

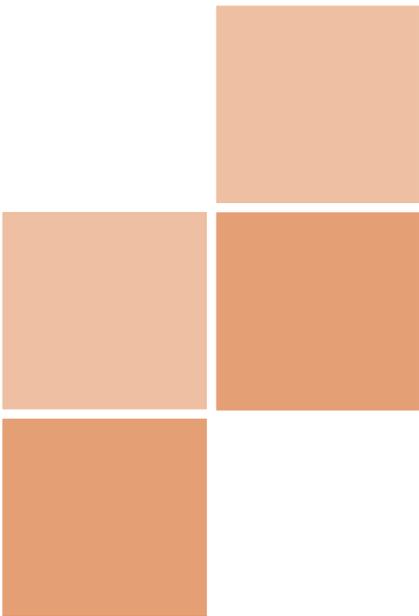


Republic of Botswana



BOTSWANA NATIONAL CONSULTATIONS ON MAINSTREAMING OF THE VIENNA PROGRAMME OF ACTION

HELD 27TH - 29TH OCTOBER 2015 IN
GABORONE, BOTSWANA.



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EXECUTIVE SUMMARY

This is a report on national consultations on mainstreaming of the Vienna Programme of Action (VPoA). The report has two parts: a report of the National Stakeholder Sensitization Workshop on the VPoA held in Gaborone, Botswana, 27–29 October 2015 and the background document on mainstreaming of the Vienna Programme of Action that was prepared for the national consultations. The workshop was organized by the government of the Republic of Botswana in collaboration with the United Nations Office of the High–Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN–OHRLLS).

The purpose of this workshop was to enhance understanding of key stakeholders, including Government officials, civil society and private sector so that they can effectively implement the VPoA and mainstream it into the national and sectoral development plans, develop modalities for monitoring and reporting, and identify opportunities for assistance. The purpose of the background document was to provide resource material and guide consultations on how to mainstream the VPoA into national and sectoral plans.

The workshop was attended by more than 30 participants from principal Ministries. In addition regional organizations attended the workshop including the Southern Africa Development Community (SADC), and the Trans Kalahari Corridor Secretariat (TKCS). The Deputy Permanent Secretary of Ministry of Trade and Industry was the Senior Government Representative to attend the meeting and she officially opened meeting.

The presentations and discussions held during the workshop began by reviewing in depth the six priority areas of the VPoA: Transit Policy Issues, Infrastructure Development and Maintenance, International Trade and Trade Facilitation, Regional Integration and Cooperation, Structural Economic Transformation, and Means of Implementation. This was followed by an extensive overview of Botswana’s National Development Plan 11 and its seven key priorities: Developing Diversified Sources of Economic Growth; Human Capital Development; Social Development of the Health Sector; Poverty Eradication and Unemployment Challenges; Consolidation of Good Governance and Strengthening of National Security; Sustainable Use of the Natural Resources; and finally, Establishment of Effective Monitoring and Evaluation Systems. The presentation also highlighted how the VPoA matches the current national long term development Strategy – Vision 2016 and National Development Plan 10 and identified how the VPoA can be mainstreamed into the next National Vision 2036 and National Development Plan 11. The first day of the workshop ended with a presentation and discussion on mainstreaming the VPoA into National Development Strategies.

The second day of the workshop began with a mapping exercise of which governmental bodies of Botswana were responsible for each of the respective priority areas of the VPoA and could undertake the suggested actions that were provided by the VPoA. The mapping exercise was followed by presentations made by representatives from the SADC and the TKCS, who provided regional perspectives on the VPoA and what these regional organizations were doing to facilitate its implementation in the region including Botswana. SADC, whose Member States are participating in a Free Trade Area, is currently in the process of researching and implementing a Single Window System, and is actively working on reducing Non–tariff Barriers to Trade among its Members. The TKCS has supportive policies and programs that it is implementing, including One Stop Border Posts and Data and Information Collection Systems.

Representatives of ministries and government organizations provided updates on their current infrastructure development projects, including their respective timelines and how their completion would

aid Botswana in its implementation of the VPoA. These included regional and international trade agreements, current trade facilitation initiatives, energy generation project plans, and transit infrastructure construction works. It was clear in the discussion that Botswana has already started implementing actions related to the VPoA that were highlighted in the discussions including ratification of the WTO Trade facilitation Agreement, trade facilitation initiatives, export diversification drive, industrialization and many others.

The presentation on monitoring and reporting on the progress of implementing the VPoA highlighted the importance of choosing the appropriate national indicators to monitor the VPoA. A list of broad economic indicators and specific indicators for each priority area that Botswana and other prospective countries could use were presented. The details of the format of a comprehensive national report were also presented and discussed. It was also stressed that every year the LLDC Member States are expected to provide inputs into the preparation of the annual report of the United Nations Secretary General and that they are encouraged to prepare comprehensive reports for the mid-term and ten year reviews.

As a way forward the Ministry of Trade and Industry indicated that they will hold bilateral meetings with key stakeholders, particularly those that have action items to implement. The aim of the bi-lateral meetings will be to ensure ownership as well as to agree on the priorities, taking into account programmes and projects currently being implemented that are in line with VPoA. They indicated that an implementation matrix will be developed following the bilateral meetings and circulated to all stakeholders. The Ministry of Trade and Industry also indicated that the outcome of the workshop will be shared with the relevant Permanent Secretaries at their regularly scheduled meetings to ensure ownership at the Executive level. They also indicated that the implementation of the VPoA will be integrated into the work of the National Committee on Trade Facilitation (NCTF). This is the platform at which Implementing Agencies will be expected to report to on the progress made with regard to implementation and the NCTF will closely monitor and evaluate progress made on the VPoA.

In closing, UN-OHRLLS expressed their continued support to Botswana in their efforts to implement the VPoA. The workshop was a great success and Botswana as a country showed a lot of dedication and commitment to mainstreaming the VPoA. The Botswana meeting and its background document will provide important experience to share with other countries in their efforts to mainstream the VPoA.

ACRONYMS AND ABBREVIATIONS

ASYCUDA	Automated System for Customs Data
BAIS	Botswana Aids Impact Survey
BITC	Botswana Investment and Trade Centre
BURS	Botswana Unified Revenue Service
EDF	European Development Fund
EPA	Economic Partnership Agreement
EPZ	Export Processing Zone
FDI	Foreign Direct Investment
FTA	Free Trade Area
GATT	General Agreement on Tariffs and Trade
GVC	Global Value Chains
HDI	Human Development Index
HIV/AIDS	Human Immunodeficiency Virus Infection / Acquired Immune Deficiency Syndrome
ICT	Information and Communications Technology
IMF	International Monetary Fund
LEB	Life Expectancy at Birth
LLDC	Landlocked Developing Countries
MEWT	Ministry of Environment, Wildlife and Tourism
MFDP	Ministry of Finance and Development Planning
MIST	Ministry of Infrastructure, Science and Technology
MMEWR	Ministry of Minerals, Energy and Water Resources
MoA	Ministry of Agriculture
MoFAIC	Ministry of Foreign Affairs and International Cooperation
MTC	Ministry of Transport and Communications
MTI	Ministry of Trade and Industry
NDP	National Development Plan
NEPAD	New Partnership for Africa's Development
NSO	National Strategy Office
NTB	Non-tariff Barriers to Trade
NTP	National Trade Policy
NWTGC	North West Transmission Grid Connection Project
OHRLLS	Office of the High Representative for Least Developing Countries, Landlocked Developing Countries and Small Island

Developing States	
OSBP	One Stop Border Post
PDL	Poverty Datum Line
PPA	Power Purchase Agreement
PPP	Public–Private Partnership
R&D	Research and Development
RCTBG	Regional Transit Customs Bond Guarantee
RISDP	Regional Indicative Strategic Development Plan
RKC	Revised Kyoto Convention
ROO	Rules of Origin
SACU	Southern African Customs Union
SADC	Southern Africa Development Community
SME	Small and Medium–Sized Enterprises
STP	Protocol on Trade
TF	Trade Facilitation
TKC	Trans–Kalahari Corridor
TKCMC	Trans–Kalahari Corridor Management Committee
TKCS	Trans–Kalahari Corridor Secretariat
TWG	Technical Working Group
UNCTAD	United Nations Conference on Trade and Development
UNDP	United Nations Development Programme
USD	United States Dollar
VPoA	Vienna Programme of Action
WCO	World Customs Organization
WTO	World Trade Organization

REPORT

NATIONAL STAKEHOLDER SENSITIZATION WORKSHOP ON
THE VIENNA PROGRAMME OF ACTION FOR LANDLOCKED DEVELOPING
COUNTRIES FOR THE DECADE 2014-2024
HELD 27TH – 29TH OCTOBER 2015 IN GABORONE, BOTSWANA

OPENING REMARKS

STATEMENT BY MS. ONTLAMETSE B. WARD, DEPUTY PERMANENT SECRETARY OF TRADE OF THE BOTSWANA, MINISTRY OF TRADE AND INDUSTRY

Director of Ceremonies, Distinguished Guests, Development Partners, Representatives of Government and Parastatals, Representatives of Private Sector Organizations,

It gives me great pleasure to welcome you all to the National workshop on the Vienna Programme of Action (VPoA). I thank all of you for having found it imperative to leave your other equally important engagements to be here today.

Distinguished colleagues, we are meeting today and in the next two days for a National Stakeholder Sensitisation workshop on the VPoA. The main aim of this workshop is to sensitize stakeholders of the VPoA for Landlocked Developing Countries (LLDCs) particularly to ensure that stakeholders who have a stake in its implementation are made aware of the Programme.

Adopted in November 2014 in Vienna, the VPoA aims to address challenges faced by LLDCs due to their lack of direct territorial access to the sea and remoteness from world markets. Landlocked countries such as Botswana are dependent on neighbouring transit countries for external trade and as such we incur relatively higher trade transaction costs. These high costs, coupled with inadequate infrastructure and bottlenecks associated with importation and exportation requirements are a major stumbling block to integration into the global economy and the inflow of foreign investment. Ladies and Gentlemen, these challenges are real. Cross border trade remains a huge challenge for Botswana. Coupled with the relatively small internal market, this situation negatively affects Botswana's competitiveness and the attractiveness to FDI.

According to World Bank Doing Business Report, the cost of importing and exporting a container for Botswana is above the Sub-Saharan Africa average. The Cost of importing a container to Botswana is 3,740 USD and it takes 35 days to reach Botswana, while the cost of exporting a container from Botswana is 3,145USD and takes 27 days to reach its destination.

Given this undesirable situation, Botswana attaches great importance to the implementation of the VPoA and other international and regional initiatives like the WTO Agreement on Trade Facilitation, SADC initiatives such as the Comprehensive Trade Facilitation and the SACU Trade Facilitation Programme. The implementation of these initiatives at national level, by our neighbours as well as our trading partners will go a long way in enhancing Botswana's competitiveness.

Director of ceremonies, it can be realised that initiatives aimed at addressing competitiveness challenges cut across several Ministries and so are the action items and priorities under the VPoA. It is in this regard that Ministry of Trade and Industry found it critical to organise this workshop to ensure that all stakeholders are brought on board particularly at the initial stage to implementation of the VPoA. The aim is to ensure that, in the end we adopt a coordinated approach to implementation, reporting and monitoring of the VPoA.

Director of Ceremonies, this workshop also provides us with an opportunity as Botswana is in the process of drawing her national development plan and the long term vision, Vision 2036. From the outset, one can recognise that the objectives of the VPoA are in line with the national development objectives as indicated in the draft Key Note Policy paper for NDP 11. It is therefore imperative that as we continue the process of

developing both the Tenth National Development Plan and the National Vision, we ensure that VPoA is mainstreamed. Mainstreaming of the VPoA priorities into our national development plan as well as into other national policies and strategies will ensure coherence and an integrated approach to economic growth and development. It is in this regards that the programme of the workshop has a dedicated section to take us through the mainstreaming of the VPoA into the National and sectoral plans.

Ladies and gentlemen, the Government of Botswana has and continues to undertake initiatives to transform Botswana from being landlocked to being landlinked. Botswana is centrally located in the southern part of Africa making her the perfect gateway for reaching the whole of the Southern African Development Community (SADC) region and the intention is to take advantage of this strategic location.

It is in this regard that Botswana continues to undertake initiatives to transforming herself into a regional hub by undertaking various infrastructural development in Information, Communication Technology (ICT), energy, transport infrastructure, including roads, rail and air, as well as border reforms.

It can be realised that putting in place the necessary infrastructure to realise the desired objective would require huge investment on the part of Government. Given the meagre Government resources, particularly as the economy shows signs of slowing down, the assistance by development partners cannot be overemphasised. It is encouraging that the VPoA recognises the necessary role of the development partners in contributing to the achievement of the intended objectives of the Programme. We hope to see them coming on board as we implement the Programme.

In conclusion, allow me to express our gratitude to the Office of the High Representative of the Landlocked Countries, Least Developed Countries and Small Island States for their collaboration in organising this workshop. As the office coordinating the implementation of the Programme at the UN level, your input in “domesticating” the VPoA is valuable.

Once again, thank you all for having found it worthwhile to attend this workshop and wish you fruitful deliberations.

I thank you for your attention.

STATEMENT BY MR. SANDAGDORJ ERDENEBILEG, CHIEF OF POLICY DEVELOPMENT, COORDINATION, MONITORING AND REPORTING SERVICE OF UN-OHRLLS

Distinguished Ladies and Gentlemen,

I wish to thank the Government of Botswana and in particular The Ministry of Trade and Industry for organizing this workshop. Indeed Botswana is leading the way in conducting a national workshop to strategize on how to effectively implement and mainstream the VPoA into national planning. I also wish to thank all the participants for the commitment that they have made by coming to the workshop.

The LLDCs face geographical challenges which constrain their trade potential and overall socio-economic progress. They face high trade and transport costs and are beset by other challenges linked to inadequate infrastructure, inefficiencies at border crossings and bottlenecks related to customs procedures.

As you may know, the international community gathered for the first time in 2003 in Almaty to address the special needs and challenges of the LLDCs. That Conference adopted the Almaty Programme of Action specifically aimed at addressing the special needs of the LLDCs that arise from being landlocked. After a decade of implementing the Almaty Programme, the LLDCs as a group had improved their share of world trade – the share of global exports increased from 0.5% in 2003 to about 1.2% in 2013 and their economic growth increased from 4.7% in 2003 to about 6% in 2013 albeit large diversity across the group and time. The LLDCs also made some advances in social development including primary education, gender parity, representation of women in decision-making, and in stemming the spread of HIV/AIDS.

However despite the progress the LLDCs continue to face stark challenges. Transit transport infrastructure is still inadequate and inefficient and as a result transport costs are still the highest in the world. LLDCs export diversification and competitiveness remains limited, they lack up gradation in the value chain and their productive capacities are inadequate and as a result LLDCs are highly vulnerable to external shocks. They are also disproportionately affected by desertification, land degradation and drought because a large proportion of their lands are under dryland ecosystems. Desertification, land degradation and drought foster food insecurity resulting in widespread water shortages, hunger and increased populations living in extreme poverty and exacerbates increased migrations, instability and other social crises.

It is in this context that the Second UN Conference on LLDCs took place in November 2014 in Vienna, Austria and adopted the VPoA for the LLDC for the decade 2014–2024 which is the successor programme to the Almaty Programme of Action. The VPoA is a holistic and action-oriented plan with 6 specific goals and 21 time-bound results-oriented objectives in its 6 priority areas of 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 specific objectives under these priority areas are to be achieved through specific actions by LLDCs, transit countries and development partners.

The overarching goal of the programme of action is to address the special development needs and challenges of LLDCs in a more coherent manner and contribute to sustainable and inclusive growth and eradication of poverty for more than 450 million people in the 32 LLDCs.

The international community noted that in order to achieve better results at national level, there is need to mainstream the VPoA. Thus the LLDCs are invited to mainstream the implementation of the Programme into

their national and sectoral development strategies in paragraph 74 of the VPoA. The VPoA also recommended the establishment of national coordination mechanisms that would facilitate its implementation and monitor and regularly report.

In this regard, I wish to commend your country for taking the initiative to sensitize all stakeholders concerned about the VPoA and consult each other on how to go forward on its implementation. I am confident that with this kind of follow-up, Botswana is well on its way to develop national and sectoral development strategies that fully integrate the Vienna Programme and that can yield desirable outcomes to convert her from being landlocked to become land-linked. Botswana has already made headway in implementing actions that are in the VPoA. For example you have led the way among the LLDCs in ratifying the WTO Trade Facilitation Agreement. The agreement has potential to yield benefits to LLDCs, as it seeks to drive customs efficiency, lower trade costs, and reduce delays at border crossing.

Today's workshop also comes at a crucial time when the international community has just adopted the new global development framework – Transforming our World: the 2030 Agenda for Sustainable Development that is aimed at eradicating poverty and achieving sustainable development whilst ensuring that no one is left behind. And last July, the international community adopted the Addis Ababa Action Agenda. Both the 2030 Agenda for sustainable development and the Addis Ababa Action Agenda recognize the special needs and challenges faced by LLDCs and stress the need for the international community to support the development efforts of the LLDCs.

There is great complementarity between the VPoA, the 2030 agenda and the Addis Ababa Action Agenda. They are all aimed at helping the LLDCs transform their economies and spur sustained social and economic progress. I am also happy to note that they are also in conformity with Africa's Agenda 2063 where you are focusing a lot on infrastructure development, trade integration, structural transformation and regional cooperation among others. The full implementation of these development programmes would result in greater success in the social, economic and environmental development pillars of the LLDCs. I encourage your country to forge strong coherence in implementing these global programmes.

National leadership and coherence is indispensable. But equally critical is international solidarity support for means of implementation. The LLDCs have clearly articulated the need for greater share of official development assistance and its catalytic role and stressed that together with trade, investment and technology will play a very important role in effectively implementing the VPoA.

Partnerships with transit countries, development partners, the UN system, the private sector and civil society will be indispensable towards raising the necessary resources for ensuring implementation and achieving effective results on the ground. We have to focus on action oriented partnerships, to make it a success. Our Office has been engaged in advocacy efforts within the United Nations as well as outside with international and regional financial institutions and bilateral development partners, north and south to deliver on the commitments made to the vulnerable countries.

Let me conclude by assuring you, that the United Nations as a whole and my Office in particular, will continue to support your efforts in the implementation and follow-up of the VPoA, the 2030 agenda for sustainable development, the Addis Ababa Action Agenda and Africa's Agenda 2063.

I wish you a successful workshop, and I thank you for your kind attention.

SESSION 1: UNDERSTANDING THE VIENNA PROGRAMME OF ACTION BY GLADYS MUTANGADURA, SENIOR ECONOMIC AFFAIRS OFFICER, UN-OHRLS

The VPoA, the outcome of the Second UN Conference on LLDCs, was influenced by inputs received from Member States through National Reports and Regional Consultations. The VPoA focuses on efficient transit and transport systems, structural transformation, competitiveness, trade, and regional cooperation in order to reduce poverty, build economic resilience, and address inequality. The ultimate goal of the VPoA is to transform LLDCs to land-linked economies.

The VPoA is a holistic, action-oriented Programme of Action to be implemented from 2014 to 2024. There are 21 specific objectives in the VPoA, and 23 mandated actions for LLDCs, 9 actions for transit countries, 25 joint actions for LLDCs and transit countries, and 30 for development partners. The VPoA is based on renewed, strengthened partnerships involving LLDCs, transit countries, development partners, the private sector, international, multilateral and regional organizations, and the UN system.

The overarching goal of the VPoA is to address the special development needs and challenges of LLDCs arising from landlockedness, remoteness and geographical constraints in a more coherent manner and thus to contribute to an enhanced rate of sustainable and inclusive growth, which can contribute to the eradication of poverty by moving towards the goal of ending extreme poverty. The VPoA has six specific goals and objectives: (i) unfettered, efficient and cost-effective access to the sea, with freedom of transit in accordance with international law; (ii) to reduce transit costs and delays through simple and standard rules and regulations; (iii) the development, upgrading, and maintenance of transit transport infrastructure networks, and to close missing links; (iv) to implement legal instruments and strengthen regional integration; (v) to promote global trade and economic structural transformation, including enhanced productive capacities, value additions, and diversification; and (vi) to strengthen international support for the LLDCs.

To achieve these goals and objectives, the VPoA has six 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.

Priority 1: Transit Policy Issues

This priority area calls for free, faster movement of goods along corridors, border points and ports, as well as addressing intermodal connectivity and efficiency, all through the harmonization, simplification, and standardization of rules and regulatory documents.

The specific objectives of this priority area are: to reduce travel time along corridors, with the aim of allowing transit cargo to move a distance of 300 to 400 kilometres every 24 hours; to significantly reduce the time spent at land borders; and to significantly improve intermodal connectivity.

In terms of actions, the VPoA calls for LLDCs and transit countries to ratify and implement Conventions and bilateral, sub-regional and regional agreements. It also calls for coordinating border and customs controls, removing roadblocks, exchanging data, and implementing national multi-stakeholder mechanisms. Development partners are to support efforts of the aforementioned actions, and international and regional organizations are to provide technical and financial assistance.

Priority 2: Infrastructure Development and Maintenance

This priority area focuses on transit transport infrastructure, information and communications technology (ICT) and energy infrastructure, and aims to cut transaction costs, improve competitiveness, and promote integration in global markets. This priority area has two parts: Transport infrastructure and Energy and ICT infrastructure.

With regards to infrastructure development and maintenance, the VPoA outlines specific objectives: to significantly increase the quality of roads, including increasing the share of paved roads, by nationally appropriate standards; to expand and upgrade the railway infrastructure in LLDCs, where applicable; and to complete missing links in the regional road and railway transit transport networks.

In terms of actions, LLDCs and transit countries are to develop national policies, transit corridors and ancillary facilities, border-crossing mechanisms, dry ports, inland container depots, and logistic hubs. They are also to promote public-private-partnerships (PPPs), harmonize rail gauges, improve capacities, training, and railway staff exchanges, and liberalize and permit-free transit road transport. Development partners are to support the aforementioned efforts, share experiences, and mobilize finances and private sector support.

With regards to Energy and ICT infrastructure, the VPoA outlines specific objectives: to expand and upgrade, as appropriate, infrastructure for supply, transmission and distribution of modern and renewable energy services in rural and urban areas; all LLDCs should make broadband policy universal; to promote open and affordable access to the Internet for all; and LLDCs should actively engage to address the digital divide.

