



**Summary Report of the High-level Side Event on “Promoting  
resilience and sustainability of transport systems in Landlocked  
Developing Countries”**

**held on Wednesday 9 November 2022 (11:30 to 12:45hrs) at the  
SDG Pavilion at the UN Climate Change Conference COP27**

## Summary

The High-level Side Event on “Promoting resilience and sustainability of transport systems in Landlocked Developing Countries” was held on Wednesday 9 November 2022 (11:30 to 12:45hrs) at the SDG Pavilion at the UN Climate Change Conference COP27 in Sharm El Sheikh in Egypt. The meeting was organized by the Government of Botswana, United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and the Small Island Developing States (UN-OHRLLS), and the United Nations Conference on Trade and Development (UNCTAD).

The meeting discussed the impact of climate change on transport systems and services in LLDCs and shared best practices, and identified needs, strategies and recommendations for developing sustainable transport and resilient infrastructure. The meeting was attended by over 60 participants from member states, the United Nations and other international and regional organizations.

## Key Messages and recommendations

- Transport systems are critical for connecting the LLDCs to the world and are a key enabler for achieving the SDGs.
- Climate change related natural disasters were directly damaging the transport infrastructure, and also widely accelerating the aging of critical infrastructure systems.
- LLDCs have a limited stock of infrastructure hence steps should be taken to adapt existing and build new assets to climate change, to maximize their lifespans.
- LLDCs scale up financing for the development of climate resistant, resilient and sustainable infrastructure.
- There is a need to establish transport systems that are sustainable, regionally integrated and resilient to the impacts of climate change including through strengthening policy planning, standard setting and regulatory frameworks.
- Resilient and sustainable seaports are key for LLDCs, who depend on them to reach global markets
- There is need for strengthened early warning systems and disaster management and to provide technical assistance and capacity building support to strengthen LLDCs to gather relevant data.
- Mainstream climate change and disaster management in the transportation sector.
- The LLDCs require access to infrastructure adaptation finance, at rates that are affordable and that include grants.
- Increased financial, technical and capacity building support was needed to decarbonize passenger and freight transport, and to develop and promote clean and low-carbon fuels.
- Greater partnerships including with the private sector, are required to support the efforts of the LLDCs through sharing of knowledge, and provision of direct finance and technological capacity.
- Promote climate-smart trade facilitation solutions.
- Utilize or scale up solutions that promote climate change adaptation or mitigation including:
  - Foster an environment that attracts investments towards climate resilient transport systems.

- Resource allocation for climate proofing sectors;
  - Provide incentives for electric and hybrid vehicles such as reduced duty including for the spare parts and charging stations.
  - Promote local manufacture/assemble of electric vehicles or motorcycles and retrofitting of diesel cars and trucks into electric vehicles.
  - Promote production of electric batteries.
  - Expand use of renewable electricity from wind, solar and hydro power to support electrification of vehicles.
  - Promote use of biofuels/ green fuels such as blending ethanol.
  - Promote use of green hydrogen in aviation and long-haul shipping.
  - Using a carbon tax to fund green renewable projects.
- LLDCs should promote sharing of solutions through South-South Cooperation.
  - LLDCs should utilize the support provided by the Africa Climate Resilient Investment Facility.
  - LLDCs are invited to utilize IRENA's support to help with development of transport sector decarbonization plans.

## **Introduction**

The COVID-19 pandemic showed the extreme vulnerability of landlocked developing countries (LLDCs) to disruptions to global supply chains. Measures taken to prevent the spread of COVID-19 - such as closure of borders reduced connectivity of LLDCs to regional and global markets and further underscored importance of resilience of transport systems. The importance of sustainable transport in landlocked developing countries (LLDCs) is highlighted in the Vienna Programme of Action (VPoA) and in the political declaration of its High-level Midterm Review, adopted in December 2019, which called for the development of regionally integrated, sustainable, climate- and disaster-resilient transport infrastructure. And recently in the Awaza Summary Statement of the Ministerial Transport Conference of Landlocked Developing Countries, held in August 2022 in Turkmenbashi, Turkmenistan.

