

## **SUMMARY OF RECOMMENDATIONS**

### **International treaties and conventions related to transit transport and trade facilitation**

- RECs should be more closely involved in sensitizing their member States on the importance of ratifying or acceding to international treaties and conventions. They should also play an important role in ensuring that transit agreements are fully implemented and in coordinating efforts by landlocked and transit countries with the view to ensuring that they ratify or accede to the same international conventions.
- They RECs themselves need to be sensitised on issues related to international treaties and conventions. The UN system is therefore called upon to build the capacity of RECs in that regard.
- Member States should ensure coordination of the activities of the various ministries and authorities involved in the process of negotiating, ratifying or acceding to transit transport conventions and treaties as well as those affected by the provision of these legal instruments, notably the ministries of Transport, Foreign Affairs, Trade and Customs Authorities.

### **Implementation of the Almaty Programme of Action**

- The UN system and the African Union (AU) should strengthen their advocacy activities on the APoA. Efforts should be made to sensitise all relevant government ministries and authorities at the highest levels. The private sector and civil society should also be sensitised.
- Member States should nominate national focal points for the APoA. To ensure coherence in trade and transport facilitation activities within countries, the focal points should preferably be the same as the national SSATP focal points.
- Member States should involve the private sector in the formulation and implementation of trade and transport facilitation programmes including the implementation of the APoA. The private sector and civil society should be active participants in dialogue on trade and transport facilitation not observers.
- The UN system and donor community should assist in strengthening the private sector to ensure that they play an active role in the implementation of the APoA.

- The regional approach to addressing transit transport problems in Africa should be encouraged and RECs have an important role to play in that regard. Their trade and transport facilitation programmes should therefore be strengthened.
- ECA and UN-OHRLLS should ensure the participation of RECs in APoA meetings.
- African countries are not competitive in the global economy because of high transport costs. They should therefore seek to develop more economical modes of transport such as railways and inland waterways.
- To the extent possible, pipelines should be constructed in order to alleviate the deterioration of regional road networks due to excessive load.
- The UN system should assist member States in accessing available resources for improving infrastructure development as well as trade and transport facilitation

### **Leveraging WTO Negotiations on Trade Facilitation and the Aid for Trade Initiative to Operationalise the Almaty Programme of Action**

- ECA and its African Trade Policy Centre (ATPC) should disseminate and present the report of its studies on leveraging WTO negotiations on trade facilitation and the Aid for Trade initiative to operationalise the APoA to African trade negotiators based in Geneva and Brussels as well as to those based in the capitals.
- UN-OHRLLS should support efforts to raise awareness of the coherence between the APoA and the WTO negotiations on trade facilitation as well as between the programme and the Aid for Trade Initiative.
- ECA and UN-OHRLLS should assist African countries and RECs in mainstreaming the APoA in national and regional Aid for Trade Action plans.

### **Transit policies**

- While various organizations may be implementing activities consistent with APoA, more could be achieved by raising the profile of the program. This should be part of the necessary broad **training and capacity building** program on transit facilitation in Africa. Special emphasis should be accorded to facilitating the ratification, accession and implementation of key regional agreements and international conventions

to buttress the facilitation efforts.

### **Infrastructure development and maintenance**

- Member States should have clear policy statements identifying the critical role of transport infrastructure to trade and economic development in general. They should also allocate adequate resources to the construction, rehabilitation and maintenance of transit transport infrastructure.
- Concerned countries should sign an intergovernmental agreement on the TAH with the view to accelerating its full implementation. A binding agreement will facilitate pooling together available resources and attracting priority attention to TAH sections in national development plans. Among other issues, the agreement should specify parameters for the TAH routes including standards and axle load limits and control mechanism.
- ECA, AU, AfDB, World Bank, UN-OHRLLS and other development partners should support efforts to elaborate and conclude the intergovernmental agreement on TAH.
- The UN system and donor community should support African countries in promoting dialogue and sharing experiences on transit transport issues including infrastructure development. This could be by establishing a transport knowledge network to share information related to APoA.
- Member States should develop strategies for negotiating new concessions or renegotiating existing ones. In this regard, they should strengthen their capacity to participate effectively in the negotiation process and in designing PPP agreements in general.
- Member States should promote integrated road/rail/inland waterways networks.
- Efforts should be made to establish a Peer learning Group on Transport and Trade Facilitation.

### **International trade and trade facilitation**

- Member States need to remove all forms of physical and non-physical barriers to trade and provide maximum support to corridor management mechanisms.
- RECs, with the support of the international community, should implement their regional customs transit systems as a matter of urgency.
- There is a need for transit countries to continue to reduce transit times at the ports and promote the use of cargo tracking systems. They should also continue to improve port capacity, notably the expansion of

container handling capacity. In addition, port communities should be established or strengthened.

- Landlocked and transit countries should negotiate terms and conditions for establishment of dry ports in landlocked developing countries to which shipping companies can issue their own import and export bills of lading.
- Transit countries, which have not done so, should consider negotiating and granting duty free zones adjacent to maritime ports.
- Member States should improve the layout of infrastructure at borders and introduce shared facilities for the implementation of the “single windows” concept. They should also improve basic utilities at border posts and ports as well as inter-agency coordination of all border control service.
- Member States should negotiate mutually beneficial terms and conditions under which custom/police escorts of transit traffic would be removed or minimized.
- Member States should harmonise road transit charges and publish such charges and fees.
- Member States should seriously consider acceding to international conventions related to trade facilitation.
- Member States should ensure the use of automated systems particularly the inter-face between and among the transport and trade communities

### **International support measures**

- There is need to explore donor financing for the replacement and refurbishment of old and unserviceable goods vehicles that are inefficient and harmful to the environment.
- There is need to put more emphasis on how to enhance financing mechanisms at various levels.
- There is need for the establishment and equipping of corridor surveillance centres with relevant information reception and dissemination gadgets.
- There is need to put in place appropriate security measures along the transport corridors.