

is emphasis that economic growth has to linkages with inclusiveness and environmental sustainability. He challenged the meeting participants to find out ways of making sure that the concerns of the LLDCs can be taken forward through the sustainable development goals including the relevant specific goals and indicators that can be used. He underscored that the outcome of the LLDC conference to be held in Austria would feed into the post 2015 development process. He indicated that the WTO trade facilitation agreements a major opportunity for the LLDCs that could potentially bring in a lot of benefits and stressed the need to implement the agreement.

In concluding his statement, he stressed the need for the Conference in Austria to come up with strategies to address the fundamental challenges of the LLDCs including issues of market access, product and market diversification, increased connectivity, improved services sector, and integration into the global value chains. High Representative called on the participants not only to focus on updating each other on the status of the preparations for the conference, but to identify key deliverables that can be included in the outcome document that can really change the structure of the economies of the LLDCs. He informed the meeting that he will convene another inter-agency meeting in New York closer to the time of the Conference.

In his statement, H.E. Ambassador Thongphane Savanphet expressed his appreciation to the Government of Austria for its generous offer to host the Comprehensive Review Conference in Vienna later this year and called upon the inter-agency group to enhance their support to the LLDC Group, and actively contribute to the preparatory process and participate in the conferences. He stressed that although considerable progress has been made in the implementation of the Almaty Programme of Action over the past decade especially in the establishment of efficient transit transport systems, there remains much more work to be done in order to address special needs as well as the many challenges of the world today.

Ambassador Savanphet pointed out that over the past decade, challenges and opportunities have arisen for the LLDCs that were not yet visible at the time of preparing the Almaty Program of Action that need to be considered in the Second UN Conference in order to ensure a renewed development partnership framework for the next decade. Areas such as transit transport infrastructure development, trade policy and trade facilitation and productive capacity building should remain important and require further effort and action. In addition, the issues related to climate change, land degradation, desertification and deforestation, should also be thoroughly discussed and addressed in the context of the next Program of Action. He stressed that the renewed partnership should not be reflected only at the political level but also its actual implementation on the ground.

In his remarks, H.E. Ambassador Juan Esteban Aguirre expressed his appreciation to the agencies for their support towards promotion of sustainable development in the LLDCs. Referring to the 50th anniversary of UNCTAD, Ambassador Aguirre noted that the LLDCs had come a long way on their development trajectory and had made some progress. He informed the meeting that the LLDC Group in Geneva was involved in the

negotiation of the trade facilitation agreement at the WTO put special emphasis on transit issues. He noted that the approval of the agreement at the last Ministerial meeting in Bali was a major achievement for the LLDCs. The agreement has solid text on transit issues. He pointed out that the agreement strengthens and reaffirms principles stated in GATT Art. 5 which contains provisions to: enhance transparency and streamline cumbersome formalities; establish treatment no less favorable for goods in transit than those originating in the country of transit itself; not to subject goods in transit to charges

all the 5 UN regions. Under this project they will put out electronic communication across the regions.

Ms. Molnar also informed the meeting that they published a handbook on TIR that LV R Q (& (¶ V Sh e h e d L w H e n l a n d t r a n s p o r t c o m m i t t e e w a s m e e t i n g t h e f o l l o w i n g w e e k w h i c h w i l l d i s c u s s a m o n g o t h e r s h o w t o i m p l e m e n t t h e T r a d e F a c i l i t a t i o n

A representative of UN ESCAP, Mr Tengfei Wang, updated the meeting on the activities that (6 & \$ 3 ¶ V W U D G H S u b r e g i o n a l O f f i c e H i n d K o t a) ESCAP initiated development of a bilateral trade cost database in 2010 effort to increase understanding of the cost of trading between countries in Asia and the Pacific and beyond including all LLDCs in the region. In late 2011, ESCAP and the World Bank joined hands to develop a common standard methodology for calculating comprehensive international trade costs and issued the ESCAP World Bank Trade Cost Database in December 2012 which now includes data from 1995 to 2011 for over 180 countries.

