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**Special Body on Least Developed, Landlocked Developing
and Pacific Island Developing Countries: development issues
relevant to landlocked developing countries****Regional implementation of the Vienna Programme of
Action for Landlocked Developing Countries for the
Decade 2014-2024****Note by the secretariat***Summary*

In the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024, regional and subregional organizations, governing bodies of United Nations system entities and international organizations were invited to mainstream the Vienna Programme of Action into their programmes of work. In its resolution 71/3, the Economic and Social Commission for Asia and the Pacific (ESCAP) requested the Executive Secretary to mainstream the Vienna Programme of Action into the programme of work of the Commission, as appropriate and within its respective mandate, and to submit annual analytical reports on the implementation of the Vienna Programme of Action.

With regard to regional implementation, the Vienna Programme of Action has mostly been mainstreamed into the Commission's programme of work. The Commission has identified three major constraints for landlocked developing countries: (a) lack of human and financial resources; (b) lack of technical and institutional capacity; and (c) lack of political and policy support. Relevant activities are carried out to address these constraints in a holistic manner and ensure achievement of the road map for implementing the Vienna Programme of Action as contained in document E/ESCAP/71/2. At the national level, support is provided on policymaking, programme implementation and stakeholder coordination. At the subregional and regional levels, support is provided on analytical work, networking, knowledge-sharing, transit cooperation and regional integration.

This report first contains a review of the current situation of Asia-Pacific landlocked developing countries with regard to key macroeconomic indicators and the implementation of the Millennium Development Goals. A discussion follows of their progress towards implementation of aspects of the Vienna Programme of Action. Lastly, some activities of the secretariat to support the development of capacities in Asia-Pacific landlocked developing countries are highlighted.

The Special Body on Least Developed, Landlocked Developing and Pacific Island Developing Countries may wish to provide guidance to the secretariat on assisting Asia-Pacific landlocked developing countries, in cooperation with their development partners and other international entities, in the implementation of the Vienna Programme of Action and in building their capacity to make appropriate policy responses that address their special development needs and challenges in a more coherent manner.

* E/ESCAP/72/L.1.

I. Introduction

1. In recognition of the unique development challenges and vulnerabilities of landlocked developing countries, the international community adopted specific programmes of action to support them in subsequent United Nations conferences. In 2003, the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation adopted the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries, which was followed in 2014 by the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024.

2. The Vienna Programme of Action not only contains thorough diagnoses and specific policy recommendations to address the structural impediments to the development of landlocked developing countries, but also aims to create strong partnerships based on mutual commitments by the countries and their development partners to undertake concrete actions in the areas set out in each priority for action.

3. These unique challenges of landlocked developing countries are associated with their lack of direct territorial access to the sea, remoteness and isolation from world markets. High transport costs due to long distances to the nearest seaport, cumbersome transit procedures and inadequate infrastructure negatively affect their competitiveness and economic growth potential. The Vienna Programme of Action therefore emphasizes measures aimed at linking landlocked developing countries with the rest of the world.

4. This report first contains a review of the current situation of the Asia-Pacific landlocked developing countries with regard to key macroeconomic indicators and the implementation of the Millennium Development Goals. A discussion follows of their progress towards implementation of aspects of the Vienna Programme of Action. Lastly, some activities of the secretariat to support the development of capacities in Asia-Pacific landlocked developing countries are highlighted.

II. Status of Asia-Pacific landlocked developing countries

5. This section shows selected macroeconomic data and data on the attainment of Millennium Development Goals indicators for the landlocked developing countries of Asia and the Pacific.

A. Economic growth

6. Table 1 shows that over the last five years, the region's landlocked developing countries have grown at an average rate of 5.3 per cent, slightly below the average for all Asia-Pacific developing countries. This growth rate represents a significant drop compared to the 2000s, when these countries were growing at an average annual rate exceeding 8 per cent. It is, however, significantly higher than in the 1990s, a period of economic disruption for the new Central Asian republics after the break-up of the former Soviet Union.

Table 1
Five-year average annual rates of economic growth of landlocked developing countries in the Asia-Pacific region, 1991-2015

	1991-1995	1996-2000	2001-2005	2006-2010	2011-2015
East Asia					
Mongolia	-2.8	2.8	6.5	6.5	10.2
Central Asia					
Armenia	-12.0	5.1	12.6	3.8	4.3
Azerbaijan	-16.0	7.1	13.1	16.4	2.2
Kazakhstan	-9.3	2.5	10.4	6.2	4.8
Kyrgyzstan	-12.7	5.6	3.8	4.4	4.6
Tajikistan	-17.6	0.0	9.7	6.5	5.6
Turkmenistan	-8.8	4.5	5.1	10.4	10.8
Uzbekistan	-4.1	3.9	5.5	8.5	7.7
South Asia					
Afghanistan	-4.6	-5.1	13.6	9.4	5.8
Bhutan	3.8	7.0	7.9	9.5	5.3
Nepal	5.2	4.8	3.5	4.5	4.0
South-East Asia					
Lao People's Democratic Republic	6.2	6.2	6.3	8.0	7.5
Developing economies	6.9	5.8	7.3	7.6	5.4
Landlocked developing countries	-7.9	3.8	8.5	8.1	5.3

Note: Gross domestic product (GDP) figures at market prices in United States dollars in 2010 (at 2005 prices) were used as weights to calculate the aggregates. In cases where a country had no data, the weights of the remaining countries were adjusted upwards so that the total added up to 100 per cent.

B. Inflation

7. Table 2 shows an important reduction in the inflation rate of Asia-Pacific landlocked developing countries between 2006-2010 and 2011-2015, with the latter period's inflation rate exceeding the average for all the region's developing countries by only 1.3 percentage points. In general, inflation has decreased over time in the region's landlocked countries. In 2011-2015, only two countries – Mongolia and Uzbekistan – had two-digit inflation rates, slightly above 10 per cent, compared to six countries in 2006-2010.

