

THE NATIONAL REPORT ON THE STATUS OF THE IMPLEMENTATION OF THE ALMATY PROGRAMME OF ACTION

2003 - 2013



BOTSWANA

Background

In spite of technological improvements in transport, landlocked developing countries continue to face structural challenges to accessing world markets. As a result, landlocked countries often lag behind their maritime neighbours in overall development and external trade. While the relatively poor performance of many landlocked countries can be attributed to distance from coast, dependence on transit neighbours is also an important factor to notice. Dependence on neighbours' infrastructure, dependence on sound cross-border political relations, dependence on neighbours' peace and stability and dependence on neighbours' administrative practices also affect external trade of a landlocked Developing Country. These factors combine to yield different sets of challenges and priorities in each landlocked country.

It is against this background that an International Ministerial Conference was held in Almaty, Kazakhstan from 25-29 August 2003 to deal with the constraints facing landlocked countries. Participating at the conference was Landlocked and Transit Developing Countries, Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation. The meeting provided the international community with a special opportunity to stimulate international solidarity and partnership to assist landlocked developing countries to effectively participate in the international trading system, though, among other things, establishing transit systems. The Conference adopted the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries and the Almaty Ministerial Declaration. UN-OHRLLS prepared the Roadmap for the implementation of the Almaty Programme of Action, which was endorsed at the inter-agency meeting convened on 4 February 2004.

The main goal of the Almaty Programme of Action is to encourage partnerships to overcome the specific problems of the landlocked developing countries that result from their lack of territorial access to the sea and their remoteness and isolation from world markets. That situation has contributed to their relative poverty, significantly inflating transportation costs and lowering their effective participation in international trade.

The objective of the Programme of Action was to establish new global framework for developing efficient transit transport systems in landlocked and transit developing countries, taking into account the interests of both landlocked and transit developing countries. The Programme aims to (a) secure access to and from the sea by all means of transport; (b) reduce costs and improve services so as to increase the competitiveness of their exports; (c) reduce the delivered costs of imports; (d) address problems of delays and uncertainties in trade routes; (e) develop adequate national networks; (f) reduce loss, damage and deterioration enroute; (g) open the way for export expansion; and (h) improve the safety of road transport and the security of people along the corridors.

The main innovative feature of the Almaty Programme of Action is the focus on action-oriented specific measures to be undertaken by both landlocked and transit developing countries with the support of their development partners, the implementation of which would be measurable and feasible. The five priorities in the Almaty Programme of Action

- Policy Improvements – reducing customs bureaucracy and fees, designed to cut costs and travel days for landlocked countries' exports.

- Improved rail, road, air and pipeline infra-structure – projects will reflect local transport modes; in Africa, road is the predominant mode of transport; in South Asia, rail is more common.
- International trade measures – to give preferential treatment to landlocked countries' goods, making them more competitive.
- Technical and financial international assistance – donor countries will lend know-how and money to landlocked and transit countries for infrastructure and policy improvements.
- Monitoring and follow-up on agreements -measurable criteria, such as travel days and costs, will be used, and an annual review before the General Assembly is possible

1. Introduction

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. Although agriculture's contribution has drastically fallen it remains to be 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. The table below shows the advantages and disadvantages of possible and available routes to the seaports.

Table 1: Possible Seaports

Route	Distance	Disadvantage	Advantage
Botswana -- Mozambique via South Africa Route (Gaborone -- Maputo)	+/- 1000k m	- Safety concerns and high charges in RSA; - There is no return traffic, thus not a viable option	Short route
Botswana -- Mozambique via Zimbabwe (Gaborone -- Maputo)	(+/- 2000k m	- Route is very long); - Very costly due to permits, road fees, carbon taxes, etc.; - The route is bad as a result of poor roads; - Production/ manufacturing in Zimbabwe is limited, hence the route is not very profitable; - Maputo port reported to be inefficient, off-loading personnel is slow thus it	

		<p>takes longer to off-load as compared to Durban;</p> <ul style="list-style-type: none"> - Issues of un-harmonised laws (esp. Mozambique) lead to unnecessary delays; - Very congested at Maputo port; - Language barrier (Mozambique); - Corruption (bribery) both Mozambique and Zimbabwe; - Siesta (Mozambique), thus port officials do not work normal hours; and - Too many road blocks (Zimbabwe). 	
<p>Botswana - Namibia (Gaborone - Walvis Bay)</p>	<p>+/- 1500k m</p>	<ul style="list-style-type: none"> - Route is long - No rail road, thus increasing transport costs 	<ul style="list-style-type: none"> - Considered cheap, in terms of permits, transport fees, etc.; - Great potential in that Zimbabwe and Zambia both have dry ports in Walvis Bay and will use the route, therefore it is expected to mature shortly after being upgraded;

