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## REVIEW OF PROGRESS IN THE IMPLEMENTATION OF SPECIAL MEASURES AND SPECIFIC ACTION RELATED TO THE PARTICULAR NEEDS OF THE LAND- LOCKED DEVELOPING COUNTRIES

### Report of the Secretary-General

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## II. INFORMATION RELATING TO INDIVIDUAL INTERNATIONAL ORGANIZATIONS

### A. UNITED NATIONS BODIES AND PROGRAMMES

#### 1. Department of International Economic and Social Affairs of the United Nations Secretariat <sup>1/</sup>

1. In the light of the mandate set out by the General Assembly in the International Development Strategy for the Second United Nations Development Decade (resolution 2626 (XXV), para. 59) and reiterated and amplified in a number of subsequent decisions and action programmes of the Assembly and the Economic and Social Council, the Department of International Economic and Social Affairs of the United Nations Secretariat has been giving special attention to the problems and needs of the land-locked developing countries. Attention has been given in this regard both in the analytical reports prepared for the use of intergovernmental bodies and in the provision, on request from Governments, of technical support to the land-locked developing countries in overcoming their specific geographical disadvantages.

2. Thus, the biennial reports of the Secretary-General relating to the over-all review and appraisal of progress in the implementation of the International Development Strategy have dealt with measures designed to resolve the problems of land-locked countries. Three such reports have been prepared so far during the current Development Decade. These overview reports drew on, and were supplemented by, the corresponding reports prepared by the secretariats of the regional commissions and of the functional or sectoral organizations of the United Nations system. The studies prepared by the Department from time to time on development planning and plan implementation have also dealt with the infrastructure needs of land-locked developing countries. <sup>2/</sup> Attention is also being given to this aspect in the substantive work relating to a new international development strategy that is now under way in response to Economic and Social Council resolution 2125 (LXIII) and as guided by the recommendations put forward by the Committee for Development Planning in the report on its fourteenth session. <sup>3/</sup>

3. On the operational side, in recent years, development planning advisory services have been provided to virtually all land-locked developing countries. As part of the general planning work, the advisory services have also assisted these countries in regard to programmes and policies designed to overcome geographical disadvantages.

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<sup>1/</sup> While the name of the Department reflects the change consequent upon the implementation of General Assembly resolution 32/197, the activities covered are those of the former Department of Economic and Social Affairs.

<sup>2/</sup> Such studies are disseminated to the planners and policy makers usually through the United Nations publication entitled Journal of Development Planning.

<sup>3/</sup> Official Records of the Economic and Social Council, 1978, Supplement No. 6 (E/1978/46).

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4. Specifically in regard to transport problems, as part of the technical support work in a regional framework, studies of the Trans-Saharan Highway (linking Algeria, Mali, the Niger and Tunisia) as well as technical and pre-investment studies of major transport links for remote areas of land-locked Mali and the Niger have been completed or will be completed shortly. This project is thus in its final stage. In recent years, similar studies have also been prepared for improving transport systems in Afghanistan, Bhutan, Bolivia, Botswana, the Central African Empire, Chad, Lao People's Democratic Republic, Lesotho, Mali, Nepal, the Niger and Upper Volta. Aspects of international transport links have been accorded special attention in those studies.

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2. Economic and Social Commission for Asia and the Pacific

5. A project entitled "Assistance to least developed land-locked countries" (RAS/72/077) being carried out in co-operation with United Nations Conference on Trade and Development and funded by United Nations Development Programme has been in operation since early 1975. During the first phase, the project provided, inter alia, a comprehensive analysis of transit and transportation operations from and to Nepal through India, a survey of the requirements of transport infrastructure in Afghanistan and Nepal, a survey of existing trade facilitation and customs procedures in Afghanistan and Nepal, a feasibility study for an Afghan international trucking company, and a survey of Afghan domestic trucking.

6. The project now has entered its second phase. The new work programme includes, inter alia, a comprehensive study of the development of air transportation for the expansion of the trade of the land-locked countries, preparation of proposals for an air-combine covering more than one country, the study of alternative modes of transportation, continued advisory services on trade and transit facilitation, programmes for training operational staff involved in various aspects of transit trade, studies of the possible development of merchant marine fleets for land-locked countries, and specific transit cost studies.