Table 2
Five-year average annual inflation rates of landlocked developing countries in the Asia-Pacific region, 1991-2015

	1991-1995	1996-2000	2001-2005	2006-2010	2011-2015
East Asia					
Mongolia	..	18.8	6.4	11.4	11.2
Central Asia					
Armenia	..	32.5	3.0	4.0	5.4
Azerbaijan	478.4	42.0	3.0	11.2	3.7
Kazakhstan	..	39.2	8.1	10.2	6.6
Kyrgyzstan	..	25.3	6.8	10.1	8.2
Tajikistan	..	..	18.0	11.3	7.1
Turkmenistan	1 419.6	216.9	8.0	7.2	5.6
Uzbekistan	537.7	77.7	19.2	12.6	10.8
South Asia					
Afghanistan	..	..	..	9.5	6.1
Bhutan	11.3	8.4	-1.7	5.6	8.4
Nepal	11.3	7.9	3.3	8.1	9.2
South-East Asia					
Lao People's Democratic Republic	13.9	49.7	13.7	5.2	5.7
Developing economies	37.3	18.8	6.1	5.5	5.4
Landlocked developing countries	657.4	92.4	8.3	9.8	6.7

Note: GDP figures at market prices in United States dollars in 2010 (at 2005 prices) were used as weights to calculate the aggregates. In cases where a country had no data, the weights of the remaining countries were adjusted upwards so that the total added up to 100 per cent.

C. Millennium Development Goals

8. Although 2015 has already passed and the Millennium Development Goals have been succeeded by the 2030 Agenda for Sustainable Development, final attainment of the Goals cannot be evaluated until indicator data for 2015 becomes available. Because at the moment of writing data is available for most indicators for 2012 to 2014, it is still relevant to track the expected attainment of such indicators by the region's landlocked developing countries. This exercise is also informative for the 2030 Agenda, which incorporates the Millennium Development Goals that have not yet been achieved.

9. Paragraph 16 of the 2030 Agenda for Sustainable Development states the following:

We recommit ourselves to the full realization of all the Millennium Development Goals, including the off-track Millennium Development Goals, in particular by providing focused and scaled-up assistance to least developed countries and other countries in special situations, in line with relevant support programmes. The new Agenda builds on the Millennium Development Goals and seeks to complete what they did not achieve, particularly in reaching the most vulnerable.

10. Tables 3 and 4 show the attainment of selected Millennium Development Goal indicators by the 12 Asia-Pacific landlocked developing countries. The indicators selected are those for which the landlocked developing countries have most data. *Making It Happen: Technology, Finance and Statistics for Sustainable Development in Asia and the Pacific*, the 2015 issue of the *Asia-Pacific Regional Millennium Development Goals Report* series, includes details on the methodology utilized for the preparation of the projections shown in the tables.

Table 3
Expected attainment of selected Millennium Development Goals indicators by landlocked developing countries in the Asia-Pacific region – indicator details

Goal	Indicator	Percentage of countries			Countries with data available
		By 2015	Between 2016 and 2030	After 2030	
1	Proportion of population below \$1.25 (PPP) per day	100	0	0	9
	Proportion of population below minimum level of dietary energy consumption	50	38	13	8
	Prevalence of underweight children under five years of age	38	25	38	8
2	Proportion of pupils starting grade 1 who reach last grade of primary	67	22	11	9
	Net enrolment ratio in primary education	44	11	44	9
	Primary completion rate, both sexes	100	0	0	8
3	Proportion of seats held by women in national parliament	0	60	40	10
	Ratios of girls to boys in primary education	100	0	0	10
	Share of women in wage employment in the non-agricultural sector	50	25	25	8
4	Infant mortality rate	42	33	25	12
	Under-five mortality	50	25	25	12
5	Maternal mortality ratio	25	25	50	12
	Proportion of births attended by skilled health personnel	42	8	50	12
	Antenatal care coverage (at least one visit)	64	18	18	11
6	Prevalence of tuberculosis	100	0	0	11
7	Proportion of population using an improved sanitation facility	33	17	50	12
	Proportion of population using an improved drinking water source	78	22	0	9

Source: ESCAP calculations based on the United Nations Millennium Development Goals database (accessed March 2016) and the World Bank Poverty and Inequality database for poverty-related indicators under Goal 1 (accessed May 2015).

Table 4
**Expected attainment of selected Millennium Development Goals indicators by
landlocked developing countries in the Asia-Pacific region – country details**

<i>Landlocked developing country</i>	<i>Percentage of selected indicators</i>			<i>Indicators with data available</i>
	<i>By 2015</i>	<i>Between 2016 and 2030</i>	<i>After 2030</i>	
Least developed countries				
Afghanistan	27	36	36	11
Bhutan	60	13	27	15
Lao People's Democratic Republic	53	24	24	17
Nepal	60	27	13	15
Not least developed countries				
Armenia	69	0	31	16
Azerbaijan	47	27	27	15
Kazakhstan	77	8	15	13
Kyrgyzstan	53	20	27	15
Mongolia	73	13	13	15
Tajikistan	40	40	20	15
Turkmenistan	60	10	30	10
Uzbekistan	54	15	31	13

Source: ESCAP calculations based on the United Nations Millennium Development Goals database and the World Bank Poverty and Inequality database for poverty-related indicators under Goal 1 (both accessed March 2016).

Note: Selected indicators of Millennium Development Goals 1-7.

11. Table 3 shows the percentage of landlocked developing countries that are expected to meet the target for each of a number of selected Millennium Development Goal indicators by 2015, between 2016 and 2030, or after 2030. The indicators for which a large percentage of landlocked developing countries are expected to achieve the target by 2015 are “proportion of population below \$1.25 (PPP) per day” (100 per cent), “primary completion rate, both sexes” (100 per cent), “ratio of girls to boys in primary education” (100 per cent), “prevalence of tuberculosis” (100 per cent) and “proportion of population using an improved drinking water source” (78 per cent).

12. The Millennium Development Goals that require most attention are Goal 4, to reduce child mortality, and Goal 5, to improve maternal health. As shown in table 3, for these Goals, the percentage of countries expected to meet the indicators included in the table by 2015 averaged only 44 per cent. Furthermore, the percentage of countries that are expected to meet these targets during the period covered by the 2030 Agenda is only 22 per cent, with the remaining 34 per cent of the countries expected to meet them after 2030. These areas, as well as sanitation, require urgent attention during the implementation of the 2030 Agenda from the countries and their development partners.

13. Table 4 shows the expected attainment of the indicators shown in table 3 by country. The landlocked developing countries that are expected to achieve the most indicators by 2015 are Kazakhstan (77 per cent), Mongolia

(73 per cent), Armenia (69 per cent), Bhutan (60 per cent), Nepal (60 per cent) and Turkmenistan (60 per cent). On average, the percentage of indicators expected to be met by 2015 is lower for landlocked developing countries that are also least developed countries, but the difference is not very large.