In terms of actions, LLDCs are to prioritize energy production, trade and distribution, energy policy, harmonize legal and regulatory frameworks, promote digital bridges, internet access, connect to undersea cables, and etc. Development partners are to support efforts in energy, ICT, broadband and related policy, and to undertake capacity-building.

Priority 3: International Trade and Trade Facilitation

This priority area aims to boost LLDCs' global trade, export volume, value addition, manufactured exports, and diversification of products and markets. This difficult task is possible if transit costs and delays are reduced; productivity and competitiveness are boosted; there is greater participation in multilateral trading system; and there is a boost in global value chains and the services sector. South-South trade is crucial, as is the WTO Trade Facilitation Agreement. There are two sub priorities in this area: International Trade and Trade Facilitation.

With regards to International Trade, the VPoA outlines specific objectives: to significantly increase the participation of LLDCs in global trade, with a focus on substantially increasing exports; to significantly increase the value added and manufactured component, and substantially diversifying their markets and products; to further strengthen economic and financial ties between LLDCs and other countries in the same region so as to gradually and consistently increase the LLDCs' share in intraregional trade; and to invite Member States to consider the specific needs and challenges of LLDCs in all international trade negotiations.

In terms of actions, LLDCs are to develop trade strategies based on comparative advantages and opportunities; integrate trade policies in development strategies; focus on global value chains and SMEs; and other appropriate policies. Transit countries are to invest in LLDCs' productive and trading capacities; grant access to their products; and improve logistical efficiencies. Development partners are to support actions related to trade, including addressing non-tariff measures, engaging in technology transfer, technical assistance and capacity building, and aid-for-trade.

With regards to trade facilitation, the VPoA outlines objectives of: significantly simplifying and streamlining border crossing procedures with the aim of reducing port and border delays; improving transit facilities and their efficiency with the aim of reducing transaction costs; and ensuring that all transit regulations, formalities and procedures for traffic in transit are published and updated in accordance with the WTO Trade Facilitation Agreement.

In terms of actions, LLDCs and transit countries are to establish national Trade Facilitation committees and other trade facilitation measures, and port and border transparency. Development partners are to support trade facilitation activities, share best practices, build capacity, provide technical assistance, and continue aid-for-trade programs.

Priority 4: Regional Integration and Cooperation

This priority area seeks to reduce costs and delays for connectivity in transport, energy, ICT, and research and development. Specific objectives include boosting trade and industrial development, and harmonizing regulatory policies and border and custom procedures.

In terms of actions, LLDCs are to strengthen regional networks such as trade, transport, energy, ICT and etc., develop relevant policies, and participate in regional frameworks. Transit countries are to invest in regional connectivity infrastructure, policies, Agreements, and trade facilitation initiatives, while development partners are to support integration efforts, regional infrastructure development, best practices and capacity development.

Priority 5: Structural Economic Transformation

This priority area deals with diversification, productivity, SMEs, external shocks, Science, Technology and Innovation, the Service Sector, Tourism, Manufacturing, Agriculture, Global Value Chains, and other ways of improving productivity so as to achieve structural transformation. Specific objectives include increasing value addition in the manufacturing and agricultural sectors, increasing economic and export diversification, promoting service-based growth, including from tourism, and encouraging the inflow of foreign direct investment in high-value added sectors.

In terms of actions, LLDCs need policies and strategies that use technology, industrial clusters, EPZs, and SMEs growth, in addition to ratifying the International Think Tank. Development partners are to support efforts by the LLDCs in helping facilitate financial and technology transfer, capacity development, and resilience building, and share best practices.

Priority 6: Means of Implementation

This priority area refers to forms of technical and financial support that LLDCs require for full and effective implementation of the VPoA. Such avenues of assistance include: potential domestic and external, public and private resources and philanthropy; support from South–South, North–South, International Organizations, and the UN system; ODA, FDI, Aid–for–Trade, Remittances; technology transfer, capacity–building and policy–making; legal instruments, Doha Round of Negotiations; and the International Think Tank for LLDCs.

In terms of actions, the support of development partners is needed to complement the efforts of landlocked developing countries to implement the VPoA. Development partners are therefore encouraged to provide targeted technical and financial support, as appropriate, towards the implementation of the specific actions listed in the VPoA. Development partners should also encourage private sector investment in landlocked developing countries that are implementing the Programme of Action. International Organizations, Regional Development Banks, World Bank, IMF, WTO, UN systems i.e. UNDP, UNCTAD, UN–OHRLLS, and Regional Economic Commissions are to assist in mainstreaming VPoA through supporting country, regional, and global mainstreaming, implementation, monitoring and review; provide national and regional–level capacity development; and build national capacity for large–scale infrastructure projects, financing mechanisms, and PPPs. The private sector is also expected to contribute to the implementation of the VPoA.

UN–OHRLLS will continue to ensure implementation and coordinate follow–ups, monitoring and reporting. UN–OHRLLS will also coordinate national, regional and global review, along with needed advocacy measures, and develop indicators for measuring progress, in collaboration with other stakeholders.

SESSION 2: OVERVIEW OF BOTSWANA'S DEVELOPMENT STRATEGY AND PLAN BY MBAKISO G. MORAPEDI, BOTSWANA NATIONAL STRATEGY OFFICE

Botswana has followed multi-year economic planning since 1966 with six-year National Development Plans (NDPs), with midterm reviews of these NDPs. National Development goals have been achieved through government policies, programs and projects. Since 1996, medium term development plans have been augmented by the longer horizon National Vision, and NDPs represent the blueprint of this National Vision. Botswana is currently developing the Next Long Term Vision (Beyond 2016) – Vision 2036.

Botswana identifies five priority issues that the country must overcome. These are: Eradicating extreme poverty and reducing inequality; Strengthening human development outcomes; Generating export-led diversified growth and employment; Managing trade-offs between income generation and environmental sustainability; and Deepening democracy outcomes and strengthening governance institutions.

Despite remarkable economic achievement, the level of poverty and inequality remains too high. 19.3% people live below the Poverty Datum Line (PDL) and 16% below Food Poverty Line, with rural areas, female-headed households, and households headed by those with no formal training being the most affected. Around 20 percent of Botswana children under the age of 14 live in extreme poverty, higher than any other age group. The central thrust of poverty eradication strategy is to provide opportunities for the poor to have a sustainable livelihood; improving targeting and efficiency of the social protection system; interrupting the intergenerational transmission of poverty through the eradication of child poverty; and improving access of the poor to basic services, particularly shelter, sanitation, electricity.

Despite high spending, human development quality and outcomes are below potential. Botswana ranks 109th out of 185 countries in the United Nations Human Development Index (HDI), 70 places below per capita GDP rank of 54. Gross enrolment for senior secondary (tertiary) education is about 62%, and in international tests of mathematics and science subjects, Botswana's 9th grade achieved 20% less than the international average of 8th grade. Vision 2016's goal of "no new infection" of HIV is unlikely to be met. Botswana Aid Impact Survey (BAIS) IV unadjusted HIV incidence rate is 2.41%. Botswana's Life Expectancy at Birth was 65.3 in 1991, dropped to 55.6 in 2001 and recovered to 68 in 2011, compared with 79 in high income countries. To rectify these deficiencies, Botswana seeks to address quality issues while further improving access, as well as improve health service delivery.

In order to generate export-led economic growth and employment, Botswana is committed to strengthening the public sector through strengthened public policies for competitiveness, improved business environment, and entrepreneurship education. In order to strengthen the private sector, Botswana is renewing efforts to compete in non-government markets and enhancing sophistication of business strategy and operations, labour relations and human resources management, product quality management, and technology adoption and absorption. Despite rich endowments, tough trade-offs exist between income generation and environmental sustainability that must be recognized and managed. Balance must be maintained between Water Security, Energy Security, Food Security, Biodiversity, Mining and the environment.

Democratic outcomes must be further deepened for citizens. Effectiveness and efficiency of the public sector must be further strengthened through addressing the implementation bottlenecks and improving the

efficiency of public investment. The crime rate must be further reduced, and anti-corruption efforts must be scaled up.

The Aspirations for Botswana in 2036 can be summarized as 'Prosperity for all'. These Aspirations include:

- A united people with no extreme poverty, low inequality in material, and spiritual wellbeing;
- Healthy and educated citizens participating in a highly productive workforce that excels in entrepreneurship, learning and innovation;
- Robust and export-led job-creating growth based on competitiveness driven by a vibrant private sector in close collaboration with research and development community;
- Optimized balance between income generation and maintenance of natural endowments, with food, water, energy security, and environmental sustainability;
- Nation of excellence in governing public affairs with major success in enhancing effectiveness and efficiency of the public sector.

The proposed overall strategy to achieve these Aspirations requires managing the trade-off between income and environment to achieve green growth, and strengthening the public sector to provide an institutional foundation and enabling framework.

Economic diversification is a key objective for Botswana, and requires action at the cluster level. Cluster development focuses on investing implementation capacity on fields with critical mass and higher potential of success. There are important opportunities to upgrade existing clusters in Botswana, and Cluster development is a key tool to stimulate improvements in the general business environment. An action agenda for Botswana should involve a clear sequence, broadening the scope of activities over time, and should start where the economic opportunities are most obvious.

The National Vision will be implemented through six year NDPs. Technical Working Groups will plan, implement, monitor and evaluate: the economy and employment; social upliftment; sustainable environment; and governance, safety and security.

There are seven key priorities for NDP 11. The first is Developing Diversified Sources of Economic Growth which include Infrastructure Development, ICT, ease of doing business and competitiveness; cluster development; economic diversification and improving quality of public investment.

The second priority is Human Capital Development, which consists of improved quality of education and training; employment creation and productivity; research, innovation and development; and skills development.

The third key priority is Social Development of the Health Sector, which includes improved prevention measures and better rehabilitation practices.

The fourth priority area is Poverty Eradication and Unemployment Challenges. This involves continuation of current social protection programmes; Development and support of SMMEs and the establishment of permanent markets; Enhanced access to and provision of quality basic education; Enhanced vocational education training; Promotion of food security through agricultural support programmes; Implementation of the Local Economic Development Framework for Botswana; and Provision of basic business start-up knowledge, business planning, financial literacy and managerial skills.

The fifth key priority is the Consolidation of Good Governance, and Strengthening of National Security. This priority requires improving Sovereignty and Territorial Integrity; Diamond Security; Proceeds of crime;

Border Security; Nuclear Materials and Weapons of Mass destruction; Migration; Fraudulent Acquisition of security documents etc.; Internal and Transnational Organized Crime; Cyber Crime and Information Security; Disaster Preparedness and Response; Transparency and Accountability; Citizen Participation; The Rule of Law; and Public Sector Reforms.

The sixth key priority for NDP 11 is Sustainable Use of the Natural Resources. This includes Sustainable Management of Natural and Cultural resources; Climate Change Mitigation and Adaptation; Planning for sustainable human settlements; and a healthy environment for a healthy population.

The seventh and final priority is Establishment of Effective Monitoring and Evaluation (M&E) Systems. This consists of Development of the policy framework, tools, guidelines for performance monitoring, including for cross-sectoral and ministerial performance frameworks, and development of evaluation policy, national evaluation plan and framework, tools, and competencies; Development of the National Performance Framework ('Results Framework') and Key Performance Indicators for NDP 11; Development of data and measurement strategies for NDP 11 National-level Performance Indicators; Institutional Strengthening and Capacity Building; Design of a comprehensive M&E human resource Training and Development Strategy; and Design of a Performance M&E Change Management tool, including risk management and communications as well as quality assurance and initial communications materials for the implementation of the new national M&E system. In order to address the implementation capacity constraints, it is necessary to employ policy measures such as privatisation and outsourcing; fast tracking the implementation of the Public-Private Partnerships (PPPs) policy; prioritised establishment of project implementation units to undertake mega projects; and harmonisation and reduction of the number of policies and strategies.

In order to improve the quality of the business environment in Botswana, the Doing Business Reform Roadmap and Action Plan was approved in December 2014, and its implementation is on-going. The Plan involves the Removal of Licensing for citizens except for defined set of activities; One Government principle; Unique Identification Number; Introduce Regulatory Impact Assessment; Reducing the frequency of taxes; Expanding use of electronic tax filing and payments; and reducing number of documents required for exports and imports.

Botswana is also implementing a short-term strategy (up to 3 years) to boost economic growth and maximize the potential for job creation. The goals of this economic stimulus programme is to stimulate economic growth, diversify the economy, and accelerate job creation, focusing on the areas of Infrastructure Development, Tourism Development, Agriculture Development, Manufacturing, and Skills Development.

SESSION 3: MAINSTREAMING THE VIENNA PROGRAMME OF ACTION INTO DEVELOPMENT STRATEGIES BY MR. SANDAGDORJ ERDENEBILEG, CHIEF OF POLICY DEVELOPMENT, COORDINATION AND REPORTING SERVICE OF UN-OHRLLS

There have been three important development frameworks relevant to the LLDCs adopted recently. The first is the VPoA – a ten-year LLDC specific, holistic and results oriented development agenda. The second is the 2030 Agenda for Sustainable Development – more comprehensive development framework, covering all the pillars of sustainable development and containing seventeen Sustainable Development Goals. The third is the Addis Ababa Action Agenda – a foundation for implementing the 2030 Agenda for sustainable development, and supports and helps contextualize the 2030 agenda's means of implementation and targets. These three development frameworks are mutually reinforcing and complementary.

To mainstream is to pursue policies, activities and initiatives that would make VPoA integral to the design, implementation, monitoring and evaluation of relevant development policies and programmes at the national and sectoral levels. This requires targeted interventions in sectors where landlockedness has the greatest impact, such as economic growth, international trade, productivity, ICT and connectivity. Mainstreaming allows for coherent and effective implementation of the Programme.

Mainstreaming is an ongoing process that needs commitment, reflection, action and engagement. There should be a national stakeholder body to oversee implementation, and mainstreaming needs effective support from all stakeholders (LLDCs, transit countries, development partners, private sector, United Nations system, World Bank, Regional Development Bank and etc.) Effective support will enhance understanding of VPoA and integrate and create synergy with other processes including SDGs while also promoting ownership of the implementation process. Mainstreaming creates a platform for cooperation and knowledge sharing between stakeholders and reduces duplication, improving coordination in resource mobilization and targeting, including aligning partner support.

At the national level, mainstreaming the VPoA involves integrating it into the national planning system at the long-term, medium-term, and annual level plans. Mainstreaming the VPoA at the long-term level would require integrating VPoA goals and objectives in relevant sector visions and development strategies for 10–15 years. Mainstreaming the VPoA at the medium-term level should be more concrete. Member States should ensure that the VPoA priorities and specific objectives are incorporated in these plans or strategies and that the measurable indicators are also defined. At the annual level, mainstreaming should ensure that there is adequate technical and financial (both domestic and international) resources allocated towards the implementation of VPoA related actions and programmes.

Given that implementation of the VPoA is multi-sectoral and multi-stakeholder, it is critical that LLDCs and transit developing countries establish a formal body to oversee mainstreaming and implementation. The process may include Member States conducting a mapping exercise of ministries and/ or government departments with mandates covering the VPoA priorities and/or plans. Member States could also designate a ministry as a focal point for mainstreaming at the national level, or ask for the involvement of other relevant stakeholders e.g. private sector, development partners and civil society organisations.

Some suggested activities for national coordination bodies include assessing national plans on the extent to which aspects of the VPoA are incorporated (if plans are yet to be formulated, ensure that the VPoA

priorities are integrated); providing a platform for sensitisation, capacity building, advocacy and dialogue on VPoA and its implementation; stimulate commitment to implement the programme of action; and/or report to the UN Secretary-General of activities and their outcomes, as deemed necessary by the coordination mechanism.

Some specific examples of mainstreaming activities for the first priority area of the VPoA, Fundamental Transit Policies, include: Harmonize, simplify and standardize rules and documentation; Enhance coordination and cooperation of national agencies responsible for border and customs control; Promote the use of ICT at the border crossings; Transparency and liberalization of transit operations; Reduction of scheduled and unscheduled roadblocks; Any reforms to allow greater participation of the private sector; and Ratifying and effectively implementing international conventions, regional and bilateral agreements related to improving transit transport.

Methods of mainstreaming the second priority area of the VPoA, Infrastructure Development and Maintenance, consist of: Expansion and upgrading of main modes of transport such as road and rail networks; Investing in missing links; Improving air transport; Increasing electricity consumption per capita and ensuring diversification of energy sources to include renewable energy potential; Promoting affordable internet access for all; and Promoting public-private-partnerships for infrastructure development.

Examples of mainstreaming activities for the third priority area of the VPoA, International Trade and Trade Facilitation, involve: Ratifying and fully implementing the WTO's TFA and other relevant international conventions; Establishing and/or strengthening national trade boards/committees; Building productive capacities; Increasing participation in global value chains and subsequently increase the share of the country's exports in global trade; Increasing manufactured component of trade; and Promoting trade in the services sector, including tourism.

Some specific ways that the fourth priority area of the VPoA, Regional Integration, can be achieved include preparing plans and strategies that promote harmonization of regional policies and participation in bilateral and regional integration frameworks. Domesticating these regional instruments and decisions into national policies, legal and regulatory frameworks will contribute to development of regional ports, improving regional connections and completing missing links.

Methods of mainstreaming the fifth priority area of the VPoA, Structural Transformation, consist of: Enhancing productivity-led growth, value addition in the manufacturing and agricultural sectors; Increasing economic and export diversification; Increasing the percentage of the value added of agriculture, manufacturing and, services in total GDP; and Promoting growth in non-mining sector and diversification.

Finally, a way in which the sixth priority area of the VPoA, Means of Implementation, can be achieved involves mobilising domestic resources to implement the VPoA through leveraging support from development partners (ODA, Aid for trade). Furthermore, Botswana and other LLDCs can promote specific strategies to attract investments within their respective countries.

The next steps for the mainstreaming of the VPoA consist of developing the national action plan on the actions that the country will do to mainstream and implement the VPoA. OHRLLS in collaboration with other international organizations is developing a set of national indicators to monitor the progress of the LLDCs in implementing the VPoA, and review and monitor and report on implementation. LLDCs are expected to provide inputs to the annual report of the Secretary General, and Member States will be required to submit national reports on the mid-term review of the VPoA (after 5 years) and ten year review of the VPoA.

SESSION 4: MAPPING OF IMPLEMENTING ENTITIES AGAINST THE PRIORITY AREAS BY MS. MMANYABELA NNANA TSHEKEGA, MINISTRY OF TRADE AND INDUSTRY

The Vienna Programme of Action (VPoA) for Landlocked Developing Countries is a ten year action-plan aimed at accelerating sustainable development in Landlocked Developing Countries (LLDC). The action-plan was adopted in Vienna in November 2014. The overarching goal of the VPoA is to address the special development needs and challenges of LLDCs arising from landlockedness, remoteness and geographical constraints in a more coherent manner and thus contribute to an enhanced rate of sustainable and inclusive growth, which can contribute to the eradication of poverty by moving towards the goal of ending extreme poverty. Particular attention is given to the development and expansion of efficient transit systems and transport development, enhancement of competitiveness, expansion of trade, structural transformation, regional cooperation, and the promotion of inclusive economic growth and sustainable development to reduce poverty, build resilience, bridge economic and social gaps and ultimately help transform those countries into land-linked countries.

The action plan identified the following six priorities for action: Fundamental transit policy issues; Infrastructure development and maintenance, which consists of transport infrastructure and energy and information and communications technology infrastructure; International trade and trade facilitation; Regional integration and cooperation; Structural economic transformation; and Means of implementation.

BOTSWANA IMPLEMENTATION MATRIX

PRIORITY AREA 1: FUNDAMENTAL TRANSIT POLICY ISSUES

Specific Objectives:

- Reduce travel time along corridors – transit cargo to 300–400km/24hrs
- Reduce time spent at the border
- Improve intermodal connectivity

Action items	Implementing ¹ Ministry/Agency
a) Endeavour to accede to and ratify in a timely fashion relevant international, regional and sub-regional conventions and other legal instruments related to transit transport and trade facilitation	MTC MoFAIC
b) Ensure effective implementation of international and regional conventions and bilateral agreements on transit transport and trade facilitation as applicable, also with a view to reducing transport prices and time	MTC MTI
c) Enhance coordination and cooperation of national agencies responsible for border and customs controls and procedures between them and with the respective agencies in transit countries.	BURS MTI
<i>Transit countries are encouraged to share information with LLDCs regarding any change in regulations and procedures governing transit policy before their entry into force in order for trader to become acquainted with them</i>	
d) Create an effective bilateral or regional mechanism, as appropriate, to address challenges and bottlenecks in the implementation of bilateral, regional or multilateral agreements and avoid maintaining, seeking or adopting bilateral or regional arrangements establishing quotas or other quantitative restrictions to international transit	MoFAIC MTC
e) Promote simplification, transparency and harmonization of legal and administrative regulations and requirements related to transit systems by all modes of transit transport, including border crossings, consular services, customs procedures and removal of internal checkpoints	MTC
f) Develop effective logistics systems by aligning incentives for efficient transport and transit operations, promoting competition and phasing out anti-competitive practices such as cartels and queuing systems wherever possible	MTC
g) Promote involvement of road, rail and inland waterway transport business associations in public-private partnership projects, exchange knowledge and implement transit cooperation initiatives and practices that have worked well in various regions around the world	MTC MFDP (PPP Policy)
h) To collaborate on exchanging trade and transport data with a view to conducting cross-border transactions faster and more efficiently	MTC MTI
i) All LLDCs should formulate national transit policies and establish appropriate national mechanisms with the participation of all relevant stakeholders	MTC

¹ Ministry of Transport and Communications (MTC), Ministry of Foreign Affairs and International Cooperation (MoFAIC), Ministry of Trade and Industry (MTI), Botswana Unified Revenue Service (BURS), Ministry of Finance and Development Planning (MFDP), Ministry of Minerals, Energy and Water Resources (MMEWR), Ministry of Infrastructure, Science and Technology (MIST), Ministry of Agriculture (MoA).

