

UNGA 58th Session
Second Committee
Agenda item: 91 (f) Outcome of the
International Ministerial Conference
on Transit Transport Cooperation

STATEMENT BY
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TO THE UNITED NATIONS

23 October 2003

Mr. Chairman,

At the outset, my delegation wishes to associate itself with the statement made by the Chairman of the Group of Landlocked Developing Countries on the agenda item 91 (F), entitled outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation.

My Government commends the successful outcome of the International Ministerial Conference on Transit Transport Cooperation and attaches great importance to practical implementation of the Almaty Programme of Action, the first ever global action plan negotiated at the ministerial level that provides a framework for cooperation between landlocked and the transit access developing countries and other players.

Taking this opportunity, I would like to congratulate the Government of Kazakhstan for successfully hosting of this Ministerial Conference. Our

sincere thanks go to the Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States for its tremendous work done during the preparatory processes of the Conference as well as organization of the Conference itself. I would also like to highly commend the dedicated leadership and endeavor of the Chairman of Landlocked Developing Countries.

Mr. Chairman,

As you know, the LLDCs have to cope with many factors that hamper their economic development. Many of them can not benefit from economies of scale in production and consumption because of small population size, which is caused either by the country's small geographic size or by low population density, like my own country.

In third of LLDCs, climatic conditions make economic development particularly difficult and risky, as single prolonged drought, flood or harsh winter can destroy long-term investment in economic activities such as agriculture or livestock, which provides a source of livelihood for many people in those countries.

Remoteness and isolation from world markets are major challenge for LLDCs. For instance, in case of Mongolia, it is separated by distance of more than 1,600 kilometers to reach the nearest maritime ports.

All these natural, geographic, climatic disadvantages and difficulties coupled with under development, inadequate infrastructure, excessive transit transport cost, and so on make the case of the LLDCs a special one. In our view, international community at last fully recognized the special needs and problems of the LLDCs and agreed to work together to integrate the LLDCs effectively into the world economy.

While landlocked and transit developing countries bear their primary responsibility for implementing measures, particularly those contained in the Almaty Programme of Action, designed to strengthen their cooperative and collaborative efforts, the international donor community, including financial and development institutions, have to play vital role with their financial support, development programmes and transfer of technologies in order to create efficient transit transport systems and networks in both landlocked and transit developing countries. The challenge is so formidable that it is beyond the ability of landlocked and transit developing countries to deal with by themselves without strong commitments and support of developed partners. In order to succeed we need a new international partnership in all five priority areas at all levels- national, bilateral, subregional, regional and international.

Mr. Chairman,

My government encourages activities strengthening partnership with all stakeholders, including effective engagements with transit neighbours. We believe that the expected conclusion of the ongoing negotiations on tripartite agreement on transit transportation with Russia and China would spur an increase in trade and investment, facilitate of goods and other shipments within the region, and positively influence economic cooperation in North-East Asia.

My Government considers that living up the international trade facilitation and restoration of confidence in the Doha work programme are crucial for LLDCs in order to achieve greater market access and reduction of market entry barriers to goods, including the products of special interest to these countries. Provision of preferential trade access for all LLDCs and deepening of existing preferential measures will be important help for them. In this respect, I would like to recall the Landlocked Developing Countries Communique adopted at the Ministerial Meeting of the Group in Cancun, 13 September 2003, in sideline of the WTO Ministerial Conference.

Mr. Chairman,

We are of the view that the United Nations' agencies, such as Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, UNCTAD, UNDP as well as WTO, have to further render their valuable support to the efforts of the landlocked developing countries in establishing efficient transit transport systems, which are vital for accelerating their trade and development. In particular, I hope that the relevant offices will be well-equipped and strengthened to promote the implementation of the outcome of the Almaty Ministerial Conference.

Bearing in mind our achievements reached during the last months, we have to keep our work together to ensure that special needs and problems of landlocked developing countries are fully addressed in forthcoming years in appropriate manner. We are confident that eventual success will serve the best interests of all stakeholders, be it LLDCs, or transit developing countries or developed partners. All will be the winners.

I thank you Mr. Chairman.