Mr. Wang pointed out that ESCAP and ADB have jointly developed a tool to help the countries including LLDCs to put sustainable trade and transport facilitation monitoring mechanism in place (<http://www.unesap.org/tid/publication/tipub2683.asp>) and the tool will be implemented in Bhutan and Nepal in 2014. In addition technical assistance and relevant data and information for building capacity for inclusive and sustainable trade development were rendered to LLDCs which are either recently acceded members of the WTO (e.g. Lao PDR, Tajikistan) R U μ - F E R H Q : 7 Kazakhstan, Afghanistan, Azerbaijan, etc) or are undertaking significant domestic regulatory and other reforms aiming to integrate more intensively in regional and global economy (e.g. Mongolia)

Furthermore, ESCAP had undertaken capacity building training of LLDCs in the region on paperless trade and Single Window and on how to remove regulatory and procedural barriers to trade, including through enhanced capacity to negotiate and implement preferential trade and investment agreements on negotiations and preparation for services liberalization. The Global Trade Facilitation Conference 2013 held in Bangkok in November 2013 was attended by government and private sector representatives from nine LLDCs in the region. ESCAP is analyzing the information and finalizing a first version of the database on transit agreements, expected to be released by May 2014. An initial analysis of the trade facilitation potential of selected Asian transit agreements in the context of the WTO trade facilitation negotiations was released in January 2014. Recognizing the important role that regional integration can play in development of a country, ESCAP provided technical support and advisory work to Mongolia in its accession to Asia Pacific Trade Agreement, which is now pending ratification.

Mr. Nikolay Pomoshchnikov, Head of ESCAP Subregional Office for North and Central Asia based in Almaty highlighted that the 18th session of the SPECA Project Working Group on Transport and Border Crossing was held on 23 May 2013 in Almaty, Kazakhstan. The meeting invited those SPECA countries that ha

the fifth Session of the SPECA Post Working Group on Knowledge Based Development that was held on 4 December 2013 in Baku, Azerbaijan which discussed the issues of Asian Information Superhighway.

Representative of UN ECLAC, Mr. Ricardo Sanchez informed the meeting that the main focus for ECLAC is on logistic costs that are affecting the LLDCs in Latin America

in the field, notably in the context of needs assessments and implementation plans for the WTO trade facilitation agreement in which LLDCs and transit countries were facing difficulties in determining their full compliance of, at that time, future rules applying to Freedom of transit.

In relation to forthcoming activities of relevance to the Almaty review process, Mr. Rubiato made reference to the trade facilitation week to be held on 30 June 2014 with the annual meeting of the Global Facilitation Partnership (<http://www.gfptt.org>) organized

4 areas including; addressing burdensome-tariff Measures (NTM), promoting trade facilitation, efficient business services and meeting private standards. On addressing burdensome NTMs, he indicated that ITC has undertaken-large company surveys that indicate that companies in LLDCs are strongly affected by-tariff barriers and SURFHGXUDO REVDFOHV 2Q WUDGH IDFLOLWDWLRQ , 7 FaFLOLWDWLRQ' WR KHOS FRXQWULHV DQG WKHLU 60(V W the multilateral agreement has to offer following the 9th Ministerial Conference in Bali, end of last year.

The representative of UNIDO, Mr. Conde Bashir, indicated that UNIDO is organizing a pre-conference event on Enhancing productive capacities of LLDCs jointly with OHRLLS and UNCTAD to be held on 30 April in Vienna. This ~~day~~ event is expected to result in concrete recommendations on deliverables for enhancing productive capacities of LLDC. Background papers are being prepared. UNIDO approach towards productive capacities involves promotion of inclusive and sustainable industrial development which focuses on the fact that partnerships and environmental safeguarding are essential to growth. The approach ~~advises~~ for entire packages looking also at transportation, communication, and energy as primordial issues to be regarded for all countries if they want to achieve enhance productive capacity in a sustainable manner to be effective enough to boost these countries. UNIDO stands ready to assist both in the organization or co-organization of a side event, symposium or what is deemed necessary by Member state and/ OHRLLS.

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Central African Republic. Since the last Interim Trade Policy Review (ITPR) completed and validated by national authorities. The report provides extensive analysis of the transport infrastructure in the country, reviews customs operations and makes recommendations for reform in this area; analyzes the current status of ICT services in Chad, etc. She also pointed out that UNDP has been providing support to institutional strengthening and capacity development of trade related institutions in a number of LLDCs including, Burkina Faso, Chad, Lesotho and Malawi. The organization has been implementing projects in the trade, education, private sector and environment programmes in all LLDCs. UNDP implements for example the Wider Europe Aid for Trade Initiative for Central Asia, South Caucasus and Western Europe, funded by Finland

She also noted that over the years UNDP has provided support to the Government of Mongolia to operationalize the International Think Tank for Landlocked Developing Countries (ITFLLDC). In this context, UNDP representative informed the meeting that on January 2014 UNDP and the Government of Mongolia signed a three-year project aimed at institutional strengthening of the Think Tank. Some of the priority activities include the formulation of a three research papers that had already been identified by the LLDC countries themselves. She underlined that one of the papers focuses on the trade facilitation negotiations at the WTO which features prominently in the preparatory activities of the Second review Conference.

