

Mrs Alicia Ntebogang Mokone, Permanent Secretary Ministry of Transport of Botswana
Distinguished participants,
Ladies and gentlemen,

I warmly welcome you all to our training Workshop.

I thank the government of Botswana for collaborating with us in organizing this event.

We all, I am sure, would have been much happier meeting in your beautiful capital city of Gaborone but the unprecedented challenge of COVID-19 continues to severely limit movements.

Allow me to also express my appreciation to the representatives of the United Nations system organizations and other international and regional organizations for their active involvement in supporting this important training.

I also thank all of you representing landlocked and transit developing countries and regional economic communities for your commitment on enhancing transport connectivity in your region and for joining the workshop.

Distinguished participants,
Ladies and gentlemen,

The 2030 Agenda for Sustainable Development is our shared universal framework of action for eradicating poverty, leaving no one behind and achieving sustainable development by 2030.

The 2030 Agenda recognizes that transport connectivity is a key driver for the achievement of the Sustainable Development Goals.

The transport sector which does not know borders has been hit hard by the COVID-19 pandemic. Passenger and freight transport have slumped. Government revenue has dropped. Supply chains are disrupted. Merchandise trade is receding.

Even before the outbreak of COVID-19, LLDCs faced high transport costs, cumbersome border procedures, and challenges in aoi

However, this progress is not sufficient as limited transport connectivity of LLDCs remains one of the main obstacles to their enhanced trade integration.

The review emphasized the need for improved transport infrastructure in both quality and quantity.

It was noted that improved transport infrastructure is required not only along major transit corridors but also in the rural areas where production takes place.

The need for improvements in customs facilitation and processes with transit countries was also noted. We need streamlined coordination and leverage the advantages of each mode of transport to help reduce transport and trade costs.

The Political Declaration adopted at the Midterm Review highlighted the following action needs:

development of bankable infrastructure and transport development projects;

climate- and disaster-resilient transport infrastructure;

enabling environment for public and private sustainable investment and infrastructure operations; and development and management of well-functioning corridors.

The ongoing COVID-19 pandemic has amplified the need for capacity building on these action areas.

This training is organized to respond to some of these identified needs.

I hope this training initiative gives you an opportunity to look at what it takes to develop bankable transport infrastructure projects; how to better understand the requirements of banks and donors; where to look for funding; how to develop supportive policies, regulatory frameworks and enabling environments to attract more infrastructure financing; and how to develop responses and solutions to the impact of COVID-19 on the transport sector.

I also hope you can learn from each other on experiences of other countries in developing bankable projects.

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I hope that in this way you can
the areas of peer-learning and exchange of best practice

The learning is implemented as part of the project
Landlocked Developing Countries

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