REPUBLIC OF MALAWI

TALKING POINTS

FOR

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DURING

NEW YORK
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Five years ago the UN Conference on Landlocked Developing countries sat and adopted the Vienna Programme of Action whose objective was to address challenges faced by LLDCs.

We are sitting again today at the midpoint of the decade that was meant to be the timeframe of implementing this noble programme of action.

We obviously have registered progress but we must also be quick to admit that we have fallen short of the expectation. We met obstacles and faced emerging challenges but without doubt we also met emerging opportunities.

This review meeting will share our experiences but as we do so, we must spend considerable time to identify ways of accelerating implementation of VPOA in the remaining 5 years. To this end, I wish to express my profound gratitude to the United Nations Office of the High Representative of the
Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS) for convening this meeting

**Excellencies,**

Malawi values highly the VPOA as its access to the sea is only through Tanzania, Mozambique and South Africa resulting into high cost of transportation which when coupled with low production of energy, high cost of ICT and impacts of climate change erodes the competitive edge of our exports and makes our imports very expensive. This is why Malawi Government quickly mainstreamed both the Vienna Programme of Action and the Sustainable Development Goals in its National Strategy as well as sector strategies like the National Transport Master Plan which falls under my Ministry. However, I want to underline the point that the challenge of implementing these strategies, remains unavailability of adequate resources.

We are currently implementing a number of infrastructure projects in Transport, Energy and ICT as well as creating an enabling environment for private Sector Development.
Excellencies,

Opportunities are also available at the regional level to attain the ambitions exposed in the Vienna Program of Action.

The infrastructure Development in Africa (PIDA) Championed by the African Union, the Tripartrite Transport and Transit Facilitation Program (TTTFP) being championed by COMESA, EAC, SADC, both are continental initiatives to improve transit corridors as well as harmonize, simplify and standardize rules and regulations. This would promote seamless movement of freight and people ultimately reducing cost of transportation and transiting.

Excellencies,

As I approach my conclusion, I want to reiterate the fact that challenges facing landlocked countries have a direct bearing on the aspiration of the 2030 Sustainable Development Goals of Leaving no one behind. This is why this review meeting, in reminding ourselves of the roles given to us in the VPOA, should also reflect on the gaps we faced and zero in on filling them.

I thank you for your attention and May God Bless you