



Resolution GA/2/2.I

General Assembly Second Committee

Co-sponsors: People's Republic of Bangladesh, Barbados, Kingdom of Belgium, Plurinational State of Bolivia, Republic of Botswana, Republic of Bulgaria, Republic of Cameroon, Republic of Chad, Democratic Republic of the Congo, Republic of Cyprus, Czech Republic, Republic of Equatorial Guinea, Islamic Republic of the Gambia, Georgia, Republic of Haiti, Republic of Indonesia, Islamic Republic of Iran, Republic of Lebanon, Republic of Liberia, Republic Maldives, Republic of Mali, Republic of the Union of Myanmar, Republic of Namibia, Federal Democratic Republic of Nepal, Republic of the Philippines, Kingdom of Sweden, Republic of Uganda

Topic: Sustainable Development - The Special Situation of Landlocked Developing Countries

Acknowledging the effects that COVID-19 has had on raising transit costs,

Observing the need to repair current and previous transit systems as well as providing sustainable transit options, especially for land-locked developing countries (LLDCs),

Fully aware that LLDCs often do not have adequate resources to compete in global markets,

Alarmed by the disadvantages LLDCs face when attempting to participate in progressive trade,

Alarmed by the lack of economic development in LLDCs,

Acknowledging that being an LLDC has a negative impact on their financial status,

Recognizing LLDCs' infrastructural disadvantage due to their geographic location,

Fully aware of the economic challenges faced by LLDCs in importing and exporting resources,

Transit

1. Calls upon coastal countries to make ports easily accessible to LLDCs;
2. Encourages LLDCs to work with other countries in creating more efficient shipment plans;

3. Suggests that all countries increase research efforts on sustainable transit;
4. Emphasizes the need to lower transit costs, especially in the aftermath of the COVID-19 pandemic;
5. Requests that all countries raise funds to assist in building railways in LLDCs in corridor countries;
6. Advises countries surrounding LLC and LLDCs to become corridor countries and notes the fact that becoming a corridor country is often a beneficial financial arrangement for both parties;

Trade and Border Relations

7. Encourages nations neighboring LLDCs to create progressive and sustainable trade routes and agreements;
8. Recommends neighboring coastal countries to provide access to ports and shipping routes for LLDCs;
9. Reminds nations of the importance of border and customs procedures being standardized;
10. Advises LLDCs to take action in expanding their global trade relations;
11. Suggests that nations with unused land sustainably utilize it for the purpose of new trade corridors for LLDCs;

Infrastructure and costs

12. Endorses global donations to LLDCs from willing government organizations;
13. Calls on transit countries to lower taxes on import and export goods;
14. Encourages partnerships with private companies within LLDCs to further support the LLDCs' economic growth;
15. Draws attention to the Vienna Program of Action;
16. Strongly condemns the use of tariffs on LLDCs;
17. Supports trade partnerships between LLDCs and transit countries;
18. Invites companies to invest in LLDCs;

Economical development and financial status

19. Strongly suggests that nations aid in supporting the infrastructure of LLDCs by providing financial aid, resource accessibility, and assistance in the development of a sustainable infrastructure;
20. Advises support for LLDCs in the form of global transparency during the exchange of resources;

21. Invites UN member states to assist LLDCs in obtaining and implementing sustainable resources;
22. Promotes nations to provide infrastructure support to LLDCs in exchange for valuable resources that LLDCs possess;
23. Calls on the global infrastructure to expand and provide better port access, import shipments, and export routes to LLDCs further improving the global trade markets.