PRIORITY AREA 2: INFRASTRUCTURE DEVELOPMENT AND MAINTENANCE

A) Specific Objectives for Transport Infrastructure:

- Increase the quality of roads, including increasing share of paved roads
- Expand and upgrade railway infrastructure
- Complete missing links in the regional road and rail transit transport networks

Action items	Implementing Ministry/Agency
a) Develop and implement comprehensive national policies for infrastructure development and maintenance encompassing all modes of transportation and ensure that they are well coordinated with the transit countries in the areas where transit infrastructures intersect	MTC
b) Collaborate to promote sustainable and resilient transit systems through, inter alia, regular upgrading and maintenance, development of corridors along transit highways, developing border-crossing mechanisms, including one-stop border crossings, as appropriate, and promoting economies of scale for transport systems through intermodal transport development, dry ports or inland container depots, trans-shipment facilities and similar logistic hubs	MTC BURS
c) Work towards the harmonization of gauges to facilitate regional connectivity, where feasible, the development of reloading capacities, the expansion of training programmes and inter-railway staff exchange programmes	MTC
d) Promote multilateral and regional permit systems for road transport and endeavour to implement permit-free bilateral and transit road transport and the expansion of a multilateral quota system among landlocked developing countries and transit countries	MTC
e) Endeavour, at the bilateral, sub-regional and regional levels, to gradually liberalize road transport services, taking into account specific circumstances in landlocked and transit developing countries	MTC
f) Encourage the development of international logistic hubs	MTC BITC
g) Develop the necessary policies and regulatory frameworks to promote private sector involvement in infrastructure development and promote enabling environment to attract foreign direct investment	MTC MFDP (PPP Policy)
h) Promote public-private partnerships for the development and maintenance of transport infrastructure and their sustainability	MFDP MTC
i) To develop inland transport networks including ancillary infrastructure such as all-weather road rail and riverside support infrastructure that ensures road and rail safety and involves local businesses in those services along highways and railway networks, thereby creating development corridors along transit highways and railroads	MTC

B) Specific Objectives for Energy and ICT Infrastructure:

- Expand and upgrade infrastructure for supply and transmission of modern and renewable energy services
- Make broadband policy universal
- Promote open and affordable access to internet for all
- LLDCs to actively engage to address the digital divide

Action items	Implementing Ministry/Agency
a) Enhance their collaboration in promoting cross-border energy trade and energy transit through transmission lines to third countries	MMEWR
b) Develop a national energy policy to promote modern, reliable and renewable energy with a view to significantly enhancing capacities in production, trade and distribution, with the aim of ensuring access of energy to all and transformation of their economies	MMEWR
c) Modernize transit and transport facilities and customs and other border facilities by fully utilizing the capability of information and communications technologies	MTC
d) Improve and harmonize legal and regulatory frameworks	MTC
e) Develop a national broadband policy with a view to improving access to international high-capacity fibre optic cables and high-bandwidth backbone networks	MTC
f) Develop the service sector through the development of information and communications technology infrastructure and their integration in all the relevant areas to promote competitiveness, innovation and inclusion, in order to reduce transit time and cost and modernize their transit and customs facilities	MTC
g) Promote digital bridges to interconnect national backbones so that countries far from the sea cables also have access to affordable broadband and are able to expand telecommunications and related services sector in order to facilitate affordable, accessible and high-quality telecommunications services.	MTC (BFN-Botswana Fibre Network)

PRIORITY AREA 3: International Trade and Trade Facilitation

A) Specific Objectives for International Trade:

- Significantly increase the participation of LLDCs in global trade, with a focus on substantially increasing exports
- Significantly increase the value added and manufactured component, as appropriate, of the exports of LLDCs, with the objective of substantially diversifying their markets and products
- Strengthen economic and financial ties between LLDCs and other countries in the same region so as to gradually and consistently increase the share of LLDCs in intraregional trade

Action items	Implementing Ministry/Agency
a) To develop a national trade strategy based on comparative advantages and regional and global opportunities	MTI
b) Integrate trade policies into national development strategies	MTI
c) Promote a better business environment so as to assist national firms to integrate into regional and global value chains	MTI
d) Promote policies to help national firms, especially small and medium-sized enterprises, to participate better in international trade	MTI
e) Fully leverage bilateral and regional preferential trading arrangements with a view to broadening regional and global integration	MTI
f) Implement policies and measures that will significantly increase economic and export diversification and value added	MTI

B) Specific Objectives for Trade Facilitation:

- Significantly simplify and streamline border crossing procedures with the aim of reducing port and border delays
- Improve transit facilities and their efficiency with the aim of reducing transaction costs
- Ensure that all transit regulations, formalities and procedures for traffic in transit are published and updated in accordance with the World Trade Organization Agreement on Trade Facilitation.

Action items	Implementing Ministry/Agency
a) Establish or strengthen, as appropriate, national committees on trade facilitation, with the involvement of all relevant stakeholders, including the private sector	MTI BURS
b) Scale up and implement trade facilitation initiatives such as single-stop inspections, single windows for documentation, electronic payment, and transparency and modernization of border posts and customs services, among others	BURS MFDP
c) Effectively implement integrated border management systems and strive to establish one-stop border posts, where appropriate, with neighbouring landlocked or transit developing countries that allow for joint processing of legal and regulatory requirements, with a view to reducing clearance times at borders, while fully utilizing the tools for trade facilitation developed by international organizations to build national capacity	BURS
d) Ensure full and inclusive representation of the private sector, including public-private partnerships and transport business associations, in trade facilitation initiatives and policy, and to develop the necessary policies and regulatory framework to promote private sector involvement	BURS MFDP

PRIORITY AREA 4: REGIONAL INTEGRATION AND COOPERATION

Action items	Implementing Ministry/Agency
a) Promote regional integration by strengthening regional trade, transport, communication and energy networks	MTI MoFAIC MTC MMEWR
b) Promote harmonization of regional policies so as to strengthen regional synergy, competitiveness and regional value chains	MTI
c) Strengthen participation of LLDCs in bilateral and regional integration frameworks.	MoFAIC

PRIORITY AREA 5: STRUCTURAL ECONOMIC TRANSFORMATION

Action items	Implementing Ministry/Agency
a) To develop a structural transformation strategy aimed at improving science, technology and innovation, export diversification, productivity, efficiency and competitiveness in the agriculture, manufacturing and service sectors, including tourism.	MFDP MIST MTI MoA MEWT
b) Encourage innovative solutions, entrepreneurship and the use of modern, cost-effective and locally adapted technologies with an emphasis on sectors such as agriculture, transport, information and communication, finance, energy, health, water and sanitation, and education, as well as the development of effective public and private partnerships	MIST MTI (LEA) MOA MMEWR
c) Build a critical mass of viable and competitive productive capacity in manufacturing, agriculture and services	MTI MoA
d) Promote the attraction of more diversified foreign direct investment through the creation of a conducive environment, with the aim of enhancing value addition, productive capacity, transit transport infrastructure and completion of missing links connecting LLDCs within the regional network	MTI (BITC)
e) Undertake measures to modernize the services sector by strengthening links between and among financial intermediaries, creative industries and business, and legal and technical services	MTI
f) Create industrial clusters, such as export-processing zones and regional centres of excellence, with the aim of fostering knowledge networks and connectedness among companies	MTI

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|---|-----|
| g) Prioritize private sector development, in particular small and medium-sized enterprises | MTI |
| h) Develop an industrial policy that takes into account the need for improved access to financial resources, development of appropriate human capacity and investment in supportive economic infrastructure as a way to further strengthen the private sector | MTI |
| i) Strengthen, as appropriate, an effective competition policy that supports business activity and further consolidates a supportive legal and regulatory framework, and to create macroeconomic conditions and systems that can facilitate the development of the private sector | MTI |
| j) Utilise the Think Tank for LLDCs for sharing experiences, know-how, research and other resources on issues related to trade, transit, transport and capacity-building among landlocked developing countries. LLDCs that have not yet done so should ratify the Multilateral Agreement for the Establishment of an International Think Tank for LLDCs | MTI |
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PRIORITY AREA 6: Means of Implementation AND Implementation, Follow-up and Review

Action items	Implementing Ministry/Agency
<ul style="list-style-type: none"> • Implementation, follow-up and review should be undertaken at the national, sub regional, regional and global levels. Follow-up and review should be a continuous process aimed at reinforcing partnerships and mutual accountability at all levels and by all actors. • At the national level, Governments are invited to mainstream the present Programme of Action into their national and sectoral development strategies for its effective implementation. LLDCs and transit developing countries are encouraged to establish national coordination mechanisms, where appropriate. Monitoring and review should involve all relevant stakeholders, as appropriate. • At the sub regional and regional levels, monitoring and review should be undertaken through existing intergovernmental processes. Regional and sub regional organizations, including regional economic communities and regional development banks, are invited to mainstream the implementation of the present Programme of Action into their relevant programmes, in coordination with the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, within their existing mandates, and the 	MFDP, MoFAIC, MTI, NSO (ALL)

regional commissions. The regional commissions are encouraged to submit analytical reports on the implementation of the present Programme of Action. The relevant regional and sub regional organizations and the private sector should be actively involved in the sessions of the regional commissions in that regard.

- At the global level, the General Assembly should continue to undertake reviews of the implementation of the present Programme of Action through reports of the Secretary-General. The governing bodies of organizations in the United Nations system are invited to mainstream the implementation of this Programme of Action into their programme of work, and to conduct sectoral and thematic reviews of the Programme, as appropriate. The private sector should be involved in the reviews at the global level
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SESSION 5: REGIONAL PERSPECTIVES

UPDATE ON DEVELOPMENTS ON THE SADC REGIONAL ECONOMIC INTEGRATION AGENDA BY MR. DHUNRAJ KASSEE, SOUTHERN AFRICAN DEVELOPMENT COMMUNITY

The Regional Indicative Strategic Development Plan (RISDP) approved by the SADC Summit in 2003, sets ambitious targets for regional integration: A Free Trade Area (FTA) by 2008, a SADC Customs Union by 2010, a SADC Common market by 2015, a SADC Monetary Union and SADC Central Bank by 2016, and a regional currency by 2018. Minimum conditions for a FTA were attained in 2008 with 85% of tariffs on goods zero rated by almost all FTA participating countries. Maximum tariff liberalization was attained in 2012 when tariffs on sensitive products were removed. The 2012 Audit confirmed that intra-SADC trade substantially increased following the implementation of the SADC Protocol on Trade.

All Member States are participating in the SADC FTA except Angola and Democratic Republic of the Congo, who are set to join, and Seychelles, who recently joined. Some Member States have recently re-introduced duties on certain products. To complete tariff phase down for outstanding countries, there must be: Addressing of non-tariff barriers (NTBs); Simplification and Harmonization of Customs Procedures and Processes and of rules of origin; Extension/Alignment of border operating hours; Trade Facilitation and Infrastructure development; and Harmonization of Standards and technical regulations.

There are four pillars for a revised RISDP 2015–2020: Industrial Development and Market Integration, Infrastructure Support for Regional Integration, Peace and Security Cooperation, and Special Programmes of Regional Dimension. The first pillar of Industrial Development and Market Integration can be achieved through Productive competitiveness and supply side capacity; Stability oriented macroeconomic convergence; Intra-regional investment and foreign direct investment; Free movement of goods and services; and Financial market integration and monetary cooperation. Promoting value addition is also a core part of the Industrial Development and Market Integration pillar of the revised RISDP 2015–2020.

The current situation of SADC transit along the North–South Corridor is that each customs administration requires the bond to be issued in their country in order for the good to be moved under transit procedure. At the moment each Member State is using their national bond, as there is no regional bond. This situation creates delays at the border as result of repeating procedures, verification, examination and processing. The proposed situation to address these problems is that bonds should be issued in one country and recognized across the region, with guarantors appointing a correspondent Bank/Insurance Agent, and acquittal should occur at the last port of destination once the goods are under customs control. Member States have to do homework to domesticate the Regional Transit Customs Bond Guarantee once it gets approved.

The Single Window System is part of the Customs ICT Strategy and Recommendation from SADC Committees. Madagascar implemented Single Window system since 2009 called GASYNET, and the Mozambique Single Window, launched in 2011 was designed to conform to international recommendations and standards. The design was based on the Singapore model (PPP model), also deployed in Ghana.

The Mauritius Cargo Community System is a web based application which allows easier access to data related to cargo movements to all logistic stakeholders (Customs, Port Authority, Port Terminal, Container Freight Station, Freight Forwarders, Importers, Exporters, Customs Brokers and Shipping Agents).

Presidential Directive in Botswana is to implement a Single Window system with BURS as the Lead Organization. Groundwork is being done by USAID in some Member States such as Malawi and Namibia. Some Member States are also exploring the use of ASYCUDA World.

Article X of GATT 1947 and the WTO Agreement on Trade Facilitation requires WTO members to publish 'laws, regulations, judicial decisions and administrative rulings' pertaining to cross-border trade procedures and 'agreements affecting international trade policy' to be made available to third parties. WCO Revised Kyoto Convention (RKC) and the SADC Trade Protocol also have similar requirements. The Government of Mauritius refers to the trade portal as a web-based state-of-the-art system whose prime objective is to facilitate import and export. The trade portal is expected to initially store information relating to existing trade regulations and procedures, including but not limited to laws, administrative procedures, guidance notes, applicable fees, forms, licences, permits and penalties applicable in case of breaches. Lesotho, Mauritius, Namibia and Seychelles have already implemented a Trade Information Portal, while Botswana, Malawi and Swaziland are currently in development.

A number of NTBs have been recently reported in the region centred on delays at borders, introduction of new systems and security concerns along the transport corridors. Reports were mainly on those Member States along the North-South Corridor. The Secretariat has encouraged use of the online reporting mechanism. National Monitoring Committees have been established at national level. RECs also have a focal point. NTBs are dealt with by Sub Committee on Trade Facilitation and Sub Committee on Customs Cooperation at regional level.

The main objective of the SADC Customs Training of Trainers Programme is to provide technical and professional support to the implementation of the SADC Protocol on Trade, particularly in view of the contribution of Customs Administrations to the successful implementation and consolidation of the SADC FTA. It is therefore meant to support implementation of agreed instruments and programmes under the SADC Protocol on Trade. The Programme was implemented in collaboration with the WCO, the Regional Office for Capacity Building, Regional Training Centers and Member States, and uses the WCO e-learning platform.

The 13th meeting of the Ministerial Task Force (MTF) on Regional Economic Integration held in July 2013 recognized that impediments to movement of goods across the SADC region should be urgently addressed. MTF also directed the Secretariat to develop a Comprehensive Trade Facilitation Programme, aimed at addressing impediments to movement of goods across the region covering but not limited to the following:

- Accession to and implementation of the WCO Revised Kyoto Convention,
- Data exchange and interconnectivity amongst customs administrations;
- Implementation of the electronic certificate of origin in SADC;
- Improvements to infrastructure at selected major border posts

The Secretariat, in collaboration with the US Trade Hub, is developing a comprehensive trade facilitation programme for the region, whose aim will be to progressively address the trade facilitation challenges confronting SADC.

Signed at the SADC Summit in August 2012, the Regional Infrastructure Development Master Plan guides development in key infrastructure such as road, rail and ports, and also acts as a framework for planning and cooperation with development partners and the private sector.

The Trade Related Facility is an EU mechanism (EDF 10) for financial and technical support to SADC Member States to assist them to implement commitments they made under: the SADC Trade Protocol and the Economic Partnership Agreement (EPA) between the EU and the SADC EPA Group (Angola, Botswana, Lesotho, Mozambique, Namibia, South Africa and Swaziland). All, except Angola and South Africa, will benefit.

PRESENTATION BY MR. LESLIE M. MPOFU, TRANS KALAHARI CORRIDOR SECRETARIAT

The Trans–Kalahari Corridor (TKC) was jointly developed by the Botswana and Namibian Governments in the 1990s. This Corridor comprises of a tarred road linking the Port of Walvis Bay with Botswana and the industrial powerhouse of Gauteng, South Africa, stretching over 1,900 km from Walvis Bay–Windhoek–Gaborone–Johannesburg/Pretoria. It is supported by a railway line from the Port of Walvis Bay to Gobabis (via Windhoek), where transshipment facilities are available, and then continues from Lobatse in Botswana. The Trans–Kalahari Corridor is complemented by the Maputo Corridor on the east coast of Africa, thus forming a transport corridor over the entire breadth of southern Africa.

The Trans–Kalahari Corridor Management Committee (TKCMC) is a tripartite trans–boundary Corridor Development and Management Organisation which was established with a political and economic vision to pursue or contribute towards deeper regional integration in SADC, SACU and indeed NEPAD. The Governments of Botswana, Namibia and South Africa through the Ministries responsible for transport concluded a Memorandum of Understanding on the Development and Management of the Trans Kalahari Corridor on the 3rd of November 2003, in Walvis Bay – Namibia. Governments are represented in the TKCMC by the Permanent Secretaries or Director Generals of the Ministries responsible for transport or their representatives. Operationally the Technical Working Groups and the Trans Kalahari Corridor Secretariat (TKCS) support the TKCMC. The Secretariat oversees the day–to–day administration and operations of the agreement under the TKCMC leadership. The overarching goal is to stimulate economic growth, trade promotion and creation of employment in the three countries.

The objectives of the TKCMC are to:

- Simplify cross–border transactions and customs operations along the Corridor;
- Facilitate the movement of goods and persons on the TKC by simplifying and harmonizing the requirements and controls that govern the movement of goods and persons with a view to reducing transportation costs and transit times;
- Integrate the spatial, economic and transportation planning for the contracting parties;
- Promote deeper integration by harmonization of conflicting Regulations and Policies of the three countries in line with the SADC Regional Indicative Strategic Development Plan (RISDP); and
- Integration of Trade, Transport, Logistics and Travel systems of the three countries with the objective of providing quality services at minimal costs, thereby increasing competitiveness of the SADC and SACU region.

Among the TKCMC achievements are:

- The establishment of the Secretariat;
- The introduction of the Customs Single Administration Document (SAD 500), which ensures commercial traffic clearance of between 20 to 30 minutes at border points on the Corridor. This document was subsequently rolled out to all SACU countries and is being rolled out to other corridors in the region;
- Completion of a Feasibility Study for Truck Stops on the TKC;
- Adoption of a multi–year Action Plan that directs focus on key sector deliverables namely Customs and Transit Facilitation and Transport and Business Development and Marketing;
- Development of a 5–year Strategic Plan;

- Development of the TKC Client Service Charter in 2011;
- A substantial increase in both passenger traffic and commercial traffic since 2000 to date;
- Development of harmonized weighbridges;
- Alignment of the closing times of the Zeerust weighbridges with border closing times;
- Reduction of border clearance (dwell) time from over several hours to less than 1 hour with a minimum of 30 minutes clearance if all documentation meets requirements;
- Adoption of a common through bond to cover the movement of goods along the entire corridor, thus replacing multiple bond systems that existed before;
- Harmonisation of axle load limits from 8.2 to 9 tonnes effective 17 June 2008;
- Harmonisation of border operating hours from 22h00 to 00h00 at Mamuno (Botswana) and Trans Kalahari (Namibia) and Pioneer Gate (Botswana) and Skilpadshek (South Africa) border posts;
- Adoption of common transit procedures;
- Adoption of streamlined legislations and harmonized Customs procedures to facilitate transit traffic along the corridor;
- Fencing along TKC completed in October 2013; and
- Increased commercial and passenger traffic from less than 5% in 2000 to nearly 50% (commercial) and over 60% (passenger) to date.

To support the Member States' developmental initiatives such as the transport Master Plan, development of transport and logistics hubs, the TKCMC will have to undertake the following projects and strategic initiatives:

- Review of the Strategic Plan with view to enhance initiatives related to trade facilitation;
- Development of Marketing and Communication strategy;
- Corridor performance Monitoring system (Transport Observatory) ;
- Enactment and enforcement of the legislation on the transportation of dangerous goods;
- One Stop Border Post (OSBP) at Mamuno;
- Road Transport Management System;
- Promote the Dry Port;
- Movement toward implementation of an integrated bond guarantee arrangement;
- Give technical advice to member states by conducting research and writing paper that can advise decisions by member states;
- Development of Wellness Centres;
- Development of Truck Ports;
- Harmonization of road traffic laws along the corridor;
- Harmonization of driver training/testing/licensing;
- Harmonisation of vehicle testing standards;
- Implementation of the Cross Border Vehicle Overload Control System;
- Application of risk management techniques for selective inspection of goods;
- Collaborate with SACU on the Preferred Trader Programme;
- Review and implement the service charter between government agencies and stakeholders;
- Harmonisation of road user charges systems/methodology;
- Strengthening security of freight along the corridor to comply with international requirements; (Use of Electronic Logbooks to Improve Efficiency, Safety, Security in Commercial Bus & Truck Industries);

- Establishment of a data and information collection and dissemination system for corridor performance monitoring (Develop TKC as a Transport Corridor Observatory);
- Collaborate with SACU and the World Bank in conducting a Trade and Transport Facilitation Assessment (TTFA); and
- Progress work on a regional customs connectivity project between Botswana and Namibia (Cloud).

Some challenges the TKCMC face include:

- Implementing One Stop Border Posts;
- Connectivity (Cloud System);
- Road Safety;
- Building Rest Stops;
- Botswana volumes low (historical factor);
- Delays with the Trans Kalahari border with the processing of acquittals;
- Delays in the release of Road Bonds results in traders having to wait for a long time for the next cargo to move thus affecting just in time deliveries; and
- The increase of work volume not commensurate with manpower is contributing to delay.

The TKCMC Work Programme should be a robust Trade Facilitation Programme that will support effective trade facilitation and eventually lower trading costs. We are cognisant of the fact that transport operators and traders choose their routes based on performance of corridors, and these performance indicators include but not limited to: the distance-related operating costs; transit time; predictability of transit; reliability of services along the corridor; consistency; safety and security as well as; and the 'hospitality' of the route. These are therefore paramount for the TKC to remain a corridor of choice.

SESSION 6: PERSPECTIVES OF IMPLEMENTING ENTITIES

PRESENTATION ON PRIORITY III (a) OF THE VPOA–INTERNATIONAL TRADE BY MR. PHAZHA T. BUTALE, BOTSWANA MINISTRY OF TRADE AND INDUSTRY

The objectives of Priority III (a) of the VPoA are:

- Significantly increase the participation of LLDCs in global trade, with a focus on substantially increasing exports;
- Significantly increase the value added and manufactured exports with the objective of substantially diversifying their markets and products; and
- Strengthen economic and financial ties with countries in the region so as to gradually and consistently increase the share of LLDCs in intraregional trade.

Suggested actions for the LLDCs to undertake in order to achieve the objectives of Priority III (a) include:

- Developing and implementing policies, strategies and measures that will significantly increase economic and export diversification and value addition;
- Integrating trade policies into national development strategies;
- Promoting a better business environment so as to assist national firms to integrate into regional and global value chains; and
- Fully leveraging bilateral and regional preferential trading arrangements with a view to broadening regional and global integration.