With respect to the preparatory meetings for the Conference, she reported that UNDP is interested in being associated with the meeting in June 2014 in Ulaanbaatar on trade facilitation given the support being provided to the LLDCs Think Tank. She also stated UNDP was open to discuss with the OHRLLS the possibility of organizing a side event during the Conference to showcase ongoing research on Trade and Human Development in Central Asia.

The representative of the World Customs Organization (WCO) Ms. Harumi Chikada indicated that one of the main objectives of the WCO is to help improve the efficiency and effectiveness of customs administration by harmonizing and simplifying customs

LLDCs to prioritize their development activities. (3) Case studies of successful investment promotion on commodity sector in LL

controls and sharing of common facilities and Establishment of one stop border post control

Article 11 on Freedom of Transit has the following provisions most of them in binding language (i) Any regulations and formalities shall not be maintained if circumstances/objectives no longer exist and constitute a disguised restriction on trade (ii) Traffic in transit shall not be conditioned on collection of fees (except cost based, transport and administrative expenses) (iii) Prohibition on voluntary restraints on traffic in transit (iv) Non-discrimination principle expanded and strengthened (v) Separate infrastructure for traffic in transit encouraged (vi) Formalities, documents and controls shall not be more cumbersome than necessary (vii) No charges, delays or restrictions once goods cleared for transit (viii) No application of technical barriers to trade (BT) measures to transit goods (ix) Advance filing and processing of transit documentation to be allowed and provided (x) Promptly terminate transit operation once exit point is reached (xi) Guarantees Limited to ensuring requirements are fulfilled Discharged without delay Allow multiple transaction or renewal Publish information used to set guarantees Convoys or escorts only in high risk cases (xii) Endeavour to cooperate to enhance transit and (xiii) Endeavour to appoint national transit coordinator

Section II of the TFA on Special and Differential Treatment (SDT) is guided by the following general principles Section I will be implemented by developing countries and LDCs in accordance with Section I Technical assistance and capacity building should be provided to help implementation The extent and the timing of implementation will be related to the implementation capacities Implementation will not be required until capacity has been acquired Assistance and support for capacity building should be

later than 90 days before the expiration date. The Member State should notify new dates and indicate reasons for delay. Automatic extension will be granted if it is the first request and for less than 1.5 years (developing) or 3 years (LDCs). Subsequent extensions will be submitted to the Committee.

The TFA also stipulates establishment of an Expert Group. Where an extension has not been granted or there are unforeseen circumstances and a Member self-assesses its lack of capacity to implement, the trade facilitation committee will establish an Expert Group (composed of 5 independent persons). The expert group will examine the issue and make a recommendation within 120 days of its composition. No Dispute Settlement Understanding course will be done from the time of notification until: first meeting of the Committee after the recommendation (developing countries) or the committee makes a decision (LDCs). Members can shift provisions between Category B and C but must provide information on assistance required to build capacity. The Dispute Settlement Understanding Grace Period is stipulated 2 years for Category A for developing countries; and 6 years for Category B.

meetings, and the pre-conference activities, (International trade, trade facilitation and aid for trade; Road and rail financing Conference; Asian transport links Ministerial Conference; Brainstorming meeting; Global services forum; Transport development and trade facilitation; Renewing global partnerships for connecting LLDCs to markets; EGM on implementation of trade and transport facilitation measures in Africa Conference on Road Transport; Building resilience of LLDCs to impacts of climate change; EGM on Transport and Logistics Innovations in LLDCs; South Facility for LLDCs launch, Enhancing ICT development and connectivity; Development, logistical costs and situation of LLDCs in Latin America) It was also based on annual reports of the Secretary-General, national reports and relevant analytical work on LLDCs done by the UN system and international organizations

He said that his presentation was a snapshot of the priority areas for action. He indicated that there were major conclusions coming from the preparatory events that need to be reflected in the key elements. The following is a summary of his presentation. The detailed framework of the preliminary key elements and possible actions is presented in annex III. Mr. Erdenebileg requested for the inputs of the agencies on the draft key elements by mid-May.

(i) The need for broadening the LLDC agenda

Landlockedness has a huge impact on the overall development of the LLDCs and there is an overwhelming view that the outcome document should therefore take a

Linking into global value chains presents an opportunity for LLDC to achieve greater integration into world markets and allow them to become important links in the production and distribution chain.

