



# Report of UNECA/UN-OHRLS Midterm Review of the Implementation of the Vienna Programme of Action for LLDCs for the Decade 2014-2024 in the Africa Region

Marrakesh, Morocco, 18-19 March 2019

The Regional Review meeting was held as an activity of the project led by UN-OHRLS entitled: "Design and implement policies that promote transport connectivity for the achievement of the SDGs which is funded by the 2030 Agenda for Sustainable Development - Sub-United Nations Peace and Development Trust Fund". Other sources of funding for the meeting that include the Government of India; and UNECA are gratefully acknowledged.



drought, desertification, land degradation and melting disproportionately affect LLDCs

Assembly has appointed the Permanent Representatives of Bhutan and Austria to the UN in New York as co-facilitators for the midterm review. She communicated that the co-facilitators H.E. the Permanent Representatives of Bhutan and Austria; a member of the Bureau of the LLDC Group H.E



trade relations between Morocco and the LDCs in Africa which has led to an increase in exports to the Moroccan market. She noted that the African Continental Free Trade Area will undoubtedly create new opportunities in terms of growth, trade and investment among all African countries. She stressed that African Continental Free Trade Area should be accompanied by appropriate measures to ensure favorable conditions to countries, particularly landlocked countries.

20. She pledged that the Kingdom of Morocco will continue its efforts to consolidate its cooperation with landlocked African countries and establish mutually beneficial partnerships which not only take into consideration the real needs of landlocked countries but also focus on sharing experiences,



economic power in contribut





## Session 2 Fundamental Transit Policy Issues

aims to harmonize maritime transport policies amongst others; and African Corridor Management Alliance (ACMA) which aims to enhance cooperation and coordination, and promote information sharing among corridor management institutes in Africa. On the support offered by UNECA she indicated that UNECA supported Pan-African Chamber of Commerce and Industry (PACCI) on popularizing paperless trading through single windows (SWs) and this involved undertaking case studies that were being developed on Kenya and Nigeria on SW implementation. She further informed the meeting that UNECA provided support to African Alliance on E-Commerce (AAEC) on its establishment and its work including an ongoing project on producing guidelines on implementation of single windows. Furthermore, she pointed out that UNECA conducts robust research and training that informs policy makers and collaborates with partners to support African member countries especially landlocked countries. She concluded that instruments for facilitating transit exist but noted that implementation remains a challenge. She reiterated the need to enhance implementation, advocacy and capacity building.

38. Mr. Raul Torres, Counsellor, Development Division, World Trade Organization presentation focused on Article 11 of the WTO Trade Facilitation Agreement (TFA) on the Freedom of Transit. He highlighted the key features of Article 11 of the TFA which include measures relating to: fees and charges, prohibition of voluntary constraints, products in transit, infrastructure for traffic in transit, guarantees, use of convoys, and appointment of national transit coordinators. Additionally, he gave an overview of the status of implementation of the Article 11. He noted that the implementation of Article 11 by the LLDCs was lower than that of the transit countries and developing countries. LLDCs notified about 43% of Article 11 notifiable measures as category A measures (measures already implemented) compared to about 49% and 71% for transit countries and developing countries.

#### Summary of Interventions by Countries

39. Participants made interventions sharing their national experiences on the implementation of transit policy issues. The following countries made interventions in this session: South Sudan, Burundi, Malawi, Beni

the need to tackle port and transit services inefficiencies to achieve meaningful regional integration, robust international partnerships on infrastructural connectivity, enhancing technical and human capacities to address the bottlenecks regarding transit time and trade facilitation. They emphasized the importance of cordial bilateral relations. The participants called on development partners to provide support to enhance the capacity of the LLDCs and Transit Countries to implement and adhere to relevant international agreements.

41. The challenges brought about by climate change in particular the destruction of infrastructure was also recognized. The destruction caused by Cyclone Idai in Malawi and Zimbabwe was cited as example.