Sustainable transport in LLDCs was also discussed as part of the two Global Sustainable Transport Conferences that took place in Ashgabat (Turkmenistan) in 2016, and then in Beijing (China) in a hybrid format in 2021. The outcome of the Second UN Global Sustainable Transport Conference called for addressing the needs of countries in special situations by expanding sustainable transport systems and infrastructure. It also called for accelerating efforts to decarbonize passenger and freight transport across all transport modes (road, rail, waterborne and aviation) while paying special attention to the needs of countries in special situations. Various barriers were identified in the transport sector that constrained quick action on climate change mitigation, adaptation, and resilience. These included means of implementation such as financing, technology transfer and capacity-building. Among the issues highlighted was also the need for more policy guidelines in the area of adaptation.

Climate change is a major threat to transport infrastructure and services in LLDCs, due to the increased risk of disasters, including flooding, storms, drought, cyclones, heatwaves, and other extreme climate events, but also due to the long-term impacts of temperature increase, sea-level rise, changing precipitation patterns, permafrost melting, or desertification. These can affect roads, rail infrastructure, ports and airports, as well as the demand for transportation. As the frequency of droughts has been increasing, climate change has also been resulting in more frequent extreme climate events such as heavy rains, storms, and cyclones leading to high economic, human and infrastructure losses and destruction. For instance, tropical cyclone Idai which hit Mozambique, Malawi and Zimbabwe in March 2019 is estimated to have caused more than \$2 billion in recovery costs following its infrastructure and livelihood impacts in the three countries. The cyclone damaged the infrastructure corridors connecting the Mozambique port of Beira with Malawi, Zambia and Zimbabwe. It also disrupted regional trade and supplies of fuel, wheat and other goods.

Considering the importance for LLDCs to improve their connectedness and connectivity, and the fact that they still lag behind in transport infrastructure (in terms of quantity, quality, and funding), addressing climate change impacts in their transport infrastructure planning and management is essential. Improving adaptation and resilience of all modes of transport systems to the impacts of climate change is a top priority for all LLDCs. The development of climate-resilient and sustainable transport infrastructure will not only help LLDCs reduce the direct losses due to damage, delay and disruptions caused by climate change but it should also serve as a foundation

for economic development and growth, for accessing markets and services, and for lifting families out of poverty.

Transport, which relies heavily on fossil fuels, and accounts for ¼ of all global carbon emissions<sup>1</sup>. Road transport accounts for more than ¾ of transport carbon emissions. Achieving climate objectives also calls for all stakeholders from different levels of government sectors to work together to design sustainable and green mobility strategies all aimed at achieving the transition to low carbon emissions. It requires to focus on policies and actions that support the shift to renewable energy, promote electrification of transport, increase vehicles efficiency, including ship and truck, and develop and promote clean and low-carbon fuels, promote further research in low-emission technologies, and to favor modal shift towards more rail and waterways.

The extra burden of being landlocked was worsened by COVID-19 that diverted global attention and funding to fight the pandemic, leaving little new funding for climate change. The impact of COVID-19 pushed more LLDCs into debt and debt distress.

It is against this background that the Government of Botswana, OHRLLS, and UNCTAD organized the side event to discuss the issues and identify successful solutions and approaches that can be adopted, or scaled up in LLDCs to support the development and implementation of sustainable and climate resilient transport systems. The event was attended by over 60 participants online and onsite. Participants included ministers and representatives from LLDCs, international and regional organizations. Rwanda and Zimbabwe shared their national experiences.

## Summary of the Proceedings

**H.E Mr. Collen Kelapile, Ambassador and Permanent Representative of Botswana to the United Nations and Global Chair of the LLDCs** moderated the event. He began by stressing that transport systems are the lifeline of LLDCs and are particularly impacted by climate change. He explained that the aim of the event, was to discuss ways to mitigate climate change while also ensuring that transport systems are sustainable, resilient and adapted to the impacts of climate change. He noted that the session would provide a platform for participants to identify needs and share best practices and identify recommendations for developing sustainable transport and resilient infrastructure. He noted the need for practical solutions as we approach the third LLDC conference to be held in 2024.

In his opening remarks, **H.E. Dr. Lemogang Kwape, Minister of International Affairs and Cooperation for Botswana** noted that promoting resilience and sustainability of transport systems was close to the hearts of the LLDCs. He stressed that issue is even more critical now because of the impact of trade disruptions caused by COVID-19 on LLDCs. He noted that it was important to focus on resilient and sustainable transport systems during this period of COVID-19 recovery. He noted that climate change has increased the frequency and intensity of natural disasters (flooding, storms, drought, cyclones, heatwaves etc.) in LLDCs.

