



Training Workshop for Developing successful Public-Private Partnerships (PPPs) for increased transport connectivity in Botswana

**Virtual
11-12 October 2021**

Time Zones: Gaborone 09:00hrs; New York 03:00hrs

Concept Note

BACKGROUND

Improved transport connectivity is crucial for the achievement of the SDGs in LLDCs who because of their geography require an efficient transit transport system in order to effectively participate in global trade. Improving the transport connectivity of LLDCs requires development of both (i) the hardware or the physical infrastructure, and (ii) the software infrastructure or the necessary policies and regulatory frameworks.

The Vienna Programme of Action (VPoA) for Landlocked Developing Countries for the Decade 2014-2024 was adopted in 2014 to address the special needs of the LLDCs through the implementation of the 6 priority areas: Fundamental Transit Policy Issues; Infrastructure Development and Maintenance; International Trade and Trade Facilitation; Regional Integration and Cooperation, Structural Economic Transformation, and Means of Implementation. The full and effective implementation of the VPoA is critical for LLDCs in achieving the Sustainable Development Goals (SDGs).

The Midterm Review of the implementation of the Vienna Programme of Action for LLDCs extensively analyzed transport connectivity for LLDCs through: the regional review meetings; the background reports that were prepared for the reviews noted that LLDCs and transit countries had made concerted efforts to improve transport infrastructure and connectivity; national progress reports prepared by LLDCs; and the Midterm Review Meeting itself that was held in December 2019 and had a dedicated panel session on the issue. The Midterm Review (MTR) revealed that some progress has been made in LLDCs and transit developing countries towards expansion and upgrading of rail, road, ports, air transport, and inland waterways and some missing links had been closed. However, the 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. Building, extending, maintaining, and rehabilitating the transport infrastructure requires sizable investments and also substantial efforts to prepare and execute over the span of many years which was found

to be limited in LLDCs. It was also noted that improvement in customs facilitation and processes with transit countries that ensures streamlined coordination and leverages the advantages of each mode of transport would also help reduce transport and trade costs.

The Midterm review also identified some capacity building areas that could help the LLDCs and transit countries to promote transport connectivity to include: Building capacity in the preparation of bankable projects; Capacity to raise adequate investment into infrastructure development and maintenance; Capacity to develop supportive regulatory frameworks and enabling environments to attract more infrastructure financing; and to reinforce the regulatory framework for public-private partnerships and to leverage innovative financing mechanisms such as climate change funds or other international funds.

The Government of Botswana is increasingly engaging in public-private partnerships for transport infrastructure development, especially in its mega projects. Currently the Government is working on ensuring that Botswana is fully connected to the rest of the region. Having just opened up the Kazungula bridge, a one stop service bilateral project connecting Botswana and Zambia on the North South Corridor within SADC, the country is also overseeing the construction and rehabilitation of other major transport projects among them; The Mohembo Bridge connecting Botswana's Okavango Delta to Namibia; The Mamuno One stop border post connecting Botswana and Namibia, a project intended to make the trans-Kalahari Corridor more effective and efficient; Rehabilitation and reconstruction of the Francistown-Nata-Maun and Mohembo road; Rehabilitation and reconstruction of the Kang-Hukuntsi Access road; and Rehabilitation and reconstruction of the Gaborone-Boatle Road.

Having just undergone training organized by UN-OHRLLS for LLDC countries, the Government of Botswana, has identified the need for additional training specific to Botswana on public-private partnerships with a focus on Botswana's ongoing and planned mega transport projects listed above. The training will greatly benefit the personnel by enhancing their capacity and successful development of bankable transport projects under PPP terms for both hard and soft infrastructure. It is in this context that UN-OHRLLS, in partnership with the African Development Bank, the World Bank, and UNCTAD will facilitate capacity development for effective development of public-private-partnerships for transport projects through a training workshop to be held on 11 and 12 October 2021. The training workshop will be attended by Botswana officials involved in transport Bankable project across the different Ministries including

Objective of the training

The specific objective of the seminar is to equip policymakers with knowledge and skills on how to negotiate, develop and implement effective public-private-partnerships for transport infrastructure. The seminar also aims to help Botswana as an LLDC and transit country to develop capacity that can enable it to design policies to build hard and soft infrastructure that is key to improved connectivity to regional and global markets.

The skills to be developed are of importance to Botswana to help in overcoming the challenges faced due to landlockedness and being a transit country, including remoteness to international

markets and long distances from the seaports, which result in high transit times and costs. Challenges have been further exacerbated by the COVID-19 pandemic.

The following areas have been identified by the Botswana Government for the training.

- Commercial Agreements involving infrastructure development through PPP
- Financial modeling of large infrastructure project on PPP Transport Economics - Economic Assessments of Transport Projects Transport Demand analysis and Project assessment
- Transport modeling
- PPP in Road sector
- Traffic Impact Analysis
- Road Asset Management
- Procurement of PPP infrastructure projects
- PPP Project Management
- PPP Contract Management
- Case studies: PPP transaction Management
- Managing long term PPP contracts ensuring service delivery, price regulation and dispute resolution
- PPP model and Program development
- Structure financial agreements for PPPs

Participants: The training is intended for policymakers from Ministries of Transport, Finance and Planning; Trade, Attorney General and other relevant departments.

Partners: The training will be organized in collaboration with other partners including World Bank, African Development Bank and UNCTAD.

Format of the training: The training has modules and other background materials. The training will be virtual and consist of presentations of the relevant topics by different resource persons using many case studies as much as possible. Participants will be given opportunities to share their experiences.

Timeline: The training is for a duration of 2 days –11 and 12 October 2021 from 9:00am to 5:00pm Gaborone time.