The status of implementation by Botswana with regards to achieving Priority III (a) can be viewed through the lenses of the National Trade Policy (2010), Complementing Strategies and Policies, and Trade Agreements. The National Trade Policy (NTP) was adopted by Parliament in March 2010 and is currently under review. The National Trade Policy is intended to achieve export diversification, economic diversification, global competitiveness, private sector development, employment creation, and poverty reduction, among other things.

The following strategies are complementary to the NTP and are necessary for the NTP to achieve its objectives and are in place:

- Industrial Development Policy
- National Export Strategy
- Special Economic Zones Policy
- Competition Policy
- Economic Diversification Drive strategy and
- Private Sector Development Strategy.

Trade Agreements secure access to world markets for locally produced goods and services (given limitations set by Botswana population). They provide access to inputs and finished goods at competitive prices, facilitate industrial development thus creating employment opportunities and contributing to poverty eradication, and in some cases, Trade Agreements, especially with more advanced economies, provide for technical and development assistance.

Botswana is currently party to a number of trade agreements. The Botswana/Zimbabwe Trade Agreement, in place since 1956 and amended in August 2010, aims to facilitate trade between the two countries. It

provides opportunities to broaden the scope of investment, enhance economic cooperation, gives duty free access for goods wholly originating or meeting 25% local content (e.g. animals born and bred, crops grown or minerals extracted in a country), and waste and scrap are recognised and acceptable raw material for production of goods to be traded under the agreement.

The SACU Agreement between Botswana, Lesotho, Namibia, South Africa and Swaziland has been in place since 1910 and last amended in 2002. Objectives of this Trade Agreement include:

- To facilitate the cross–border movement of goods between the territories of the Member States;
- To create effective, transparent and democratic institutions which will ensure equitable trade benefit to Member States;
- To promote conditions of fair competition in Common Customs Area;
- To facilitate development of common policies and strategies;
- To enhance economic development, diversification, industrialisation and competitiveness of Member States; and
- To facilitate the equitable sharing of revenue arising from customs, excise and additional duties levied by Member States.

The SACU/European Free Trade Association (EFTA) is a Free Trade Agreement signed in 2006 and implemented starting in 2008. It offers SACU Member States duty free and quota free access for nearly all industrial products (e.g. Textile & Clothing, leather products, feather dusters, brooms and mops, jams and fruit jellies). Furthermore, it has helped facilitate SACU Member States signing Bilateral Agricultural Agreements with Norway, Iceland and Switzerland. Finally, it reduced margins of preference on WTO quota system for SACU such as meat of bovine fresh/chilled (85% of Most–favoured–nation), meat of swine fresh or chilled (free), Vegetables free (Nov–May), natural honey (free), with Norway offering Botswana and Namibia duty free beef quota (500 tons) to be shared.

The SACU/Common Market for the Southern Cone (MERCOSUR) is a Preferential Trade Agreement signed in April 2009, though it is not yet implemented as it is pending ratification by all parties. It will provide opportunities to strengthen economic co–operation ties, and allow preferential market access to the South American countries and their products such as hen eggs, carrots and turnips, cabbage, lettuce, cucumbers, canned pears, and salts.

The SADC Protocol on Trade was signed in 1996 and implemented in 2000. The agreement aims to liberalize intraregional trade in goods and services, improve climate for domestic, cross border and foreign investment, enhance economic development and industrialization, and deepen regional integration through the Free Trade Agreement (2008), Customs Union (2010), Common Market (2015) etc. SADC has identified the following six priority areas for negotiation on trade in services: communication, tourism, energy related, transport, financial and construction, with preparations for the negotiations that are on–going. This trade agreement provides opportunities for Botswana by allowing access to an enlarged market, sources for materials and market for finished products, and increased potential for non–traditional exports.

The SADC/EU Economic Partnership Agreement offers duty free quotas and free access for almost all products [both industrial and agricultural (except sugar and rice which have special conditions as well as arms)], allows more liberal rules of origin (single stage transformation), and allows for accumulation with other countries who have signed the EPA. It has also helped facilitate technical assistance from the European Development Fund and European Investment Bank and Centre for Development of Enterprises. There will continue to be gradual liberalization for EU goods in SADC over a 10 year period.

The SACU/India Preferential Trade Agreement provides opportunities to share experiences with SMME, appropriate technology, and allow access to competitive intermediate inputs.

The SADC/COMESA/EAC Tripartite Free Trade Area consists of 26 countries with a combined population of 527 million and a combined GDP of around one trillion USD.

The Continental Free Trade Agreement, established to achieve a mutually beneficial trade agreement for members of the African Union through enhancement of industrial development and diversification of African economies covers a market size of about 1.6 billion. The scope of the negotiations for this Trade Agreement will cover trade in goods, trade in services, investment, intellectual property rights and competition policy.

There are still some challenges that Botswana faces with regards to International Trade. Botswana still has relatively small firms with limited capacity (both limited resources and technology), high costs of production (high inputs and transportation costs leading to uncompetitive prices), and NTB and Tariff Escalations.

PRESENTATION ON TRADE FACILITATION INITIATIVES IN BOTSWANA BY MR. GOFAONE GABOSITWE, BOTSWANA UNIFIED REVENUE SERVICE

Trade facilitation is central to the economic development initiatives of most developing countries, Botswana included. It is an essential part for the efficient participation in international trade, and with Botswana being an LLDC, trade facilitation is vital to support her international trade efforts.

Customs in Botswana has a long history of facilitating trade. Focus on trade facilitation is a part of efforts to modernise and reform Customs. Customs is at the fore front of facilitating trade in goods. Comprehensive programme to facilitate trade in Botswana started in earnest with computerisation in 2002, introducing the use of information technology to process customs declarations and single administrative documents to replace multiple forms that were previously used.

Botswana acceded to Revised Kyoto Convention (RKC) in 2006, which was a major step towards formalising customs reform and modernisation, which is critical to facilitating trade.

Some trade facilitation initiatives that Botswana is undertaking include: Rewriting of Customs Legislation to align to RKC and other international instruments, including the WTO TFA; Preferred Trader (AEO) Program; IT Connectivity; Risk Management; Post Clearance Audits; National Single Window System; Modern Customs IT Systems; and the use of non-intrusive inspection equipment.

Botswana still faces many challenges when it comes to trade facilitation. The lack of implementation of capacity, the public perception of customs being viewed as a revenue generating agency, legal impediments, and other agencies lagging behind technologically all hamper the facilitation of trade in Botswana.

PRESENTATION ON ENERGY INFRASTRUCTURE DEVELOPMENT BY MR. PEGO MOSALAKATANE, BOTSWANA MINISTRY OF MINERALS, ENERGY AND WATER RESOURCES

Botswana is currently developing multiple energy infrastructure projects as a result of national energy policy, national development plans, strategic priorities, demand forecasts, systems studies and planning, and current customer requirements. As it stands, peak demand for energy is outstripping total supply, and is expected to continue into next year. The shortfall will be met through non-firm supplies from the region when available (Eskom (100MW), Eskom Emergency (200MW), ZESCO (100MW), EDM (100MW), and NamPower (100MW) until 2018. Extension of the Eskom contract from 1st January 2016 to 31st December 2018 is expected to be concluded in third quarter of 2015.

There are five energy generation project plans currently in development, outlined below:

Sources	Capacity (MW)	Timing	Remarks
Morupule A	132	2016/17	<ul style="list-style-type: none"> Refurbishment plan in progress. Project preparatory works commenced at the end of September 2015. Three units expected by 2016 and last one by 2017.
Morupule B	600	2013	<ul style="list-style-type: none"> All four units taken over Measures are required to comprehensively remedy plant defects. Three year programme
Independent Power Producer (IPP) Brown Field	300	2018/19	<ul style="list-style-type: none"> Procurement at an advanced stage
IPP Green Field	300	2019/20	<ul style="list-style-type: none"> Prequalification of bidders done Process of engaging Technical Advisors is ongoing.
Coal Bed Methane (CBM)	90	TBA	<ul style="list-style-type: none"> Conversion to 24hr operation on CBM. Timing of Commercial Availability of CBM in sufficient quality and quantity to operate a gas fired power station remains unknown.

There have also been three renewable energy projects in development:

Sources	Capacity (MW)	Timing	Remarks
Solar Thermal	100	2017/18	<ul style="list-style-type: none"> • EOI in floatation
Misc. Renewable Energy	75	TBA	<ul style="list-style-type: none"> • REFIT Tariff study completed in 2011 • Capacity: 5kW to 5MW (Solar, Biomass, Biogas) • Awaiting Cabinet Approval
Solar Power	1.3	2012	<ul style="list-style-type: none"> • PV Pilot Project on-grid in operation since August 2012 (Japanese Grant Funding) • Located at Phakalane, Gaborone

A feasibility study was completed in March 2013 for a concentrated solar thermal plant in Jwaneng. It would consist of a central receiver with molten salt as the heat transfer and storage medium and produce 100 MWe with 4 hours of thermal energy storage. Its expected commercial operation date is 2017/18, though questions remain on whether the project should be structured around IPP or PPP.

Botswana is also currently undertaking Transmission Grid Network Expansion through six projects: North West Transmission Grid Connection, Rakola, Second Morupule – Isang 400 Kv Line, Zizabona, Bosa (Botswana – South Africa) Interconnector, and Other Grid Reinforcements Projects.

The Botswana national electricity transmission grid does not cover some parts of the country. The North West Transmission Grid Connection Project (NWTGC) will connect the areas of North West Region and Chobe District as well as Ghanzi to the Botswana Power Corporation (BPC) main Transmission Grid, delegate a provision of power supply to the Zambezi Integrated Agro Commercial Development and the Water Transfer Scheme project, and create an alternative path for power trade amongst Southern African Power Pool (SAPP). Financial and Economic benefits are expected to be derived from the project. The project is currently in the contracting and implementation portion of the timeline, though project delays are expected due to delays in acquiring design rights for 400 kV towers; the initial completion date for the designs and specifications was June 2015 but was moved to November 2015.

The Rakola Grid Extension project consists of a 220/132kV substation in Rakola which is approximately 5 km north of Gabane from A10 road. The Segoditshane – Thamaga 220 kV line and the Mogoditshane – Molepolole 132 kV lines are to be turned into the substation. The substation will be fed by 2 x 220 kV lines from Isang to Rakola which will be constructed under the project. The project will also comprise of a 132/33/11 kV substation in Metsimotlhabe and a 132 kV line from Rakola substation to Metsimotlhabe. The Rakola Grid Extension is aimed at reinforcing the transmission network in the southern region of the country to improve the reliability and security of the power supply. Construction on the substation has commenced, and part of the line route that has been allocated to BPC and construction has since commenced. Assessment of affected property is in progress for the remaining portion of the route. Tower testing for 50% of the tower suites has been accomplished, and orders for major substation equipment have been placed with the suppliers. The tender documents for another component of the Rakola project (Metsimotlhabe 132/11 kV substation and 132 kV line from Rakola to Metsimotlhabe) are in progress.

The Second Morupule – Isang Line is a planned 400 kV line of approximately 215 km from Morupule power station to Isang substation. This line is required to integrate Morupule B (5 and 6) to the BPC grid, which would result in an improvement of security and reliability of power supply, an improvement of system stability, and an improvement in the potential for trading excess power. The Inception Report for the project has been approved, designs are in progress, and Survey, ESIA and Geotech are in progress. The project is on track, and construction is scheduled to commence in April 2016 and end in 2018.

The fourth project is the development, financing, construction and operation of new high-voltage transmission facilities in Zimbabwe, Zambia, Botswana and Namibia, called ZIZABONA. This project will strengthen the transmission grid interconnection among the four neighbouring countries, create an alternative wheeling path between north and south, and de-congest the central transmission corridor. All consultants for technical advisory services (Technical and Transaction Advisor, Project Coordination & Supervision, ESIA for Livingstone–Sesheke line) have been appointed. An 80 MW PPA between ZESA and NamPower was signed on 16th October 2014 with tenure of 15 years. The PPA between NamPower and CEC for 200 MW is still being pursued and to date the parties have signed a term sheet. A Market study currently being reviewed, the lawyers committee is set to meet and prepare the SHA for signing, which would facilitate for the establishment of the SPV to run the ZIZABONA project. At present it is very difficult to have a workable timetable program in place due to critical project enablers still in progress (PPAs and SHA) and a financial review based on the phased out approach is in progress. There are risks related to the ZIZABONA project including possible failure to attain project viability, and project delays, possibly caused by delayed equity contribution, delayed execution of the SHA, delayed establishment of the SPV, delays in acquiring the land for the project, or delays in accomplishing the EIA.

The Botswana – RSA Interconnector Transmission Line from Isang to Watershed (voltage to be decided) which will enhance electricity trading between South Africa and Botswana as well as other SAPP members. It will improve security and reliability of power supply as well as improve system stability. The two utilities have assembled a team to undertake the necessary project activities: SAPP have been engaged to assist with project coordination while DBSA have availed funding for the bankable feasibility study. The Steering Committee Terms of Reference and the Non-Disclosure Agreement have been signed. The Inter-Utility Memorandum of Understanding is underway, and the request for proposals for Procurement of consultancy services for the BFS is in floatation and will close on 13/11/2015.

Outlined below is a list of other internal network reinforcement projects currently underway:

Project	Timing	Benefit
Ramotswa 132/11kV S/S & lines	2015 – 2017	Secure and Power Supply Quality
Mochudi 132/33kV S/S & lines	2015 – 2017	Secure and Power Supply Quality
Tlokweng 132/11kV S/S & lines	2015 – 2017	Secure and Power Supply Quality
Phakalane capacity increase	2015 – 2017	Secure and Power Supply Quality
Capacitor Banks for Gab South	2015 – 2016	Secure and Power Supply Quality
Gaborone East capacity increase	2014 – 2016	Secure and Power Supply Quality
Supply to Moralane pumping station	2014 – 2016	CFP- Water pumping
Supply to Masama/Makhujuwane	2015 – 2017	CFP- Water pumping
Capacitor Banks for Maun substation	2015 – 2016	Increase Power Transfer
Orapa capacity increase	2014 – 2016	CFP- Secure and Power Supply Quality
SCADA Upgrade and Control Area	2016 – 2017	Secure and Power Supply Quality

PRESENTATION ON FUNDAMENTAL TRANSIT ISSUES, TRANSPORT INFRASTRUCTURE DEVELOPMENT AND MAINTENANCE BY MR. O. MOSIGI, BOTSWANA MINISTRY OF TRANSPORT AND COMMUNICATIONS

The VPoA is a ten year action plan aimed at accelerating sustainable development in Landlocked Developing Countries. Particular attention is given to the development and expansion of efficient transit systems and transport development, enhancement of competitiveness, expansion of trade, regional cooperation, and the promotion of inclusive economic growth and sustainable development to reduce poverty.

With regards to priority area on fundamental transit policy issues, Botswana has signed the following treaties to facilitate free movement of people and goods through her territory; the movement may either be transit or destined for Botswana:

- The SADC Protocol on Transport, Communications and Meteorology.
- The SACU MoU on Road Transport
- TKC MoU
- Bilateral Air Service Agreement (BASA) between Botswana and United States of America.
- Bilateral Road Transport Agreements with neighboring countries.

All these treaties are aimed at:

- Reducing travel time along the route.
- Access to the sea and oversea markets
- Reduce time spend at the border
- Improve intermodal connectivity.

Current initiatives involve the harmonization of legislation within the region, development of the Regional Integration Strategy, and harmonization of cross border transport permits.

Outlined below are the current infrastructure development packages that are in progress:

Package	Construction Works	Length / Area	Nations
1	Bridge	923m	Botswana & Zambia
	Approach Road	302m	Botswana
		416m	Zambia
	Railway	515m	Botswana
732m		Zambia	
2	OSBP	4,700m ²	Botswana
	Approach & Access Roads	2,389m	
3	OSBP	4,700m ²	Zambia
	Approach & Access Roads	2,341m	

There is currently construction planned for a OSBP at Mamuno (Botswana/Namibia) border, but Namibia has yet to pass legislation allowing for its implementation. There is also construction of OSBP at Pioneer (Botswana/South Africa) border planned. It will lead to rehabilitation of the North-South carrier, improvement of communication along the TKC, and development of the truck stops along the TKC.

Improvements at the four major airports are ongoing. Maintenance of the existing road networks, development of the rail links, including consideration of new links to the west and east coastal countries, and development of the dry port in Walvis Bay are currently underway.

Poor quality and gaps in physical infrastructure are still major obstacles to developing viable and predictable transit transport system. Improvement and maintenance of the existing facilities is crucial. The MTC has developed Road Maintenance Manuals and is developing the Road Design Manuals all to assist in improving the infrastructure in this country. It is important that as we are reviewing our transport legislation, we should be cognizance of the VPoA. Botswana should also be cognizant of the regional approach to transport infrastructure (Tripartite Approach), and whether we should allow vehicles with high axle load limits to transit our country, considering the damages caused to our roads which were not meant to carry that load. Botswana has now developed the road index to guide on the conditions of the roads.

SESSION 7: MONITORING AND REVIEWING THE VIENNA PROGRAMME OF ACTION AT THE NATIONAL LEVEL BY GLADYS MUTANGADURA, SENIOR ECONOMIC AFFAIRS OFFICER OF UN-OHRLLS

The follow-up monitoring mechanism is a continuously evolving process to reinforce partnerships and mutual accountability at all levels – global, regional and national. LLDCs should identify indicators to monitor progress in implementing the VPoA. Regular National reviews and reporting should involve all stakeholders and the LLDCs should provide annual inputs to the global Report of the Secretary General. Regional Reviews and reporting should be informed by the National Reviews and done by the regional commissions ie. UNECA. Global Reviews should take into account Regional and Sub Regional Reviews and National inputs. UN-OHRLLS is working on a set of indicators for monitoring the VPoA to help assist these National, Regional, and Global reviews. In 5 years there will be a mid-term review of the VPoA – all LLDCs will be called upon to submit a mid-term report on the implementation of VPoA.

Targeted at Member States, UN-OHRLLS prepares annually the Secretary-General's report to the General Assembly with the objective of providing a global assessment of progress towards the implementation of the VPoA. The National Report prepared by each LLDC is targeted towards national policy makers, all VPoA stakeholders including development partners. OHRLLS was mandated by the UN General Assembly to provide an assessment of the progress towards the implementation of the VPoA, raise awareness, advocate, and address areas of need.

National level selection of the indicators for monitoring the VPoA should be based on:

- VPoA priorities being implemented
- Data availability including the frequency of data collection
- Data accuracy and quality of the data
- Harmonization and rationalization of the development indicators with data required for the other processes eg. National development plan, SDGs etc.
- Collaboration with relevant agencies in data compilation

Some examples of broad VPoA indicators include:

- GDP (constant 2005 US\$)
- GDP growth (annual %)
- GDP per capita, PPP (constant 2011 international \$)
- Proportion of population below \$1.25 (PPP) per day
- Human Development Index
- Employment-to-population ratio
- Share of women in wage employment in the non-agric sector
- Share of LLDCs' exports in global trade
- Trade within the region as share of total trade
- Net ODA received (% of GNI)
- Inward foreign direct investment flows (current US\$)
- Aid for trade disbursements (constant US\$)
- Proportion of land area covered by forest %
- Annual change in degraded or desertified arable land (% or ha)

Outlined below is a list of proposed indicators for each specific objective of the VPoA.