### Session 3 Connectivity and Transport Infrastructure Development

42. The session was moderated by Mr. Sandagdorj Erdenebileg, Chief of Policy Development, Coordination, and Reporting Service, UN-OHRLLS. The session aimed to discuss and share experiences on progress made, challenges, opportunities and best practices in improving connectivity for the LLDCs including both the hard and soft transport infrastructure since the adoption of the Vienna Programme of Action and make recommendations to build capacity and partnerships to enhance transport connectivity of the LLDCs. It also aimed to identify recommendations to utilize the opportunities presented by the Belt and Road Initiative. In this session presentations were made by Mr. Soteri Gatera, Senior Economic Affairs Officer, Energy, Infrastructure and Services Sector, Private Sector Development and Finance Division, UNECA and Ms. Zodwa Florence Mabuza, Principal Regional Integration Officer, African Development Bank Group (AfDB). The presentations were followed by countries ¶ interventions.
43. In his introduction of the session Mr. Sandagdorj Erdenebileg highlighted the achievements made on transport infrastructure development. He informed the meeting that some progress had been achieved during the review period in particular in the completion of missing links in infrastructure development and improvement of legal and policy framework. He however highlighted that LLDCs lag behind the world on transport infrastructure development and that the African LLDCs are furthest behind. He gave examples of West and Central Africa that has rail density of 2.3 Kms per 1,000km<sup>2</sup>



48. Mr. Gatera also underlined the



operating below capacity. The high affinity for soft infrastructure funding relative to hard



57. Furthermore, Ms. Mutangadura discussed challenges faced by LLDCs in developing energy infrastructure and connectivity. She highlighted the following challenges: lack of long-term energy development strategies, policies and programmes which hinder the growth of energy sector; outdated and inefficient grid and transmission systems which result in transmission and distribution loss; and the inefficiencies in transmission and distribution systems which lead to considerable financial losses for energy companies which are mostly state-owned. Additionally, she noted that cross-border energy trade was still at its early stages of development and often lack of investment resources being the binding constraint. She further informed the meeting that revenue generated by exploitation of oil and gas resources are most



network in their countries. They also emphasized the importance of ICT connectivity for their countries to integrating into e-commerce. They noted the high costs of connecting to the cables under the sea due to transit challenges.

65. They also noted that high energy inefficiencies in their countries remain a challenge and stressed the importance of regional projects to address their challenges. They highlighted some of the regional initiatives which they were participating in such as the Southern Africa regional power pool. Noting the high costs associated with the energy infrastructure development, they called for support and also emphasized the importance of mobilizing investment and promotion of investment in alternative sources of energy such as renewable energy.

#### Session 5 International Trade and Trade Facilitation

66. The session was moderated by Mr. Stephen Karingi, Director, Regional Integration and Trade Division, UNECA. The session discussed progress made in increasing trade potential and promoting trade facilitation, share best practice experiences and identify the outstanding challenges and suggested recommendations. It also discussed how the implementation of the WTO Trade Facilitation Agreement can be accelerated. In this session presentations were made by Ms. Jane Karonga Economic, Affairs Officer, Regional Integration and Trade Division, UNECA; Ms. Nnana Mmanyabela Pheto, Economic Affairs Officer UN-OHRLS; and Mr. Raul Torres, Counsellor, Development Division, World Trade Organization. This was followed by countries interventions.
67. Ms. Jane Karonga Economic, Affairs Officer, Regional Integration and Trade Division, UNECA presentation focused on the status of trade facilitation in Africa. At the outset she highlighted that Africa lagged behind the rest of the world on trade facilitation. She indicated that according to the World Bank Doing Business data (SULFDQ exWdDgNwWf in Africa) border compliance for export requires 73% more time than the world average. She informed about the UN Regional Commissions Global Survey on Trade Facilitation and Paperless Trade Implementation launched in 2013 and highlighted that the survey is aimed at giving a global view on key trade facilitation issues,

the 21 countries. She noted that whilst the use of automated customs systems were reported as widely used and were WKH PRVW FRPPRQ 3IXOO\ LPSOHPHQWHG ' F countries (14 countries), the implementation of single window was around 35%. She emphasized that a clear area of challenge was cross-border paperless trade: electronic exchange of data and documents, laws and regulations on electronic transactions, and establishment of recognized certification authority.