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<sup>1</sup> [Global Facility to Decarbonize Transport \(GFDT\) \(worldbank.org\)](https://www.worldbank.org/en/programs/global-facility-to-decarbonize-transport)

He noted that these natural disasters not only directly damage transport infrastructure, but also widely accelerate the aging of critical infrastructure systems. The damage to the transport systems also disrupted the access of LLDCs to the regional and global markets. He stressed that for both these reasons it is important that LLDCs scale up financing for the development of climate resistant, resilient and sustainable infrastructure. He hoped that global markets would be easier to access. He called for the active engagement and improved regional integration of all LLDCs and concluded by stating his intention to engage all stakeholders in thought deliberation.

**Ms. Rabab Fatima, Under-Secretary-General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLS)** opened by thanking all speakers for attending the side event. She noted that LLDCs face unique trade challenges: reliance on transit neighbors, deficiencies in critical infrastructure, and long distances to seaports. The impact of this is that LLDCs pay nearly double in trade costs compared to neighboring coastal countries.

The USG noted that the 2030 Agenda for Sustainable Development requires an urgent improvement to sustainable transport solutions in developing countries, especially the LLDCs. She underscored that enhanced transit and transport connectivity is also at the heart of the Vienna Programme of Action for Landlocked Developing Countries. She emphasized that for LLDCs not to be left behind, expeditious and sizeable improvements in transport connectivity are of paramount importance.

The High Representative then stressed that climate change is hindering LLDCs' ability to overcome these transport constraints. Because of climate change, extreme weather events have been occurring more frequently and with higher intensity. She cited several examples such as the rising temperatures that were accelerating the rate of glacial melt in Bhutan, Nepal, Tajikistan, and Bolivia leading to landslides and flashfloods.

She also noted that tropical cyclone Idai in 2019 affected the transport corridors linking Malawi, Zimbabwe and Zambia to Mozambique's seaports of Beira and Maputo. She also pointed out that in 2021, South Sudan experienced a third year of severe flooding which caused extensive infrastructural damage to roads, bridges and disrupted markets and livelihoods. She said that other extreme weather events like drought reduced available water-based transportation routes and limited cargo-carrying capacity. She said that this had a devastating impact for Latin American LLDCs, where inland water transport systems play a major role in connecting them to world markets.

The USG pointed out that higher temperatures, drought and heatwaves can have slow-onset impact on pavement performance and this was affecting roads and airport runways, and causing rail line buckling. She stressed the previous speaker's point on how climate change events damage and leave transportation infrastructure at risk.

The High Representative called for urgent action among LLDCs to address the impact of climate change on transport infrastructure. First she noted that there is a need to establish transport systems that are sustainable, regionally integrated and resilient to the impacts of climate change. She underscored that this must include strengthening policy planning, standard setting and regulatory

frameworks. She highlighted the need for better risk analysis, disaster planning and the development of national adaptation plans that support resilient transport infrastructure. She also pointed out the need for strengthened early warning systems. She made reference to the Executive Action Plan for the Early Warnings for All initiative that was launched by the Secretary General at COP27. The initiative calls for initial new targeted investments of \$3.1 billion between 2023 and 2027, which is equivalent to a cost of just 50 cents per person per year.

Secondly, the High Representative called for increased financing and investment for climate adaptation but also improved leveraging of all funds. She listed blended finance, sovereign wealth funds and pensioned funds as ways to extend existing finance to hit financing needs.

Thirdly, the High Representative noted that increased financial, technical and capacity building support was needed to decarbonize passenger and freight transport, and to develop and promote clean and low-carbon fuels.

Fourthly, she stressed that greater partnerships were required to support the efforts of the LLDCs. Effective partnerships, including with the private sector, are needed to help share knowledge, and provide direct finance and technological capacity.

She ended by emphasizing the commitment of OHRLLS to foster cooperation.

**Ms. Rebecca Grynspan, Secretary-General of the United Nations Conference on Trade and Development (UNCTAD)** gave a pre-recorded video message. She underscored that the 2030 Agenda for Sustainable Development cannot be achieved without sustainable and resilient infrastructure. This is especially true for transport infrastructure, and especially true for LLDCs who depend on them to an extreme degree. She noted that on average, transport costs represent a high share of the value of the LLDCs' exports. They also incur substantial revenue losses from inefficient border procedures. This reduces their competitiveness and prospects of inclusive growth. She bemoaned that climate change is making matters much worse.