III. Progress of implementation of the Vienna Programme of Action

14. The Vienna Programme of Action contains 21 time-bound specific objectives, 23 actions by landlocked developing countries, 9 actions by transit developing countries, 25 joint actions by landlocked and transit developing countries and 30 actions by development partners.

15. The annual *Asia-Pacific Countries with Special Needs Development Report* tracks the progress of the Asian landlocked developing countries in relation to three indicators selected to capture important aspects of the Vienna Programme of Action: the time for delivery of goods between the main commercial centre and a ship at the nearest seaport, the export product concentration index, and the number of fixed broadband Internet subscribers per 100 people. The first indicator measures progress in the first goal of the Vienna Programme of Action, to promote unfettered, efficient and cost-effective access to and from the sea by all means of transport. The second indicator captures progress towards the fifth goal of the Vienna Programme of Action, to promote growth and increased participation in global trade, through structural transformation related to enhanced productive capacity development, value addition, diversification and reduction of dependency on commodities. Lastly, the third indicator focuses on an important element of the second priority of the Vienna Programme of Action, relating to infrastructure development and maintenance.

16. Each landlocked country faces a unique set of challenges and priorities. Strategies and policies which focus on mitigating the negative consequences of landlockedness need to address country-specific obstacles to accessing global markets and region-specific challenges to market integration.

17. Among them, four countries in the Asia-Pacific region are both least developed countries and landlocked developing countries: Afghanistan, Bhutan, the Lao People's Democratic Republic and Nepal. These four countries face challenges of a different kind. The challenges are closely linked to the fact that they are least developed countries rather than their landlocked location. Bhutan, the Lao People's Democratic Republic and Nepal are all predominantly dependent on their neighbours. For both Bhutan and Nepal, India is the main trading partner, while for the Lao People's Democratic Republic the main trading partners are Thailand, Viet Nam and, increasingly, China. Relations with these neighbours are relatively good, which reduces the cost for transportation but puts landlocked countries in a very weak position for any form of negotiation with their coastline neighbours.

18. The Vienna Programme of Action has identified six priority areas around which actions for landlocked developing countries will be organized during the decade. The first five priorities are discussed below.

A. Fundamental transit policy issues

19. Landlocked developing countries rely primarily on land transport modes (roads and railways) for access to regional and global markets. Land transport, however, faces numerous physical and non-physical barriers, notably at border crossings: lack of adequate infrastructure, complicated and cumbersome formalities and procedures, high and numerous charges for entry or transit, lack of coordination among control authorities and various stakeholders, different technical standards for transport means, restrictive visa requirements for driver and crew, and incompatible working hours of the offices on the two sides of the border.

20. Distance to the coast is a key factor in measuring progress. However, landlocked countries' dependence on sound cross-border political relations and on neighbouring transit countries' infrastructure, peace and stability and administrative practices keeps landlocked countries trapped and hinders their performance in terms of human development.

21. With respect to the number of days to and from ship, the data shows a widening gap in the performances of Afghanistan, Bhutan and Nepal compared to the benchmark. In the cases of Bhutan and Nepal, this gap is mostly due to the downward trend in the value of this indicator for the benchmark countries. In Afghanistan, the number of days to and from ship increased over time, particularly between 2013 (73 days) and 2015 (86 days). As noted in *Asia-Pacific Countries with Special Needs Development Report 2015: Building Productive Capacities to Overcome Structural Challenges*, the most successful landlocked developing country in reducing its time to reach the closest seaport is the Lao People's Democratic Republic.

22. Of the rest of the landlocked developing countries, the number of days to and from ship has decreased significantly over the period considered in only two countries: Armenia and Azerbaijan. The value of this indicator for Armenia was similar and even a little lower than that of the benchmark since 2010. The gap for this indicator for Azerbaijan vis-à-vis the benchmark has been relatively low and constant, with a noticeable reduction between 2009 and 2011. In 2015, the value of the indicator was 24 days for Azerbaijan, compared to 16 for the benchmark. The number of days to and from ship has been significantly higher for the other landlocked developing countries in this group, and this indicator has remained roughly constant for Kyrgyzstan, Mongolia and Tajikistan over the period considered. Some progress has been made by Kazakhstan and, especially, Uzbekistan; in the latter, the number of days to and from ship has reduced from 85 days in 2014 to 74 days in 2015.

23. The Regional Strategic Framework for the Facilitation of International Road Transport, adopted by ESCAP member States in 2012, identifies key challenges to international road transport and provides solutions and modalities to support it. The Framework provides guidance to countries and their development partners on how to address the non-physical barriers comprehensively.

24. Development of efficient international railway transport can bring enormous benefits to landlocked developing countries in the region. It will provide them with access to seaports in a cost-effective way and support sustainable development in those countries as railway transport is environmentally friendly and energy-efficient. The Vienna Programme of Action also urges landlocked developing countries and transit countries to work towards developing railway transport (para. 32(c)).

25. ESCAP member countries recently adopted Commission resolution 71/7 on adoption of the Regional Cooperation Framework for the Facilitation of International Railway Transport, which mandates the secretariat to undertake activities to strengthen railway transport in the region that will further enhance the access of landlocked developing countries to the sea.

B. Infrastructure development and maintenance

26. Poor infrastructure in countries like the Lao People's Democratic Republic and Nepal complicates domestic transportation to transit countries such as India and Thailand which both have fairly well functioning infrastructure. For example, goods entering the Lao People's Democratic Republic by train from Thailand must reload onto trucks as the Lao People's Democratic Republic does not have a railway system.

27. Together with international, regional and subregional organizations and development banks, member countries have been making efforts to improve the quality and efficiency of transit transport and address outstanding issues.

28. Recently Bangladesh, Bhutan, India and Nepal signed a motor vehicle agreement that will further improve transit processes for landlocked Bhutan and Nepal. The Afghanistan-Pakistan Transit Trade Agreement signed in 2010 provides Afghanistan with access to seaports in Pakistan. In 2012, this agreement was extended to landlocked Tajikistan.

29. Progress has been made in overcoming some of the constraints on transit transport through a range of facilitation initiatives. However, many steps have been taken in relative isolation, meaning that the results have been fragmented.