68. Ms. Karonga stressed that trade facilitation was a priority area for Africa and she highlighted that 31 out of the 44 African WTO Members had ratified the WTO Trade Facilitation Agreement. She added that the 2017 Global Review for Aid for Trade revealed that trade facilitation was the number 1 stated priority for Aid for Trade for Africa and constituted 60 per cent of the trade policy related AfT disbursements. She further highlighted that trade facilitation was one of the seven Boosting Intra-Africa Trade (BIAT) clusters. She added that trade facilitation would maximize AfCFTA gains. She noted that AfCFTA will incorporate several elements which will support facilitation of trade and these were: provisions on trade facilitation and transit, provisions on customs cooperation, NTM monitoring mechanism, and national AfCFTA committee. In her closing remarks, Ms. Karonga talked about UNECA work on trade facilitation. She highlighted that UNECA was working closely with AUC, RECs and Member State to facilitate the implementation of the AfCTA including the trade facilitation elements. UNECA also supported Member States to develop AfCFTA National Implementation Strategies. Additionally, she communicated that they were collecting data for the 2019 edition Global Survey on Trade Facilitation and Paperless Trade Implementation and called on Members States to submit their response by end of March 2019.
69. Ms. Nnana Mmanyabela Pheto, Economic Affairs Officer, UN-OHRLLS gave an overview of the LLDCs performance on

the LLDCs had notified as requiring support to be able to implement them and which included: single windows, Test procedures, Border Agency cooperation, Authorized operators and publiQ

measures under Category C were: Single Window, Test Procedures, Border Agency Cooperation, Average Release time studies and enquiry points.

73. He also informed the participants about the Trade Facilitation Facility highlighting that it was launched in 2014 and had three components being provision of technical assistance and capacity building, information sharing pla







promising opportunities for export diversification, services led transformation and services trade-led growth. She did however note the challenges in growing the service sector in Africa and these included: dealing with barriers to trade in services are more complex than barriers to trade in goods; the regulatory environment is still relatively underdeveloped; key sectors such as telecommunications, professional services, and transport services are relatively restricted in many countries; and regulatory requirements, and immigration policies restricting the movement of persons. She presented the following recommendations: LLDCs need to review the production processes for manufacturing and agricultural products in order to identify the relevant services impediments that should be prioritized; more research is needed to better evaluate the complex roles of services boosting overall economic competitiveness; enhance capacity building to LLDCs in dealing with services negotiations; LLDCs should consider enhancing liberalization of services sectors necessary to support their industrialization and trade facilitation; and seeking FDI inflows to the high-value added sectors.

### Summary of Interventions by Countries

84. Participants shared their experiences on their countries' efforts to achieve structural economic transformation. Some participants indicated that their national development plans aimed to achieve structural economic transformation amongst other priorities. Botswana indicated that one of six broad-based national priorities set out in their National Development Plan 11 was to achieve structural economic transformation. Côte d'Ivoire indicated that they have two National Development Plans 2012-2015 and 2016-2020 that aimed to achieve structural economic transformation. Other policies and strategies which participants highlighted included National Industrial Development Policies, Special Economic Zones-Policies, Human Resource Development Strategy, national export strategies and Research, Science, Technology and Innovation strategies. Some of the initiatives which were also highlighted as being implemented to achieve structural transform include: establishing and enhancing, standards setting bodies; technical regulations and infrastructure development; research and development; liberalize the trade in services; boost competition; set incentives and tariffs for investment. The importance of securing markets for LLDCs products as well as training in trade negotiations were highlighted by the participants. The need to improve business environment was also emphasized. Regarding this matter, Côte d'Ivoire shared its experience in improving business environment and highlighted that it had established the Single Window of Corporate Formalities to reduce time and cost of business.
85. Participants also communicated the challenges they had faced in achieving structural economic transformation. Among the challenges highlighted by the participants were; the capacity to compete with neighboring transit countries for investment, weak implementation capacity, lack of capacity to invest in research and development and infrastructure as well as undiversified routes to the sea ports. Côte d'Ivoire indicated high poverty rate, low human development index and political instability as obstacles.
86. Participants also discussed the regional initiatives aimed at achieving structural economic transformation including the SADC Industrialization Policy and SADC together with COMESA and EAC also adopted industrial development as one of the pillars underpinning regional cooperation under the Tripartite.