Specific Objective	Proposed indicators to monitor progress
Priority 1: Fundamental Transit Policy Issues	
a. Reduce travel time along corridors with the aim of allowing transit cargo to move 300–400 kilometres per 24 hours	Road Corridor Speed with delays (km/hr) Road Corridor Speed without delays (km/hr) Access to all-weather road (% access within [x] km distance to road)
b. Significantly improve intermodal connectivity with the aim of ensuring efficient transfers from rail to road and vice versa and from port to rail and/or road and vice versa.	Cargo dwell time for transit cargo in transit countries Dwell time at border crossing between LLDCs and transit countries
c. Significantly reduce the time spent at land borders	Implementation of single-stop inspections Implementation of common administrative documents for customs clearance No. of ratifications or accessions to transport agreements Logistics performance index (World Bank)
Priority 2: Infrastructure Development and Maintenance	
Transport Infrastructure	
a. Significantly increase the quality of roads, including increasing the share of paved roads, by nationally appropriate standards	Roads, total network (Kms) Roads, paved (% of total roads) Road density (km of road per 100 sq. km of land area) Recurrent spending on infrastructure (% of GDP)
b. Expand and upgrade the railway infrastructure in LLDCs, where applicable	Rail lines, total route (km)
c. Complete missing links in the regional road and railway transit transport networks	Completion of missing links (%)
d. Other relevant indicators	Air transport, registered carrier departures Km of inland waterways effectively used for navigation Support towards infrastructure development by multilateral and regional development banks
Energy and Information and Communications Technology Infrastructure	
a. Expand and upgrade, as appropriate, infrastructure for	Electricity power consumption (kWh per capita) Share of the population using reliable electricity,

Specific Objective	Proposed indicators to monitor progress
supply, transmission and distribution of modern and renewable energy services in rural and urban areas	by urban/rural Total electricity production Number of electrical outages in a typical month Share (%) of renewable energy in total final energy consumption (TFEC) Investment in energy with private participation (current US\$)
b. All LLDCs should make broadband policy universal	Established policy on broadband
c. Promote open and affordable access to Internet for all	Internet users per 100 people Fixed (wired) broadband Internet subscribers (per 100 people)
d. LLDCs should actively engage to address the digital divide	Mobile-cellular subscriptions per 100 people (LLDC vs. global) Fixed-telephone subscriptions per 100 people (LLDC vs. global)
Priority 3: Infrastructure Development and Maintenance	
International Trade	
a. Significantly increase the participation of LLDCs in global trade, with a focus on substantially increasing exports	Exports of goods and services (US \$) Imports of goods and services (US \$) Exports of goods and services (% of GDP) Imports of goods and services (% of GDP) Total trade (% of GDP) Share of LLDCs' exports in global trade
b. Significantly increase the value added and manufactured component, as appropriate, of the exports of LLDCs, with the objective of substantially diversifying their markets and products	Manufacturing, value added (% of GDP) Agriculture, value added (% of GDP) Exports of high technological content as proportion of total exports
c. Strengthen economic and financial ties between LLDCs and other countries in the same region so as to gradually and consistently increase the share of LLDCs in intraregional trade	Participation in regional trade agreements Value of exports whose destination is within the region Value of imports whose source is within the region
Trade Facilitation	
a. Significantly simplify and streamline border crossing procedures with the aim of	Days to clear direct exports through customs Days to clear imports from customs Documents to import (number)

Specific Objective	Proposed indicators to monitor progress
reducing port and border delays	Documents to export (number) Time to import (days) Time to export (days) Implementation of single-stop inspections (Qualitative) Implementation of common administrative documents for customs clearance (Qualitative) Ratification of the WTO Trade Facilitation Agreement Publication of average release time Presence of a trade facilitation bodies/ committees
b. Improve transit facilities and their efficiency with the aim of reducing transaction costs	Cost of importing a standardised container of cargo (US\$) Cost of exporting a standardised container of cargo (US\$)
Priority 4: Regional Integration and Cooperation	
a. Promote regional integration	Participation in regional trade agreements Number of Regional Integration Agreements (RIA) country is party to Value of exports whose destination is within the region Value of imports whose source is within the region Trade within the region as share of total trade Ratification/accession to regional transport agreements and/ or regulations
b. Promote harmonization of regional policies	Implementation of single-stop inspections Implementation of common administrative documents for customs clearance Other procedures implemented to simplify border crossing and freedom of transit
c. Strengthen participation of LLDCs in bilateral and regional integration frameworks	Participation in regional trade agreements Utilisation of preferences by LLDCs on their export to developed and developing countries Participation in regional economic communities
Priority 5: Structural Economic Transformation	
a. Increase value addition in the manufacturing and agricultural sectors, with the aim of achieving inclusive growth and sustainable development	Manufacturing, value added (% of GDP) Manufacturing value added per capita Agriculture, value added (% of GDP) Agriculture productivity Exports of high technological content as

Specific Objective	Proposed indicators to monitor progress
	proportion of total exports Domestic credit to private sector % of firms identifying access to finance as a major constraint Literacy rate, adult total (% of people ages 15 and above)
b. Increase economic and export diversification	Agricultural goods (% of total exports) Manufactured goods (% of total exports) Concentration index Diversification Index UNIDO's competitive industrial performance index
c. Promote service-based growth, including from tourism, with a view to increasing its contribution to the national economy	Trade in services (% of GDP) Transport (% of commercial service exports) Tourist arrivals at national borders (000) Additional number of procedures required to start a foreign subsidiary Additional number of days required to start a foreign subsidiary
Priority 6: Means of Implementation	
a. LLDCs and transit countries to mobilize adequate domestic and external resources for the effective implementation of the present Programme of Action	Gross domestic investment (% of GDP) Gross domestic savings (% of GDP) Gross fixed capital formation (% of GDP) Government revenue, excluding grants (% of GDP) Migrants' Remittances (US\$ & percentage of GDP)
b. Development partners encouraged to provide targeted technical and financial support, as appropriate, towards the implementation of the specific actions listed in the present Programme of Action.	Net ODA received (% of GNI) Official development assistance and net private grants as percent of GNI Share of ODA to productive sectors Share of ODA towards economic infrastructure Aid for Trade to Botswana (% of total aid)
c. Private Sector Investment	Number of initiatives with private sector collaboration No. of policy measures on investment promotion/ facilitation Inward foreign direct investment flows (current US\$)
d. Development partners should fulfil	Net ODA received (current and constant US\$)

Specific Objective	Proposed indicators to monitor progress
existing official development assistance commitments	
e. Other relevant indicators	Initiatives on South-South and Triangular collaboration Initiatives undertaken by international organizations to support Botswana in implementing the VPOA Total external debt stock (% of gross national income) Total debt service (% of exports of goods, services and income)

After collecting the baseline data, there is need to harmonize the data collection with other development processes, such as NDPs, SDGs, Financing for Development, and Agenda 2063. In addition, LLDCs should monitor and review the relevant national actions under each priority area, and prepare national annual reports, mid-term reviews, and comprehensive 10-year reviews.

National Reports should be a comprehensive assessment of the social, economic and environmental development of each country focused on the evaluation of the progress made by the country, including with the support of its development partners, on the achievement of the objectives and actions contained in the key priority areas of the VPOA. It should identify the gaps, constraints and obstacles in the implementation of the Programme, as well as the country-specific needs in development. Innovative strategies and best practices are to be emulated and shared with other LLDCs, with additional policies and measures at national and international levels to eradicate poverty and achieve sustainable development.

THE WAY FORWARD BY MS. SHIRLEY G. MONCHO, DIRECTOR, DEPARTMENT OF INTERNATIONAL TRADE, MINISTRY OF TRADE AND INDUSTRY

We recognize that the workshop was not well attended despite having had about 40 confirmations. In view of this, MTI (Department of International Trade) will hold bilateral meetings with key stakeholders, particularly those that have action items to implement. The aim will be to ensure ownership as well as to agree on the priorities, taking into account programmes and projects currently being implemented that are in line with VPoA.

We encourage those present to brief their superiors and the mapping that was presented in this meeting will be shared with relevant stakeholders to assist as background information to bilateral meetings. An implementation matrix will then be developed following the bilateral meetings and circulated to all stakeholders.

The outcome of the workshop will be shared with the Executive. One of the recommendations will be that the report be further shared with the Permanent Secretaries in the PIC Force to ensure ownership at the Executive level.

The implementation of the VPoA will be integrated into the work of the National Committee on Trade Facilitation. This is the platform at which Implementing Agencies will be expected to report on the progress made with regard to implementation such that the NCTF will closely monitor and evaluate progress made on the VPoA. We will consult the National Strategy Office and Planning Unit to facilitate the mainstreaming of the VPoA.

CLOSING REMARKS

CLOSING REMARKS BY MR. SANDAGDORJ ERDENEBILEG, CHIEF OF POLICY DEVELOPMENT, COORDINATION, MONITORING AND REPORTING SERVICE OF UN-OHRLLS

Madam Deputy Permanent Secretary, Distinguished Ladies and Gentlemen,

I would like to express my sincere thanks to you all on the successful conclusion of this Meeting. As I said before Botswana is the first country to undertake a national sensitization and mainstreaming workshop on the Vienna Programme of Action (VPoA). Your commitment as a country to implementing the VPoA and to achieving sustainable development is very impressive and commendable. This is the reason for your country's success, as I see strong endorsement by your Government on your national development.

I wish to commend you for successfully meeting the objectives that you had set for this meeting. You have undertaken a thorough analysis of what the VPoA means to Botswana at national level. You have mapped the actions of the programme with the relevant stakeholders that need to implement the priority areas. You have compared the programme to the existing Vision 2016 and National Development Plan 10 and have identified forward looking recommendations on how to mainstream the VPoA into the next National Vision 2036 and National Development Plan 11. You have sensitized stakeholders present here on the VPoA.

I am very confident that in this meeting you have come up with good basis to mainstream further the VPoA in all your relevant national processes, to fully implement the programme and monitor and report on its implementation.

Allow me to highlight a few observations on your process:

- I commend you for your national commitment to tackle the challenges related to landlockedness and for your great interest to mainstream and fully implement the VPoA.
- The mapping exercise that you undertook is very important as it is the basis for the national level action plan on the implementation of the VPoA and coordinating mechanism. The trade facilitation committee as a coordinating mechanism is a good thing – but you must also have contact persons in different ministries to liaise with the committee.
- Your country is already implementing many actions related to the VPoA that came out in the discussions including the ratification of the WTO Trade facilitation Agreement, trade facilitation initiatives, export diversification drive, industrialization and many others.
- Your partners – the regional organisations present here have identified areas where Botswana can benefit from deepening regional integration and cooperation with your neighbouring countries in building infrastructure, harmonizing policies, regulatory frameworks and border crossing procedures to ensure unhindered, efficient and reliable flow of goods and services.
- As discussed in this meeting, implementing the VPoA requires adequate resources (both financial and technical). Domestic resource mobilization is important, and equally important is the need for scaled up international support – including ODA, Aid for trade, FDI and South-South cooperation. Drawing from the development institutions is also very important – the World Bank, the African Development Bank and others. The UN system organisations and other international and regional organisations such as the African Union, SADC, SACU, the Trans Kalahari Corridor Secretariat and others are ready to provide support.

- The role of the private sector is also important in implementing some of the priority areas of the VPoA such as infrastructure development – transport, ICT and energy. There is need therefore to create an enabling environment to foster private sector role. In particular, traders, freight forwarders and other private sector players need to be included in the implementation of the VPoA.
- Reporting on how you are implementing the VPoA is very important. VPoA is a result oriented and ambitious and specific on what needs to be done in order to attain the ambitious goals. It is therefore important to closely monitor and report on how you are implementing the programme.

In closing let me emphasize that it is my conviction that with the support and cooperation of your neighbours, the development partners, the UN system, international and regional organisations, and the private sector, your country will be able to implement the VPoA, the 2030 Agenda for Sustainable Development, and Africa’s Agenda 2063 and this will help you to achieve your full development potential. Botswana is a good model that should be emulated by the other LLDCs.

It is also important for Botswana to be active at the regional and global levels. In this context I wish to encourage you to involve your missions in Addis Ababa, Geneva and New York, updating them on the efforts that you are making in implementing the VPoA and advocating for support from the regional and global institutions.

I once again wish to sincerely thank you all for making this Meeting a great success, in particular the presenters who have shared with us rich information on how to mainstream the VPoA in Botswana. UN-OHRRLLS looks forward to continue collaborating closely with you in the implementation of the VPoA.

I thank you.

CLOSING REMARKS BY MS. TEBOGO MOTSHOME, BOTSWANA MINISTRY OF FOREIGN AFFAIRS AND INTERNATIONAL COOPERATION

Madam Moderator, The Deputy Permanent Secretary, Ministry of Trade and Industry;

The Chief Policy Development, Coordination, Monitoring and Reporting Service in the UN Office of the High Representative for Least Developed Countries, Land Locked Developing Countries and Small Island States, Ladies and Gentlemen,

It is a distinct honor and privilege to close this workshop on behalf of the Permanent Secretary, Ministry of Foreign Affairs and International Cooperation.

At the onset, let me take this opportunity to extend my felicitation to the Ministry of Trade and Industry and indeed the UN office of the High Representative for Least Developing Countries, Landlocked Developing countries and Small Island States for holding this national workshop. This indeed is a testimony to Botswana's commitment to the effective implementation of the VPoA.

This workshop has taken place at an opportune time when World Leaders have just met in New York to adopt a universal transformative Global Development Agenda, the 2030 Agenda for Sustainable Development with 17 Goals and 169 targets that will carry over from the MDGs. We wish to express appreciation for the recognition accorded to LLDCs in the goals and targets of the 2030 Agenda for Sustainable Development and wish to note with satisfaction the ongoing work done in crafting the indicators.

It is also worth noting that after adopting the 10 year VPoA in Vienna in November 2014, there have been two other meetings discussing this issue. These were: the follow-up to the Second United Nations Conference on Landlocked Developing Countries which was held in Livingstone, Zambia from the 2- 4 June 2015 and the High Level Forum for the Group of Landlocked Developing Countries which was held along the margins of the United Nations General Assembly in New York on the 28th September 2015, and we have subsequently held our own national workshop.

All these initiatives bear testimony to the fact that Botswana and other Land Locked Developing Countries are not only committed to the VPoA but perceive it as a linchpin for addressing the special needs and challenges of their countries arising from their remoteness and lack of access to the sea.

I believe you will agree with me that this workshop has achieved its intended objectives as all of us have been sensitized about the VPoA. I must at this point in time seize this opportunity to urge you to immediately brief your superiors on this workshop with a view to undertaking the following tasks: mainstream the Programme in your Ministerial Development plans; develop modalities for monitoring and reporting on activities geared towards the implementation of the programme; and prepare for the national reviews. This is not an exhaustive list but just an indication of the workload on our table.

Colleagues, it is very important to remain vigilant throughout this process in order to ensure that Botswana's concerns as a Landlocked Developing Country are taken on board. It is high time that our country transforms the challenge of being landlocked into an opportunity of being land linked in order to maximize its competitiveness and integration into the global trading system.

It is therefore critical that we apply ourselves fully and ensure that we take advantage of all that the VPoA has to offer.

Let me conclude by once again sincerely commending the Ministry of Trade and Industry and the UN Office of the High Representative for a well-organized workshop. We have certainly benefitted from this workshop. At this juncture let me now declare this workshop closed.

PULA!

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BACKGROUND DOCUMENT

MAINSTREAMING
THE VIENNA PROGRAMME OF ACTION FOR LANDLOCKED DEVELOPING
COUNTRIES FOR THE DECADE 2014–2024
NATIONAL CONSULTATIONS: GABORONE, BOTSWANA

I: INTRODUCTION

In the recent past, the international community has adopted three important documents of immense importance to LLDCs. These documents are: Transforming our world: the 2030 Agenda for Sustainable Development; the Addis Ababa Action Agenda; and the Vienna Programme of Action for Landlocked developing countries for the decade 2014–2024 (VPoA). The consensus adoption of these documents caps three separate but interrelated global deliberations.

The 2030 Agenda for Sustainable Development, adopted by world leaders at the beginning of the seventieth session of the United Nations General Assembly, marked the successful conclusions to intense intergovernmental deliberations and negotiations aimed at providing a post-MDG global development blueprint. The Addis Ababa Action Agenda is the outcome document of the Third International Conference on Financing for Development, held 13–15 July 2015, in Addis Ababa, Ethiopia. The VPoA was adopted in November 2014, at the conclusion of the Second United Nations Conference in Vienna, Austria.

Although the VPoA is a ten-year, LLDC-specific Programme of Action, the social and economic development of LLDCs would also be guided, by the 2030 Agenda for Sustainable Development. Besides the overlap in focus and years of implementation, the two blueprints are mutually reinforcing and complementary. Furthermore, a nuanced difference is that VPoA is principally designed to tackle landlockedness, foster economic productivity and diversification and the participation of LLDCs in international trade.

The 2030 Agenda for sustainable development, on the other hand, is more holistic and comprehensive, covering all the pillars of sustainable development. The Addis Ababa Action Agenda is a foundation for implementing the 2030 Agenda for sustainable development, with direct positive implication on the VPoA. This background provides guidance on mainstreaming of the VPoA at national level.

The Vienna Programme of Action for LLDCs for the decade 2014–2024

The VPoA was endorsed by the General Assembly in December 2014 in resolution 69/137. It underscores the commitment of the international community to support LLDCs in dealing with challenges related to landlockedness, remoteness and geographical disadvantages. It is a comprehensive but ambitious development agenda that aims to put the world's 32 LLDCs on a steady path of sustainable, inclusive and rapid economic growth and development with the stated goal of ending extreme poverty through implementation of six priority areas that include (1) Fundamental transit Policy Issues, (2) Infrastructure Development and Maintenance, (3) International Trade and Trade Facilitation, (4) Regional Integration and Cooperation, (5) Structural Economic Transformation, and (6) Means of Implementation. The last priority area, means of implementation, recognises the need for individual and concerted efforts by various partners towards the implementation of the VPoA. This Programme of Action also includes 23 actions to be undertaken by LLDCs, 9 actions by transit countries, 25 joint actions by LLDCs and transit countries and 30 actions by development partners.

Priority 1. Fundamental transit Policy Issues

On fundamental transit policy issues, the VPoA stresses the important role played by freedom of transit and transit facilities in providing the LLDCs with access to the sea, and in helping them to fully integrate into the global trading system. The VPoA underscores that harmonization, simplification and standardization of rules and documentation should be promoted, with the full and effective implementation of international conventions on transport and transit and bilateral, subregional and regional agreements. It stresses that the cooperation on fundamental transit policies, laws and regulations between LLDCs and their transit neighbours is crucial for the effective and integrated solution to cross-border trade and transit transport problems. The VPoA also underlines that it is important to promote free movement of people between LLDCs and their transit neighbours through development and implementation of simplified and harmonized visa systems for drivers involved in international transport.

The VPoA sets the specific objectives of reducing travel time along corridors; significantly reducing the time spent at land borders; and improving intermodal connectivity so as to ensure efficient transfers from rail to road and vice versa and from port to rail and/or road and vice versa.

Priority 2. Infrastructure Development and Maintenance

On infrastructure development, the VPoA reiterates the importance of physical infrastructure in reducing the cost of development for LLDCs and stresses that in addition to the development and maintenance of transit transport infrastructure, ICT and energy infrastructure is also crucial for LLDCs and should be given priority attention. It also emphasizes the need to raise adequate finance to expand and upgrade the transport, energy and ICT infrastructure. With regard to transport infrastructure, the VPoA underscores the need to improve all forms of transport infrastructure including rail, road and inland waterways, within the LLDCs and across the borders.

The VPoA sets specific objectives of significantly increasing the quality of roads, including increasing the share of paved roads; expanding and upgrading the railway infrastructure in LLDCs, where applicable; and completing missing links in the regional road and railway transit transport networks.

On energy and ICT infrastructure the VPoA underscores their importance in improving connectivity of the LLDCs, reducing delays and enhancing their productive capacities to achieve sustained economic growth and sustainable development. The specific objectives require the LLDCs to expand and upgrade, as appropriate, infrastructure for supply, transmission and distribution of modern and renewable energy services in rural and urban areas; make broadband policy universal; promote open and affordable access to Internet for all; and address the digital divide.

Priority 3. International Trade and Trade Facilitation

On international trade, the Programme stresses the need to diversify the export structures of LLDCs, increase value-added and manufactured component of their exports, strengthen intra-regional linkages and trade and enhance their productivity and competitiveness, in order to take full advantage of the multilateral trading system and achieve greater integration into world markets. Furthermore, services are recognized as important enablers of trade and effective participation in trade and value chains as well as reduction in the cost of doing business and enhancing productivity. The Programme recognizes the importance of enhanced and predictable market access for exports from all developing countries, including LLDCs, and that full attention should be given to the needs and interests of these countries in the Doha

Development Round of trade negotiations, in accordance with existing commitments. The VPoA also takes note of the importance of the WTO Agreement on Trade Facilitation and its timely implementation.

There are four specific objectives related to international trade. First, to significantly increase participation of LLDCs in global trade, with focus on substantially increasing exports; second, to significantly increase the value added and manufactured component of LLDC exports; third, to strengthen economic and financial ties between LLDCs and other countries in the same region so as to increase the share of LLDCs in intraregional trade; and fourth, invite Member States to consider the specific challenges and needs of LLDCs in international trade negotiations.

On trade facilitation, the specific objectives of the Programme are to further simplify, harmonize and streamline border crossing and transit procedures and improve transit facilities and their efficiency with the aims of reducing port and border delays and transaction costs for LLDCs, respectively. The third objective on trade facilitation is to ensure that all transit regulations, formalities and procedures for traffic in transit are published and updated in accordance with the WTO Trade Facilitation Agreement.

Priority 4. Regional Integration and Cooperation

One of the notable improvements in the new programme of action for LLDCs relates to regional integration and cooperation, which for the first time, is a standalone priority. The VPoA observes that close cooperation between LLDCs and their transit countries is, sine qua non, for improved connectivity in transport, energy, and ICTs. In addition, infrastructure, trade and regulatory policies, together with political stability of neighbouring countries, have significant repercussions for the external trade of LLDCs. In view of this, it concludes that regional integration, and coherent and harmonized regional policies provide an opportunity to improve transit transport connectivity and ensure greater intraregional trade.

The VPoA emphasizes the promotion of deeper and meaningful regional integration to encompass cooperation among countries in a broader range of areas than just trade and trade facilitation, to include investment, research and development, and policies aimed at accelerating regional industrial development and regional connectivity. Regional integration is thus aimed at fostering structural change and economic growth in LLDCs as a goal, and also as a means of collectively linking regions to global markets. This would enhance competitiveness and help to maximize benefits from globalization.

Priority 5. Structural Economic Transformation

The priority area underscores efforts to address landlocked development issues in a more holistic and comprehensive manner. It places greater emphasis on the building up of the institutional and human capacities of LLDCs, in order to promote value addition, structural economic transformation and diversification. They are prerequisite to achieving rapid, inclusive and sustainable economic growth and development in LLDCs. Clear entry points for structural economic transformation are identified as follows: (i) industrial sector, in particular revival and strengthening of the manufacturing sector, and LLDCs' contribution to regional and global value chains; (ii) productivity growth and value-addition in the agricultural sector; (iii) the services sector, in particular tourism, finance, and ICT. The VPoA also underscores the significant role that a strengthened private sector, science, technology and innovation can play.

There are four specific objectives for this priority. First, to increase value addition in the manufacturing and agricultural sectors with the goal of achieving inclusive growth and sustained development; second, to

increase economic and export diversification; third, to promote service-based growth, including from tourism, with a view to increasing its contribution to the national economy; and fourth, to encourage the inflow of foreign direct investment in high-value added sectors.

Priority 6. Means of implementation

Under this priority area, the VPoA recognizes that LLDCs have the primary responsibility for their own development and as such they need to effectively mobilize adequate domestic and external resources for effective implementation of the Programme. It is stressed that the support of development partners is needed to complement LLDCs' own efforts to establish and maintain effective transit transport systems, integrate into the world economy, structurally transform their economies and enhance their productive capacities. Development partners are encouraged to provide targeted technical and financial support, as appropriate, towards the implementation of the specific actions listed in the VPoA, including through official development assistance and aid for trade.

South-South and triangular cooperation, as a complement to North-South cooperation, and the private sector, including through foreign direct investment, also have particular roles to play in contributing to the development of LLDCs. The Programme also calls on organizations and bodies of the United Nation system and relevant international organizations to provide technical assistance and capacity-building support to LLDCs in the implementation of the Programme of Action.

For effective implementation, and in order to achieve the identified objectives and goals, the VPoA calls upon LLDCs and transit countries to establish national coordination mechanisms. It is therefore imperative that the programme of action is well understood and mainstreamed within the national plans to ensure its' effectiveness and coherence with the national agenda and national development planning cycles. The success of the VPoA is also dependent on its implementation at the regional and global levels. The purpose of this note is to guide consultations at the national level on how to mainstream the VPoA into national and local level policies, activities and agendas.

II: BOTSWANA NATIONAL WORKSHOP ON THE VPoA

Over the period 2014–2024, Botswana like the other 31 LLDCs, would be implementing the VPoA as the primary Agenda in addressing the challenges of landlockedness, and as a means for fostering economic growth and promoting international trade participation and achieving structural economic transformation. As a programme in which LLDCs were closely involved in its formulation, it is imperative that LLDCs follow through with its full implementation. The development strategies and actions contained in the VPoA were endorsed by World leaders attending the Summit on the post-2015 Development Agenda in New York. The Outcome document of that important Summit states that strategies contained in the VPoA and outcomes of other major UN Conference and summits “provide a solid foundation for sustainable development, and helped shape the new 2030 Agenda for Sustainable Development”².