			<ul style="list-style-type: none"> - Walvis Bay port reported to be 1st point of contact in Africa for overseas vessels, thus the route could reduce turnaround time and cost. Walvis Bay has improved its efficiencies and turnaround time is - shorter. It is not as congested as Durban
Botswana South Africa (Gaborone - Durban)	+/- 1000k m	<ul style="list-style-type: none"> - Very costly, road user charges are high; - Durban port reported to be very busy, thus can lead to delays; - There is a legal requirement in South Africa that goods travelling under one declaration document be transported as a convoy; - Issues transiting Johannesburg as passenger rail has precedence over cargo rail, as a result cargo rail is stopped about 3 times a day. 	<ul style="list-style-type: none"> - Route is short

2. The National Development Planning Process, Assessment of Key Economic, Social and Environmental Trends

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 National Development Plans. This involves extensive consultation with all stakeholders across 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.

3. Fundamental Transit Polisy Issues

The Republic of Botswana is a landlocked country which is linked to the region by rail and road transport corridors. As a landlocked country infrastructure development and management is a key to economic diversification and growth. Currently Botswana has a total road network of 7892 km of paved and 12316 km of unpaved roads. There are two major corridors linking Botswana to the rest of the region and the world at large.

a) The North South Corridor (NSC)

- Road route: Durban Port, Johannesburg - Groblersburg/MartinsDrift – Francistown – Kazungula – Lusaka - Chilililabombwe/Kasumbalesa – Lubumbashi - Kolwezi
- Rail Route: Durban Port, Johannesburg – Lobatse – Gaborone- Francistown- Bulawayo–Victoria Falls– Lusaka-Sakania – Lubumbashi.

b) Trans- Kalahari Corridor (TKC);

- Road Route: Walvis Bay Port, Windhoek – Gaborone – Johannesburg/Pretoria
- Rail Route: Walvis Bay Port, Gobabis, Lobatse- Gauteng.

These two main Corridors facilitate transportation of the bulk of imports/exports into the country and in transit. The North South Corridor gives access to the Markets in the Northern Region and to the Eastern coast. The Trans Kalahari facilitates trade for the three TKC countries with the prime beneficiaries being Namibia and South Africa. Namibia sources 90% of its imports from South Africa and benefits on the route reduction by 450km equivalent to 25% shorter than other routes. The TKC opens access to the western markets for Botswana.

The distribution of Botswana's infrastructure networks is uneven. This is mostly found in the eastern corridor, i.e. the south east to the north eastern parts of the country. This is influenced by the higher population density in this area than elsewhere in the country. In addition to the internal road networks, the country is connected to all its neighbouring countries by road. For example, the Trans-Kgalagadi highway connects Botswana with South Africa in the South and Namibia in the west.

Since 2003, Botswana has been striving to overcome road transport challenges which include;

- Increasing the competitiveness of Botswana's segments of international corridors.
- Improving rural accessibility.
- Improving logistics and other cross-border elements of international corridors.

Though the country still faces these challenges, it can be said that procurement of resources for road network expansion and maintenance of existing assets and good internal connectivity in the urban centers have been achieved. Botswana road, railways and aviation systems are at levels of some middle income countries, but more has to be done to improve the current status.

3.1. Policies and Programmes

The Botswana transport sector has been growing since independence in 1966 and yet there has never been a transport policy. Botswana National Integrated Transport Policy is still at a draft stage. The document sets out the policies of the government, building on past successes and recognizing where improvement is still needed and setting a vision and direction for the next 30 years. The policy sets objectives with regard to raising road infrastructure standards, modernization of rail transport for provision of better services, broadening of aviation horizons and adapting to new markets and new opportunities under the marine, river and pipeline.