90. H.E. Mr. Kickert also emphasized the importance of trade facilitation in addressing the challenges of being a landlocked country. He expressed their strong support to the trade policy of the European Union to grant Preferential Market Access to Least Developed Countries, a preferential regime that applies to 13 out of 16 African LLDCs. He noted that under the Everything-But-Arms arrangement, the EU provides duty-free, quota-

healthcare, Fast Moving Consumer Goods, processing of agricultural products and financial services.

93. He emphasized that to fully leverage the impact of the private sector, a stable, predictable and enabling investment environment is vital. He noted that the rule of law, good governance, the respect of human rights, gender equality, as well as accountable and transparent institutions DUH HVVHQWLD O<sup>3</sup> HD FWRUJW ABA YXF FHM  
LQ UHIRUPLQJ WKH<sup>3</sup> -XVWLFH /DZ DQG 2UGHU' VHFWRU Z  
the person, security of property and access to justice for inclusive growth by improving infrastructure and access for all citizens, especially marginalized groups, to the legal services sector.

94. In his closing remarks, he stressed that as the global community embarks on the 2030 Agenda for Sustainable Development and the ambitious targets of its 17 Sustainable Development

countries in value chains development and funded the Tripartite FTA countries to develop an instrument of cooperation in industrial development.

97. Ms. Eunice Kamwendo, Strategic Advisor, Regional Bureau for Africa, UNDP presented on 8 1 ' 3 ¶ V V X S S R U W implementation. Ms. Kamwendo highlighted that SDGs/Agenda Z H U H W K H P D L Q H Q W U \ S R L O A W p l e R e d u t a b o n b i p p i n g o n t h e S R U W W intersection of different development agendas. She pointed out that SDGs are comprehensive and holistic and comprehensively cover the VPoA priorities though SDGs 7,8,9 and 17 amongst other goals. She discussed 8 1 ' 3 ¶ V V X S S R U W W R 9 3 R \$ L P S O H P H Q W I level actions such as integration of the VPoA priority areas in National Development Planning frameworks. On programmatic support she reported that UNDP supported the Tax Inspectors without Borders Initiative and a total of 12 LLDCs participated. Other forms of 8 1 ' 3 ¶ V support to VPoA implementation included, Development Finance Assessments (DFAs). She highlighted that the DFAs were a J U R Z L Q J E R G \ R I 8 1 ' 3 ¶ V Z R U N L Q V X S S expand the space for Means of Implementation and were proving to be a means to maximize effectiveness of all forms of co-operation for development for the shared benefits of people, planet, prosperity and peace. Ms. Kamwendo also reported that UNDP and OECD support the Global Partnership as the OECD/UNDP Joint Support Team to assess financing trends; examine the alignment between planning and financing and current financing trends; find opportunities for deeper public-private collaboration; examine monitoring and review systems in the management of financing policies; review current state of transparency and accountability among all partners; and emphasizing a multiple-stakeholder engagement and E X L O G L Q J D U R D G P D S , Q D G G L W L R Q 0 V . D P Z H Q G R K L J partnership base with increased private sector engagement through Philanthropic Institutions, South-South Partnerships, North-South-triangular partnerships, Private Sector Hub, and innovation funds for trade facilitation and regional integration. In closing, Ms. Kamwendo discussed challenges