7. A workshop on Trade Facilitation and Development of Least Developed Land-Locked Countries was organized at Bangkok in October 1975 and again in October 1977 in co-operation with UNCTAD. The main purpose of the workshop was to provide an opportunity for the participants to exchange views and experiences on matters relating to transit problems of the land-locked countries.

8. In collaboration with UNCTAD, ESCAP provided assistance to Afghanistan in the revision of the customs tariff and the training of customs officials for the implementation of the TIR Convention, and to Nepal in the simplification of trade and transit documents and procedures. Similarly, a joint ESCAP/UNCTAD mission visited Vientiane in November 1977 to study the transit procedures of the Lao People's Democratic Republic. The mission also studied the Thai transit procedures for the import and export of goods to and from the Lao People's Democratic Republic through the port at Bangkok.

9. At the request of the Government of Afghanistan, two field trips were undertaken during 1977 by a highway expert to undertake a survey of Asian Highway Route A-7 and assess the general situation of the road infrastructure in Afghanistan. A survey was also undertaken in 1977 by an expert in connexion with the revision of the Second Asian Highway Guide-book.

10. In 1977 advisory services were provided to the Government of Afghanistan on the possibility of establishing an international shipping company and to the Government of Nepal on ways and means of promoting shipping activities. A mission was carried out to Nepal to study the country inland waterway transport system with a view to developing a long-term plan of assistance.

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11. The ESCAP Special Body on land-locked countries, at its fourth session (October 1977), recommended that improved transit facilities should be accorded to the land-locked countries by the transit countries in a spirit of goodwill and friendly relations, taking into account the interest of the transit countries concerned, and the relevant international conventions and United Nations resolutions. It urged the United Nations and its agencies, including international financial institutions, to intensify their efforts to assist the land-locked developing countries as well as their neighbouring transit countries in overcoming their transit transport problems.

### 3. Economic Commission for Africa

12. The Economic Commission for Africa (ECA) has the following work programme projects which are directly concerned with land-locked developing African countries:

(a) Assistance to countries in the development of multinational air freight services including the special consideration of land-locked, least developed and island countries (in collaboration with African Civil Aviation Commission);

(b) Studies on problems of transit trade, with special reference to land-locked countries (1978-1979);

(c) Expert working groups on specific physical transit and facilitation problems between land-locked countries and their associated maritime States including consideration of improvements in transport and storage and associated services relating to lower transport costs for land-locked countries;

(d) ECA is also engaged in various highways programmes (for example, the Trans-African Highways Programme) which, with their feeder links, should benefit the land-locked developing African countries.

### 4. United Nations Conference on Trade and Development

13. Land-locked developing countries are generally among the very poorest of the developing countries (15 of the 19 are also classified as least developed). Their lack of territorial access to the sea, aggravated by remoteness and isolation from world markets and the greater difficulties and costs of international transport services, is one of the major causes of their relative poverty, and a serious constraint to their further economic and social development. Several United Nations resolutions, particularly UNCTAD resolutions 63 (III) and 98 (IV), have urged the international community to assist these countries through appropriate programmes of financial and technical assistance aimed at mitigating their geographical handicaps.

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14. The urgent need for such assistance has also been confirmed by the fact that the 12 land-locked countries visited <sup>4/</sup> by the UNDP-financed Exploratory Mission on Foreign Trade Policy and Planning in the Least Developed Countries (INT/73/013) gave high priority to assistance in the field of transit transport. These missions have underscored the fact that the burden of transit costs is exceedingly high - and much higher than earlier estimates. <sup>5/</sup> They are often further compounded by costs of delay and uncertainty. The totality of these costs may well be the largest single impediment to expanded foreign trade. Therefore, practical planning studies aimed at reducing the real costs of access to the sea and to world markets along with specific financial and technical assistance aimed at overcoming the most critical current bottle-necks, are of the highest priority.

15. The strong commitment of UNCTAD to special measures and specific actions on behalf of disadvantaged developing countries is borne out by the creation within the secretariat in September 1977 of a new Special Programme for Least Developed, land-locked and Island Developing Countries.

