

## **"United Nations Assistance for Landlocked Developing Countries (LLDCs), 2001–2005"**

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### **Abstract**

*This paper explores the role of the United Nations (UN) in assisting Landlocked Developing Countries (LLDCs) from 2001 to 2005. It analyses the structural challenges faced by LLDCs, particularly in international trade and development, and reviews the multilateral support provided by the UN to address these disadvantages. Emphasis is placed on the Almaty Programme of Action (2003), which became a landmark policy initiative during this period. The paper argues that while progress was made in mobilizing global awareness and cooperation, practical implementation lagged behind rhetoric. It concludes with suggestions for improved support mechanisms for LLDCs in the global economy.*

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### **I. Introduction**

Landlocked Developing Countries (LLDCs) face distinct challenges due to their geographical disadvantage. With no access to the sea, they are often dependent on neighboring transit countries for trade, which increases costs and time for imports and exports. Between 2001 and 2005, the United Nations intensified efforts to support LLDCs by addressing these structural barriers through diplomatic frameworks, development assistance, and international cooperation.

This research examines the nature, extent, and effectiveness of UN assistance to LLDCs during this period. It focuses on policy developments, institutional support, and international frameworks that emerged in response to LLDC-specific constraints.

### **II. Background and Challenges Faced by LLDCs**

LLDCs are often characterized by limited infrastructure, underdeveloped trade networks, and heavy reliance on primary commodity exports. These countries face higher costs in transporting goods, less competitive export markets, and delays at borders due to customs inefficiencies. As of 2005, 31 countries were classified as LLDCs by the UN, primarily located in Africa, Central Asia, and parts of Latin America.

Challenges during 2001–2005 included:

- High transportation and transit costs
- Dependence on neighbouring countries for market access
- Weak trade facilitation infrastructure
- Limited foreign direct investment (FDI)
- Vulnerability to external shocks and climate change

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### **III. United Nations Framework for LLDC Support**

The UN has played a central role in international advocacy for LLDCs. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS), established in 2001, spearheaded much of the coordination and policy-making concerning LLDCs.

Key UN resolutions and decisions include:

- UN General Assembly Resolution A/RES/56/180 (2002): Called for enhanced international support for LLDCs.
- Establishment of UN-OHRLLS (2001): Signaled institutional recognition of the special needs of LLDCs.
- Initiation of the Almaty Process: Culminating in the Almaty Programme of Action in 2003.

These steps institutionalized LLDC concerns within the UN system and created a platform for international dialogue and cooperation.

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#### **IV. The Almaty Programme of Action (2003)**

The most significant milestone in UN assistance for LLDCs during this period was the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries, held in Almaty, Kazakhstan in August 2003.

##### **4.1 Objectives**

The Almaty Programme of Action (APA) aimed to:

Develop efficient transit transport systems.

Reduce costs and delays in trade.

Improve infrastructure in LLDCs and transit countries.

Promote international partnerships.

Secure technical and financial support.

##### **4.2 The Five Priority Areas**

The APA focused on five critical areas:

1. Transit policy and regulatory frameworks

2. Infrastructure development and maintenance

3. Trade and transport facilitation

4. International support measures

5. Implementation and review

##### **4.3 Significance**

The APA was groundbreaking in that it created the first global action plan dedicated to LLDCs. It recognized the shared responsibility of LLDCs, transit countries, and the international community in overcoming trade barriers.

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#### **V. Funding and Technical Assistance**

UN assistance from 2001 to 2005 came in both technical and financial forms, often in collaboration with institutions like the World Bank, UNCTAD, UNDP, WTO, and regional development banks.

##### **5.1 Technical Assistance**

Capacity building in trade negotiation and transport management

Training on customs and border procedures Policy advice on integrating trade into national development plans

##### **5.2 Financial Assistance**

Mobilization of development funding for transport corridors (e.g., North-South Corridor in Africa)

Support from the UNDP's Trade and Human Development Unit for LLDCs

Integrated Framework for Trade-Related Technical Assistance in LDCs and LLDCs.

However, funding levels were often insufficient compared to needs, and many LLDCs remained heavily aid-dependent.

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#### **VI. Regional Initiatives and UN Cooperation**

The UN worked closely with regional organizations such as:

Economic Commission for Africa (ECA).

Economic Commission for Europe (ECE).

Economic and Social Commission for Asia and the Pacific (ESCAP)

These bodies helped implement the APA through region-specific programs and technical cooperation, including the development of regional transport corridors, harmonization of regulations, and trade facilitation efforts.

Notable initiatives:

Trans-Asian Railway and Asian Highway projects supported by ESCAP

Trans-African Highway supported by ECA and the African Development Bank

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## **VII. Monitoring and Reporting Mechanisms**

Post-2003, UN-OHRLLS was tasked with monitoring progress in implementing the APA. A Biennial General Assembly review was established, and annual reports were prepared to measure achievements.

Limitations in this period included:

Lack of disaggregated data for LLDCs

Weak national monitoring capacity

Inconsistent implementation among countries

Despite these issues, the monitoring framework brought visibility and accountability to the global commitment toward LLDCs.

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## **VIII. Case Studies**

### **8.1 Ethiopia**

Ethiopia benefited from UN and World Bank support in building road networks and modernizing customs procedures, particularly in collaboration with Djibouti as a transit country. The APA gave political momentum to these projects.

### **8.2 Bolivia**

Bolivia used the APA as leverage to advocate for special transit agreements with its neighbours. It also received technical assistance from UNCTAD to improve trade policy design.

### **8.3 Kazakhstan**

As the host of the 2003 conference, Kazakhstan played a leading role in regional advocacy for LLDCs in Central Asia. It coordinated rail and customs harmonization efforts with Kyrgyzstan and Uzbekistan under UNESCAP supervision.

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## **IX. Assessment of UN Impact (2001–2005)**

### **9.1 Achievements**

Increased global awareness of LLDC issues

Institutionalization of LLDC concerns in the UN system

Creation of a coherent global framework (APA)

Initial mobilization of donor and multilateral support

### **9.2 Shortcomings**

Delayed or partial implementation of APA goals.

Persistent infrastructure and capacity gaps.

Limited private-sector engagement.

Coordination challenges between LLDCs and transit neighbours.

The UN's role was instrumental in norm-setting and diplomacy, but tangible development gains remained modest during this period.

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## **X. Conclusion and Recommendations**

The years 2001 to 2005 laid the foundation for global cooperation to address the challenges of LLDCs, with the Almaty Programme of Action marking a pivotal moment. While the UN succeeded in advocacy and institutional leadership, practical implementation lagged.

### **Recommendations:**

Strengthen APA implementation with binding targets and monitoring.

Enhance infrastructure investment through public-private partnerships.

Promote digital trade to bypass physical barriers.

Deepen regional integration with transit facilitation agreements.

Increase LLDC representation in global trade forums.

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