delay in disbursement of funds for projects by development partners. Limited knowledge of the VPoA among key economic players nationally and regionally, inadequate resources; lack of baseline information to report, inadequate research in some areas which have an impact on the social and economic aspects were among the challenges highlighted by the participants. Some of the recommendations on enhancing the means of implementation included the need to increase national awareness on VPoA among all stakeholders; political commitment and championship of commitments and obligations is key to adoption and success of the programmes; involvement of multiple stakeholders for effective implementation of international commitments and obligations; provision of technical and capacity building levels to assist in the implementation and the monitoring, ratification of WTO Trade Facilitation Agreement and other VPoA related agreements; and ensure set implementation

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challenges that the region faces in implementing the Vienna Programme of Action. She highlighted that there was convergence of opinion that progress and notable achievements had been made in most of the priority areas in this region.

104. She emphasized that plans to improve the implementation of the WTO Trade Facilitation Agreement by African LLDCs and transit countries will bring improvements in shortening the transit time and reducing trade costs. She noted that the establishment of the Africa Continental Free Trade Area shows deepening of regional integration and cooperation.

110. Mr. Stephen Karingi, Director, Regional Integration and Trade Division, UNECA thanked all participants for their active participation and for their contribution in the meeting. He expressed his gratitude to UN-OHRLLS for the excellent partnership in organizing the meeting. He urged countries that had not yet ratified the AfCFTA to do so as the AfCFTA will contribute to addressing some of the LLDCs challenges. He also invited participants to participate at the upcoming Conference of African Ministers of Finance, Planning and Economic Development.

111. H.E. Ms. Doma Tshering, Permanent Representative of the Kingdom of Bhutan to the United Nations in New York and Co-Facilitator for the Mid Term Review of the Vienna Programme of Action presented her closing remarks. H.E Ms. Tshering pointed out that the sessions had been comprehensive, highly stimulating and generated an excellent range of recommendations. She observed that the implementation of VPoA depends on the full and active participation of all stakeholders, particularly the LLDCs, transit countries, the UN system, international and regional organizations, civil society and private sector. She noted the partnerships between LLDCs and transit countries which had developed in an effort to combat the lack of territorial access to the sea, remoteness for the full integration into global markets while increasing productivity capacity. Furthermore, H.E. observed that challenges pose opportunities to learn from RQH DQRWKHU¶V QDWLRQDO H[SHULHQFH advantage of innovation in the field of science and technology to leapfrog and transform economies; and to strengthen existing collaboration and forge new partnership to unlock SRWHQWLDO DQG WUDQVIRUP // '&V ,Q FRQFOXVLRQ + ( open, inclusive, and transparent process towards successful outcomes.





Area of the Common Market for Eastern and Southern Africa, EAC and SADC, strengthened the resolve of the twenty-six Tripartite States towards the implementation of various trade facilitation measures. The Tripartite Transport and Transit Facilitation Programme was launched in October 2017.

Other initiatives include: the decision adopted by the Heads of State and Governments of the African Union in 2015 which calls on countries to introduce a 30-day visa on arrival for all citizens of African countries; the African passport, visa-free regional blocs, or multi-year visas, aimed at facilitating free movement of persons, goods and services around the continent.

The Move Africa Initiative of the Program for Infrastructure Development in Africa (PIDA) was launched in 2016 particularly to address challenges pertaining to trans-boundary trade and logistical challenges. Furthermore, the Traffic Light System was developed to monitor and evaluate the performance of transport and trade corridors and aims at improving transport corridors and it is still at pilot stage.