16. The problems of land-locked developing countries have been the object of investigations by two UNCTAD expert groups, one in 1969-1970 <sup>6/</sup> the other in 1973. <sup>7/</sup> The report of this second group of experts, entitled "A transport strategy for land-locked developing countries", has paved the way for the present UNCTAD policy emphasis on an "integrated planning approach" to the transit-transport problems of the land-locked developing countries.

17. The key elements of this integrated planning approach include:

(1) The need for full co-operation between land-locked countries and their transit neighbours;

(2) Clear recognition that major efforts to reduce the cost of access to the sea and to world markets facing land-locked developing countries will necessitate improved practices and new investments not only within the land-locked developing countries but also within the neighbouring transit countries as well;

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<sup>4/</sup> Afghanistan, Botswana, Burundi, Central African Empire, Chad, Lesotho, Mali, Nepal, Niger, Rwanda, Uganda and Upper Volta.

<sup>5/</sup> See "Terminal report of the Exploratory Mission" (TD/B/AC.17/9, August 1977).

<sup>6/</sup> TD/B/308.

<sup>7/</sup> TD/B/453/Add.1/Rev.1. The initiatives recommended in this report were endorsed by the Trade and Development Board in its resolution 109 (XIV).

(3) The catalytic role of international assistance. If needed improvements are to take place in the transit countries (which are often as poor as their land-locked neighbours, and with their own development priorities), financial arrangements must be provided by the international community which take fully into account the anomaly that substantial costs of improvement may need to be met in the transit country while benefits largely accrue to the land-locked country;

(4) All aspects of the problem of transit-transport need to be looked at and compared - including procedures and regulations, pricing policies, management, training, legal and organizational arrangements, maintenance of existing infrastructure, as well as new infrastructure requirements. Past studies have tended to focus on one or another of these elements, but seldom on their interrelations as alternative, or as complementary, ways of reducing real transit costs;

(5) The importance of providing each land-locked country with alternative routes wherever this is feasible, in order to ensure against any difficulties that may rise on other transit routes;

(6) It is essential that planners from the land-locked and transit countries be provided with basic information on all the available options. UNCTAD is, therefore, now aiming to carry out detailed scientific costing studies, in order to bring into a consistent framework all of the relevant information on each particular transit corridor, including the present chain of costs arising between the sea and the inland centre of the land-locked country, and then to estimate how the costs might change in the light of all relevant proposals for improvements. These costing studies should provide decision makers with a clear blue-print of what changes are likely to have the highest returns. They should provide a clear guide to the priorities for more detailed follow-up on specific improvement projects, and they should form a concrete basis for attracting needed assistance from the international community.

18. In order to help implement this integrated planning approach, UNCTAD is seeking to provide interregional advisory services on transit transport problems and to establish a series of regional or subregional projects to carry out specific planning and costing studies and to address the specific problems of particular transit corridors.

19. One part of the proposed advisory services, an adviser in the field of trade facilitation for land-locked countries, is being financed in 1978 by UNDP; this adviser is addressing an important bottle-neck that inhibits the trade of land-locked developing countries - the lack of simple and standard trade documentation and procedures. Funding is being sought for additional senior advisers, particularly a transport economist and a transport operations specialist.

20. Starting in 1975, UNDP has financed a joint UNCTAD/ESCAP project (RAS/72/077) to help the least developed land-locked countries of the Asian region in overcoming their transit transport problems. The project's scope has recently been increased, and now includes three full-time experts and several United Nations volunteers. (See the sect. on ESCAP, above.)

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21. In UNCTAD resolution 98 (IV), paragraph 96 (b), the secretariat was asked to pursue pilot costing studies of existing transit cost structures, with a view to identifying the most promising cost reduction measures. Such studies have been undertaken regarding the Nepal/India corridor and the Afghanistan/Pakistan corridor (within the UNCTAD/ESCAP project RAS/72/077) and regarding the Upper Volta/Lomé corridor (as part of a project for the CEAO secretariat). In the light of the experience gained with the methodology of such studies, UNCTAD is proposing a full-fledged series of such studies to be undertaken in three African subregions and eventually in Latin America, with UNDP financing.