30. Sometimes conflicts between facilitation agreements have emerged while other transit measures have proven difficult to implement for a range of institutional reasons. As a result, crossing borders by road and railways in landlocked developing countries remains challenging, with excessive delays and high transport and logistics costs throughout the transit process. Facilitation of cross-border and transit transport in landlocked and transit developing countries therefore remains a long-term task for the region.

31. The secretariat's analysis entitled *Bridging Transport, ICT and Energy Infrastructure Gaps for Seamless Regional Connectivity*¹ shows that the exploitation of new technologies can augment existing infrastructure by improving its efficiency and operations. The report identifies a number of high-priority investments in terrestrial cross-border fibre-optic infrastructure for information and communications technology connectivity.

32. Regarding fixed broadband Internet subscribers per 100 people, only Bhutan shows some progress, reaching a value of three in 2014, compared to the benchmark of nine. The benchmark increased significantly between 2013 and 2014, widening the gap for this group of countries. Armenia, Kazakhstan and Mongolia have, respectively, caught up with, exceeded and approached the benchmark, while very little progress has been made in Tajikistan, Turkmenistan and Uzbekistan. Kyrgyzstan has made much progress between 2012 and 2014, with the value of the indicator increasing from less than one to more than four. The performance of Azerbaijan in Internet connectivity is

¹ United Nations, Economic and Social Commission for Asia and the Pacific, *Bridging Transport, ICT and Energy Infrastructure Gaps for Seamless Regional Connectivity* (ST/ESCAP/2703).

remarkable, with the indicator reaching a value of 20 in 2014, compared to the benchmark of nine. This country's leading role in efforts to build the Trans-Eurasian Information Superhighway, which is expected to supply Central Asian countries with Internet and telecommunications systems and to serve as a major element of the East-West transport corridor, will be further discussed in *Asia-Pacific Countries with Special Needs Development Report 2016*.

C. International trade and trade facilitation

33. Priority 3 of the Vienna Programme of Action relates to international trade and trade facilitation. While some progress has been made by landlocked developing countries with implementation of the Vienna Programme of Action, more needs to be done to improve their competitiveness and connectivity.

34. Accompanying investment in hard infrastructure, most landlocked developing countries' poor soft infrastructure appears to be improving. Most of the countries' rankings in surveys such as the World Bank's ease of doing business index improved substantially in 2015, both for overall ease of doing business and for ease of crossing international borders. With the accession of Kazakhstan to the World Trade Organization (WTO) in 2015, only Turkmenistan and Uzbekistan remain outside WTO. These developments augur well for improved and deeper economic integration over the medium term.

35. The values of the export product concentration index of Azerbaijan, Kazakhstan and Turkmenistan not only are high but also have increased over time. Export concentration is also high, but less so, in Mongolia and Tajikistan, with an upward trend in the former and a volatile pattern in the latter. The most diversified economies in this group are Armenia, Kyrgyzstan and Uzbekistan. Armenia has reduced its export concentration over time, reaching values close to the benchmark since 2012. The export product concentration index has also decreased over time in Kyrgyzstan, reaching values lower than the benchmark since 2010.

D. Regional integration and cooperation

36. Recent economic performance of the subregion has been adversely affected by the steep declines in international prices for commodities, particularly oil. Governments in the subregion are acutely aware that they can no longer rely on the resource-led boom of the early 2000s, and that persistent structural challenges will require an intensification of efforts towards economic diversification and regional integration. Furthermore, the lack of direct access to seaports and marine routes combined with the lack of adequate transport infrastructure, including roads, rails and border crossing facilities, create additional physical disruptions and bottlenecks that hamper diversification and economic integration.

37. Notwithstanding these immense challenges, there are signs of a deeper integration process under way. The burgeoning value chains involving China and Europe have stimulated the search for transport links that offer a better combination of speed and cost compared to air and marine routes with unprecedented levels of investments in infrastructure corridors. The One Belt, One Road initiative in China, the formalization of the Asian Infrastructure Investment Bank and the opening up of more substantial routes southwards offer countries in the subregion improved access to Indian Ocean ports, multiple route configurations and enhanced opportunities for transit traffic.

E. Structural economic transformation

38. High values of the export product concentration index represent lack of economic diversification. With the exception of Nepal, the landlocked developing countries that are also least developing countries have high levels of export concentration compared to the benchmark. It is important to note that the level of this indicator is sensitive to fluctuations in relative prices, and increases in commodity prices make commodity exporters look more concentrated. In the case of Nepal, not only is the export product concentration index the lowest among all landlocked developing countries in the region, but it is even lower than the benchmark. In 2014, the value of the index was 0.15 for Nepal, compared to 0.19 for the benchmark.

39. Diversification into other activities, possibly by tapping into global value chains, is becoming more feasible because of an increased focus on improved transport and electricity infrastructure. Major projects such as the rail link between Kazakhstan, Turkmenistan and the Islamic Republic of Iran and improved rail connections between Central Asia and Afghanistan were completed in 2014. Similarly, in 2015 initial steps were taken towards the Turkmenistan-Afghanistan-Pakistan-India (TAPI) pipeline, the CASA-1000 electricity link between Kyrgyzstan, Tajikistan, Afghanistan and Pakistan, and the Silk Road Economic Belt initiative in China running through North and Central Asia to Europe and the Middle East.

IV. Selected capacity-development activities by the secretariat

40. What follows is an overview of selected capacity-development activities by the secretariat to assist the landlocked developing countries in aspects of the implementation of the Vienna Programme of Action.

A. Fundamental transit policy issues

41. Several activities were implemented in 2015 to assist landlocked developing member countries in achieving the shared vision of a sustainable international integrated intermodal transport and logistics system for the region in line with the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016). The secretariat has organized its activities with due consideration given to the priorities for action set in the Vienna Programme of Action which are intended to enhance regional integration and cooperation.

42. One of the major challenges to regional transport connectivity is the lack of implementation of various transport facilitation agreements. To support government officials in operationalizing the agreements, ESCAP developed various transport facilitation models (Vienna Programme of Action, paras. 22 (d), 26 (b) and 27 (a)). The four models developed are:

(a) Secure Cross-Border Transport Model, which provides a concept for a vehicle tracking system using new technologies;

(b) Efficient Cross-Border Transport Model, which uses advances in the trucking industry (swapping of tractor and trailer) to deal with non-physical barriers;

(c) Model on Integrated Controls at Border Crossings, which provides ways to streamline the flow of information and equipment at borders;

(d) Time/Cost-Distance Methodology, which identifies bottlenecks along the corridors.