### Recommendations

- x LLDCs and transit countries are encouraged to cooperate and coordinate on fundamental transit policies, laws and regulations and towards enhancing freedom of transit and integrate the international and regional standards in national legislation.
- x International organizations are encouraged to scale up technical assistance and capacity building support towards the effective accession, ratification and implementation of relevant

Most countries have established dedicated Road Funds and Road Authorities/Development Agencies to undertake maintenance, and development of roads for both the regional and national road networks. The main source of funds for road maintenance has been the fuel levy, access and toll gate fees, depending on the country, while funding for new construction and rehabilitation has

LLDCs need to pay particular attention to the cost recovery mechanisms and insurance schemes in negotiating Public Private Partnership Agreements.

- x LLDCs and their development partners including the regional and international financial institutions, regional organizations and bilateral development agencies should strengthen their efforts to mobilize and allocate more resources for infrastructure development and maintenance.
- x LLDCs need to strengthen their efforts in mobilizing domestic resources and bring about necessary tax administration reforms to meet their growing infrastructure financing needs.
- x The LLDCs and transit countries need to accelerate domestication and implementation of sound regionally adopted policy, regulatory and legislative frameworks to create an enabling environment for investment and infrastructure operations as well as enhance global competitiveness.
- x Development partners and relevant international organizations as well as the private sector are encouraged to provide support to facilitate the implementation of the SMART corridors initiative. The support may include development of bankable projects.
- x Development partners, international financial institutions, international and regional organizations are called upon to support LLDCs and transit countries to develop climate change resilient transport infrastructure.

## Energy

In 2016, 27.6% of people living in the African LLDCs had access to electricity, a percentage point increase of 3.3 from the 2014 level. However, the African LLDCs still lag behind both in the overall and the world averages in this respect. There is, moreover, a significant rural-urban electricity divide in the African LLDCs. On average in 2016, 61.6% of urban-dwellers had electricity access, as compared to only 13.5% of 13.5% of 13.5% of 13.5%2(I6(trihe(on)3(c)4(t. )-211(T 90000



- x The international community should provide capacity-building support to LLDCs improve their business environment in order to attract and retain the private sector in the ICT sector especially in the areas of the use of ICT infrastructure to promote trade, improve trade logistics, and enhance productivity and structural economic transformation.
- x The international community is called upon to facilitate technology transfer and support science and innovation towards implementation of the VPoA and the SDGs in LLDCs. The international

### Priority 3: International trade and trade facilitation

#### International Trade

The merchandise trade for African LLDCs on average increased over the review period. In 2017, \$10.1 billion pick up in trade reflects the improved global trade performance. In terms of imports, 2017 saw African LLDCs imports increase to USD 61.4 billion from USD 59.8 billion in 2016. The African LLDC trade balance remained relatively stable at USD 24.2 billion deficit.

African LLDCs note with concern their low share of trade since the adoption of the VPoA. For example, in 2017, LLDCs global share of exports was 0.21 per cent a slight decrease from 2015 and the share of intra-African trade for African LLDCs was 29 per cent, compared to the continental average of 18 per cent. In 2017, trade as a percentage of GDP for the LLDCs was on average 63%.

, W L V L P S R U W D Q W W R Q R W H W K D W \$ I U L F D ¶ V H [ S R U W V W R (fuel oil and minerals) and low-value added primary commodities- which are vulnerable to price volatility. The LLDCs are by far importing more than they are exporting and therefore suffer from huge trade deficits and this further render them even more vulnerable. The exportation of the raw materials by these states deprive them of the benefits of beneficiation and value addition.

The AfCFTA commits countries to remove tariffs on 90 percent of goods, progressively liberalize trade in services, and address a host of another non-tariff barrier. If successfully implemented, the agreement will create a single African market of over a billion consumers with a total GDP of over \$3 trillion. The AfCFTA offers the opportunity for the LLDCs to expand their trade.

African LLDCs are concerned with the current threats to the Multilateral Trading System including the stalemate in the Doha Development Agenda negotiations and the increase in the adoption of protectionist measures by major trading partners. This situation can further marginalize the LLDCs from the global trade.

