



## AWAZA Programme of Action 2024-2034 and the ECO Region

Presentation by:  
Transport and Communications Directorate

ECO Secretariat-Tehran





# AWAZA PROGRAMME OF ACTION

## FOR LANDLOCKED DEVELOPING COUNTRIES 2024–2034





## Structure of the Presentation

- Priority areas of AWAZA Programme of Action
- Priority area 3: Transit, transport and connectivity
- Implementation, follow-up and monitoring of AWAZA Programme of Action
- Regional reviews and mainstreaming
- Envisaged actions for implementation of AWAZA Programme of Action in the ECO Region
- ECO and UN OHRLLS
- Near Opportunities in the ECO to address AWAZA Programme of Action
- AWAZA webpage in the ECO website



*“The AWAZA Programme of Action is grounded in the overarching goals of addressing the **special development needs, vulnerabilities and challenges of landlocked developing countries arising from their landlockedness, remoteness and geographical constraints** in a more coherent manner ....”*

Quote from AWAZA Programme of Action

## 5 Priority areas of AWAZA PoA

### Priority area 1: Structural transformation and science, technology and innovation

- I. Productive capacity development
- II. Private sector development
- III. Science, technology and innovation
- IV. Industrialization

### Priority area 2: Trade, trade facilitation and regional integration

- I. International trade
- II. Trade facilitation
- III. Regional integration and cooperation

### Priority area 3: Transit, transport and connectivity

- I. **Transit transport connectivity**
- II. **Digital connectivity**
- III. Energy



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Quote from AWAZA Programme of Action

## 5 Priority areas of AWAZA PoA

Priority area 4: Enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change and disasters

- Adaptation
- Disaster risk reduction
- Climate finance
- Resilient infrastructure development
- Loss and damage
- Biodiversity loss

## Priority area 5: Means of implementation

- Domestic resource mobilization
- Official development assistance and other sources of external finance
- Foreign direct investment
- Remittances
- Debt relief and concessional financing



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## Priority area 3: Transit, transport and connectivity

### I. Transit transport connectivity

#### TARGETS

1. Achieve unfettered, efficient and cost-effective access to and from the sea by all means of transport, on the basis of the freedom of transit in accordance with applicable rules of international law, especially Part X of the United Nations Convention on the Law of the Sea and section I, article 11, of the Agreement on Trade Facilitation.
2. Develop resilient, sustainable, safe and smart transit infrastructure to fulfil Sustainable Development Goal targets 9.1.2, 9.a and 3.9.
3. Establish a high-level panel of experts with a view to identifying ways and means to ensure seamless access for the landlocked developing countries to and from the sea.
4. Significantly expand, upgrade and maintain access to safe, affordable, accessible and sustainable transport infrastructure and national and crossboundary connectivity, including through multimodal systems and closing the missing links in regional infrastructure, while strengthening institutional capacities to manage transport services.



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## Priority area 3: Transit, transport and connectivity

### Transit transport connectivity

#### TARGETS

5. Develop standardized cross-border transport infrastructure and transit requirements between landlocked developing countries and transit countries.
6. Explore the establishment of an infrastructure investment finance facility for landlocked developing countries.
7. Aim to establish and strengthen the air transport system in landlocked developing countries with the purpose of developing efficient transit systems, enhancing competitiveness, strengthening regional cooperation and expanding international trade



## Priority area 3: Transit, transport and connectivity

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### II. Digital connectivity

#### TARGETS

1. Significantly increase access to information and communications technologies and strive to provide universal and affordable access to the Internet in landlocked developing countries.
2. Achieve universal access to the Internet by 2030 by expanding access to both submarine cables and other available sources, including satellite -based Internet connectivity.
3. Substantially increase investments from all sources in digital as well as human and institutional capacity-building with a view to improving digital transit and transport infrastructure within an international enabling environment.
4. Expand connectivity and digital transformation in landlocked developing countries with a focus on but not limited to hardest-to connect communities, including through the Partner2Connect initiative.