43. The secretariat established the Regional Network of Legal and Technical Experts on Transport Facilitation, to support accession, ratification and implementation of international conventions relating to the facilitation of transport and transit, as well as regional, subregional and bilateral agreements as provided under paragraphs 26 (a), 26 (b) and 27 (a) of the Vienna Programme of Action. The main objective of the Network is to develop the national capacity of landlocked developing and transit countries for:

(a) Accession to and effective implementation of international conventions;

(b) Formulation and implementation of subregional and bilateral agreements on transport.

44. To enhance the coordination and cooperation among the border agencies (both behind and across the border), the secretariat developed guidelines for strengthening national coordination mechanisms for trade and transport facilitation in the region. On the basis of the guidelines, advisory services were undertaken in the Lao People's Democratic Republic.

45. ESCAP will continue to work with the landlocked developing countries in the region to assist in strengthening cooperation among national agencies involved in border control as required under paragraph 26 (c) and (i) of the Vienna Programme of Action.

46. To increase the efficiency of the transit process and collaborate on exchanging trade and transport data with a view to conducting cross-border transactions faster and more efficiently (Vienna Programme of Action, para. 26 (h)), ESCAP, in cooperation with other United Nations agencies, developed a study on paperless transit and transport systems with a view to strengthening capacities of landlocked developing and transit countries to plan and implement such systems. The study and training material developed will be used to enhance national capacities of the countries to implement paperless transit systems.

47. In November 2015, ESCAP jointly with the Asian Development Bank (ADB) completed a feasibility study on pilot application of the ESCAP Secure Cross-Border Transport Model on the Bhutan-India transit corridor. The date of implementation of the pilot project is to be agreed by the two countries. Successful implementation would enhance efficiency of the transit operation between Bhutan and India, thereby reducing time for transit and associated transport costs, and increasing competitiveness of the economy of Bhutan's, meeting the objectives of the Vienna Programme of Action as contained in paragraphs 22 (a), 22 (b) and 25. It is further proposed to undertake a similar exercise for other landlocked developing countries in the near future.

48. The secretariat continued to work with member States to develop and implement sustainable and inclusive transport policies, in particular sustainable and inclusive urban transport systems in major and secondary cities alongside road safety advocacy and capacity-building. The main activities were related to sharing innovations in policies and successful interventions in the region through regional and subregional seminars and a national workshop.

49. During 2015, the Regional Action Programme covered landlocked developing countries, including providing policy support and disseminating knowledge on sustainable and inclusive transport, urban and rural transport as well as the impacts of climate change on transport and policy options for developing disaster-resilient and climate-adaptive transport infrastructure.

50. A national stakeholder consultation and capacity-building workshop on development of sustainable and inclusive transport policy was held in Thimphu on 9 and 10 April 2015. A subregional seminar on sustainable and inclusive transport development was held in Almaty, Kazakhstan, on 17 and 18 September 2015, with participation from senior transport officials and representative of cities from landlocked countries in Central Asia and the Caucasus as well as Mongolia.

51. A regional expert group meeting on disaster-resilient and climate-adaptive transport for sustainable development was organized in Kathmandu on 17 and 18 November 2015 in conjunction with the Ninth Regional Environmentally Sustainable Transport Forum. In this meeting, international experts, senior transport officials and representatives of capital and secondary cities shared ideas, issues and experiences on building better, more sustainable and inclusive national, urban and rural transportation systems and services as well as policies to develop disaster-resilient and climate-adaptive transport systems. Policymakers from landlocked developing countries benefited from participation in the regional meeting and subregional seminar.

52. A series of policy dialogues on strengthening transport connectivity in South and South-West Asia were started in 2013; the most recent one was held in Tehran in December 2015 with the involvement of landlocked countries in South and Central Asia. The policy dialogues have reiterated the need for a master-plan approach to reinforce partnership between landlocked and transit developing countries to strengthen transport connectivity in the subregion.

53. The secretariat supports the work of the Project Working Group on Transport and Border Crossing of the Special Programme for the Economies of Central Asia. Countries in the Programme's region are landlocked, meaning that their integration with other countries in the region, for access to maritime connections, is vital for their sustainable development. Under other projects, the ESCAP Transport Division has been working to integrate Central Asian countries into the Asian Highway, the Trans-Asian Railway and dry ports networks. The ESCAP Transport Division has also been assisting these countries in negotiating agreements on transport as well as in simplifying formalities for crossing borders, enhancing transport connectivity with neighbouring countries and facilitating their access to seaports.

54. Within the commitment to strengthen trade and investment through connectivity corridors between South and South-West Asia and other subregions, the secretariat organized a policy dialogue on strengthening transport connectivity in South Asia in Tehran in December 2015. The objective was to provide policy advocacy in support of strengthening regional transport connectivity across South and South-West Asia through extended transport corridors. In addition, a Development Account project on strengthening transport connectivity between South and Central Asia, with a special reference to landlocked developing countries, has been implemented in conjunction with the eighteenth and nineteenth summits of the South Asian Association for Regional Cooperation (SAARC). The project aims to develop a connectivity master plan for South Asia and its contiguous neighbours for inclusive and sustainable development. In other words, it is preparation for a comprehensive transport connectivity master plan for a South Asia that is connected not only within the region but also with its contiguous subregions, helping it to exploit its strategic location to emerge as a hub of Asia-Europe trade.

B. Infrastructure development and maintenance

55. The 6th meeting of the Working Group on the Asian Highway (Seoul, November 2015), 4th meeting of the Working Group on the Trans-Asian

Railway Network (Bangkok, November 2015) and 1st meeting of the Working Group on Dry Ports (Bangkok, November 2015) provided an opportunity for representatives of landlocked developing countries to express their transport development needs as well as the challenges they faced in addressing them, in particular technically and financially. The meetings also provided an opportunity for the secretariat to interact with representatives of landlocked developing countries to streamline activities in order to better address these needs.