#### Recommendations

- ‡ African LLDCs are encouraged to ratify the AfCFTA and accede to the WTO in this regard the UN system and other international and regional organizations should provide technical assistance and capacity-building support.
- x LLDCs should formulate and implement policies and strategies aimed at diversifying their export base and adding value to their exports in order to expand their participation in regional and global value chains.

- x The international community is called upon to support LLDCs in diversifying their exports, including through transfer of relevant technologies and support in developing their productive capacities.
- x LLDCs need to enhance efforts aimed at improving their business environment.
- x LLDCs should address barriers to trade in services.
- x WTO Members are called upon to strengthen and preserve the multilateral trade system and

Furthermore, progress has been made in establishing one stop border posts to improve border transit facilities and streamline border crossing procedures and formalities. However there has been limited support on both soft and hard infrastructure development.

### Recommendations

- x The UN and other international and regional organizations and the development partners are encouraged to provide the necessary technical, financial and capacity-building assistance to LLDCs and transit countries to ensure the effective implementation of the Trade Facilitation Agreement.
- x LLDCs and Transit countries should mainstream trade facilitation into their national development strategies and plans and for those LLDCs that have not done so, they should establish national committee on trade facilitation.
- x LLDCs need to enhance their efforts in improving and harmonizing their customs administrations and streamlining border crossing procedures, including by reducing the number of documentations needed for export and import.
- x LLDCs should promote greater use of technology-driven and ICT solutions to trade facilitation, including introduction of paperless trade, automation of customs procedures and customs clearance systems, and implementation of single window environment and OSBPs and development partners are called upon to support these efforts.
- x LLDCs and transit countries should fully utilize the trade facilitation tools developed by international organizations. Neighboring transit countries should enhance their involvement relating to facilitation measures.
- x Adequate resources need to be provided to support implementation of Trade and Transport Facilitation Programs at regional and sub-regional levels, including through Aid for Trade.
- x LLDCs and transit countries need to enhance transparency by creating online platforms where all the information relating to trade is readily available for searching and viewing.

### Priority Area 4: Regional Integration and cooperation

With the implementation of AfCFTA, it is expected that intra-African trade will continue to grow among African countries as regional integration continues to serve as a useful vehicle for reducing some of trade barriers, paving the way for creating a conducive environment for private sector to operate. Regional integration is also key in attracting more Foreign Direct Investment (FDI) into the region.



## Recommendations

- x LLDCs should endeavor to ratify the AfCFTA without delay and lobby coastal transit states to ratify the AfCFTA which would address the inherent non-tariff and tariff barriers to intra-Africa trade.
- x Regional and international development partners, UN organizations and other international organizations are encouraged to support the LLDCs and transit countries with technical, financial and capacity building support to advance their regional integration efforts.
- x LLDCs and transit countries should

backward and forward linkages among manufacturing, agriculture and services sectors by linking small and medium-sized enterprises (SMEs) to the supply chains and production networks.

- x LLDCs need to increase the stock of human and institutional capital, improve connectivity, enhance research, development and innovation capacity and strengthen institutional as well as governance capabilities in order to participate at the higher end of global and regional value chains.
- x LLDCs should improve the enabling regulatory environment for business which is crucial for developing a strong industrial base and attracting investment. Development partners should provide technical, financial and capacity-building assistance to support such efforts. There is also a need to incentivize the private sector, especially in sectors of comparative advantages, and improving access to low-cost finance for SMEs.
- x LLDCs should take advantage of e-commerce opportunities.
- x LLDCs and their development partners should accelerate the process of fostering productive capacities and structural economic transformation in LLDCs including through evidence-based policy making.
- x Relevant United Nations agencies including but not limited to UNECA, UN-OHRLLS, UNCTAD, UNIDO, International Trade Center, FAO, UNDP, IFAD, UNFCCC, and UNCCD are called upon to enhance their respective interventions in support of LLDCs in building their productive capacities, enhance export capabilities and foster structural economic transformation and in addressing climate change.
- x LLDCs need to accelerate their efforts to produce and implement their National Adaptation Plans and to identify and prepare bankable projects to secure financial resources from the GCF and other Convention funds for their climate change adaptation and mitigation needs.
- x LLDCs need to prioritize agricultural commercialization as a catalyst for industrialization.

