



**Republic of Malawi**

**STATEMENT BY**

**HONOURABLE NANCY TEMBO, MP.,  
MINISTER OF FOREIGN AFFAIRS**

**21<sup>ST</sup> ANNUAL MEETING OF FOREIGN MINISTERS OF  
THE LAND-LOCKED DEVELOPING COUNTRIES (LLDC'S)  
TO BE HELD ON THE MARGINS OF THE HIGH-LEVEL  
SEGMENT OF THE 77<sup>TH</sup> SESSION OF THE UNITED  
NATIONS HEAD QUARTERS.**

**NEW YORK, UNITED STATES OF AMERICA**

**21<sup>ST</sup> SEPTEMBER, 2022**

**Honourable Lemogang Kwape, Minister of Foreign Affairs of the Republic of Botswana and Global Chair of the Group of LLDCs;**

**Your Excellency, Csaba Kolosi, President of the 77<sup>th</sup> Session of the United Nations General Assembly (TBC);**

**Your Excellency Ms. Amina J. Mohammed, United Nations Deputy Secretary;**

**Distinguished delegates,**

**Ladies and Gentlemen.**

With only two years before the end of the Vienna Programme of Action, it is imperative that we meet today to devise means of accelerating our implementation before the year 2024.

We must take stock of our implementation progress of the goals that we set out in 2014, particularly in view of the impacts of COVID-19 and climate disasters that have dwarfed our gains in the past two years.

Over the past eight years, not so much has changed for Malawi and other Land Locked Developing Countries in spite of our extensive efforts to change our fate. To date, Malawi is still grappling with challenges due to our status as a Land Locked Developing State which have recently been worsened by the COVID-19 pandemic.

**Excellencies,**

Malawi's transport network remains dominated by road transport which accounts for about 90% of freight and passenger services. The dominance of road transport is partly

due to infrastructure deficit in rail and inland water ways which constrains inter modal competition and complementarity and perpetual fluctuation of global oil prices that directly impact transportation cost of our imports and exports. These in turn increase transit time and impact price competitiveness of our commodities in international markets.

We are, however, taking steps to develop infrastructure along our transport corridors with the aim of improving inter modal integration. At the same time, we are working with our neighbours both bilaterally and through the Regional Economic Communities to address existing trade facilitation constraints that will reduce the cost of doing business across our borders.

### **Excellencies,**

### **Distinguished Delegates,**

The Vienna Programme of Action (VPoA) whose objectives include: efficient access to the sea by the LLDCs; reduced high transport and trade costs; development of transit transport infrastructure networks; strengthening regional integration; and harmonisation of border transit procedures; and promotion of increased participation in trade by the LLDC's; has been instrumental in informing our efforts particularly during the health crisis that we have had.

Through the provisions of the programme of action, we aligned and prioritised our national development framework to the

development of infrastructure with the aim of achieving full connectivity for facilitation of international trade.

In the first ten-year Implementation Plan of Malawi 2063 development blueprint, we incorporated several flagship projects identified in the National Transport Master Plan with the aim of shifting cargo from road transport to the lower cost rail and inland water transportations modes.

To this end, we begun the rehabilitation of the railway line connecting us to the strategic port of Beira while identifying resources for the rehabilitation of the lake ports of Chipoka and Chilumba in the Central and Northern Regions.

Furthermore, with support from the development Partners, we simultaneously embarked on addressing logistical challenges, through among others, adoption and operationalisation of the One-Stop Border Post and digitisation of customs and immigration procedures in a bid to facilitate movement of goods and people with our three transit countries namely, Mozambique, Tanzania and Zambia. These have been pivotal in improving border services that have led to reduced transit time and cost of goods into and out of Malawi.

We have further been making strides to finance our infrastructural development programmes by introducing sector specific revenues using user fees collected from Toll-gates and local bonds which are proving to be an increasingly important financing mechanism.

We hope that these will reduce challenges that Malawi face due to its status as a landlocked developing state. We, in that regard, call upon friends, development partners and investors to partner with us towards the implementation of plans that we have embarked particularly in the revitalising of the railway line which will substantially reduce transportation cost and transit time for people and goods from and outside our country going forward.

**Thank you for your attention.**