The United Nations General Assembly ascribed important VPoA-related mandate to the UN Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS). The Office is to support all stakeholders to mainstream and effectively implement the VPoA. Additionally, the Office would invite and support United Nations system and relevant international organizations to conduct regular and regional sectoral and thematic studies and reviews. Additionally, UN-OHRLLS would spearhead advocacy efforts at the national, regional and global levels. In collaboration with others, UN-OHRLLS would also develop relevant indicators for measuring progress on implementing the VPoA³.

A good understanding of the VPoA is crucial if Governments and other stakeholders are to meaningfully integrate VPoA into their work, projects and vision. In fact, some of the VPoA’s aspirations, targets and indicators could be important goals and indicators in the national and even sectoral development blueprints. A well mainstreamed process can help eliminate redundancies while simultaneously harnessing synergies. Successful and appropriate mainstreaming strategies mean better targeting of resources to address impediments that stem from landlockedness while fostering shared growth and development.

In general terms, the VPoA can be best understood through the six-priority areas and specific actions to be undertaken by LLDCs, transit countries and development partners. An effective means of understanding the VPoA and its implications on a country’s economic prospect and activities of relevant ministries is through brainstorming session, in which questions are systematically analysed. The value of conclusively interrogating relevant questions is that this approach can help identify areas of strength and opportunities. It is imperative that such an exercise takes place in a multi-stakeholder forum that brings together key and relevant government ministries, industry players and development partners.

In line with its mandate, and in supporting efforts related to VPoA implementation, and in laying a solid ground for coordinated follow-up, effective monitoring and reporting, UN-OHRLLS would provide technical support to regional and country-level workshops on sensitization and mainstreaming of the VPoA.

² The 2030 Agenda for Sustainable Development, Paragraph 11

³ Please see the annex of sample VPoA indicators

As the focus of this note is the national stakeholder sensitisation, Botswana offers a model case study given that the timing of the implementation of the long term vision and the National Development Plan (NDP) 11⁴ overlaps with a number of important global processes, including Agenda 2030 for Sustainable Development and the VPoA. Given that the formulation of both the long term vision and the NDP11 will be finalised in 2016, Botswana can potentially incorporate the priorities and aspects of these global processes into their national plans.

The broad objective of the national stakeholder consultation is to sensitise the main stakeholders, ensure ownership, facilitate mainstreaming of the VPoA into sectoral development plans and improve on reporting of results. The consultation will, in particular, fulfil the following specific objectives:

- ❖ Enhance participants' understanding of the VPoA and its priorities and raise awareness of national authority stakeholders on the importance of integrating the VPoA into development processes;
- ❖ Promote ownership of the implementation process;
- ❖ Improve knowledge amongst key national stakeholders about how to effectively implement and mainstream the VPoA into national planning;
- ❖ Facilitate mainstreaming of the Programme into Sectoral Development plans;
- ❖ Develop modalities for monitoring and reporting;
- ❖ Identify opportunities for assistance.

The specific agenda of such national consultations reflects the national context as well as the agreed objectives, so that it may be a catalyst for national priority setting and the mainstreaming of the VPoA.

An important deliverable from this exercise can include the formulation and establishment of a National Coordination mechanism in line with Paragraph 74 of the VPoA.

⁴ After about 20 years of implementation, Botswana's long term vision will expire in 2016. In his 2015 Budget Speech, the Honourable Minister of Finance and Development Planning announced that the Government had embarked on a preparation of the National Vision Beyond 2016. The new vision is expected to be launched in September 2016. As such, the Government of Botswana has an opportunity to integrate the broad objectives agreed upon in Vienna in this long term plan. The country's National Development Plan will also expire in 2016. Hence, this could also be used as an opportunity for the country to further integrate the priorities of the VPoA in their medium-term plan and subsequently, annual plans.

III: BACKGROUND ON BOTSWANA⁵

Botswana is 581 730 square kilometres in size and is semi-arid, lying at the centre of the Southern African Plateau at a mean altitude of 1 000 meters above sea level. Seventy Five percent (75%) of Botswana lies to the north of the Tropic of Capricorn and about 84 % of the land is covered by the Kgalagadi desert. The country is land locked and bordered by South Africa in the south and south-east, Zimbabwe in the north-east, Zambia in the north and Namibia in the north and west.

Botswana is thinly populated with about a little over 2 million people and per annum growth rate estimated at 1.2%. The biggest contributors to GDP are mining (particularly diamond mining), Tourism, Construction and Transport. Agriculture's contribution is the most common economic activity in terms of employment levels. The other sectors, especially mining are capital intensive. The geographical location puts the country at a disadvantage with regard to access to cheaper means of transportation. Though landlocked, Botswana is a key transit route to countries such as Namibia, Zambia, Zimbabwe, Angola and Democratic Republic of Congo and South Africa.

Since 1965, Botswana has been using a system of national development planning. Government has since then, produced a series of National Development Plans (NDPs) starting with Botswana's Transitional Plan for Social and Economic Development prepared in 1965. National Development Plans as the blueprints for the overall development of the country, contain Government strategies planned to be undertaken over the Plan period. Programmes and projects to be implemented to achieve such strategies are also included in the Plan. The Plan contains estimates of revenue expected over the entire period as well as expenditure and manpower growth projections.

The planning process in Botswana follows a system where all economic agents, including local Authorities feed into the preparation of the National Development Plan. This involves extensive consultation with all stakeholders including Government and Civil Society. In this way, there would be increased scope for Local Authority Development Plans to feed into the National Development Plan. A more decentralized planning process ensures that the National Development Plans are more sensitive and responsive to the needs, problems and priorities of the local people.

Botswana is one of the fastest-growing economies in Africa, as it has experienced phenomenal transformation in the past four decades. Botswana has a GDP per capita of more than US\$ 7000. At the heart of this change, have been sound macroeconomic policies, stable political environment, good governance and the country's rich diamond endowment.

Botswana was affected by a number of challenges during the recent past. These include recession, climate change and the HIV and Aids pandemic. These stretched government resources which could be used for infrastructural development and other developmental projects. Due to the 2008 financial crisis and subsequent global recession Botswana experienced a sharp decline in government revenues. Subsequently, budgets had to be reduced which resulted in several key development projects in the national development plans being postponed including road infrastructure, hospitals, electricity connections, schools, etc. Botswana has been hard hit by HIV/AIDS however the country is on record, as having mounted the most robust multi-sectoral response to the HIV epidemic.

⁵ Mostly from Botswana's national report on Almaty Programme of Action

The effects of climate change are now evident in the country; these include longer drought periods in some parts of the country to unprecedented floods in some areas, affecting some of the poorest and most vulnerable communities around the country. Climate change has wide-ranging effects on key sectors such as water, agriculture, food security and human health.

Botswana is vulnerable to climate change because of its fragile and arid environment, and these hinder the progress towards the realization of the goals and aspirations of the Vision 2016 and tenth National Development Plan (NDP10). Nevertheless, the Government of Botswana is taking necessary steps to ensure that these effects do not adversely impact on its development programmes. The Government is working on developing a National Climate Change Policy and Comprehensive Strategy and Action Plan (NCCSAP).

The overarching goal of the VPoA is to address the special development needs and challenges of LLDCs arising from landlockedness, remoteness and geographical constraints in a more coherent manner and thus to contribute to an enhanced rate of sustainable and inclusive growth, which can contribute to the eradication of poverty by moving towards the goal of ending extreme poverty. On the other hand, the 2030 Agenda of Sustainable Development seeks to end poverty and hunger everywhere; to combat inequalities within and among countries; to build peaceful, just and inclusive societies; to protect human rights and promote gender equality and the empowerment of women and girls; and to ensure the lasting protection of the planet and its natural resources. It also aims to create conditions for sustainable, inclusive and sustained economic growth, shared prosperity and decent work for all, taking into account different levels of national development and capacities.

In order to achieve these goals, it is important that both the VPoA and Agenda 2030 are mainstreamed into the national and sectoral development plans. The ultimate goal of mainstreaming the VPoA is to “address the special development needs and challenges of LLDCs arising from landlockedness, remoteness and geographical constraints in a more coherent manner and thus to contribute to an enhanced rate of sustainable and inclusive growth” – which is analogous to poverty eradication.

IV. UNDERSTANDING THE MAINSTREAMING PROCESS

A. Definition and Rationale for Mainstreaming the VPoA

“TO MAINSTREAM IMPLIES TO PURSUE POLICIES, ACTIVITIES AND INITIATIVES THAT WOULD MAKE VPoA AN INTEGRAL DESIGN, IMPLEMENTATION, MONITORING AND EVALUATION OF RELEVANT DEVELOPMENT POLICIES AND PROGRAMMES AT THE NATIONAL AS WELL AS AT THE SECTORAL LEVELS”.

For LLDCs, the mainstreaming of the VPoA refers to the process of assessing the programme’s implications on the country’s short-term, medium term and long term development agenda, legislation, policies and activities. It is an ongoing process that requires commitment, reflection, action and engagement by LLDCs and their development partners, including United Nations system, multilateral organizations, the private sector and other stakeholders.

Broadly, the VPoA calls for mainstreaming to be conducted at national; regional and sub-regional and; global levels. Each of the 32 LLDCs must carefully customize and align its many aspects with their specific needs and situation. Paragraph 74 of the VPoA states the following:

“AT THE NATIONAL LEVEL, GOVERNMENTS ARE INVITED TO MAINSTREAM THE PRESENT PROGRAMME OF ACTION INTO THEIR NATIONAL AND SECTORAL DEVELOPMENT STRATEGIES FOR ITS EFFECTIVE IMPLEMENTATION. LANDLOCKED DEVELOPING COUNTRIES AND TRANSIT DEVELOPING COUNTRIES ARE ENCOURAGED TO ESTABLISH NATIONAL COORDINATION MECHANISMS, WHERE APPROPRIATE. MONITORING AND REVIEW SHOULD INVOLVE ALL RELEVANT STAKEHOLDERS, AS APPROPRIATE”.

The rationale for mainstreaming is to ensure that implementation of the VPoA is done in a more coherent and effective manner. Effective mainstreaming would bring greater coherence between VPoA and other development plans and agendas, (such as Africa’s Agenda 2063 and the 2030 Agenda for Sustainable Development) reduce duplication, and appropriately align development partners and target resources in the most cost-effective manner. Given the holistic nature of the VPoA, mainstreaming requires strong commitment and coordinated efforts across various levels.

It is important that the VPoA is mainstreamed into both the long term plans and the medium term strategies, sectoral plans and subsequently into national budgets. Long-term plans/ visions are time-bound plans prepared with a long-term perspective outlining the country’s priorities or aspirations. Such documents also provide broad strategies and principles to guide the implementation of the more concrete medium and short-term plans. In the case of Botswana, the long-term Vision 2016 has the ultimate objective of leading “Towards Prosperity for All” and strategy for: building an educated, informed nation; building a prosperous, productive and innovative nation; building a compassionate and caring nation; building a safe and secure nation; building an open, democratic and accountable nation; building a moral and tolerant nation and; building a united and proud nation”. It is important to have reference to the VPoA in the national vision.

Medium term strategies are foundations for achieving long-term plans and are usually referred to as national development plans in most countries or poverty reduction strategy papers in some countries. Medium term strategies run for a period of five to ten years. In relation to the medium-term plan and as recognised by the Republic of Botswana, development of a new vision provides an anchor for the next medium term plan (locally termed the National Development Plan – NDP). The current NDP will expire in

2016. Hence, this could also be used as an opportunity for the country to further integrate the priorities of the VPoA in their medium-term plan and subsequently, annual plans.

Unlike long-term plans, such strategies are more specific and in most countries, describe the country's macro-economic situation, socio-economic policies and programs to be implemented over a period of time (usually 3 to 5 years although strategies for some countries have a longer time horizon, such as in Botswana where the implementation of the last NDP was over a period of 7 years⁶). The National development plan is built from sectoral plans/strategies.

Mainstreaming at this level would require defining more concretely how to meet the priorities and strategies outlined in the long-term plan. For example – and in line with most medium-term plans – Member States should ensure that the VPoA specific objectives are incorporated in these plans or strategies, and that measurable indicators are also defined. Mainstreaming requires targeted interventions in sectors where landlockedness has the greatest implications. LLDCs should begin by assessing how VPoA is relevant to the specific sector, ministry or department, and identify opportunities where VPoA could play an even greater role by complementing existing strategies and approaches. Examples of indicators that could be included are: reducing travel time along corridors; reducing trade transaction and transport costs and; enhancing value-added and manufactured component of LLDCs' exports, etc. Countries may also set their own annual targets for achieving these indicators.

Annual national budgets usually stipulate annual revenue and expenditure for a country. The annual budget is therefore a governments' plan to use its resources to meet national needs. In most countries, the minister in charge of finance presents the proposed budget for a fiscal year to parliament for approval. The budgetary presentation/ address may also include macro-economic review for the previous fiscal year, economic outlook for the subsequent year and, proposed policy changes to achieve national development objectives.

Mainstreaming at this level should be very precise as this is the stage where priorities and strategies are put into action. Furthermore, there is need to ensure that there is adequate technical and financial (both domestic and international) resources allocated towards the implementation of VPoA-related activities and programs. As the implementation of the VPoA requires cross-sectoral involvement, sectors responsible for specific priorities of the VPoA should ensure implementable activities/ projects are integrated in the sector budget. Furthermore, there is need to ensure the participation of all stakeholders.

B. Guiding principles for mainstreaming VPoA

1. The development and progress of any country is the primary responsibility of that country itself⁷. This means that each LLDC will decide how the goals and objectives of the VPoA should be incorporated in national and local processes, policies and strategies.
2. VPoA is based on renewed and strengthened partnerships between LLDCs and transit countries as well as their development partners. It is to be implemented also in the context of South-South and triangular cooperation, with the support and contribution from international and regional organizations, as well as private sector players.

⁶ This 9th National Development Plan (NDP 10) runs from April 2009 to March 2016.

⁷ VPoA, Paragraph 66

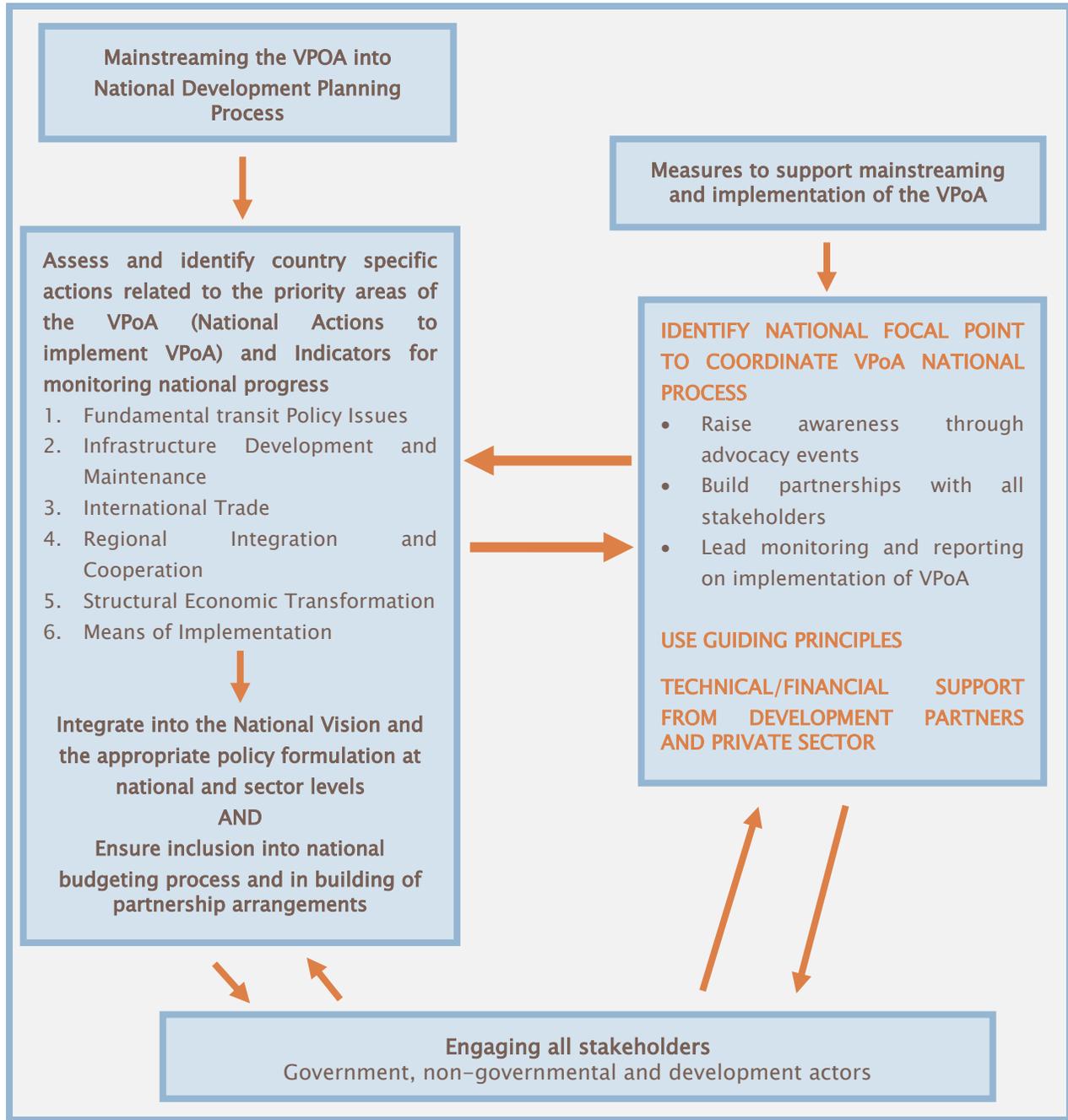
3. The implementation of the VPoA requires effective support from the organizations and bodies of the United Nations system, relevant international organizations, such as the World Bank, the regional development banks, the World Trade Organization, regional economic integration organizations, and other relevant regional and sub-regional organizations.
4. Implementation, follow-up and review of the VPoA need to be undertaken at the national, sub-regional, regional and global levels. Follow-up and review, both of which are continuous processes, should aim at reinforcing partnerships and mutual accountability at all levels, and by all actors. Monitoring and review should involve all relevant stakeholders, including private sector and civil societies.
5. Development partners were called upon to provide technical and financial support towards the implementation of the VPoA, encourage private sector investment flow to LLDCs among others. Among the many responsibilities of transit countries agreed upon in Vienna, is that they would, along with LLDCs, mobilize adequate domestic and external resources for the implementation of the Vienna Programme⁸. Multilateral institutions, including the United Nations system organizations, are to provide coordinated and coherent technical assistance and capacity-building support to LLDCs in support of VPoA's implementation.
6. Transparency, good governance and efficient institutional arrangements in LLDCs and transit countries are crucial. Collaboration between LLDCs and transit countries should be on the basis of mutual interests. Transparent, effective and accountable public-private partnerships are important delivery vehicle for the realization of the VPoA.
7. Appropriate mainstreaming requires that VPoA be interfaced with other relevant, existing activities, programmes and mechanisms. For example the 2030 Agenda for Sustainable Development and Agenda 2063 etc.
8. Effective implementation at the national level would require establishing a formal body to oversee mainstreaming of the VPoA. Such a body can ensure that follow-up actions are implemented, activities at the country level are coordinated and, synergies between VPoA-related priorities are leveraged. A coordination mechanism, as outlined in Paragraph 74 can help monitor and review activities of all stakeholders. A well constituted mechanism can be instrumental in minimizing or avoiding activity and/or policy overlap, redundancies and duplication. Furthermore, this body can be an important link between countries and UN-OHRLLS, coordinating and reporting on the activities of the later.
9. Mainstreaming of the VPoA should be part of the normal monitoring process. It is an ongoing process requiring commitment, reflection, action and engagement and follow-up responses. Lessons learnt from this monitoring process could be used to refine future policies and strategies. Mainstreaming should be undertaken as an end-to-end process. It should be undertaken at all stages of development, culminating in review and reporting.

⁸ VPoA, Paragraph 66

C. Overview of the mainstreaming of VPoA process

1. Begin by having a good understanding of the issue at hand. Become familiar with the VPoA, its overarching goals and objectives, priority areas, activities agreed-upon, stakeholders, means of implementation, etc. A country that is keen to mainstream VPoA would ensure that all ministries and departments understand and promote the VPoA. It would then formulate and implement high quality, well communicated and well enforced policies on integrating VPoA aspects into its relevant operations. It is essential to translate the various ingredients of a mainstreaming strategy into a plan of action that is context-specific. In this regard, mainstreaming of the VPoA at the national level can be successful if it is developed and aligned with the country's development aspirations and priorities, planning and budgeting cycles of a country's plans and also those of partner institutions. Figure 1 visually illustrates the process of mainstreaming the VPoA.
2. Mainstreaming is not a checklist to tick boxes or a one-off exercise. It does not imply lots of additional work, difficult or expensive. Instead, it is making sure that all, if not most, aspects of the VPoA, including its six priority areas, are an integral part of a country's development plan. It involves identifying proposed policy initiatives that are related to VPoA and including them in the national development or sector plan as part of implementing the VPoA.
3. Map your baseline – find out your current activities that have a bearing on landlockedness and/or other VPoA-aspects and new areas that need to be included in order to address the priority areas of the VPoA. You could use your national development plan or sector plans.
4. Establish a national focal point and national coordination mechanism for the VPoA. The national coordination focal point can provide a platform for sensitisation, capacity building, advocacy and dialogue on VPoA and its' implementation, stimulate commitment to implement the programme of action, monitor and report on implementation, and inform UN-OHRLLS of activities and their outcomes, as deemed necessary by the coordination mechanism.
5. Undertake advocacy to raise awareness and increase knowledge on the VPoA and to support national level implementation of the VPoA. Activities can include (a) awareness-raising activities e.g. engaging with the media; (b) training courses for stakeholders e.g. for boards, staff or volunteers, or external bodies; and (c) handbooks, leaflets and other publications.
6. Develop indicators to monitor and gauge progress, identify problem areas and take needed actions at national level.
7. Mainstream needs to be sustained by means of adequate and effective resource allocation, owned by all stakeholders, driven by an informed leadership at all levels. The mainstreaming process should be consultative and participatory as much as possible involving all the development stakeholders.