The Secretary-General noted that the cost of damages to road and rail infrastructure caused by climate change is high, in some LLDCs as high as total national transport budgets. She also pointed out that LLDCs depend heavily on road networks, which contribute heavily to carbon emission, and are also heavily exposed to climate hazards and disasters. It was evident that requirements for transport systems in LLDCs is very complex. Since on one hand, transport systems need to enhance connectivity and access to markets and on the other hand, they need to become more sustainable and less carbon intensive.

She highlighted some points on how the LLDCs could achieve the 2 objectives.

First, the LLDCs require access to infrastructure adaptation finance, at rates that are affordable and that include grants. The magnitude of such finance is considerable. For the 2030 agenda, low- and middle-income countries will need to spend between 0.5 and 3.3% of their GDP annually in new transport infrastructure. While another 1 to 2% of their GDP will be needed for maintaining the transport network.

Second, trade transit facilitation is vital. All goods from LLDCs, without exception, need to pass through transit countries to reach global markets. This often causes great delays, heavily constraining trade. Studies conducted earlier this century suggest that each day of delay at the border is equivalent to an additional 86 kilometers of distance. She indicated that UNCTAD has been supporting LLDCs and transit countries in trade transit facilitation and customs automation through ASYCUDA, our flagship technical assistance program, which includes climate-smart trade facilitation solutions.

Third, she noted that resilient and sustainable seaports are also key for LLDCs, who depend on them to reach global markets, even if they are in foreign territory.

Fourth, regional and sub-regional collaborative schemes are necessary, especially for LLDCs that depend on cross-border and international cooperation.

Finally, she highlighted that enhancing the resilience of critical transport infrastructure is and must be a shared responsibility.

**Mr. Antonio Pedro, Acting Executive Secretary of UNECA** focused his remarks on the work that UNECA is undertaking to address climate change in particular supporting investments, embedding resilience in policy, and promoting renewable energy.

For investments, UNECA, AUC, the World Bank and the African Development Bank teamed up to establish the Africa Climate Resilient Investment Facility, with initial funding from the Nordic Development Fund. The Africa Climate Resilient Investment Facility which aims to support the integration of long-term climate resilience in investments in climate-sensitive sectors such as transport through interventions in the following areas: (i) training, advocacy, dissemination and communication of lessons-learned to enhance public and private sector understanding of climate risks; (ii) developing guidelines, standards and compendium of good practice; (iii) establishing a knowledge and climate information portal; and (iv) overall programme management.

For embedding resilience in policy, Mr. Pedro noted that UNECA has helped weave resilience into regional transport infrastructure policies, strategies, and programmes in Africa, notably the Trans-African Highways (TAH) network, and the Programme for Infrastructure Development in Africa (PIDA). UNECA helped formulate the norms and standards for impact assessments and road construction of the Trans-African Highway Network.

Mr. Pedro indicated that UNECA partnered with other UN regional commissions and agencies to implement a project on transport and trade connectivity in the age of pandemics in order to ensure fostering of transport and trade connectivity during the COVID-19 pandemic. As part of the project, ECA produced a report with recommendations towards seamless and smart trade and transport in Africa. The short-term objective of the study that led to the report was to fight against COVID-19 while the long-term objective is to enable more effective trade and transport through the deployment of technology-based solutions that provide seamless and smart connectivity. He also noted that ECA is championing the digitalization of transport corridors in Africa.



Mr. Pedro also highlighted the ongoing work of UNECA to promote renewable energy through electric vehicles. He noted that a recent UNECA study shows that full implementation of African Continental Free Trade Area will require up to 2 million trucks to accommodate the anticipated increase in trade flows. He indicated that this provides huge investment opportunities for vehicle manufacturing on the continent, including electric vehicles. It also provides opportunities for investment in manufacturing of components of electric vehicles such as batteries. UNECA's goal is not just to field 2 million electric trucks across Africa but increase supply chain capabilities so that these trucks are manufactured within the continent.

He ended the presentation by highlighting the need to incorporate disaster management into all planning frameworks.

**Mr. Faustin Munyazikwiye, Deputy Director General of Rwanda Environment Management Authority and Rwanda's Climate lead negotiator,** began by stating that Rwanda would like to become landlinked because we are in the process of greening our transport sector and expand it. The impact of climate change on transport systems was affecting their ability to do so. One of Rwanda's key priorities is attracting green investment, especially for road infrastructure. Road infrastructure is the part of Rwanda's transportation sector most heavily affected by the increasing occurrence of floods/landslides. He indicated that the country faced landslides and floods last year and more than 30 bridges were washed away. He noted that the economic impact is 1% of GDP every year.