#### Priority Area 6: Means of Implementation



x Development partners are called upon to enhance their financial and technical support for the implementation of the 2030 Agenda for Sustainable Development, Agenda 2063 and the Vienna Programme of Action.

x





25.	Mr. Nebil Idris Said	Counsellor, Ministry of Foreign Affairs Permanent Mission of Eritrea to The United Nations	Eritrea	<a href="mailto:nebil.said@eritreun.org">nebil.said@eritreun.org</a>
26.	Mr. Firmino Bernardo Malate	Third Secretary, Ministry of Foreign Affairs and Cooperation	Mozambique	<a href="mailto:malate.firmino@gmail.com">malate.firmino@gmail.com</a>
27.	H.E. Mr. Garba Baba			

41	Ms. Fekitamoeloa Katoa Utoikamanu	Under-Secretary-General, and High Representative	UNOHRLLS	<a href="mailto:Brown26@un.org">Brown26@un.org</a>
42	Ms. Heidi Schroderus-Fox	Director	UNOHRLLS	<a href="mailto:schroderus-fox@un.org">schroderus-fox@un.org</a>
43	Mr. Sandagdorj Erdenebileg	Chief, Policy Development, Coordination, Monitoring and Reporting Service	UNOHRLLS	<a href="mailto:erdenebileg@un.org">erdenebileg@un.org</a>
44	Ms. Gladys Mutangadura	Senior Programme Officer	UNOHRLLS	<a href="mailto:mutangadura@un.org">mutangadura@un.org</a>
45	Ms. May Yaacoub	Advocacy and Outreach Officer	UNOHRLLS	<a href="mailto:yaacoubm@un.org">yaacoubm@un.org</a>
46	Ms. Nnana Mmanyabela Pheto	Economic Affairs Officer	UNOHRLLS	<a href="mailto:pheto@un.org">pheto@un.org</a>
47	Ms. Geraldine Dodoo	Programme Assistant	UNOHRLLS	<a href="mailto:dodoo@un.org">dodoo@un.org</a>
48	Ms. Eunice Kamwendo	Strategic Advisor, Regional Bureau for		



51	Mr. Saley Abdourahamane	Advisor	Shippers Council of Eastern Africa (SCEA)	<a href="mailto:harouna_roni@yahoo.fr">harouna_roni@yahoo.fr</a> <a href="mailto:saleyadamou@yahoo.fr">saleyadamou@yahoo.fr</a>
52	Mr. Raul Torres,	Counselor, Development Division	World Trade Organization	<a href="mailto:raul.torres@wto.org">raul.torres@wto.org</a>
53	Mr. Steven Karingi	Director, Regional Integration and Trade Division	UNECA	<a href="mailto:karingi@un.org">karingi@un.org</a>
54	Mr. Francis Ikome	Chief, Regional Integration and Trade Division	UNECA	<a href="mailto:ikome@un.org">ikome@un.org</a>
55	Mr. Soteri Gatera	Senior Economic Affairs Officer	UNECA	<a href="mailto:gatera@un.org">gatera@un.org</a>
56	Ms. Jane Karonga	Economic Affairs Officer	UNECA	<a href="mailto:karonga@un.org">karonga@un.org</a>
57	Mr. Ibrahim Ayoub	Administrative and Finance Officer	UNECA Rabat	<a href="mailto:ayoubi@un.org">ayoubi@un.org</a>
58	Mr. Liwaaddine Fliss	Programme Management Officer	OSAA	<a href="mailto:Liwaaddine.fliss@un.org">Liwaaddine.fliss@un.org</a>
59	Ms. Asmaa Founane	Security Assistant	United Nations Department of Safety 80.4 29.	