FIGURE 1: OVERVIEW THE PROCESS OF MAINSTREAMING OF THE VPOA



D. Suggested Questions for Brainstorming

- Are the VPoA's six priority areas equally important in my Government's (national and local) focal areas?
- Which specific objectives, actions and priority areas of the VPoA have direct implication to my department or Ministry?
- Which specific actions already exist as national priorities? Which ones require re-alignment or re-orientation? [It would be important to consider national and regional initiatives, including those related to NEPAD, AfDB, the World Bank, UNCTAD, SADC etc].
- Which VPoA actions can be reasonably piggy-bagged or included into existing activities and projects?
- Which activities require the formulation of new policies, enactment of new laws, and the strengthening of bilateral, regional and multilateral treaties?
- What new mechanisms does VPoA require, and how can this be done cost-effectively and within a reasonably short period?
- What are cross-cutting actions and what mechanisms exist that could coordinate actions and responses from individual ministries and departments?
- What are the financing gaps, budgetary implications and deficits that are specifically related to the implementation of VPoA? How can the Government close this gap? - re-evaluate afresh existing domestic and foreign resource mobilization strategies.
- Can we match and cross-match VPoA actions with existing and potential development partners, including domestic players?
- Who would be the institutional champion of the VPoA in Botswana? What are the responsibility and function of such a champion? Which other organisations have a strong (existing or potential) to play a supporting role?
- Which capacities could be strengthened in these institutions? What are some successful examples of inter-institutional collaboration?
- How can the coordination and collaboration be improved, including input from other UN agencies (UN-OHRLLS, UNCTAD, UNDP) and relevant regional and international organizations.

V. EXAMPLES OF ASSESSMENT OF THE ACTION AREAS OF THE VPOA FOR BOTSWANA

Priority 1 – Fundamental Transit Policies

The VPoA acknowledges that freedom of transit and transit facilities is important in the development of LLDCs. Indeed, disproportionately higher transit costs and delays are the key impediment to the LLDCs participation in international trade. Cooperation on fundamental transit policies, laws and regulations between LLDCs and their transit neighbours is crucial for the effective and integrated solution to cross-border trade and transit transport problems. One report indicated that land border crossings constitute obstacles to regional integration, and facilitating the movement of goods and persons across borders ranks high in the priorities of Regional Economic Communities in Sub-Saharan Africa⁹.

According to the national report on the implementation of the Almaty Programme of Action, the Botswana Unified Revenue Service (BURS) has come up with a Simplified Administrative Document (SAD) 500, which combines documents which were initially used to get information from the traders at the border. The document was subsequently adopted by all the SACU Members as a customs declaration form for all SACU trade. The SAD 500 form is simplified such that an ordinary person can be able to fill it without requiring assistance. For clearance purposes BURS is promoting the use of information and communication technology at the main borders. These borders have been computerized and ASYCUDA system installed. These initiatives have been seen to reduce time and cost that were incurred by the traders concerned before their introduction. Botswana and Namibia have negotiated an agreement on the establishment of one stop border post at Mamuno and Trans-Kalahari Border Posts.

To help governments improve their border procedures, reduce trade costs, boost trade flows and reap greater benefits from international trade, OECD has developed a set of trade facilitation indicators that identify areas for action and enable the potential impact of reforms to be assessed. To underscore its importance, an OECD econometric analysis¹⁰ on sixteen trade facilitation indicators that correspond to the main policy areas under negotiation at the WTO showed that enhancing trade facilitation has a positive impact on trade flows. It also revealed that the most significant trade facilitation measures (i.e. those that have the highest impact on trade volumes) were information availability, harmonization and simplification of documents, automated processes and risk management, streamlining of border procedures and good governance and impartiality.

Additional and related work conducted by OECD shows that trade facilitation measures can benefit all countries in their role as exporters as well as importers, allowing better access to inputs for production and greater participation in the international trading system. OECD's quantitative analysis¹¹ for the group of upper-middle income countries, which includes Botswana, shows that the areas with the greatest impact on increasing bilateral trade flows and lowering trade costs are: formalities (procedures, documents, and

⁹ Hartman, Olivier and Fitzmaurice Mike (2013) Border Crossing Monitoring along the Northern Corridor, SSATP Africa Transport Policy Program Working Paper 96

¹⁰ OECD (2012) Trade Facilitation Indicators: The Potential Impact of Trade Facilitation On Developing Countries' Trade, Working Party of the Trade Committee, of 4-5 December 2012, The OECD Conference, Paris

¹¹ OECD (2013) Trade Facilitation Indicators: The Potential Impact of Trade Facilitation on Developing Countries' Trade (OECD Trade Policy Paper No. 144, 2013)

automation), governance and impartiality, and information availability. The indicators; involvement of trade community, advance rulings, and fees and charges also have a significant impact on trade flows. These indicators have a strong impact at the manufacturing trade level as well. Country-specific analysis shows that Botswana performs better than the averages of Sub-Saharan Africa and upper middle income countries in the areas of information availability, involvement of the trade community, appeal procedures, automation, internal border agency cooperation, and governance and impartiality according to OECD trade facilitation indicators.

As an area of opportunity, OECD papers found that Botswana's performance for advance rulings and streamlining of procedures was below the averages of Sub-Saharan African and upper middle income countries. Other papers have estimated regional bilateral trade potential which may result following improvements in trade facilitation. One study¹² uses SADC-country specific trade facilitation indicators for port efficiency, customs environment and e-commerce use by businesses. That study found that improvements in port efficiency and increased use of e-business were critical in boosting intra-SADC trade in exports. Whilst the positive influence of these two variables differs between exporting countries and importing country, the implication is that Botswana should encourage the use of e-business. The paper also showed that Botswana and its 11 SADC trading partners were trading much less than what the gravity models predict, which implies that Botswana has untapped trade with SADC countries. The implication is that Botswana needs to continue to make efforts to improve trade facilitation efforts, which include implementing regional and bilateral regulations.

Implications: Examples of what Botswana could focus on Priority 1

Botswana can undertake national reforms, as appropriate, to improve the institutional and legal frameworks related to transit transport. Implement strategies aimed at reducing time spent at land borders (while this is not a precise measure for assessing time spent at land borders, in 2014, average time spend to export was 28 days and 35 days to import). This would require strategies such as harmonizing, simplifying and standardizing rules and documentation, between Botswana and transit developing countries, promoting the use of information and communications technology at the borders, reduction of scheduled and unscheduled roadblocks and unnecessary customs convoys, any reforms to allow greater participation of the private sector and, ratifying or adopting and implementing international conventions and protocols related to improving transit transport.

Priority 2 – Infrastructure Development and Maintenance

A good infrastructure plays a crucial role in developing the competitiveness and export potential of domestic enterprise across all sectors of the economy. In 2014 the cost of importing a standardised container of cargo in Botswana was US\$3,710 while the cost of exporting the same size was US\$3,145 (World Bank Data 2014). For transit developing countries on the other hand, the cost of importing a

¹² Albert Makochekanwa (2013) Assessing the impact of trade facilitation on SADC's intra-trade potential (unpublished)

standardised container of cargo in 2014 was US\$1,599 and the cost of exporting was US\$1,301. A study by the Botswana's Local Enterprise Authority (LEA) found that limited access to infrastructure was the second greatest obstacle to doing business for SMEs in 2009, after lack of finance¹³. The World Economic Forum's Global Competitive Report ranks Botswana 78th out of 148 countries in terms of the quality of its overall infrastructure for 2013–14. This marks some decline when compared to the previous years as can be seen from the table below.

Infrastructure Indicator	2011–2012 Out of 142	2012–2013 Out of 144	2013–2014 Out of 148
Quality of overall infrastructure	57	64	78
Mobile telephone subscription	45	19	20
Quality of road infrastructure	53	55	59
Quality of railroads	55	55	59
Quality of electricity infrastructure	101	104	113
Quality of air transport infrastructure	93	96	94
Fixed telephone lines	105	101	101

Source: Global Competitiveness Report, World Economic Forum, Various years

The average cost of exporting and importing is slightly lower in Botswana relative to other LLDCs. This may be due to a number of factors, such as relatively shorter distance – of about 580 miles to – the port of Durban, and a 10-mile distance between its Capital Gaborone, and the South African border. While the Durban route is shorter and offers good infrastructure, it has a number of disadvantages including the following: High road user charges, which increases the effective cost of transport; The high traffic at the Durban port can lead to delays; There is a legal requirement in South Africa that goods travelling under one declaration document be transported as a convoy; Passenger transit rail through Johannesburg takes precedence over cargo transit; as a result cargo rail is stopped about 3 times a day.

Botswana made significant progress towards improving its infrastructure in recent years. One report¹⁴ observes that Botswana has posted a strong investment record in the road and water and sanitation sectors, and has successfully increased rural access to power. One study¹⁵ conducted by the African Development Bank (AfDB) found that Botswana spends more than US\$390 million a year – much of it coming from domestic sources on infrastructure development. It estimates that after controlling for inefficiencies, a funding gap of US\$336 million a year remains. The country has taken note of its infrastructure needs. One report observes that as regards the transport sector, emphasis is placed on developing transport links with trade partners through the Kazungula Bridge project, which aims to develop a rail and road bridge connecting Botswana to Zambia through the Kazungula border. Additionally, it is

¹³ Botswana Local Enterprise Authority (2009) "Needs Assessment Study for the SMME Sector and Business Development Service Partners: Final Report" Botswana Local Enterprise Authority (LEA), 5 June 2009

¹⁴ Briceño-Garmendia, C and Pushak, N (2008) Botswana's Infrastructure: A Continental Perspective, the World Bank, Policy Research Working Paper 5887

¹⁵ Found at <http://www.infrastructureafrica.org/library/doc/689/botswana-country-presentation>

commendable that the country has secured land from the government of Namibia to develop the Dry Port Facility at Walvis Bay through a 50 year lease.

The Botswana Integrated Transport Project has contributed to sector studies on Regional Integration of Road and Rail Corridors, multimodal transport in the Greater Gaborone area, and on a National Intermodal Transport Master Plan. These projects have the potential to contribute to measures aimed to bring about economic transformation, stimulate the flow of investment and develop tourism sector. The country continues to contend with the challenges emanating from its over-dependence on the mining sector, in particular diamonds.

Current state and accessibility of transport infrastructure

- Strategically located in the SADC region, Botswana can easily access the trans-Kalahari highway, the Maputo corridor, and other Southern African transport networks. It straddles many regional transport corridors, such as the Walvis Bay corridor and the North-South Corridor. The country has four major airports and has managed to negotiate 21 Bilateral Air Service Agreements under the Open Skies Policy.
- Botswana Railway network, operated by the country's monopoly provider for the rail sector extends for 640 km on the main line, with two branch lines of 174.5 km and 16 km.
- The Ministry of Transport maintains 8916 km of road overall. Paved road network has been expanded in recent years, with the completion of over 300 km in local roads projects. 80 percent of paved roads are in good or fair condition while 73 percent of unpaved roads are in good or fair condition.
- Since 1999, Botswana Railways has been opening up to other entities (e.g., engaging with Transnet Freight Rail for a joint venture on the Gaborone Container terminal), and the 2004 amendment of the Botswana Railways Act allows Botswana Railways to engage in commercial operations and to participate in PPPs.

Source: OECD Investment Policy Reviews: Botswana 2014

It is important to identify national actions that could lead to the achievement of the specific objectives under this priority area which include significantly increasing the quality of roads, including increasing the share of paved roads; expanding and upgrading the railway infrastructure in LLDCs, where applicable; and completing missing links in the regional road and railway transit transport networks.

Implications: Examples of what Botswana could focus on Priority 2 on transport infrastructure

Botswana could include into its plans and/or strategies the following:

- Expansion and upgrading of main modes of transport such as road and rail networks;
- Investing in missing links;
- Improving air transport.

Botswana can also consider upgrading existing transit corridors into development corridors.

On energy, according to Botswana's national report on the implementation of the Almaty Programme of Action, Botswana's Energy Policy provides the guiding principles and direction for development of the country's energy sector. Botswana's overall energy policy goal is to provide affordable, reliable and adequate supplies of energy for socioeconomic development and to utilize energy resources in a sustainable manner. The declining regional energy supplies have weakened Botswana's energy security, prompting a policy shift from one based on cheap imports to energy security. This policy shift envisages Botswana moving from being a net energy importer to a regional energy supplier. The success and sustainability of this energy policy depends on increased utilization of Botswana's energy resources.

Botswana's energy resource base is dominated by huge coal reserves estimated at 212 billion tonnes. The coal consumption of Botswana is still low and coal is mostly used for power generation and the rest is used in various industries. The coal market is currently faced with challenges due to the lack of transport infrastructure.

Botswana was previously reliant on imported electricity from South Africa and produced only 20% of its electricity needs through the state-owned entity, Botswana Power Corporation (BPC), which operated a 132 MW coal-fired power station at Morupule. The country's generating capacity has been expanded by 600MW through the Morupule B expansion project.

On ICT, according to Botswana's national report on the implementation of the Almaty Programme of Action the Botswana Government has over the years made significant investments in a number of infrastructural development projects in the quest to bring services closer to the people and create an enabling environment for the economy to thrive. Key amongst these projects is the national backbone and the Nteletsa II projects which were rolled out at a cost in excess of 50 million USD, to interconnect the country and extend telecommunication services to the underserved rural communities respectively. The other projects include investments in the international eastern and western African coasts submarine cables, EASSY and WACS, where close to 50 million USD was also spent in order to secure sufficient international broadband capacity.

Currently, this capacity has remained heavily underutilised because of poorly developed local access networks that could be used to distribute it to consumers. It is partly for this reason that the Internet penetration in Botswana has remained at less than 10% while mobile voice telephony penetration is more than 100%. Although mobile voice telephony penetration has exceeded 100%, it is largely of limited bandwidth in nature, with mobile broadband only deployed in some parts of Gaborone and Francistown. This is detrimental as investors require mobile data roaming that allows them to access data from wherever they are as they travel through Botswana but accessing these data at places of their origin or offices for instance.

To address the above cited challenges and to improve Botswana's competitiveness and attractiveness to foreign and local investors, Botswana is in the process of developing and implementing a National Broadband Strategy. The intention is to implement a strategic plan of high-speed networks to be able to realise full benefits of broadband Internet, which include enhanced national competitiveness and citizen empowerment. The World Economic Forum Global Information Technology Report 2013 shows a decline in Botswana's ICT performance and rankings. The report points to a poor score in infrastructure development largely at access level amongst other factors for the poor ranking and performance. The possible effects of this are unfavourable business conditions for entrepreneurship and innovation as well as generally unattractiveness to investors. The deployment of electronic services including the planned e-Government

and e-Commerce largely depends on end-to-end broadband networks to be successfully implemented with uninterrupted broadband supply. High-speed networks have assumed strategic importance for economic and social development.

The specific objectives of the VPoA require the LLDCs to expand and upgrade, as appropriate, infrastructure for supply, transmission and distribution of modern and renewable energy services in rural and urban areas; make broadband policy universal; promote open and affordable access to Internet for all; and address the digital divide.

Implications: Examples of what Botswana could focus on Priority 2 on energy and ICT infrastructure

Botswana could include plans and/or strategies including,

- increasing electricity consumption per capita & ensuring diversification of energy sources to include renewable energy potential (solar, hydraulic, wind);
- promoting of affordable internet access for all and;
- promoting public-private-partnerships for infrastructure development.

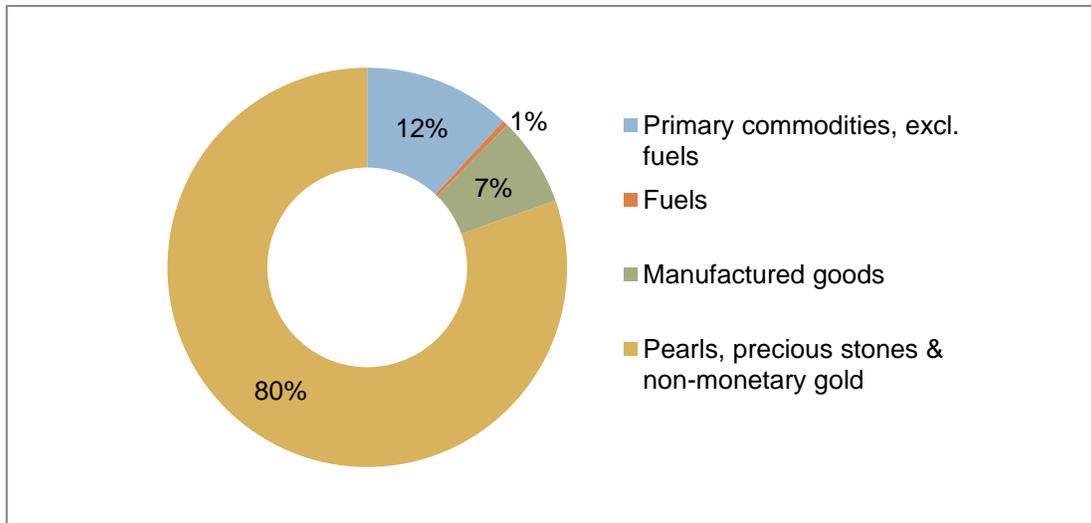
Priority 3 – International Trade and Trade Facilitation

A. Botswana's Trade Assessment

Botswana is unlike most LLDCs: its economy is dominated by mining, processing and export of diamonds. This low-bulk, high-value export is quite contrary to what is common in a typical LLDC. The country is already ahead of the rest of LLDCs in value-addition, following its recent undertaking to cut and polish diamonds domestically, before exporting them. Furthermore, the export of diamonds, and beef products is undertaken principally as airfreight leaving maritime transport to handle largely imports.

Botswana continues to contend with the challenges emanating from over-dependence on the mining sector, in particular diamonds. This is evident in figure 2 and 3 which depict that 80% of the export is associated to the mining sector. On the other hand, half of the imports are made up of manufactured products.

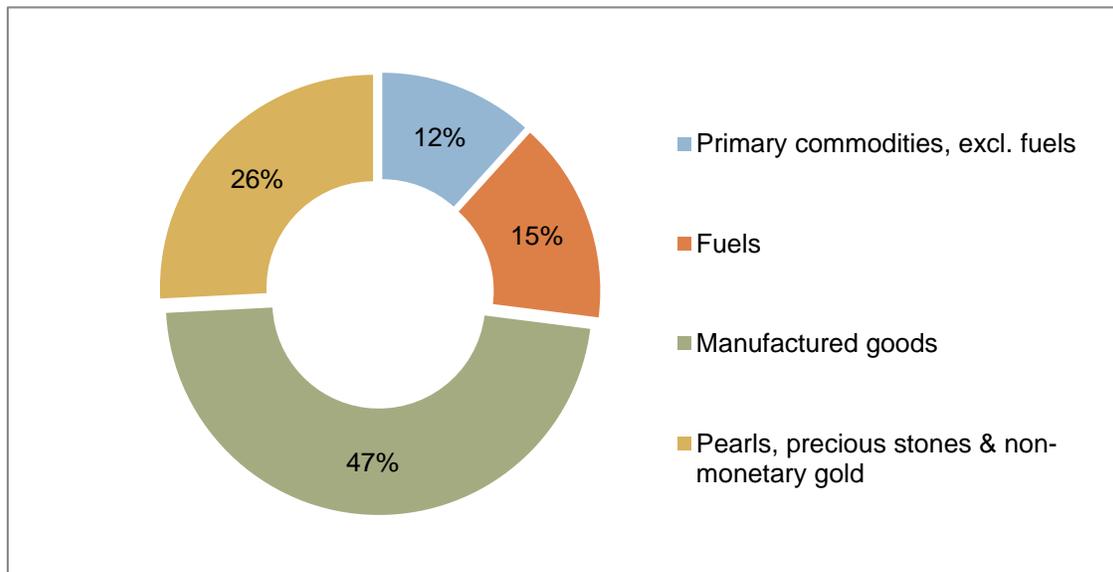
FIGURE 2: BOTSWANA’S TRADE COMPOSITION – TOTAL EXPORTS



Source: World Bank Data

Regional data on trade performance in the SADC region presented in table 1 in the Annex shows that it is important to increase high-tech goods and trade in services.

FIGURE 3. BOTSWANA’S TRADE COMPOSITION – TOTAL IMPORTS



Source: World Bank Data

B. Trade Facilitation in Botswana

According to UNCTAD, 19 LLDCs have an existing Trade Facilitation Body. The National Trade Facilitation Bodies (NTFBs) are important platforms for institutional coordination and stakeholders' consultation with balanced private and public sector participation. They enable the planning and implementation of successful trade facilitation reforms. Botswana has a Trade Facilitation Committee. National trade facilitation committees usually respond to a need to comply with bilateral or regional trade agreements. Governments opt to create them as collaborative platforms to streamline trade procedures and implement trade facilitation measures at a national level.

Botswana's Technical Committee on Trade Facilitation, a subcommittee of the National Committee on Trade Policy and Negotiations, was established in 2010. According to UNCTAD, trade facilitation is increasingly becoming a distinct and strategic area of focus which warrants special recognition for its contribution to the trade agenda. It is for this reason that the National Committee on Trade Policy and Negotiations saw the need to establish the Technical Committee on Trade Facilitation.

In view of the comparatively high trade transaction costs that LLDCs face, it is critical that they, together with transit countries ratify and domesticate relevant protocols, agreements and resolutions, especially those related to transit¹⁶ and trade facilitation in a timely manner. As a matter of priority, these groups of countries should urgently implement the 2013 WTO Trade Facilitation Agreement. Botswana was amongst the first countries to ratify this Agreement. The WTO Secretariat received the country's Instrument of Acceptance on 18 June 2015. Indeed, this is an indication that Botswana attaches great importance to initiatives, and aims to enhance its trade competitiveness.

There are over 50 UN conventions on international transport and trade facilitation. Seven of them are especially relevant to LLDCs as they provide at least the minimum level of international harmonization to transit trade and border crossing as identified by UN-ESCAP in its resolution 48/11. The table provides information on these select conventions and the number of LLDCs and transit countries that have so far acceded or ratified these important conventions. The table shows that Botswana can benefit more by ratifying other important Agreements.