He spoke about what the government of Rwanda is doing to build resiliency. First of all, they are promoting non-physical incentives and fiscal incentives. One nonfiscal incentive was mainstreaming of climate change in the transportation sector. He noted that the country has a transport policy where climate change was mainstreamed. He also noted that the country makes sure that before constructing a road they conduct a vulnerability assessment so that they can integrate those externalities including climate change.

Besides mainstreaming, the Ministry of Economic Planning and Finance is working on climate change budget tagging. For each sector, a budget is allocated to climate proof that sector in terms of building resilience and the use of the resources are tracked even at Parliament level, where each sector must portray how much of their spending goes towards building resilience.

Furthermore, Mr. Munyazikwiye also noted the work with the Rwanda Transport Agency, to develop the capacity of various civil and non-civil/private operators working in the transport sector.

Mr. Munyazikwiye noted the rapid growth of cars in Rwanda of more than 300% over the past 20 years and how it has contributed to air pollution in cities. To curb this, Rwanda established a law to discourage importation of second-hand cars. All the imported vehicles that are brand new, their taxes have been reduced.

He also noted that the Government of Rwanda took the decision in 2020 to provide incentives for electric vehicles, completely alleviating the tariffs for imported electric cars and also offering favorable taxation for charging stations. Imported electric cars are tax free. Even the charging stations and other spare parts related to e-mobility are also exempted up to 15%. The government

cultivated local electric vehicle makers and close to 900 locally made electric vehicles now ply Rwanda's roads. The Government of Rwanda also noted that the electricity tariff is too high and reduced the electricity tariff of electric charging stations.

He noted that the Rwanda Green Fund was established to assemble electric motorcycles in Rwanda that can be affordable by citizens. Part of Rwanda's Green Fund is also dedicated to retrofitting diesel cars and trucks into electric vehicles.

**H.E. Mr. Mangaliso Ndlovu, Minister of Environment, Climate, Tourism and Hospitality Industry, Zimbabwe** started by recounting how COVID-19 revealed the extreme vulnerability of LLDCs to disruptions in global supply chains. He noted that the measures that were taken by many countries to contain COVID-19, such as the closure of borders reduced connectivity to regional and global markets, the pandemic further underscored the importance of the resilience of the transport systems.

He stated that extreme weather and natural disasters caused by climate change destroys transport infrastructure and creates similar disruptions. He gave an example of cyclone Idai that destroyed the transport infrastructure in his country and neighbouring Mozambique and Malawi. He stressed the importance of mobilizing resources towards building resilient transportation infrastructure. He underscored that it was necessary for all LLDCs to have access to finance at concessionary rates.

Minister Ndlovu explained that the country has mobilized domestic resources to upgrade the transport infrastructure. He noted that the busiest border post in sub-Saharan Africa – the Beitbridge border post – had been modernized using domestic resources and it is now very efficient with the capability of handling the traffic that is linking southern Africa to the rest of the continent.

He highlighted the efforts that Zimbabwe's government has taken already to mitigate emissions. Zimbabwe has been promoting biofuel by blending its fuel with ethanol - 20% of the fuel is ethanol. He pointed out that the country is also using a carbon tax to fund green renewable projects. He also noted that the country is launching an e-mobility strategy focused on reducing carbon footprint in the transportation infrastructure. He indicated that building climate resilient transport infrastructure involves very capital-intensive projects. There is need to seek concessional funding mechanisms. The Minister noted that the country had begun exploring and exploiting huge lithium deposits and hoped to launch one of the biggest lithium processing factories in Africa, which will produce for export.

**Mr. Gurbuz Gonul, Director, Country Engagement and Partnerships, International Renewable Energy Agency (IRENA)** began by stating that in his presentation he will try to give an energy transition dimension of achieving resilient and sustainable transport sector in LLDCs. He noted that the transport sector is responsible for ¼ of energy sector related emissions and stressed that it is vital to decarbonize the transport sector in order to hit the 1.5 degree climate goal. Without action in the transport sector, this target is not achievable at all.

He highlighted that the options for decarbonizing the transport sector included biofuels and electrification. He stressed that biofuels are extremely important and the very good example was that of Zimbabwe's efforts. For electrification, he advocated for an expansion of wind, solar and

hydro power. He also stressed that integration of renewable energy into the electricity grid must not just be done on the supply side but should also be done on the demand side by increasing the number of electric vehicles. He emphasized the need to decarbonize electricity generation to ensure that e-mobility is run from renewable sources of electricity. He noted that green hydrogen is now playing an important role especially in aviation and long-haul shipping.

