



- ❖ **Excellencies, Distinguished delegates, Ladies and Gentlemen**
- ❖ **It is an honor to address this esteemed audience at the Ministerial Transport Conference of Landlocked Developing Countries (LLDCs). Before I begin, I would like to thank His Excellency Rashid Meredov, Deputy Prime Minister, Minister of Foreign Affairs of Turkmenistan and Her Excellency Rabab Fatima, Under Secretary General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States ,**
- ❖ **I would also like to thank The Government of Turkmenistan; The United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries, and Small Island Developing States and The United Nations Department of Economic and Social Affairs .**
- ❖ **I'm pleased to join you all here today, the global health crisis highlighted that connectivity and resiliency across the global transport sector should be our top priorities .**



- ❖ Trade costs in LLDCs are 1.4 times higher than those in coastal developing countries. Addressing this bottleneck requires new models of operations, increased investments, financing and the utilisation of technology to create sustainable, resilient and competitive transport and transit systems .
- ❖ In the UAE, we are enhancing our cross-border land transport transit systems with the development of Etihad Rail, one of the largest infrastructure projects in the country that will further develop the national economy. By 2030 .
- ❖ Distinguished guests; with ongoing economic, environmental, and social challenges, the need to develop faster, greener, smoother and more efficient transport systems has greatly increased, now more than ever. In this regard, we must explore the best practices to establish new corridors and develop and manage existing ones.



- ❖ The UAE has always been at the forefront of addressing regional and global transportation challenges. As a country with boundless potential, great capabilities and qualified competencies, the UAE has continually kept pace with the developments in the maritime sector. Our 20 leading ports and other government and private sector stakeholders have ensured an annual contribution of over AED92 billion to the UAE's GDP .
- ❖ UAE is not only a developer of local ports but has also expanded its expertise to the global markets through the investments of AD Ports Group, which is actively engaged in developing advanced port facilities and cruise terminals across a vast geographical footprint, including Uzbekistan, Tanzania, Jordan, Oman and Egypt. In addition to significant investments in international trade routes.



- ❖ Indeed, UAE companies have direct experience of developing advanced infrastructure for landlocked developing nations. In July, AD Ports Group, one of our leading facilitators of global trade, signed several major new agreements to launch logistics and freight businesses in Turkmenistan's double-landlocked neighbour, Uzbekistan. The agreements will see AD Ports Group develop logistics infrastructure and services to enable commodities reach global markets at competitive costs.
- ❖ Under the guidance of our wise leadership, the UAE recognises the importance of opening new trade routes. We see significant opportunities for enhancing the capacity and connectivity of logistics channels within Central Asia, which will help drive economic growth and further cement the ties between our nations.
- ❖ Digitalisation has also been a top priority and is integral to the UAE's success. We are on the right track, Maqta Gateway is leading the digital transformation of the industry, through the development of single window platforms to optimise trade flows .



- ❖ **Ladies and Gentlemen, I would like to take this opportunity to highlight lessons learnt while finding solutions to challenges in the transportation industry .**
- ❖ **We need to integrate LLDCs into global value chains and markets, increasing regional connectivity and transport corridors through physical infrastructure and cross-border facilitation systems is essential. We must develop mitigation and adaptation measures to alleviate the growing risks of climate change and damage to transport infrastructure.**
- ❖ **Through bilateral and multilateral platforms, we must all join forces and strengthen international collaboration to increase investments in the development of land and maritime transport infrastructure.**
- ❖ **In conclusion, I hope we have fruitful discussions that will help us explore new opportunities for the progress of the 32 landlocked developing countries**
- ❖ **Thank you**