22. The UNDP approved a preparatory assistance phase for a transit transport project for the land-locked developing countries in the southern African subregion (Botswana, Lesotho, Malawi, Swaziland and Zambia), and field work was begun in March 1978. The main thrust of this preparatory assistance will be a rapid overview of the transit-transport difficulties of the subregion in order to lay the groundwork for the comprehensive analysis of the transit transport costs on each of the 12 major existing transit routes in the subregion.

23. A project concerning transit transport for the land-locked subregion of East-Central Africa (i.e., Burundi, Rwanda, Uganda and the Kivu region of eastern Zaire) (RAF/78/015), has been circulated to the relevant Governments for formal endorsement. This project will examine in detail the two main transit corridors serving the region (to Mombasa and to Dar-es-Salaam) during the next year.

24. A preparatory assistance project concerning transit transport for the five West and Central African land-locked countries (Central African Empire, Chad, Mali, Niger and Upper Volta) has now also been submitted to UNDP. The possibility of a similar project in South America, concerning the transit corridors serving Bolivia and Paraguay, is being discussed with the ECLA secretariat.

25. At the country level, UNCTAD has provided support services to two projects: in Afghanistan, a senior transit transport adviser; and in Nepal, a consultant to assist in preparations for the negotiation of the trade and transit treaty with India. UNCTAD has been able to respond to the recent emergency request of the Government of Lesotho arising from the disruption of transit rights on its southern border by assigning staff to join with the special United Nations mission organized by the Office of the Assistant Secretary-General for Special Political Questions in March 1978. An UNCTAD expert has also made a brief survey in February 1978 of the critical shortage of petroleum resulting from the present transit-transport situation facing Burundi. UNCTAD's interregional advisers on shipping and ports have recently visited the Central African Empire, Nepal and Upper Volta.

26. UNCTAD's Special Programme on Trade Facilitation, which undertakes investigations designed to simplify, standardize and facilitate international trade documentation has had particular field activities in 17 land-locked developing countries.

27. As regards the proposals for simplification and standardization of transit customs and trade documents mentioned in paragraph 14 of resolution 63 (III), the Trade and Development Board at its fourteenth session took note of recommendations

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for a model transit declaration, which subsequently were transmitted to the General Assembly. At the request of UNCTAD, the Customs Co-operation Council (CCC) gave priority to the preparation of an Annex on Customs Transit to the International Convention on Simplification and Harmonization of Customs Procedures (Kyoto, 18 May 1973). This annex, which was adopted at the CCC session in 1975, incorporated a transit declaration form practically identical with the UNCTAD model.

28. The International Development Strategy for the Second United Nations Development Decade, in its paragraph 60, calls on all States invited to become Parties to the 1965 Convention on Transit Trade of Land-Locked States, which have not already done so, to investigate the possibility of ratifying or acceding to it at the earliest possible date. The following table shows the status of the Convention with respect to signature, ratification or accession by States.

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CONVENTION ON TRANSIT TRADE OF LAND-LOCKED STATES

Done at New York on 8 July 1965 <sup>1/</sup>

Entry into Force: 9 June 1967, in accordance with article 20.

Registration: 9 June 1967, No. 8641.

Text: United Nations, Treaty Series, vol. 597, p. 3.