C. Asian Highway

56. Under a three-year collaborative programme (2015-2017), ESCAP is working with the Korea Expressway Corporation to implement activities aimed at: (a) establishing road safety facility infrastructure standards; (b) developing model intelligent transport systems deployments; and (c) developing strategies on how to promote and facilitate the implementation of the Asian Highway design standards. The programme targets a number of countries along Asian Highway routes AH1 and AH6, including landlocked developing countries Afghanistan, Azerbaijan, the Lao People's Democratic Republic and Nepal, in which road fatalities erode already scarce financial resources.

D. Trans-Asian Railway

57. The Trans-Asian Railway development continues to benefit landlocked developing countries by enhancing connectivity and facilitating trade with developed neighbours. In the subregion of the Association of Southeast Asian Nations, rail projects to connect China with the Lao People's Democratic Republic, Mongolia and countries of Central Asia are progressing. The benefits of connectivity for these countries were discussed with railway managers of countries concerned at a seminar organized by ESCAP and the International Union of Railways on the facilitation of railway transport (Bangkok, December 2015).

E. Dry Ports

58. Significantly, with a view to facilitating economic growth in landlocked developing countries through enhanced access to transport infrastructure and services, the secretariat recognizes the need to integrate modes as well as facilitate the emergence of efficient logistics in the region. The second session of the Ministerial Conference on Transport held in Bangkok in March 2012 reaffirmed the mandate given earlier to the secretariat to work towards realizing the vision of the international integrated intermodal transport and logistics system that the ESCAP region needs in order to serve its new emerging trade patterns. Acting on this mandate, the secretariat has collaborated with member countries to develop a network of dry ports that will allow greater integration between infrastructure networks and increase the efficiency of transport in the region.

59. The secretariat, with financial support from the Government of the Russian Federation, implemented a project on capacity-building for the development and operation of dry ports of international importance, within which the secretariat, in close collaboration with the Office of Legal Affairs at United Nations Headquarters in New York, assisted member countries in developing and negotiating the Intergovernmental Agreement on Dry Ports. Since a successful signing ceremony at which the Governments of Armenia, the Lao People's Democratic Republic, Mongolia, Nepal and Tajikistan signed the Agreement, the secretariat has been working closely with member countries to ensure the Agreement's early entry into force.

60. In accordance with the terms of the Agreement, the secretariat organized the 1st meeting of Working Group on Dry Ports (Bangkok, November 2015). The meeting provided an opportunity for the delegations of Azerbaijan, Bhutan, Kazakhstan, the Lao People's Democratic Republic, Mongolia, Nepal, Tajikistan and Uzbekistan to inform the secretariat about projects that were being implemented or considered in their respective countries to further develop or operationalize dry ports, and highlight the challenges that they faced in the process. With these challenges in mind, the secretariat organized a series of field missions in 2015 to selected member countries which had successfully developed dry ports, and used these experiences to produce a report to assist landlocked developing countries in applying best-practice planning techniques and policy formulation to the development of dry ports.

F. Financing

61. Recognizing the budgetary constraints faced by Governments in the region, the secretariat has been implementing a number of activities to assist landlocked developing countries in attracting private sector financing in infrastructure development, particularly for transport infrastructure development. In particular, a regional forum on public-private partnerships was held in Bangkok on 21 and 22 January 2015 in which seven landlocked developing countries participated: Azerbaijan, Bhutan, Kazakhstan, the Lao People's Democratic Republic, Mongolia, Nepal and Tajikistan. The meeting provided a unique opportunity for exchanging information and sharing knowledge on how to involve the private sector efficiently in the financing and development of transport infrastructure. Subregional events were also organized in 2015, such as the policy dialogue on public-private partnerships for infrastructure development in South Asia, held in Kathmandu on 22 and 23 September 2015. As a result of the latter, policy recommendations have been formulated that will guide the future development of public-private partnerships in countries such as Afghanistan, Bhutan and Nepal. National activities were also designed to support more specifically two landlocked developing countries, namely Bhutan and the Lao People's Democratic Republic, through two action-oriented workshops. The workshop in Bhutan was aimed at establishing effective public-private partnership policy frameworks (Thimphu, 24-26 March 2015), and the one in the Lao People's Democratic Republic was aimed at enhancing the capacity of government officials to identify, develop and manage public-private partnership infrastructure projects (Vientiane, 26 and 27 August 2015).

G. International trade and trade facilitation

62. The secretariat, in collaboration with ADB, the Ministry of Commerce of China, China International Electronic Commerce Center, Hubei Province in China and a large number of other partners, organized the seventh Asia-Pacific Trade Facilitation Forum in Wuhan, China, on 20 and 21 October 2015, which was attended by participants from 62 countries including seven landlocked developing countries. The theme of the Forum was "Deepening regional integration through trade facilitation", and an important focus of discussions was integrating least developed countries and landlocked developing countries into the global market.

63. The secretariat continues to assist landlocked developing countries to further advance trade facilitation, mainly through capacity-building activities. The secretariat, the Eurasian Economic Commission and the Economic Commission for Europe, in collaboration with the United Nations Network of Experts for Paperless Trade and Transport in Asia and the Pacific, jointly

organized a workshop on business process analysis in foreign trade in Moscow from 23 to 25 September 2015 to assist the Member States of the Eurasian Economic Union – including three landlocked developing countries in Central Asia – to conduct business processes analysis and assess the prospects of national “single window” development.

64. The secretariat, in collaboration with ADB, has been assisting two Asian landlocked developing countries, namely Bhutan and Nepal, to establish the Trade and Transport Facilitation Monitoring Mechanism so that these countries can make progress in enhancing and monitoring trade facilitation in a sustainable and continuous manner. A meeting to discuss the actual implementation of the Mechanism was held in Wuhan, China, on 21 October 2015, as a side event to the seventh Asia-Pacific Trade Facilitation Forum. The secretariat and ADB, as well as the countries concerned, began to implement the Mechanism’s baseline study in January 2016. Furthermore, a workshop on paperless trade facilitation for small and medium-sized enterprises was held in Kazakhstan on 4 and 5 May 2015 as part of the United Nations Network of Experts for Paperless Trade and Transport in Asia and the Pacific initiative, and was attended by a number of landlocked developing countries.

65. The secretariat contributed to a regional dialogue on the economic integration of Afghanistan with Central Asia, held in Almaty, Kazakhstan, in March 2015, and provided a background study identifying potential for expanded trade and investment in the subregion. In addition, further capacity-building for Bhutan, with the support of the Ministry of Economic Affairs, was delivered in December 2015. This workshop focused on trade and regional integration issues relevant to Bhutan, including assessing and developing a road map for WTO accession.

