

## **DRAFT CONCEPT NOTE**

### **Best practices in corridor development and management for the benefit of LLDCs and transit countries**

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#### **Context**

The Vienna Programme of Action for the Landlocked Developing Countries (VPoA) adopted by the international community in 2014 offers a holistic approach to addressing the special needs and challenges of Landlocked Developing Countries (LLDCs) in its priority areas including; Fundamental Transit Policy Issues; Infrastructure Development and Maintenance; International Trade and Trade Facilitation; Regional Integration and Cooperation, Structural Economic Transformation, and Means of Implementation.

include not only roads, railways, waterways but can also include pipelines, border posts, dry ports, seaports, and intermodal facilities. In order to be effective and efficient, transit transport corridors need not only to have good and well-maintained transport infrastructure, they also require smooth implementation of agreed legal frameworks, transit rules and policies and transport and trade facilitation measures.

Promoting and establishing efficient transit transport systems, including corridors, is especially important for the LLDCs as they offer the means to link them to international markets, regional and global value chains and increasing exports. Establishing well-functioning and efficiently governed transit routes will also contribute to reduction in time spent at borders and the costs of transport, increasing the reliability and predictability of transport. Regulatory and other constraints to trade facilitation that many LLDCs face obtain a practical relevance in terms of the corridor level, enabling the design of appropriate interventions. The effective establishment and management of transit corridors will also support the implementation of the VPoA, including through building of hard and soft infrastructure, harmonization of rules and procedures along the corridor and enhancing regional integration, amongst other things.

The operation and management of a corridor is typically coordinated by a regional corridor coordination body/authority, constituted by the concerned governments and other public and/or private sectors. Legal agreement on the operationalization and institutional aspects of a corridor may need to be developed and signed by the concerned parties. Effective rules and regulations, as well as supporting policies need to be developed to encourage the use of the different modes along the corridor. Hence, well-coordinated bilateral and regional cooperation and collaboration between LLDCs and transit developing countries is crucial.

The corridor approach is increasingly being utilized by LLDCs and their transit neighbours. In Africa, the establishment of transit transport corridors and corridor management bodies has been ongoing for some time. The Northern Corridor was one of the first corridors where the concerned countries negotiated a multilateral agreement, the Northern Corridor Transit Agreement, which led to the establishment of the Northern Corridor Transit Transport Coordination Authority that governs the corridor. Similar arrangements exist for the Central Corridor or Maputo Development Corridor for example. The Walvis Bay Corridors are overseen by the Walvis Bay Corridor Group, a unique public-private partnership of governments, transport regulators and transport operators.

In Asia, the institutionalization and management of transit transport corridors counts among rather



