



Republic of Botswana

OPENING REMARKS

BY

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AMBASSADOR AND PERMANENT REPRESENTATIVE
OF THE REPUBLIC OF BOTSWANA TO THE UNITED NATIONS**

DURING

**TRAINING WORKSHOP ON STRENGTHENING CAPACITY TO
DESIGN & IMPLEMENT POLICIES & IDENTIFY SOLUTIONS
THAT PROMOTE TRANSPORT CONNECTIVITY FOR THE
ACHIEVEMENT OF THE SDGS**

27-28 SEPTEMBER 2021



**Under-Secretary-General,
Excellencies,
Ladies and Gentlemen,**

1. Let me first start by welcoming you to this important event on Strengthening Capacity to Design and Implement Policies and Identify Solutions that Promote Transport Connectivity for the Achievement of the SDGs. The Government of Botswana is pleased to collaborate with the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS) in bringing this event into fruition.
2. On that note, let me once also take the opportunity of congratulating my dear friend and Under Secretary General, Ambassador Courtenay Rattray on his appointment as the High Representative for OHRLLS. I applaud you Ambassador for the vision and roadmap you have for the Department in its attainment of Agenda 2030 and the Vienna Programme of Action (VPoA).

Ladies and Gentlemen

3. This two day training programme, is a follow-up to the training on Strengthening Capacity to Develop Bankable Transport Infrastructure Projects for Enhanced Connectivity that was held on 6-8 April 2021. And its aim, as has just been alluded to by Under-Secretary-General Rattray, is to equip the policymakers with the **“knowledge and skills to design and implement policies that promote transport connectivity, including policies needed for responding to the impact of the COVID-19 pandemic on transport systems; the building of climate- and disaster-resilient transport infrastructure; establishment of legal and regulatory frameworks to promote efficient transit transport; and the financing of transport connectivity”**.

4. The topics for this workshop were actually crafted based on your requests and questions from the previous workshop, especially as it was we the landlocked countries who suffered a completely different fate during the peak of the COVID-19 crises when borders were closed.
5. Transport connectivity is very important for the achievement of the SDGs in Landlocked Developing Countries, as their special geographical situation require an efficient transit transport system in order to effectively participate in global trade.
6. As we found out from the Midterm Review of the implementation of the Vienna Programme of Action for LLDCs, more needs to be done to improve transport infrastructure in both quality and quantity. Given that most landlocked countries are developing countries, improved transport infrastructure is required not only along major transit corridors but also in rural areas where production takes place. Building, extending, maintaining, and rehabilitating the transport infrastructure requires sizable investments and so does improvements in customs facilitation and processes with transit countries.

Ladies and Gentlemen,

7. The review as well as the recently adopted ministerial Declaration has shown that some regions in LLDCs are experiencing poor progress in expanding and maintaining transport infrastructure, due to lack of supportive policies and limited legal and regulatory frameworks, with climate change also negatively affecting the transport infrastructure.
8. It is therefore, my hope that through this training workshop you will all get an insight on the development of bankable infrastructure and transport development projects; climate and disaster-resilient transport infrastructure; enabling environments for public and private sustainable investment and infrastructure operations; and most

importantly solutions for LLDC's during crises situations as we have just experienced with the COVID-19 pandemic.

9. It is for this very reason that my Government was very supportive for the collaboration with United Nations regional Commissions and Banks among them the United Nations Economic Commission for Africa (ECA), the African Development Bank, and is also thankful for the funding by the 2030 Agenda for Sustainable Development Sub-Fund of the United Nations Peace and Development Trust Fund.

Ladies and Gentlemen,

10. Let me **close** BY thanking you all for attending in high numbers and urge you all to take advantage of this training workshop for the betterment and improvement of transport infrastructure in our countries.

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