66. The secretariat has also provided technical assistance to Mongolia and facilitated its accession to the Asia-Pacific Trade Agreement. This preferential trade agreement already includes Bangladesh, China, India, the Lao People’s Democratic Republic, the Republic of Korea and Sri Lanka as members. ESCAP has also provided technical assistance to the Lao People’s Democratic Republic in tabling their schedule of commitments in the 2012 version of the Harmonized System for the fourth round of tariff concessions under the Asia-Pacific Trade Agreement.

67. Within the commitment to enhancing the capacity of policymakers to implement policies and address multidimensional development priorities, implementing the post-2015 development agenda and addressing the special needs of landlocked developing countries in the subregion, the secretariat organized a trade capacity development workshop for South Asia in New Delhi in September 2015. The objective was to increase the capacity of policymakers and trade ministry officials, especially in landlocked developing countries, to take advantage of opportunities arising in global and regional markets, including preferential trading arrangements

H. Regional integration and cooperation

68. ESCAP has worked to support regional integration for North and Central Asian landlocked developing countries, notably through its work in building capacities to facilitate migration management in the subregion. International migration is important within the North and Central Asian subregion, both for landlocked developing country of destination Kazakhstan, which derives a significant proportion of its labour force from international migrants, and landlocked developing countries of origin Armenia,

Azerbaijan, Kyrgyzstan, Tajikistan and Uzbekistan, which benefit from the remittances sent by migrant workers. For several of these countries (Armenia, Kazakhstan and Kyrgyzstan), which are member States of the Eurasian Economic Union, regional integration includes free movement of labour as a key pillar of this process. However, migration processes in the subregion suffer from the fact that much labour migration is irregular, opening many migrants to risks of exploitation and abuse throughout the migration process, and limiting their potentially positive development impact.

69. ESCAP is working to ensure that these countries are able to maximize the benefits of participation in the migration-related aspects of regional integration by helping them to adjust their laws, policies and strategies so that migration takes place in a manner that is orderly, safe, regular and responsible. To this end, the ESCAP Social Development Division is implementing a project on facilitating migration management in North and Central Asia, which aims to produce evidence on the scale and effects of current migratory trends and provide policy options for countries of the subregion to undertake reforms. Under this project, four studies have been produced – focusing on the economic contributions of migrants to countries of destination, laws governing migration, sources of migration data and the skills of migrant workers – which will be presented to an advocacy forum of Governments of the subregion. On the basis of these studies, priority areas for action will be identified for future reforms, relating to priority area 4 of the ESCAP plan of support for implementation of the Vienna Programme of Action, on regional integration and cooperation.

70. The Subregional Office for North and Central Asia provides support on the implementation of the Vienna Programme of Action mainly through analytical work, knowledge-sharing and capacity-building. Among the six priorities of the Vienna Programme of Action, the work of the Subregional Office focuses on regional integration and cooperation, as mandated in Commission resolution 70/1, and the Vienna Programme of Action. The regional integration and cooperation agenda focuses on mutually beneficial priority areas of cross-border infrastructure in transport, energy and information and communications technology (priority 2 of the Vienna Programme of Action), policy reforms to support market-driven trade (priority 3) and investment-led economic diversification and integration (priority 5). Furthermore, the regional integration and cooperation agenda is an important means of implementing the 2030 Agenda for Sustainable Development as it builds resilience and promotes integration, connectivity and institution-building.

71. In this regard, the Expert Consultation on Socioeconomic Developments and Programme Priorities in December 2015 highlighted the opportunities and challenges for landlocked developing countries in enhancing infrastructure connectivity by developing “land bridges” and enhancing trade facilitation to achieve sustainable and inclusive growth. It was followed by the Executive Secretary’s visit in February 2016 to five landlocked developing countries in the subregion, with the aim of strengthening collaboration between ESCAP and its member States. The leaders of the five member States were united in their view that investments in physical infrastructure would be most productive if accompanied by a regional integration architecture that provided expanded opportunities for mobilizing financing for development, as well as trade and investment. The discussion will continue in the leaders’ dialogue to be held during the Commission session in May 2016. The unprecedented forthcoming dialogue will provide a timely opportunity for leaders to set the parameters for a sweeping vision for cooperation and regional integration of landlocked countries.

72. In addition to the Secretariat's significant efforts to promote regional integration and cooperation in North and Central Asian landlocked developing countries, in 2016 and 2017 the Subregional Office's programme will focus on implementing the decisions of the Commission at its seventy-second session on accelerating the progress achieved. The programme of work for 2016-2017, which includes expert consultations and workshops, will be aimed at deepening understanding and strengthening policymaking on the linkages between regional integration and cooperation and the Sustainable Development Goals, with a particular focus on transborder infrastructure connectivity. Furthermore, the Special Programme for the Economies of Central Asia will continue to be strengthened and, in accordance with the decisions taken by its Governing Council at its tenth session, will serve as a mechanism for measuring implementation of Sustainable Development Goals targets at the subregional level and identifying subregional cooperation mechanisms in support of the Sustainable Development Goals.

73. As outlined above, the Subregional Office, in partnership with its member States, is committed to strengthening subregional cooperation and enhancing capacity to formulate and implement policies in line with the Vienna Programme of Action and other international and regional development goals. In an effort to best support its member States, the Subregional Office will seek to enhance the efficiency and efficacy of its programme of work by focusing its efforts on key subregional priorities of the development agendas set by member States and development partners and strengthening linkages with the regional subprogrammes of ESCAP.

I. Disaster risk reduction

74. Since the seventieth session of the Commission, the secretariat has taken many steps in addressing the challenges involved in building resilience in multidimensional ways. The ESCAP Regional Space Applications Programme for Sustainable Development placed high priority on capacity-building in landlocked developing countries to effectively use space and geographic information system (GIS) applications and provided training and workshops to approximately 400 policymakers and practitioners from more than 30 member States, in particular focusing on landlocked developing countries.

75. An expert group review meeting of regional progress on implementation of targets adopted at the first phase of the World Summit on the Information Society addresses the regional issues, good practices and lessons learned in measuring the World Summit implementation progress, which assists the targeted countries in tracking and achieving the related goals of the Vienna Programme of Action.