State	Signature	Ratification, accession (a)	
Afghanistan . . . . .	8 July 1965		
Argentina . . . . .	29 December 1965		
Australia . . . . .		2 May	1972a
Belgium . . . . .	30 December 1965	21 April	1970
Bolivia . . . . .	29 December 1965		
Brazil . . . . .	4 August 1965		
Burundi . . . . .		1 May	1968a
Byelorussian SSR . . . . .	28 December 1965	11 July	1972
Central African Empire . . . . .	30 December 1965		
Chile . . . . .	20 December 1965	25 October	1972
Chad . . . . .		2 March	1967a
Czechoslovakia . . . . .	10 December 1965	8 August	1967
Denmark . . . . .		26 March	1969a
Finland . . . . .		22 January	1971a
Germany, Federal			
Republic of . . . . .	20 December 1965		
Holy See . . . . .	30 December 1965		
Hungary . . . . .	30 December 1965	20 September	1967
Italy . . . . .	31 December 1965		
Lao People's Democratic			
Republic . . . . .	8 July 1965	29 December	1967
Lesotho . . . . .		28 May	1969a
Luxembourg . . . . .	28 December 1965		
Malawi . . . . .		12 December	1966a
Mali . . . . .		11 October	1967a
Mongolia . . . . .		26 July	1966a
Nepal . . . . .	9 July 1965	22 August	1966
Netherlands . . . . .	30 December 1965	30 November	1971
Niger . . . . .		3 June	1966a
Nigeria . . . . .		16 May	1966a
Norway . . . . .		17 September	1968a
Paraguay . . . . .	23 December 1965		
Rwanda . . . . .	23 July 1965	13 August	1968
San Marino . . . . .	23 July 1965	12 June	1968
Sudan . . . . .	11 August 1965		
Swaziland . . . . .		26 May	1969a
Sweden . . . . .		16 June	1971a
Switzerland . . . . .	10 December 1965		
Turkey . . . . .		25 March	1969a
Uganda . . . . .	21 December 1965		
Ukrainian SSR . . . . .	31 December 1965	21 July	1972
Union of Soviet Socialist			
Republics . . . . .	28 December 1965	21 July	1972
United Republic of			
Cameroon . . . . .	10 August 1965		
United States of America	30 December 1965	29 October	1968
Yugoslavia . . . . .	8 July 1965	10 May	1967
Zambia . . . . .	23 December 1965	2 December	1966

<sup>1/</sup> The Convention was adopted by the United Nations Conference on Transit Trade of Land-locked Countries, which had been convened pursuant to the decision of the General Assembly of the United Nations taken at its 1328th plenary meeting on 10 February 1965; see Official Records of the General Assembly, Nineteenth Session, Supplement No. 15 (A/5815), p. 9. The Conference met at the Headquarters of the United Nations in New York from 7 June 1965 to 8 July 1965.

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5. United Nations Industrial Development Organization

29. The UNIDO Least Developed Countries Section, in early 1977, undertook a survey in a number of the land-locked developing countries (most of which are also least developed). The technical assistance programme prepared in this connexion emphasizes the development of suitable export and import substitution industries in order to minimize the additional transportation and transit costs which these countries have to bear due to their remote positions and isolation from world markets. As the first practical proposals, 18 projects were formulated in the fields of pharmaceutical products and intermediates, electric and electronic equipment and apparatus, agro-based industries including the production of some agricultural tools, development of organic fertilizer from agricultural waste, establishment of mobile pilot units to introduce appropriate technology, etc. The total value of these projects, which are designed as small-scale and pilot plants and are expected to lead in the long run to the development of personal and technical capabilities of these countries, are estimated at \$3.7 million.

6. United Nations Special Fund for Land-locked Developing Countries

30. The proposal for a special fund for land-locked developing countries was put forward, and recommended for further study, in UNCTAD resolution 63 (III). The UNCTAD secretariat subsequently prepared two reports on this question: (1) E/5501, 21 May 1974, "Study on the establishment of a fund in favour of the land-locked developing countries;" and (2) A/10203, 27 August 1975, containing as part one, "A comprehensive study on the transit problems of the land-locked countries", and as part two, "Establishment of a fund in favour of the land-locked developing countries". The establishment of the Special Fund by General Assembly resolution 3504 (XXX) in December 1975 was followed in December 1976 by the adoption of the Statute for the Fund (General Assembly resolution 31/177), based on the draft submitted by the UNCTAD secretariat.

31. The Statute of the United Nations Special Fund for Land-locked Developing Countries, approved by the General Assembly at its thirty-first session, inter alia, has the following main objectives:

"In order to compensate the land-locked developing countries for their additional transport and transit costs, the Fund shall:

- (a) Provide resources to offset the disadvantages created by the additional transport and transit costs facing the land-locked developing countries;
- (b) Provide financial and technical assistance for projects aimed at reducing the transit and related transport costs incurred by the land-locked developing countries, and at other improvements in the transit and related transport facilities and arrangements for these countries;

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- (c) Provide financial support for studies, to be carried out by appropriate United Nations organs, of existing transit and related transport facilities and arrangements for land-locked developing countries, and of ways of improving them".

