

Text of Speech
**H.E. Rostam Ghasemi Honorable
Minister of Roads and Urban
Development
of the Islamic Republic of Iran
In the conference of developing land
lock countries,
August 15-16, 2022- Avaza,
Turkmenistan5**

Dear Mr. Chairman,

first of all, I would like to thank your Excellency and the government of Turkmenistan for holding this important conference and generously hosting me and my accompanying delegation. I also consider it necessary to congratulate the appointment of Ms. Robab Fatima as the "High Representative of the United Nations in the affairs of landlocked countries "and thank her and her colleagues for coordinating and preparing this conference. I hope this event will lead to effective measures to help realize the development objectives of landlocked countries.

Dear Ministers, dear attendees, ladies and gentlemen,

Economic diplomacy of the Islamic Republic of Iran focuses on deepening relationships with developing countries, neighboring countries and

priority areas in this regard. The importance of this issue

A quarter of the 32 landlocked developing countries in the world, in other words. 8 countries of Afghanistan, Armenia, Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan have close bilateral and multilateral transit interactions with the Islamic Republic of Iran. This means that Iran and other transit countries in the region have undertaken part of the commitment of the international community to reduce the vulnerability of landlocked countries and help them for reducing the cost of trade and having easier access to global markets.

This is while, as stated in the Vienna Action Plan as well as

In the second part of my speech, I would like to address the central issue of this conference: Financing for Better Connectivity. There is no doubt that in order to reduce the vulnerability of landlocked countries, both landlocked countries and transit countries need to mobilize domestic and international financial resources. United Nations financing conferences such as the "Monte Rey" Conference and the "Addis Ababa" Conference have also paid special attention to the issue of infrastructure financing. Of course, the place of an international financing mechanism for connectivity is felt; This is especially important in the difficult conditions of economic recovery after COVID-19, energy crisis and food insecurity. The Islamic Republic of Iran, despite the economic constraints caused by unilateral sanctions and the conditions of Covid-19, has directed and spent significant financial resources on projects with regional effects.

Equipping the ports with the required logistics and transportation facilities, strengthening the maritime transport infrastructure in the Caspian Sea, constructing some missing road and rail links, and upgrading the logistics and customs facilities at the land borders are among the recent measures with limited domestic resources. Also, financial partnerships with some countries in the region are underway in Chabahar ocean port with the aim of facilitating cargo transportation to the landlocked countries of Central Asia and vice versa. Inter-modal and multi-modal transport along with other transportation modes are supported by the Islamic Republic of Iran. If the United Nations and the international community seek to reduce the problems and vulnerabilities of landlocked countries, they should also pay special attention to the requirements and needs of transit developing countries.

The Islamic Republic of Iran is ready to meet the transit needs of

8 landlocked countries in the region as a developing transit country along with other transit countries in the region. On the other hand, the international community is expected to play its role. International financial resources can be used for the construction of some existing infrastructures in the transit and landlocked countries in our region. Important projects such as the railway connection of Chabahar on the edge of the Indian Ocean to Herat and Mazar e-Sharif in Afghanistan, the connection of Mazar-e-Sharif to Pishawar in Pakistan, the reconstruction of the Quetta railway in Pakistan to Zahedan in Iran, the construction of the missing railway line in Kyrgyzstan to connect the railway to Bandar Abbas through Uzbekistan and Turkmenistan, as well as equipping the rail fleets of transit countries, the region should receive international financial resources..