¹⁶ Examples of transit policies include implementation of single-stop inspections and implementation of single windows for documentation

ACCESSION/RATIFICATION OF CONVENTIONS BY LLDCs AND TRANSIT COUNTRIES

Convention	Botswana status	LLDCs	Transit countries
Convention on Road Traffic (1968)	NP*	13	12
Convention on Road Signs and Signals (1968)	NP*	8	9
Customs Convention on the International Transport of Goods under Cover of TIR Carnets (1975)	NP*	11	5
Customs Convention on the Temporary Importation of Commercial Road Vehicles (1956)	NP*	6	3
Customs Convention on Containers (1972)	NP*	6	3
International Convention on the Harmonization of Frontier Controls of Goods (1982)	NP*	11	3
Convention on the Contract for the International Carriage of Goods by Road (1956)	NP*	10	2
International Convention on the Simplification and Harmonization of Customs Procedures, as amended (1999)	2006	14	15

Sources: Report of the Secretary-General (2014) and UN17 *NP stands for Non-participant

Implications: What Botswana could focus on Priority 3

Botswana could implement policies that would:

- Stimulate productive capacities,
- Increase participation in global value chains and subsequently increase the share of the country's exports in global trade.
- Full implementation of the WTO TFA once it enters into force.
- Strengthen national trade board/committee.
- Increase manufactured component of trade.
- Promote trade in the services sector, including tourism.

Priority 4 – Regional Integration and Cooperation

The VPoA emphasizes close cooperation between LLDCs and transit countries for the purposes of improving connectivity in transport, energy, and information and communication technology. Botswana is a member of several regional economic groups. As a member of the Southern African Customs Union (SACU), goods exported to, and from South Africa, Namibia, Lesotho and Swaziland enjoy free movement without attracting customs duties and quota restrictions. Botswana is also a member of the 15-country Southern

¹⁷ From the United Nations Treaty Collection Database

African Development Community (SADC) and as such, enjoys free movement of goods under the SADC Trade Protocol on Most Favoured Nation Treatment (MFN). Through these blocks, Botswana signed the Trade, Investment, and Development Agreement (TIDCA) with the United States, enjoys quota-free, duty-free entry of certain goods into the United States under its African Growth and Opportunity Act (AGOA). It also signed an interim Economic Partnership Agreement with the European Union as part of the seven-member SADC Economic Partnership Agreement.

Compared with other regional economic communities in Africa, the share of intra-SADC trade is relatively higher than for others¹⁸. It has risen more rapidly from 12 per cent in 2000, to 17 per cent in 2014. SADC is also keen on meeting its other objectives, including achieving development and economic growth, alleviating poverty, promoting employment, enhancing the standard and quality of life, and supporting the socially disadvantaged through regional integration. The integration of SADC into COMESA and East Africa Community (EAC) is part of the continental integration agenda that would give rise to African Common Market and Economic Activity. Botswana is currently taking part in the following negotiations: SACU/India Preferential Trade Agreement, SADC/COMESA/EAC Tripartite Free Trade Area and the Continental Free Trade Area.

TOTAL EXPORTS BY COUNTRY AND DISTRIBUTION BY DESTINATION, 2010

	SADC	Rest of Africa	EU	BRIC	Rest of world
Angola	4.6	0.2	8.5	53.5	1.2
Botswana	18.8	0.0	61.0	1.8	6.3
Congo DR	25.5	0.5	12.5	49.3	1.1
Lesotho	6.5	0.0	11.7	0.0	0.1
Madagascar	4.3	2.3	81.8	12.3	6.6
Malawi	19.4	12.1	17.5	5.3	8.9
Mauritius	7.9	8.4	16.1	1.5	4.4
Mozambique	19.6	0.3	0.2	9.1	7.8
Namibia	17	0.4	24.6	12.5	7.0
Seychelles	8.1	4.1	10.6	2.2	12.0
South Africa	10.3	4.8	24.4	20.8	11.7
Swaziland	13.5	11.3	31.2	4.1	14.3
Tanzania	13.0	13.3	15.2	26.3	14.9
Zambia	18.3	1.7	51.6	20.5	3.6
Zimbabwe	54.7	1.2	7.9	8.3	7.8
SADC	10.9	3.2	26.4	28.8	7.7

Source: UNCTADStat

¹⁸ Over the same period, intra-regional trade rose from 4 per cent to 13 per cent; East Africa Community increased from 17 per cent to 18 per cent; ECOWAS has flat lined at 9 per cent; COMESA increased from 5 per cent to 11 per cent.

As can be seen from the table above, Botswana’s exports are mostly to the European Union and other high-income OECD countries. It is this concentration that has exposed the country to greater external shocks than other countries in the group. Accordingly, it would be important for the country to explore regional markets to cushion it against such challenges. The implementation of VPoA would address this and other problems.

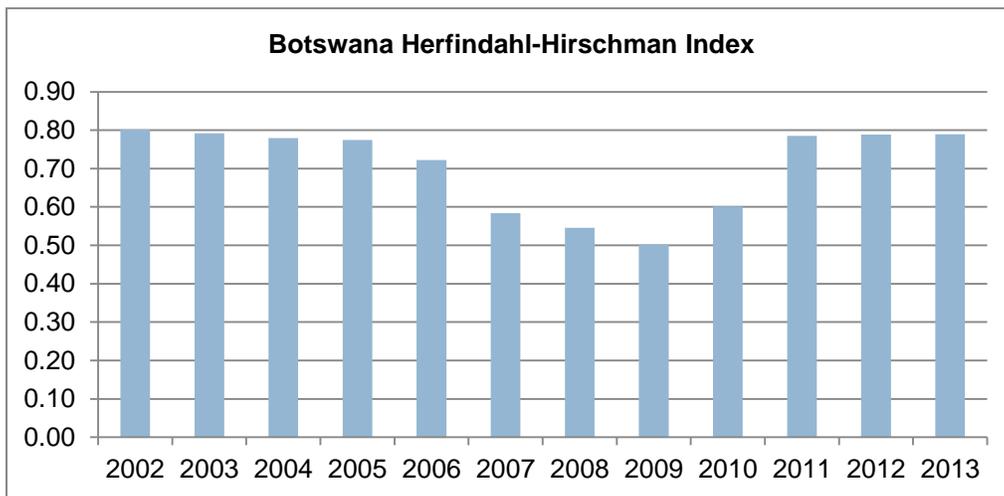
Implications: What Botswana could focus on Priority 4

This priority requires plans and strategies that promote harmonization of regional policies and participation in bilateral and regional integration frameworks. It also requires domesticating these regional instruments and decisions into national policies, legal and regulatory frameworks. Some practical projects could include developing regional ports, improving regional connections, completing missing links and boosting intra-regional trade.

Priority 5 – Structural Economic Transformation

The structure of Botswana’s economy is relatively more concentrated than for other SADC members. While it has traditionally been dominated by the mining industry, there are indications of some limited success in reducing this reliance. Botswana’s Herfindahl–Hirschman Index (HHI), a commonly accepted measure of market concentration has returned to a high of 0.79 where it was in 2003. The slowdown in the global demand for diamonds over the 2007/2010 period pushed it to a low of 0.50 in 2009. As the demand for the diamonds has picked up, so has the country’s HHI. Examining other countries in the region reveals that Angola is the only SADC member with a higher HHI value of 0.97. To underscore pressing need for decisive action to achieve economic diversity in Botswana, HHI for SADC in 2013 was 0.30, and it was 0.37 for LLDCs.

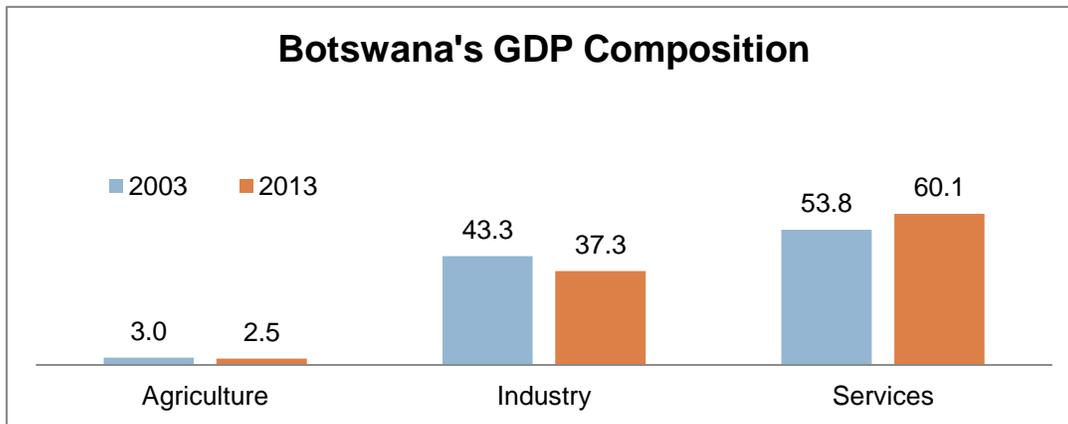
FIGURE 4: CONCENTRATION INDEX FOR BOTSWANA



Source: UNCTADStat

Figure 5 shows GDP composition for Botswana for two periods, 2003 and 2013. A number of issues become clearly apparent: first the significance of the service sector which now accounts for 60 per cent, up from 53.8 per cent a decade earlier. Second, industry, which includes mining, is still significant. It has, however declined from 43 per cent in 2003 to 37.3 per cent. And that agriculture contributes a small but declining component of the GDP. The graph shows the success of the Government's efforts to shift the economy away from mining.

FIGURE 5: ECONOMIC DECOMPOSITION OF BOTSWANA



Source: World Bank

It must be noted that there is still room for further improvement in the services sector. With more than 42 per cent of her population living in rural setting, Botswana could consider promoting agricultural productivity and rural employment, however because of the severe impact of climate change, desertification and drought, it is important to find ways of adapting/mitigating including maybe through drought resistant crops and irrigation. Furthermore, there is potential in the tourism sector.

Implications: What Botswana could focus on Priority 5

Strategies under this priority could include those that enhance productivity-led growth, value addition in the manufacturing and agricultural sectors and, increased economic and export diversification. Increase the percentage of the value addition of agriculture, manufacturing and, services in total GDP. Furthermore, ensure an increase in the degree of concentration as well as the technology content of exports. Growth in non-mining sector and diversification.

Priority 6 – Means of Implementation

Botswana has pursued sound economic policies. The Vision 2016 sets a broad policy agenda for poverty eradication and macroeconomic stability, Botswana is also keen to see that public expenditure achieves the stated social objectives without crowding out the private sector. The past development plans, such as NDP 9, emphasized budget sustainability and restrained the growth of government expenditure. The

government also abides by a fiscal discipline that requires expenditure not to exceed 40 per cent of GDP¹⁹. The ratio of expenditure to GDP exceeded the limit in 2009/10 due to adverse external shocks arising from the effects of the 2008 global economic crisis, and has consistently declined to an estimated level of about 31 per cent in 2014/15²⁰. The AfDB and UNDP estimate that the 2015/16 financial year will result in a fourth consecutive budget surplus, of 3.8 per cent of GDP, up from 3.2 per cent for 2014/15, attributable to higher mineral revenue and further expenditure restraint²¹.

Botswana made significant progress towards improving its transport and energy infrastructure in recent years. Botswana has also made strides in expanding mobile telephony, with the number of cellular subscriptions exceeding the number of inhabitants for the first time in 2010. Despite this positive assessment, the financial support from the development partners, including in capacity development remains crucial for Botswana. Foreign direct investment including increased local private sector investment can contribute to promote economic diversification.

Implications: What Botswana could focus on Priority 6

Botswana should continue to focus on mobilising domestic resources to implement the VPoA. Development partners should complement LLDCs' efforts by contributing additional financial and technical resources towards the planning, implementation and monitoring of VPoA through increased ODA, Aid for Trade and, by supporting private investment, in particular FDI. This could be done through their active participation in sectoral meetings, budget planning and analysis, among others. In relation to FDI, specific strategies could include, providing technical assistance to negotiate mutually beneficial investment agreements, disseminating information about investment opportunities and, implementing initiatives aimed at encouraging investments in Botswana.

¹⁹ 2015 African Economic Outlook Botswana

²⁰ *ibid*

²¹ *ibid*

ANNEX I

REGIONAL TRADE US\$

Botswana's imports from	2003	2008	2014
World	3,964,050	5,211,097	7,830,451
SADC	3,410,848	4,122,274	5,963,120
SACU	3,375,180	4,059,790	5,880,432
South Africa	3,362,768	4,028,607	4,952,701
Botswana's exports to			
World	3,801,646	4,950,877	7,915,468
SADC	390,740	1,255,654	1,541,177
SACU	289,486	965,151	1,372,728
South Africa	285,177	906,107	932,896
Botswana's total trade with			
World	7,765,696	10,161,974	15,745,919
SADC	3,801,588	5,377,928	7,504,297
SACU	3,664,666	5,024,941	7,253,160
South Africa	3,647,945	4,934,714	5,885,597
Share of total trade with South Africa as proportion of total trade with world	0.47	0.49	0.37

Source: International Trade Centre (data as of 24 September 2015)

ANNEX 2

SAMPLE VPOA INDICATORS THAT THE COUNTRY CAN USE TO MONITOR PROGRESS

Indicator	Performance assessment			Source of data
	2003	2008	2014	
Broad indicators	GDP (constant 2005 US\$)			
	GDP growth (annual %)			
	GDP per capita, PPP (constant 2011 international \$)			
	Proportion of population below \$1.25 (PPP) per day			
	Human Development Index			
	Employment-to-population ratio			
	Share of women in wage employment in the non-agricultural sector			
	Share of LLDCs' exports in global trade			
	Trade within the region as share of total trade			
	Net ODA received (% of GNI)			
	Inward foreign direct investment flows (current US\$)			
	Aid for trade disbursements (constant US\$)			
	Proportion of land area covered by forest, percentage			
	Annual change in degraded or desertified arable land (% or ha)			

Priority 1 – Fundamental transit policy issues

VPoA Specific Objective	Indicator	Performance assessment			Source of data
		2003	2008	2014	
a. Reduce travel time along corridors with the aim of allowing transit cargo to move 300–400 kilometres per 24 hours	Road Corridor ²² Speed with delays (km/hr)				
	Road Corridor Speed without delays (km/hr)				
	Access to all-weather road (% access within [x] km distance to road) in LLDCs & transit dev. countries				
b. Significantly reduce the time spent at land borders	Implementation of single-stop inspections (Qualitative ²³)				
	Implementation of common administrative documents for customs clearance (Qualitative)				
	Other procedures implemented to simplify border crossing and freedom of transit (Qualitative)				
	CPIA transparency, accountability, and corruption in the public sector rating (1=low to 6=high) ²⁴				
	No. of ratifications/accessions to transport agreements and/ or regulations by LLDCs				
	No. of ratifications/accessions to transport agreements and/ or regulations by main transit countries				
c. Significantly improve intermodal connectivity with the aim of ensuring efficient transfers from rail to road and vice versa and from port to rail and/or road and vice versa	Cargo dwell time for transit cargo in transit countries				
	Dwell time at border crossing between LLDCs and transit countries				
	Sub-components of logistics performance index: <ul style="list-style-type: none"> – Efficiency of the clearance process – Quality of trade and transport related infrastructure – Competence and quality of logistics services – Ability to track and trace consignments) 				

²² Analysis should state whether the data on road corridor is based on the main travel route to reach the seaport.

²³ Qualitative implies that information is qualitative in nature

²⁴ CPIA stands for Country Policy and Institutional Assessment

Priority 2 – Infrastructure development and maintenance

VPoA Specific Objective	Indicator	Performance assessment			Source of data
		2003	2008	2014	
Transport Infrastructure					
a. Significantly increase the quality of roads, including increasing the share of paved roads, by nationally appropriate standards	Roads, total network (Kms)				
	Roads, paved (% of total roads)				
	Road density (km of road per 100 sq. km of land area)				
	Recurrent spending on infrastructure (% of GDP) ²⁵				
b. Expand and upgrade the railway infrastructure in LLDCs, where applicable	Rail lines, total route (km)				
c. Complete missing links in the regional road and railway transit transport networks	Completion of missing links (%)				
Other relevant transport indicators	Air transport, registered carrier departures				
	Km of inland waterways effectively used for navigation				
	Support towards infrastructure development by multilateral and regional development banks (Qualitative)				
Energy and information and communications technology infrastructure					
d. Expand and	Electricity power consumption				

²⁵ Specify whether public/ private spending, check methodology and source of information

upgrade, as appropriate, infrastructure for supply, transmission and distribution of modern and renewable energy services in rural and urban areas	(kWh per capita)
	Share of the population using reliable electricity, by urban/rural
	Total electricity production
	Number of electrical outages in a typical month
	Share (%) of renewable energy in total final energy consumption
	Investment in energy with private participation (current us\$)
e. All LLDCs should make broadband policy universal	Established policy on broadband
f. Promote open and affordable access to Internet for all	Internet users per 100 people
	Fixed (wired) broadband Internet subscribers (per 100 people)
g. LLDCs should actively engage to address the digital divide	Mobile-cellular subscriptions per 100 people (LLDC vs. global)
	Fixed-telephone subscriptions per 100 people (LLDC vs. global)

Priority 3 – International trade and trade facilitation

VPoA Specific Objective	Indicator	Performance assessment			Source of data
		2003	2008	2014	
International Trade					
a. Significantly increase the participation of landlocked developing countries in global trade, with a focus on substantially increasing exports;	Exports of goods and services (US Dollars at current prices and current exchange rates in millions)				
	Imports of goods and services (US Dollars at current prices and current exchange rates in millions)				
	Exports of goods and services (% of GDP)				
	Imports of goods and services (% of GDP)				
	Total trade (% of GDP)				
	Share of LLDCs' exports in global trade				
b. Significantly increase the value added and manufactured component, as appropriate, of the exports of landlocked developing countries, with the objective of substantially diversifying their markets and products	Same indicators as those under priority 5				
c. Strengthen economic and financial ties between landlocked developing countries and other countries in the same region so as to gradually and consistently increase the share of landlocked developing countries in intraregional trade	Participation in regional trade agreements				
	Value of exports whose destination is within the region				
	Value of imports whose source is within the region				
d. Significantly simplify and streamline border crossing procedures with the aim of reducing port and border delays	Days to clear direct exports through customs				
	Days to clear imports from customs				
	Documents to import (number)				
	Documents to export (number)				
	Time to import (days)				
	Time to export (days)				

	Implementation of single-stop inspections (Qualitative)
	Implementation of common administrative documents for customs clearance (Qualitative)
	No. of LLDCs and transit developing countries that have domestically ratified the WTO Trade Facilitation Agreement
	Publication of average release time
e. Improve transit facilities and their efficiency with the aim of reducing transaction costs	Cost of importing a standardised container of cargo (US\$)
	Cost of exporting a standardised container of cargo (US\$)

Priority 4 – Regional integration and corporation

VPoA Specific Objective	Indicator	Performance assessment			Source of data
		2003	2008	2014	
a. Promote regional integration	Participation in regional trade agreements				
	Average number of Regional Integration Agreements (RIA), average by country				
	Value of exports whose destination is within the region				
	Value of imports whose source is within the region				
	Trade within the region as share of total trade				
	Ratification, accession, definite signatory to regional transport agreements and/ or regulations (Qualitative)				
	Regional infrastructure (road and rail) projects (length of corridor and amounts of investment)				
b. Promote harmonization of regional policies	Implementation of single-stop inspections (Qualitative)				
	Implementation of common administrative documents for customs clearance (Qualitative)				
	Other procedures implemented to simplify border crossing and freedom of transit (Qualitative)				
c. Strengthen participation of LLDCs in bilateral and regional integration frameworks	Participation in regional trade agreements (Qualitative)				
	Preference utilisation for LLDCs (Qualitative)				
	Participation in regional economic (Qualitative)				

Priority 5 – Structural economic transformation

VPoA Specific Objective	Indicator	Performance assessment			Source of data
		2003	2008	2014	
a. Increase value addition in the manufacturing and agricultural sectors, with the aim of achieving inclusive growth and sustainable development	Manufacturing, value added (% of GDP)				
	Manufacturing value added per capita				
	Agriculture, value added (% of GDP)				
	Agriculture productivity ²⁶				
	High technology exports (% of manufactured exports)				
	Domestic credit to private sector				
	Percent of firms identifying access to finance as a major constraint				
	Share of LLDCs in global value added trade				
	Literacy rate, adult total (% of people ages 15 and above)				
b. Increase economic and export diversification	Agricultural goods (% of total exports)				
	Manufactured goods (% of total exports)				
	Concentration index				
	Diversification Index				
	UNIDO's competitive industrial performance index				
c. Promote service-based growth, including from tourism, with a view to increasing its contribution to the national economy	Trade in services (% of GDP)				
	Transport (% of commercial service exports)				
	Tourist arrivals at national borders (000)				
	Additional number of procedures required to start a foreign subsidiary				
	Additional number of days required to start a foreign subsidiary				
	Research and development expenditure (% of GDP)				

²⁶ Measured by value added per worker relative to average value added of agriculture (% of GDP)

Priority 6 – Means of implementation

VPoA Specific Objective	Indicator	Performance assessment			Source of data
		2003	2008	2014	
a. LLDCs and transit countries to mobilize adequate domestic and external resources for the effective implementation of the present Programme of Action	Gross domestic investment (% of GDP) ²⁷				
	Gross domestic savings (% of GDP)				
	Gross fixed capital formation (% of GDP)				
	Government revenue, excluding grants (% GDP)				
	Migrants' Remittances (US\$ & % of GDP)				
b. Development partners encouraged to provide targeted technical and financial support, as appropriate, towards the implementation of the specific actions listed in the present Programme of Action.	Net ODA received (% of GNI)				
	Official development assistance and net private grants as percent of GNI				
	Net ODA to LLDCs (as % of total ODA)				
	Share of ODA to productive sectors				
	Share of ODA towards economic infrastructure				
	Aid for Trade to LLDCs (% of total aid)				
	Aid for Trade commitments and disbursements (Current and constant US\$)				
c. Private Sector Investment	Number of initiatives with private sector collaboration in LLDCs (Qualitative)				
	No. of policy measures on investment promotion/ facilitation in LLDCs				
	Inward foreign direct investment flows (current US\$)				
d. Development partners should fulfil existing ODA commitments	Net ODA received (current and constant US\$)				
Other relevant MOI indicators	Initiatives on South–South and Triangular collaboration by LLDCs (Qualitative)				

²⁷ It is measured by Gross capital formation, which consists of additions to the fixed assets (land improvements such as drainages, construction of roads, railways, schools, etc) of the economy and net changes in the level of inventories (stocks of goods held by firms to meet temporary or unexpected fluctuations in production or sales).

	Initiatives by international organizations to support implementation of VPoA (Qualitative)
	Total external debt stock (% gross national income)
	Total debt service (% of exports of goods, services and income)
	Level of risk of debt distress