32. The General Assembly also requested the Secretary-General to convene a pledging conference for the Fund in 1977. At the Pledging Conference on 2 November 1977, Governments of 10 countries (Chad, Cyprus, Dominican Republic, Jordan, Libyan Arab Jamahiriya, Malawi, Philippines, Thailand, Togo and Zambia) announced pledges totalling approximately \$105,000. Subsequently, Saudi Arabia provided \$565,000 to the Fund. The Special Fund thus has \$671,000 to finance projects towards meeting the above objectives.

33. General Assembly resolution 32/113 authorized "the Administrator of the United Nations Development Programme to propose, in close collaboration with the Secretary-General of the United Nations Conference on Trade and Development, interim arrangements to implement the aims and purposes laid down in the statute of the Fund until the Fund becomes operational, in the manner specified in General Assembly resolution 31/177, subject to approval of such arrangements by the Governing Council of the United Nations Development Programme". In accordance with that resolution, the Administrator of UNDP submitted proposals to the UNDP Governing Council at its June 1978 session (see DP/328).

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B. UNITED NATIONS SPECIALIZED AGENCIES

1. Food and Agriculture Organization of the United Nations

34. The Food and Agriculture Organization of the United Nations has not developed programmes or projects intended to benefit exclusively land-locked countries but, within FAO's strategy to assist developing countries, special attention has been given to the needs of land-locked countries and specific objectives corresponding to their requirements have been given to FAO's programmes and field projects.

35. It is part of FAO assistance to developing countries to help them to identify and formulate their food and agricultural development programmes, and to provide technical assistance and training in the development of an institutional framework for economic planning, particularly for agricultural planning. In providing such support to land-locked countries, FAO efforts have been geared to their particular needs and requirements.

36. At the request of the member countries of the Inter-State Committee for Drought Control in the Sahel (CILSS), FAO conducted a Perspective Study on Agricultural Development in the Sahelian Countries, 1975-1990. The study analysed the many constraints in the development of the Sahelian countries (4 of which are land-locked) and proposed a comprehensive long-term development programme of US 7.5 billion (at 1975 prices). This FAO study serves as a basis for the activities of the Working Group of the Club des Amis du Sahel. This Group, with a substantial contribution from FAO, has proposed a long-term development strategy for the Sahel aiming at food self-sufficiency. It is expected that FAO will play an important role in the future work of the Club, not only in the preparation of further feasibility studies but also in the execution of programmes and projects.

37. The high cost of fertilizer has been mainly responsible for the slow rate of increase in its use in developing countries. This is particularly true in the case of the land-locked countries, where the added cost of transportation puts fertilizer out of the farmers' reach. To assist these countries, FAO has been promoting the use of organic materials as fertilizer and an example of this type of assistance is given by the programme which was formulated for consideration by potential donors and which involved three land-locked countries of the Sahel (Upper Volta, Mali and Niger). Another example of projects aiming at the promotion of import substitution industries is given by the study conducted by FAO in Mali on alternative sources for sugar and sweetener production.

38. The Sahel Pre- and Post-harvest Protection Programme provides for FAO's assistance in the form of spraying equipment and pesticides; strengthening infrastructure at the national and regional level; training of personnel; and applied research.

39. Given the considerable socio-economic importance of the fisheries sector to many land-locked countries, special attention has been given to it by FAO which has developed, with different sources of financing, a wide range of activities. These include, for example, in the Central African Empire, projects of fish culture

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extension, and regional aquaculture training and research in Chad; modernization of fishing techniques, and the preparation of an integrated plan for the development of inland fisheries of the Sahel Zone: in Malawi, projects dealing with fisheries biology training and with fishery expansion. Other projects covered, for instance, in Rwanda, the development of fishing and fish culture, or, in Nepal, integrated fisheries aiming at increasing fish supply.