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Quote from AWAZA Programme of Action

## Implementation, follow-up and monitoring of AWAZA Programme of Action

- I. National Reviews
- II. Regional Reviews**
- III. Global-level implementation
  
- IV. Mainstreaming the Programme of Action**
- V. Full mobilization of the United Nations system
- VI. Role of the Board of Advisers to the President of the General Assembly on Least Developed Countries, Landlocked Developing Countries and Small Island Developing States and the Group of Friends of Landlocked Developing Countries
- VII. Preparation of a comprehensive road map and implementation and monitoring framework
  
- VIII. Network of national focal points
- IX. Strengthening national statistical capacity
- X. Undertaking thematic review and analytical work
- XI. Role of the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States
- XII. Midterm review and the Fourth United Nations Conference on Landlocked Developing Countries



We emphasize that efficient follow-up and monitoring mechanisms adopted at the national, subregional, regional and global levels are crucial for the successful implementation of the present Programme of Action ....

We reaffirm that national, regional and global mechanisms should be mutually complementary and reinforcing.

We underscore that national leadership and ownership of development strategies and policies of landlocked developing countries, transit countries and development partners must be ensured ...

We stress that implementation, follow-up and review undertaken at the national, subregional, regional and global levels should be a continuous process, coupled with close coordination and cooperation with transit countries and development partners as well as all other relevant stakeholders....

Quote from AWAZA Programme of Action

## Regional reviews and mainstreaming

### Action at regional level

### Inclusive regional processes

- To draw on national-level reviews
- Assist in biennial regional reviews by UN
- Submit analytical reports

### Action at regional level

### Mainstreaming the Programme of Action

To mainstream PoA into development strategies, frameworks and strategic plans by:

1. landlocked countries
2. Transit countries
3. Subregional and regional organizations
4. Development partners
5. United Nations system



THIRD UNITED NATIONS  
CONFERENCE ON LANDLOCKED  
DEVELOPING COUNTRIES  
AWAZA 2025



Economic Cooperation Organization





*Tehran Ministerial  
Declaration 2025*

*“Underscore the importance of implementation of the Awaza Programme of Action and providing the ECO Land Locked Countries with uninterrupted access to transport infrastructure, within the framework of national legislation and international agreements*

....

*ECO Vision 2025*

*Addressing the unique challenges faced by the seven landlocked Member States of the ECO needs to be given paramount ....*

*Envisaged actions for implementation of  
AWAZA Programme of Action in the ECO Region*

**Action 1. With Landlocked Member States**

- Assisting in their national reviews
- Receiving data and updates as per PoA
- Organizing workshops/seminars/capacity building

**Action 2. Within the ECO frameworks**

- Mainstreaming relevant PoA provisions into ECO documents
- Addressing PoA in ECO sectoral meetings
- Preparing regional inputs for relevant UN review processes

**Action 3. With existing and potential partners**

**Coordination/cooperation/joint meetings with:**

- UN OHRLLS
- UNESCAP and UNECE
- ECO transport related partners
- transport regional and international organizations as mandated by PoA
- Donors, development banks and financing institutions as mandated by PoA



## ECO and UN OHRLLS

The ECO Secretary General and the UN High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (OHRLLS) met in AWAZA on the sidelines of the 3rd UN Conference.

They agreed that the ECO and the OHRLLS need to have technical level meetings to discuss bilateral cooperation, including on the implementation of the AWAZA Programme of Action.





*Near Opportunities in the ECO to address  
AWAZA Programme of Action*

**2026**

- 14<sup>th</sup> ECO Ministerial Meeting on Transport**  
Kazakhstan
- 4<sup>th</sup> ECO Ministerial Meeting on ICT**  
Pakistan
- International Financing Conference for ECO  
Transport Corridors and Projects**  
Kazakhstan/ another Member  
State
- ECO Kick-off Meeting on Implementation  
of the AWAZA Programme of Action in the  
ECO Region**  
*Secretariat/ a landlocked  
Member State*
- All relevant ECO transport meetings**



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## AWAZA Programme of Action 2024-2034 and the ECO Region



THIRD UNITED NATIONS  
CONFERENCE ON LANDLOCKED  
DEVELOPING COUNTRIES  
AWAZA 2025

The Awaza Programme of Action for Landlocked Developing Countries (LLDCs) was adopted by the United Nations General Assembly on 24 December 2024 under resolution A/RES/79/233. It was the outcome of "Third UN Conference on Landlocked Developing Countries", hosted by Turkmenistan from 5 to 8 August 2025 in Awaza.

AWAZA webpage in the ECO website

<https://eco.int/>



<https://eco.int/elementor-6936/transport-and-communications/>



<https://eco.int/awaza-programme-of-action-2024-2034-and-the-eco-region/>





***Thank you for your attention***

**Transport and Communications Directorate, ECO Secretariat- Tehran**

<https://eco.int/elementor-6936/transport-and-communications/>