76. *Asia-Pacific Disaster Report 2015* examined key issues of relevance under the Vienna Programme of Action, such as investing in resilience, cross-border risks, strengthening of regional cooperation in early warning, and concentration of assistance on low-capacity, high-risk countries.

77. To support landlocked developing countries including Afghanistan, the Lao People's Democratic Republic, Mongolia and Nepal, the secretariat has taken a leading role at the regional level to provide policy guides and to enhance the capacity of member States. ESCAP has worked on the following activities: (a) institutional capacity-building to promote the use of space technology and GIS for disaster risk reduction; (b) operationalization of regional drought mechanisms (Regional Cooperative Mechanism for Drought Monitoring and Early Warning); (c) timely provision of regional support, in particular near real-time satellite imagery, to the countries affected by severe

disasters through the long-standing ESCAP Regional Space Applications Programme for Sustainable Development; and (d) research and policy analysis in identifying the emerging needs and challenges, through the development of a regional inventory. For example, the secretariat has conducted a series of training sessions and workshops to enhance the capacity of landlocked developing countries, such as an expert group meeting on space technology and GIS applications for urban disaster management, Ulaanbaatar, 6 May 2015; technical assistance on geo-referenced information systems for disaster risk management, Bishkek and Osh, Kyrgyzstan, from 17 to 22 May 2015; technical assistance on geo-referenced information systems for disaster risk management, Thimphu, 3 and 4 June 2015; and supporting two participants, from Kyrgyzstan and Fiji, to study for nine months for a master's degree in GIS at the Centre for Space Science and Technology Education in Asia and the Pacific, Dehradun, India, from 15 July 2015 to 16 March 2016.

78. Furthermore, ESCAP promoted the Regional Cooperative Mechanism for Drought Monitoring and Early Warning in selected landlocked developing countries such as Afghanistan, Kyrgyzstan, Mongolia and Nepal. In this process, ESCAP facilitated the provision of space-based data and products and services provided by the regional service nodes in China and India, and strengthened the capacity of the landlocked developing countries in addressing agricultural droughts.

79. The pilot project on drought monitoring in Mongolia has made good progress with the technical capacity of key personnel of the National Remote Sensing Center of Mongolia being trained by the regional service nodes. The project included capacity-building components such as compiling and analysing space-derived data, developing and assessing indices appropriate for Mongolia, and field validation of these indices. The National Remote Sensing Center of Mongolia is now utilizing the new methodology to monitor the drought that is currently affecting the country. They will continue working to validate its accuracy further over the next two to three years.

80. The status, gaps and institutional arrangements related to drought in Nepal were also discussed during a technical advisory mission in early 2015. A country team is being established, and the profile for each country is being developed, with the assistance of the secretariat. The earthquake that struck in April 2015 has caused some delays. The secretariat is holding discussions with national focal points on the next steps, which are likely to begin with a multi-stakeholder meeting in early 2016. Implementation in Afghanistan and Kyrgyzstan will begin upon confirmation of funding.

81. In the field of disaster risk reduction, ESCAP has provided policy guidance and technical assistance to enhance the capacity of member States, including landlocked developing countries, in addressing disaster risks. In this respect, the ESCAP Information and Communications Technology and Disaster Risk Reduction Division has organized the following:

(a) A meeting entitled the “Regional Earthquake Recovery Dialogue for Building Back Better” was held jointly with the SAARC Disaster Management Centre and the National Planning Commission of Nepal in Kathmandu on 1 and 2 October 2015, to contribute to the Gorkha earthquake recovery process. The dialogue served as a platform for sharing best practices and lessons learned in resilient recovery and reconstruction. The Division, together with the SAARC Disaster Management Centre, organized a national workshop in December 2015 for policymakers from Nepal to learn from the experiences of the recovery processes after the earthquakes in Sikkim and Bhuj, India;

(b) A training workshop on rapid assessment of damage and loss using innovative technology and space applications was held jointly with the SAARC Disaster Management Centre in Kathmandu from 29 September to 1 October 2015. The training was in the use of advances in space applications, GIS, crowdsourcing and modelling in order to perform a damage-and-loss assessment of sectors that have been critically affected by a natural disaster. It particularly targeted countries in South and South-West Asia, including landlocked developing countries, namely Afghanistan, Bhutan and Nepal;

(c) The Division continued to develop guidelines on mainstreaming disaster risk reduction into multisectoral development planning under the Development Account project entitled “Enhancing knowledge and capacity for the management of disaster risks for a resilient future in Asia and the Pacific”. The project targets vulnerable developing countries, including landlocked developing countries such as Bhutan, Mongolia and Nepal;

(d) The Lao People’s Democratic Republic was supported by the ESCAP Multi-Donor Trust Fund for Tsunami, Disaster and Climate Preparedness in Indian Ocean and Southeast Asian Countries in convening biannual monsoon forums, bringing together a wide range of stakeholders including line ministries, local government and user agencies to discuss preparedness and risk reduction.

V. Concluding remarks

82. High trade transaction costs and inefficiencies associated with importation and exportation requirements and transport continue to be stumbling blocks to integration of landlocked developing countries into the global economy as they impair export competitiveness or the inflow of foreign investment. Cumbersome trade procedures and excessive paperwork combined with insufficient coordination among border agencies and the lack of transparency in trade-related rules still create challenges and problems in many landlocked developing countries.

83. It is important that ESCAP work on assisting these economies towards more effective utilization of the Aid for Trade mechanism. The landlocked developing countries also require technical assistance towards their accession to WTO, and ESCAP can continue to provide an advisory role in their process of accession through analytical and capacity-development programmes.

84. The Special Body on Least Developed, Landlocked Developing and Pacific Island Developing Countries may wish to consider new regional initiatives to further develop inter-State and transit transport connectivity to support regional cooperation and integration and to propose activities needed by landlocked developing countries in the regional action programme for sustainable transport connectivity in Asia and the Pacific, phase I (2017-2021), to be adopted by the Ministerial Conference on Transport in 2016.

85. The Special Body may also wish to consider encouraging landlocked developing countries to address the missing links in information and communications technology connectivity in order to reduce the digital divide, better utilize the transformative potential of such technology and target policy and regulatory changes that promote private sector investment and involvement in enhancing the infrastructure of landlocked developing countries.

86. The Special Body may wish to guide the secretariat to assist in capacity-building both in landlocked developing countries and in neighbouring transit developing countries so that they can make appropriate policy responses that address their development needs and challenges coherently.