40. FAO is providing technical assistance for hides and skins improvement and marketing in Zambia, Mali, Nepal and Niger. Other similar projects include, in Rwanda, the development of the leather industry and in Lesotho, the development of the canning industry. In Chad, FAO assisted the Lake Chad Basin Commission on the study of the possibility of agro-industries development and collaboration between Member States (Chad, Niger, Nigeria and United Republic of Cameroon).

41. FAO has also developed projects aiming at overcoming the constraints - mainly the distance to the ports - limiting the development of exports. For instance, in the case of perishable agricultural products, technical and financial assistance have been provided to improve the marketing chain and an example of this type of action is given by the assistance FAO brought to the Sahel countries in off-season fruit and vegetable export marketing.

42. FAO has given considerable attention to the need to respond to requests for emergency assistance to land-locked countries in the field of food supply, agriculture and fisheries. The Office for Special Relief Operations (OSRO) was set up in 1975 to meet the urgent needs of Sahelian countries. While subsequently the OSRO areas of action have been enlarged to include other parts of the world, the bulk of its activities are still in the Sahelian area. Deficient storage facilities and management of food stocks in Sahelian countries committed OSRO to assist in emergency storage and support of post-harvest crop protection for several hundred thousand tons of food grains. Similar emergency assistance was provided by OSRO in other land-locked countries such as the Lao People's Democratic Republic.

## 2. International Civil Aviation Organization

43. In view of their specific transport problems, particular attention has been given by the International Civil Aviation Organization (ICAO) to projects of assistance to land-locked developing countries. The efforts of ICAO have recently been extended not only to assist such countries in the development of their civil aviation but also to assist them in determining the contribution which civil aviation can make to the development of their national economies. ICAO is now implementing large-scale technical assistance projects in Afghanistan, Bolivia, Niger (regional) and Uganda (regional).

44. At its twenty-second session (September/October 1977), the Assembly of ICAO considered United Nations General Assembly resolution 3362 (S-VII) in relation to the role of civil aviation in economic development and instructed the ICAO Council to give special consideration to activities designed:

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(a) To ensure that the requisite financial and other resources are made available to developing States for appropriate civil aviation development; and

(b) To take account of the needs and special interests of developing land-locked and island countries, which face transport problems that civil aviation is increasingly able to help solve.

45. A major project on the contribution of civil aviation to the development of national economies has been completed for African countries and proposals for similar projects have been formulated for three subregions of the Asia/Pacific region, namely, South Pacific, the ASEAN countries, and West and South Asia.

46. A further area from which developing States (land-locked ones in particular) can draw benefits, is ICAO's continuing programme of regional air transport studies. ICAO is completing a study of air passenger and air freight development for the Latin American region and will then undertake a similar study for the African region which it intended to complete by the first quarter of 1979. ICAO also provides secretariat assistance to the African Civil Aviation Commission and the Latin American Civil Aviation Commission both of which seek practical solutions to civil aviation problems on a regional basis.

47. A principal function of ICAO is of course the establishment, through the co-operative effort of Member States, of a world-wide coherent system of aeronautical facilities and services. The ICAO Regional Offices assist States in the co-ordinated implementation of Regional Air Navigation Plans. A Regional Air Navigation Meeting for Africa is planned to be held in 1978 or 1979 which will provide the opportunity for States in that region to draw attention to their needs and implementation problems.

### 3. World Bank

48. While the World Bank recognizes the special problems of all developing countries, it has not, as a matter of policy, increased its lending to the land-locked countries because of their special geographical situations. (In any event, most of the land-locked countries are included in the list of least developed countries.) Several of its lending operations have contributed to the transportation networks of many Latin American and African land-locked nations, and thus provided them with transport links with neighbouring countries, including access to the sea. The following table provides some detail of the lending by the Bank and the International Development Association (IDA) to land-locked developing countries.