Mr. Gonul then spoke about IRENA's work with OHRLLS on a report dedicated to the scaling up of renewables. The report stated that 215 million people in LLDCs don't have access to electricity and that the growth rate of renewable energy products was only 3% and if left like that, it will even take 40 years to bring LLDCs to the level we have today the global average. Mr. Gonul stressed that to solve these problems, improvements must be made in LLDCs towards fostering an environment for investing. He stressed the need to do all of the right policies and regulations to have investors feel confident to invest.

He noted that IRENA had just started the operational phase of the Energy Transition Accelerator Financing Facility of \$1 billion that has five financial partners. The facility is a global climate finance platform aimed at mobilizing capital to scale up renewable project funding in developing countries by 2030. He then stated the work of IRENA is dedicated to mobilizing finance by creating specialized sector specific products and by offering technical assistance to countries. He concluded by highlighting IRENA's willingness to help with transport sector decarbonization plans and invited the LLDCs to make requests.

**Ms. Sara Sekennes, UN Resident Coordinator for Lao PDR** then spoke about the importance of regional and global integration for Lao PDR's national development. She was grateful for other countries investments in infrastructure, highlighting how projects such as the Belt and Road Initiative will improve Lao's access to trade. She emphasized though that these investments in infrastructure must not come at the expense of other sectors, crowding out investment into health and education. She noted the need for stronger integration of the NDCs into transport systems and infrastructure planning, so to ensure that infrastructure development contributes not only to national development planning but also to ambitious NDC targets. She pointed out that beyond resilience and sustainability transport systems must serve green growth through trade in sustainable commodities. She also explained that to reach the NDC commitments made, progress must be made on a holistic level. Improvements in the transport sector must be matched in other sectors. It must not create a debt burden and reduce fiscal space to the extent that investment in human capital – health and education in particular – is crowded out.

She pointed out a few recommendations to enhance resilience and sustainability of transport systems in LLDCs including: i. cost-effective technology transfer, technical assistance and solutions sharing through South-South Cooperation, ii. scaling-up crucial climate finance to LLDCs with limited fiscal space, iii. strengthening policy coherence across government ministries and key policy documents, to ensure environmental sustainability and climate is mainstreamed rather than a stand-alone concern. She concluded by calling for the promised climate finance and by stating her intention to work with other countries to create a platform of policy coherence and climate friendly solutions.

### **Interactive discussion**

In the ensuing discussion, participants noted that it was important to protect the LLDCs' investments made into transport infrastructure by making it more resilient to the climate induced disasters. In order to succeed participants noted that there is need for the LLDCs to be fully empowered to tackle climate change. They pointed out that part of the empowerment process really starts with the effort to profile the situation better in order to engage in loss and damages debate, you need to have the data and facts with you. It is important that institutions are strengthened for gathering the relevant data. It is important to engage with the WMO to make sure that all the weather patterns historically and current are documented. It is also important to invest in building forecasting and modeling capabilities in institutions with the view to utilizing the historic set of data to try and anticipate what is going to happen next. The Secretary General, in our common agenda, has emphasized the importance of building that foresight and future analysis capabilities. So that's absolutely an important part of the empowerment process.

Participants also noted that it was important for LLDCs and transit countries to have a common voice. Given the transboundary nature of the impacts of climate change, LLDCs suffer a double jeopardy, their own and that of the neighboring coastal countries, which are equally ill-capacitated to address their own problems. Greater use of the champion on disaster risk management of the African Union who is from Mozambique is important as he can address both the LLDCs and transit countries.

Participants also noted the importance of engaging with development partners to raise the required support. They underscored that it is also important to reform the global financial architecture to be supportive of the LLDCs.

Participants pointed out that if the biggest polluters do reduce their emissions, the temperature rise will be reversed. They also noted that it was important for the biggest polluters to provide resources to compensate developing countries and also to help in the transitioning process. Participants called for delivery of the promises.

### **Conclusion**

**H.E Mr. Collen Kelapile** thanked all speakers for their contributions. He asked that everyone in attendance keep in mind that even for all the audacious climate goals of LLDCs, they are still only minor polluters in the global scheme of things. He stressed the need to magnify the voices of the LLDCs. He concluded that only by addressing the climate change can we begin to address resilience and sustainability.