(ii) Transit issues should remain priority of the new Programme of Action

He also indicated that there is to include some indicators in the outcome document in order to ensure that the deliverables are actually delivered

Mr. Torres stated that L W ¶ V D F R P S i o n C o n s i d e r i n g t h e R e s i l i e n c e

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1. Annex I: List of Participants

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Mr. Sandagdorj Erdenebileg, Chief, Policy Development, Coordination, Monitoring and

Annex II: Programme of Work

Fourth Inter-Agency Consultative Group Meeting on the Preparatory Process for Second UN Conference on LLDCs

20 February 2014

Room XXVII, Palais des Nations, Geneva

Agenda

10:00 ±10:30	<p>Opening session</p> <ul style="list-style-type: none"> - Opening statement by Mr. Gyan Chandra Acharya, Under Secretary General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States - Remarks by LLDC Group Chair, H.E. Mr. Thongphane Savanphone, Permanent Representative of Lao PDR in Geneva - Remarks by LLDC Group Coordinator on Trade and Development, Mr. Juan Esteban Aguirre, Permanent Representative of Paraguay in Geneva
10:30 ±13:00	<p>Consultations on the substantive and organizational preparations for the Second UN Conference on LLDCs</p> <ul style="list-style-type: none"> - UN-OHRLLS presentation on the current status of the preparations for the Conference, including the latest UN GA resolution on Specific Actions to be Taken to Accelerate Growth and Employment in Least Developed Countries, Landlocked Developing Countries and Small Island Developing States - Presentations by agencies on events held and activities since last IA meeting <ul style="list-style-type: none"> - ECE, ECA, ECLAC, ESCAP, WTO, IRU, ITU, UNCCD, UNCTAD, ITC, World Bank, and others - Presentations by agencies on upcoming events <ul style="list-style-type: none"> - UNCTAD, UNIDO, CFC, UNDP, and others - UN-OHRLLS presentation on the private sector track
13:00 ±15:00	Lunch break
15:00 ±15:30	Briefing by WTO on the outcome of the Trade Facilitation Agreement and its implications for the LLDCs
15:30 ±16:30	<p>Consultations on the substantive elements for the outcome document for the Conference</p> <ul style="list-style-type: none"> - Presentation by UN-OHRLLS on the key elements for the outcome document

	- Comments by agencies and discussion
16:30 ±17:30	<p>Consultations on side events at the Conference</p> <ul style="list-style-type: none"> - Proposals on the planned events on the sidelines of the Conference by UN-OHRLLS - Comments by agencies and discussion
17:30 ±18:00	<p>Summary of the consultations and recommendations on way forward</p> <ul style="list-style-type: none"> - Concluding remarks by UN-OHRLLS

Annex III. Key elements for a new Programme of Action for LLDCs emerged from substantive preconference discussions

These elements are based on substantive discussions and recommendations-from pre conference activities, including Thematic preconference events (International trade, trade facilitation and aid for trade; Road and rail financing Conference; Asian transport links Ministerial Conference; Brainstorming meeting; Global services forum; Transport development and trade facilitation; Renewing global partnerships for connecting LLDCs to markets; EGM on implementation of trade and transport facilitation measures in Africa; H Conference on Road Transport; Building resilience of LLDCs to impacts of climate changes; EGM on Transport and Logistics Innovations in LLDCs; SouthSouth Facility for LLDCs launch, Enhancing ICT development and connectivity; Development, logistical costs and situation of LLDCs in Latin America) Regional review meetings (Europe, Asia, Africa, Latin America) Inter-agency meetings Annual reports of the Secretary-General Relevant analytical work on LLDCs done by the UN system and international organizations

Consultations from other forthcoming activities and events will further enrich these suggested elements Outstanding preconference events (GA/ECOSOC partnerships session on LLDCs; Enhancing productive capacities; Retreat of key negotiators; Enhancing international support to LLDCs; Assessing vulnerability of LLDCs to external shocks; High Level meeting on trade facilitation; dedicated session to LLDCs and W Investment Forum) National reports in the implementation of the APAD Others.

This is not a complete final list of suggested actions for LLDCs, transit countries and development partners for the next decade; rather it gives an overview of the main areas and actions that the new Programme of Action could focus on. The outcome document will identify several priority areas, each one with its own broad overarching objectives and then sets of specific actions to be undertaken by LLDCs, transit developing countries and development partners.