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IBRD/IDA LENDING TO LAND-LOCKED DEVELOPING COUNTRIES  
(\$US millions)

		FY69-73	FY74	FY75	FY76	FY77	Total FY74-77
Afghanistan	IDA	28.5	11.5	22.0	35.0	18.0	86.5
Bolivia	IDA	23.6	12.2	7.5	-	-	19.7
	IBRD	23.3	-	32.0	35.0	98.5	165.5
Botswana	IDA	9.2	3.0	-	-	-	3.0
	IBRD	32.0	9.5	-	16.3	20.0	45.8
Burundi	IDA	2.2	5.0	-	12.7	10.0	27.7
Central African Empire	IDA	12.2	-	-	-	-	-
Chad	IDA	10.3	13.9	-	5.0	20.0	38.9
Lao People's Democratic Republic	IDA	-	-	-	-	-	-
Lesotho	IDA	5.6	-	4.0	5.5	2.5	12.0
Malawi	IDA	29.7	9.5	18.5	11.6	15.0	54.6
	IBRD	-	-	-	9.2	17.0	26.2
Mali	IDA	39.4	10.5	24.2	10.0	26.0	70.7
Nepal	IDA	19.9	13.8	-	34.0	28.0	75.8
Niger	IDA	12.4	8.3	-	31.5	-	39.8
Paraguay	IDA	9.4	-	11.0	4.0	4.0	19.0
	IBRD	10.3	-	24.5	-	40.0	64.5
Rwanda	IDA	12.3	10.1	8.0	9.5	19.8	47.4
Swaziland	IDA	-	-	5.0	-	-	5.0
	IBRD	-	-	10.5	-	9.0	19.5
Uganda	IDA	25.9	-	-	-	-	-
Upper Volta	IDA	19.4	11.4	16.5	9.4	23.6	60.9
Zambia	IBRD	161.2	115.0	94.1	15.0	60.1	323.5
Total )	IDA	387.16	124.50	161.10	168.20	244.60	645.00
land-locked )	IBRD	226.80	109.20	116.70	75.50	166.90	561.00
countries )	IBRD/IDA	613.96	233.70	277.80	243.70	411.50	1 206.00

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#### 4. Universal Postal Union

49. As a result of insufficient land communications, especially in Africa, postal relations between land-locked countries and their neighbours are virtually non-existent. Surface mail can take three to six months to arrive. To remedy this situation, in keeping with the spirit of UNCTAD resolution 63 (III), the Universal Postal Union has undertaken measures to overcome obstacles to normal functioning of postal services in land-locked developing countries and to provide training for those services.

50. In 1976 UPU carried out two UNDP-financed projects to help in the organization of mail routing and delivery and in providing training for English- and French-speaking countries in Africa, which included the following land-locked countries: Botswana, Burundi, Central African Empire, Chad, Lesotho, Mali, Niger, Rwanda, Uganda, Upper Volta and Zambia. A similar project in Asia assisted Afghanistan, Bhutan and Nepal. An exploratory mission to Chad, Mali, Niger and Upper Volta made proposals designed to promote better postal links internally within the region and to destinations outside the continent; a UPU official subsequently undertook a two-month mission to Chad with the same objectives. In 1978 a UPU mission is programmed to study regional transit centres in Africa with emphasis on the problems of land-locked countries. A UPU/UNDP project aimed at improving postal services and exchanges among countries belonging to the same economic communities and between neighbouring countries will begin in 1979 and is expected to be of particular benefit to land-locked countries.

51. The UPU has submitted to UNDP a project designed for English-speaking land-locked countries in Africa (Botswana, Lesotho, Malawi, Swaziland, Uganda and Zambia) which will attempt, inter alia, to find optimal transport routes for their postal needs, with a particular emphasis on ways and means of making greater use of air transport. In the context of the work of the Conseil consultatif des études postales, UPU intends to propose a study for all developing land-locked countries which will have as its principal objectives the determination of appropriate prices for postal services and ways to reduce transit costs, including the conditions under which surface mail might be routed by air for land-locked countries.

#### 5. Inter-Governmental Maritime Consultative Organization

52. Since the adoption of UNCTAD resolutions 63 (III) and 98 (IV), the Inter-Governmental Maritime Consultative Organization has received only one request for direct assistance to a developing land-locked country, namely, Malawi. The project in Malawi (MLW/75/014) relates to marine staff training and is financed by UNDP at a cost of about \$1.2 million. It consists of individual fellowships over a five-year period beginning September 1977, for the training of 11 deck-officers and 12 engineer-officer cadets, with a view to enabling the expanding lake transport service in Malawi to be competently manned.

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