In realization of the fact that Botswana has become a transit route to and from many neighbouring states, the Botswana Unified Revenue Service (BURS) is now transforming from being only revenue collecting agency, but also trade facilitation organization to improve on the cost reduction of doing business in Botswana. The customs legislation is also under review to ascertain accordance with the standards of the Revised Kyoto Convention which is about the simplification of customs procedures. A Customs to Business Forum has been established to deal with customs-trade related issues. The business community also has the liberty to

consult Botswana Unified Revenue Service which has established an office to concentrate on customs-trader relations on a full time basis. To enable quicker movement of goods across Botswana Borders, 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 SAD 500 form is simplified such that an ordinary person can be able to fill it without requiring assistance. For clearance purposes the institution is promoting the use of information and communication technology at the main boarders. These boarders 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.

3.2. Bilateral and Regional Agreements.

Botswana as a member of the Southern African Development Community (SADC) has signed and ratified the SADC Protocol on Transport, Communications and Meteorology. The objective of the protocol is for Member States to promote economically-viable integrated transport service provision in the region and support the development of major regional corridors as well as facilitate travel between their territories. It is the intension of these Member States to establish mutual and complementary policies, legislation, rules, standards, practices or systems between Member States on the basis of agreed minimum requirements.

Botswana is also a member of the Southern African Customs Union (SACU) which seeks to promote regional industrial development. The region also has a plan to advance cross border infrastructure so as to ensure the regional ambition for industrialization. Member States have agreed to have bilateral engagements with regard to jointly developing cross border infrastructure. Botswana and Namibia have negotiated an agreement on the establishment of one stop border post at Mamuno and Trans-Kalahari Border Posts.

4. Infrastructure Development and Maintenance

4.1 Road

Road transport is the major mode of surface travel in Botswana, covering about 93% of the total volume of passenger transport. The railway, a single line, which runs from South-eastern to the North-eastern side of the country, together with air transport, are responsible for about 7% of passenger transportation. In 1992 Botswana had 18,332 kilometers of roads of which 8,766 kilometers were maintained by the Department of Roads in the Ministry of Transport and Communication and 9,566 kilometers by the local authorities.

Botswana has undertaken road infrastructural development either through upgrading or constructing a new road. The following is a list of road projects that took place between 2010 and 2013.

- Nata – Kazungula Road Reconstruction: on-going
- Gaborone – Tlokweng Border Post Road: completed 2013
- Francistown – Ramokgwebana Road: Contraction of the main road and all other accesses were completed in 2012.
- Tonota – Francistown Road: on-going
- Sowa Junction – Sowa Town:- completed 2013
- Kang – Hukuntsi Road Construction: The project is substantially complete and open to traffic
- Charleshill – Ncojane project is about to start

4.1.1 Botswana Integrated Transport Project

The Department of Roads has conducted the "Greater Gaborone Multimodal Transportation Study" with the assistance of the World Bank. The study recommended sustainable and cost effective solutions for the growing traffic problems, for smooth flow of transit traffic, including congestion. The study was considered major intersections within Greater Gaborone area. Currently we are at procurement stage for following projects:

- conceptual design for 3 interchanges along western bypass
- Conceptual Design and supervision for Traffic Signals Improvement & Establishment of Centralized Traffic Control (CTC).

4.1.2 Output and Performance-based Road Contract (OPRC): Pilot project for Southern region.

The Government has decided to optimize the preservation of the Public Highway Network. In an attempt to achieve this, some activities were out-sourced to the private sector on both long and short term contracts. One of the long term contracts that have been considered is the Performance Based Contract which is to be piloted in Southern region. As this is a new approach of preserving the road network, it has been decided to start with a pilot project and to roll out to other depots if successful.

4.1.3 Maintenance of roads

With the recently launched Botswana Road Maintenance Manual, Roads Department continues to undertake its maintenance activities in compliance with set quality standards. The other approach to improve the state of roads in the country is to intensify resealing of roads that have badly deteriorated due to having reached the end of their design life.

4.1.3.1 Source of Funds

The main source of funds for development and maintenance of roads is through normal government budget and levies. The maintenance of roads is financed from the following special funds:

- **Road Levy Fund**

The fund is used to hold funds collected through Road levy Collections and the funds are to be used for maintenance of roads. Government intends to shift from direct funding to the user-pays principle, which implies that vehicle owners will, as much as possible directly pay for the maintenance of the roads and bridges.

Currently, the Government is collecting only 25% of required maintenance budget through road levy. This is mainly through fuel levy and the intention is to increase gradually other road user charges (vehicle license fees, permit charges, overloading fines etc.).