The fundamental development objectives of the new programme of action for LLDCs include increased trade, economic growth and integration into world economy, poverty reduction and sustainable development. The outcome of the LLDC Conference will feed into the deliberations of the post-2015 development framework.

and noneconomic dimensions of development. The study found that the level of development in LLDCs is on average 20% lower than what it would have been were the countries not landlocked. The development effects of landlocks can be transmitted through various channels, including of course international trade, but also quality of institutions, income, and the stage of economic as well as social development. Lack of technological innovation, deficient communication infras

Given the high trade costs, trade facilitation has become for many LLDCs the most important trade policy instrument to achieve gains from international trade. Many LLDCs have made efforts to enhance trade facilitation, including through harmonisation of customs procedures, rules and documentation; introduction of modern electronic techniques; introduction of one stop border posts and single windows; removal of roadblocks; and others. W W K H J O R E D O O H Y H O R Q ' H F H P E H U
Ministerial Conference, after more than ten years without any agreement on the Doha Round of trade negotiations, WTO members reached an agreement on the Bali package. This package includes the Agreement on Trade Facilitation, which clarified and further improved aspects of relevant articles of GATT 1994, namely freedom of transit (Article V), fees and formalities connected with importation and exportation (Article VIII), and publication and a

Emerging challenges and opportunities

The preparatory meetings have also noted that during the implementation of the APoA, new challenges have emerged that are affecting LLDCs such as climate change, desertification, degradation and food insecurity. Building resilience of LLDCs to these external shocks, including the effects of climate change and economic crises, has been highlighted as one of the new priorities for the Programme of Action.

In addition, the international environment has been changing and is now characterized by greater austerity measures, while new and emerging economies are playing a bigger role in international trade, investment and policy making. While this presents challenges for the LLDCs in terms of traditional development financing, it also presents opportunities to build SouthSouth cooperation and partnerships.

Financial, technical and capacity building support from traditional donors, as well as emerging donors and transit countries, will of course be crucial to assist LLDCs in implementing the new Programme of Action.

A snapshot of the priority areas for action is presented below

Priorities for action

A. Structural Transformation of LLDCs economies and productive capacity development

- xEnsure structural transformation towards higher productivity, diversification, value-addition and industrialization
- xInvest in human and technological capacities
- xThe private sector should play a role in building productive capacity
- 1. Industrial sector development
 - xDevelop robust industrialization policy
- 2. Agriculture, food and nutritional security and rural development
 - xEnhance development of agricultural sector
 - xStrengthen institutions to boost food production, agricultural productivity and sustainable agricultural practices
 - xPromote change in production from low value to high value agricultural products
 - x

D. Trade Facilitation

- xAll LLDCs and transit developing countries to fully implement the provisions in the WTO Agreement on Trade Facilitation
- xFurther simplify and harmonize customs and border crossing rules, procedures and documentation in LLDCs and transit countries, with the aim of facilitating faster and cheaper trade
- xEstablish or strengthen national committees on trade facilitation, with involvement of all major stakeholders
- xImplement or scale up trade facilitation initiatives and instruments, such as single window, one stop border posts, advance processing of documentation, minimal physical inspections, use of risk management systems, authorized economic operators programmes, etc.
- xIncrease the use of ICT for customs and border procedures
- xPromote implementation of permit-free transit transport
- xEnhance coordination of agencies responsible for customs and border controls and procedures, within LLDCs as well as with transit countries
- xEnsure full and inclusive representation of private sector in trade facilitation
- xMore effectively monitor progress in facilitating trade
- xEnhance financial, technical and capacity building assistance to LLDCs

E. Emerging challenges for LLDCs

1. Climate change, DLDD and environmental sustainability
 - xDevelop national action plans to addressing climate change and DLDD and integrate them into national planning
 - xFully utilize and strengthen existing climate resources, funds and facilities towards adaptation, mitigation and land reclamation. Consider establishing special financing facility for LLDCs.
 - xStrengthen sustainable land and resource management and invest in climate smart agriculture
 - xPromote sharing of experiences and good practices
 - xBuild productive capacities and diversify economies in order to achieve sustainable economic growth
 - xPromote regional cooperation to address climate change and DLDD
 - xStrengthen early warning systems
 - xStrengthen generation and analysis of data and information related to climate change and DLDD and its impact, and strengthen monitoring
 - xInternational community to provide technological and capacity building assistance to LLDCs
2. Disaster risk reduction
 - xPromote coherence between disaster risk reduction and climate change

xDevelopment partners to support LLDCs to strengthen capacity to reduce vulnerability to natural disasters and to benefit from early warning systems

F. International support an

G. Regional Integration

- xDeepen regional integration in order to enhance competitiveness and maximise benefits from globalization
- xDevelop regional infrastructure networks, widen regional cooperation frameworks and aim to increase intraregional trade
- xPromote harmonized regional policies and connect and participate in existing regional agreements and frameworks and transport corridors

H. Implementation, monitoring and review