successful implementation of the APoA, protection and promotion of interests of LLDC.

**Mr. President,**

It is very encouraging that in the recent five years landlocked developing countries have achieved considerable progress in implementing tasks in accordance with Almaty Programme of Actions. It is important that the world community has acknowledged the special needs of the inland countries, which must be taken into account.

Nevertheless, we have to admit that despite of the foreseeable positive changes, many states of this group continue to be negatively affected by the withholding factors for development of their economies, and are not duly involved in the international trade system. The major reasons for this are well known and are clearly and convincingly reflected in the Report of the Secretary-General.

Kazakhstan consistently calls for the international community's duly attention to the economic vulnerability of the landlocked countries, ensuring their equal access to the world trade markets, as well as rendering full-fledged support aimed at overcoming obstacles and problems related to their geographic location.

In this regard we consider it vital to expedite the process of practical implementation of the recommendations outlined in the APoA.

**Mr. President,**

Kazakhstan carries out result-oriented work at the national level for development of the trade capacity and transport sectors, including modernization of the existing facilities, improving the commercial orientation of the transportation services, and elimination of non-physical barriers in the development of transit shipments.

The major goals and parameters in this field are reflected in the Transport Strategy of Kazakhstan for the period until 2015, which provides for implementation of projects on construction and reconstruction of airports, highways and railroads, development of the seaport infrastructure of the regional and inter-regional significance. For example, among the priorities there is a project on building the *Western Europe – Western China* highway transit corridor. The length of the Kazakhstani part of the road which can be viewed as

one of the Eurasian transport sections exceeds 2,700 km. This project was supported by Russia, and is now being agreed upon with China.

Our country is ready to contribute own funds along with those of investors. The important role in this context is given to the JSC "Kazakhstan center for public-private partnership." In general, according to the participants of the VII International Conference *TransEurasia-2008* just held in Astana, Kazakhstan has established basic conditions for attracting foreign investments in the transport infrastructure.

In this context, I would like to emphasize the importance of attaining effective cooperation of member states with the UN regional commissions. In general, we are satisfied by the interested participation and contribution of UN ESCAP and UN ECE in the implementation of big projects which considerably improve the transport infrastructure of the Asian region.

Firstly, this refers to the realization of the Intergovernmental Agreement on the Asian Highway Network and Intergovernmental Agreement on the Trans-Asian Railway Network, which provide for the new possibilities for development of the agricultural and industrial sectors in LLDC and transit countries of our region.

The UNESCAP and UNECE joint project for strengthening the institutional capacities for development of the inter-regional on-land and land-sea transport connections is also very important.

I would like to especially note the significance of implementing transport projects within the frameworks of TRASECA and SPECA programmes. Since 1998 Kazakhstan in its capacity as a chairing country on the issues of transport and border-crossing carries out large-scale activities within the frameworks of the Project Working Group (PWG). Its work ensures involvement of SPECA countries into the process of the national laws harmonization, settlement of non-physical barriers, coordination of highways and railroads networks within the SPECA region.

At the same time, the United Nations should pay more attention to the countries of Central Asia and Kazakhstan, in particular, in the development of transit and transport capacity, due to their increasing role in meeting the challenges of energy and food security.

In this regard we fully support the initiative of the UN Secretariat on establishing the joint sub-regional UN ESCAP/ECE Office for Central Asian countries and express our hope that member states will endorse the proposal of Kazakhstan to host this office in Almaty. We are convinced that this step will enhance coordination of efforts to achieve the development goals in Eurasia.

**Mr. President,**

Taking into account that development of the transport infrastructure is one of the major priorities for inland countries, the majority of developing states of this group is in need of financial and technical assistance for its improvement.

In this context, we consider it important that the draft outcome document contains an appeal to donor countries and international organizations and institutions to provide necessary and coordinated technical and financial assistance in the form of grants and preferential credits for implementation of the regional and inter-regional projects in accordance with APA.

We express our hope that this call will be duly addressed.

In conclusion, I would like to stress that Kazakhstan will further actively support activities of the United Nations and its regional commissions in promoting the interests of landlocked developing countries, and undertake all efforts for their effective realization.

**Thank you for your attention.**