- **Financial Aid from development partners**

The Kazungula Bridge is getting financial aid from a development partner.

4.2 Rail

The rail route nearly 900 kilometers, comprises 650 kilometers of main line between Ramatlabama in the south and Ramokgwebana in the north-east, and 250 kilometers of branch lines serving copper and nickel mines in Selebi Phikwe area, coal mines in Morupule and soda plant at Sua Pan. Botswana is working on developing a Trans-Kalahari Rail route to start from Malotwane (Kgatleng area) running through to the western part of the country to facilitate movement of goods to and from Namibia.

Botswana also owns a dry port in Namibia to take advantage of the Walvis Bay port. The port will also be served by the Trans-Kgalagadi Highway which is currently underutilised since the country mostly uses the Durban port and goods are transported from Durban to Botswana either by rail or road.

4.3 Aviation

By the beginning of 1990s there were 27 government owned airfields of which five were paved major airports, namely Sir Seretse Khama International Airport in Gaborone, Maun Airport, Francistown Airport, Selebi-Phikwe Airport and the Kasane Airport. The Sir Seretse Khama International Airport is being upgraded to accommodate bigger fleet. The runway has been expanded. Infrastructural improvement has also taken place at the Francistown, Maun and Kasane airports. With the relocation of the Diamond Trading Company from London to Gaborone, Botswana envisages having more international flights. Botswana is in the process of signing Bilateral Air Service Agreements with different International Aviation Authorities. Other than the Kenya Airways, the country through Air Botswana and South African Airways connects to the international world via South Africa.

4.4. Water Ways

The Chobe River cuts across the borders of Botswana, Namibia and Zambia and Zimbabwe in the Northern tip of the country. Zambia and Botswana have established ports of entry at that point and for some years crossing to either side of the two countries has been dependent on the Zambian ferry. This contributed to congestion and delays at the border and in 2003, Botswana bought a ferry to assist the Zambian one. These have been source of transport across the river for both vehicles and persons.

The ferries have a problem of break downs which cause delays and congestion at the border post. This has also borne other problems like crime and public health concerns especially on the side of Botswana because the port of entry is within a

village. To curb the problem the two countries are to start a construction of a bridge. The project is owned by Botswana and Zambia with the assistance of the Development partners. Mohembo Docking Bays is also under construction.

4.5 Energy

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 socio-economic development and to utilize energy resources in a sustainable manner.

Although it is still to be approved, the National Energy Policy represents a major step in a continual process to ensure that energy is effectively and efficiently positioned to meet the nation needs.

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. These abundant coal resources are not yet significantly monetized. The coal consumption of Botswana is still low and coal is mostly used for power generation and the rest is used in various industries. Botswana recognizes that coal presents significant development opportunities for Botswana and currently a Coal Development Unit has been established to facilitate growth of the coal market. The coal market is currently faced with challenges due to the lack of transport infrastructure.

Botswana was previously reliant on cheap 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 is being expanded by 600MW through the Morupule B expansion project. Achieving project closure for the 600MW Morupule Power project continues to be a challenge. However the construction and commissioning phase of Morupule B power station are almost complete and three units (Units 1, 3 & 4) have been taken over by BPC for commercial operation.

There are no proven crude oil reserves in Botswana hence she relies on imports. The country continues to be largely dependent on supplies from the Republic of South Africa (RSA) with more than 95% of product supplies coming through this source and route. In order to diversify the routes of supply Botswana is pursuing other alternative routes of supply through Namibia and Mozambique/Zimbabwe.

4.6 Information Communication Technology

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 telecommunications 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 sharp 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 obvious 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.

5. International Trade and Trade Facilitation

Trade facilitation is Botswana's national priority. National, regional and international uptake of trade facilitation initiatives can enhance the competitiveness of local goods in the international market by enabling swift cross-border transactions; transit formalities; and harmonized import & export procedures. It has to be acknowledged that trade facilitation is costly but its benefits and contribution to economic growth and poverty reduction cannot be ignored.

The doing business environment and competitiveness are critical in the diversification of the economy of Botswana during the current National Development Plan 10 (NDP 10). Botswana's rankings in the 2011/2012 Global Competitiveness Report (GCR) for doing business as measured by the World Bank's annual Ease of Doing Business and the annual Global Competitiveness Reports have declined. To address this, a Cabinet Committee on Doing Business and Global Competitiveness was constituted to oversee the work of the National Doing Business and Global Competitiveness Committee. The work of the Committee entails the coordination of administrative and legislative reforms geared towards improving the ease of doing business in the country. One of the trade facilitation projects is the single window whose policy is being developed.

