



**UGANDA**

---

Permanent Mission of Uganda  
to the United Nations  
New York

Tel: (212) 949-0110  
Fax: (212) 687-4517

---

**High-Level Meeting of the 63<sup>rd</sup> Session of the  
General Assembly**

**on the**

**Mid Term Review Meeting of the Almaty**

**Programme of Action**

**Statement**

**By**

**Hon. Simon Ejua**

**Minister of State for Works and Transport**

*New York, 2 October 2008*

*Please Check Against Delivery*

**Mr. President**

**Mr. Secretary-General**

**Excellencies**

**Ladies and Gentlemen**

It is a great honour for me to be here today to participate in this Review Meeting of the Almaty Program of Action. As a landlocked developing country, Uganda welcomes this opportunity to participate in this Review Meeting of the Almaty Program of Action.

The peculiar challenges faced by landlocked developing countries due to lack of territorial and international access to the sea and international waterways, limits their scope for effective participation in international trade. They, therefore, require the co-operation and collaboration of their neighboring transit countries to overcome the challenges they face. The Almaty Program of Action, which provides a global framework for co-operation between landlocked developing countries and transit developing countries, is accordingly an essential component in the development agenda of these countries. It is also an important effort to effectively deal with the specialized requirements and challenges of landlocked developing countries and thus achieving their integration into the Regional Economic Communities and their partnerships.

We, in Uganda, believe that the review of the Almaty Program of Action will provide solutions to the challenges currently being met by the landlocked countries.

**Mr. President,**

The Almaty Program of Action provides a worldwide framework for the creation of appropriate transit transport systems in landlocked and transit developing and small island developing countries. This recognizes that valid solutions need an integrated approach so that the challenges and problems faced by these countries can be transformed into opportunities.

As you all know, inadequate infrastructure is a major obstacle to establishing efficient transit transport systems in both landlocked and transit developing countries. Addressing these needs will involve considerable investment, setting up of public-private partnerships, capacity-building and new policies and institutional reforms, where necessary. This calls for closer collaboration among the landlocked and transit developing countries and their partners to provide additional financial resources and capacity building assistance.

Road transport is the main mode of transport for the imports and exports of landlocked developing countries. For the expansion and maintenance of road transit infrastructure,

sizeable resource allocations are required. The key challenges facing international road transport are:- aged vehicles, overloading of vehicles, worsening road safety, absence of social infrastructure along the transit corridors, cumbersome clearance procedures and poor road maintenance.

The sub regional and regional infrastructure development plans should give high priority to transit corridors linking landlocked developing countries to the transport network in transit developing countries, as well as to the regional network.

Railways play an important role in the transit transport corridor systems linking ocean ports with landlocked developing countries. Major concerns are the persistent problem of limited availability of equipment, including locomotives and wagons, and poor maintenance standards.

The actions required include construction of new railway connections and rehabilitation of existing railway facilities as a matter of priority, in conjunction with new technological improvements and innovations being examined.

The efficiency of port operations depends on adequate infrastructure and good management. Many seaports are a critical bottleneck in the transit systems because of a range of physical inadequacies and operational constraints. These include poor handling and storage facilities for transit cargo, cumbersome procedures for the clearing and release of cargo, congestion and shortage of skilled manpower. Landlocked and transit developing countries should seek cooperative arrangements to improve port facilities and services for transit goods, including the modernization of existing terminals, the establishment of new ones and the simplification of procedures where appropriate.

Inland waterways provide transit services to some landlocked developing countries. The efficiency of transit services along such waterways requires better infrastructure, appropriate legal frameworks to govern river/lake navigational operations and more effective environmental and safety measures.

Further efforts should be undertaken to rehabilitate and expand the lake/ river infrastructure facilities along the corridors linking landlocked developing countries to ocean ports.

Pipelines provide a cost-effective means of transport for both oil and natural gas. The planning and construction of pipelines requires close co-operation between landlocked and transit developing countries. The substantive investments that are required for the construction of pipelines necessitate capital investment from the private sector as well.

Landlocked and transit developing countries should cooperate and coordinate to construct pipelines along the most cost-effective and most suitable or shortest routes, taking into account the interests of parties concerned.

**Mr. President,**

I am confident that this meeting, having taken stock of the progress so far achieved and the outstanding challenges, will come up with recommendations of tangible actions and deliverables to enhance the implementation of the Almaty Program for the beneficial integration of landlocked and transit countries in the global trading system.

**I Thank You For Your Attention.**