Botswana continues to adopt the best international practices in many areas, the following initiatives have been successfully introduced at Botswana Unified Revenue Service (BURS) for purposes of facilitating trade.

a) Scanners

As an effort to facilitate trade and manage risk associated with imports and exports, BURS has bought two (2) scanners, one mobile and the other immobile that are used at the points of entry. There is also one passenger scanner as part

of the One Stop Border Project sponsored by the Japanese International Cooperation Agency (JICA).

b) Introduction of the sad 500

To simplify the documents used at the Border Posts, (SAD 500) is used by all Botswana entry points for processing imports and exports to replace the use of many different documents used before.

c) Customs to Business Forum

To strengthen the relationship between Customs Administration and Traders, a Customs-to-business forum was introduced based on the World Customs Organisation (WCO) Safe Framework of Standards. The forum helps both parties to address issues of concern between them.

d) Legislative reforms

BURS are in the process of reviewing its Customs Legislation; the importance of this exercise is to ensure uniformity with other Customs Administrations as well as up-to-date customs procedures with the international standards. This is done with the assistance of the USAID Southern Africa Trade. The policy for the implementation of the Authorised Economic Operator (AEO) programme has been developed and will be piloted in 2014.

e) IT Connectivity Botswana/Namibia:

Botswana Customs Authority, the Botswana Unified Revenue Service (BURS) and Namibia Customs are in the process of implementing IT connectivity between Botswana and Namibia to enhance trade facilitation as well as improving clearance of goods to remove issues of trade data discrepancy, under valuation of goods.

6. International Support Measure

Botswana, like most other countries in the sub-region, is currently faced with many challenges such as HIV/AIDS, lack of capacity, and an undiversified economy, and as such is still in need of aid for trade to, inter alia, build infrastructure for trade facilitation purposes. This will help Botswana to achieve greater integration into the global economy. Botswana has benefited from a range of trade-related technical assistance activities by United Nations Conference on Trade and Development (UNCTAD), World Trade Organisation (WTO) and from countries such as China, Sweden, Japan, Australia, Singapore among others. The commitment of development partners has materialised in various activities in support of trade development, including capacity-building activities in various trade disciplines, and trade facilitation initiatives and or projects.

7. Monitoring of the Implementation and Review of the programme.

It is worth noting that there is no detailed strategic policy document for the implementation of the Almaty Programme of Action, however the projects in question are being undertaken and reflected in the past and current national plans. The national development plans are well monitored and provide for a mid-term review to either put the plan back on track or scale down projects, after consideration of all aspects of project implementation including availability of resources vis a vis other national competing interests.

8. Emerging issues

Botswana was affected by a number of challenges during the programme period. 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.

8.1 Recession

Due to the 2008 financial crisis and subsequent global recession Botswana experienced a sharp decline in government revenues. Subsequently, budgets had to be slashed which resulted in several key development projects in the national development plans being postponed including roads infrastructure, hospitals, electricity connections, schools, etc.

8.2. Climate Change

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)

8.3 HIV and Aids

Botswana has been hard hit by HIV/AIDS. In 2011 there were an estimated 300,000 adults living with HIV – or one quarter of the population aged 15 and over. Considering Botswana's population is only 2.1 million, the epidemic has reached

disturbing proportions. The country has an estimated adult HIV prevalence among 15 to 49 year olds of 23 %, the second highest in the world after Swaziland.

The Government had to address the epidemic and that meant increases in the budget for the health sector in order to provide free anti-retroviral treatment to more than 95% of people are affected by HIV/AIDS.

9. The Way Forward

- Need for deliberate policy decision to ensure congruence on the macroeconomic policy and microeconomic policies at national level.

- The next programme ought to not make it the responsibility of the land locked to ensure implementation of the programme, but there should be deliberate financial budget for development of infrastructure in the Landlocked and Transit Developing countries.

- The programme should also be translated into the sub regional and regional programmes.

- Development partners should use the landlocked status of countries as a criterion for assistance. Botswana's status as a middle income economy has disadvantaged her from benefiting from some programmes.

- Consideration should be given to landlocked developing countries at multilateral and unilateral negotiations.