

Introduction

- The Vienna Programme of Action (VPoA) for Landlocked Developing Countries is a ten (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 landlocked developing countries 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 (6) priorities for action
 - I. Fundamental transit policy issues
 - II. Infrastructure development and maintenance
 - (a) Transport infrastructure
 - (b) Energy and information and communications technology infrastructure
 - III. International trade and trade facilitation
 - (a) International trade
 - (b) Trade facilitation
 - IV. Regional integration and cooperation
 - V. Structural economic transformation
 - VI. Means of implementation

Botswana Implementation Matrix

Priorities for Action	Objectives	Action items	Implementing Ministry/Agency
FUNDAMENTAL TRANSIT POLICY ISSUES	Reduce travel time along corridors – transit cargo to 300–400km/24hrs	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
	Reduce time spent at the border	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
	Improve intermodal connectivity	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. <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>	BURS MTI

		<p>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</p>	<p>MoFAIC MTC</p>
		<p>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</p>	<p>MTC</p>
		<p>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</p>	<p>MTC</p>
		<p>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</p>	<p>MTC MFDP (PPP Policy)</p>

		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 landlocked developing countries should formulate national transit policies and establish appropriate national mechanisms with the participation of all relevant stakeholders	MTC
INFRASTRUCTURE DEVELOPMENT AND MAINTENANCE		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
A) Transport Infrastructure	Increase the quality of roads, including increasing share paved roads		
	Expand and upgrade railway infrastructure	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
	Complete missing links in the regional road and rail transit transport networks	c) Work towards the harmonization of gauges to facilitate regional connectivity, where feasible,	MTC

		the development of reloading capacities, the expansion of training programmes and inter-railway staff exchange programmes	
		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) Energy and ICT Infrastructure	Expand and upgrade infrastructure for supply and transmission of modern and renewable energy services	a) enhance their collaboration in promoting cross-border energy trade and energy transit through transmission lines to third countries	MMEWR
	Make broadband policy universal	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
	Promote open and affordable access to internet or all	c) Modernize transit and transport facilities and customs and other border facilities by fully utilizing the capability of information and communications technologies	MTC
	LLDCs to Actively engage to address the digital divide	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 Fiber Network)
INTERNATIONAL TRADE AND TRADE FACILITATION	Significantly increase the participation of landlocked developing countries in global trade, with a focus on substantially increasing exports	a) To develop a national trade strategy based on comparative advantages and regional and global opportunities	MTI
A) International Trade		b) Integrate trade policies into national development strategies	MTI

	<p>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</p> <p>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</p>	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) Trade Facilitation	Significantly simplify and streamline border crossing procedures with the aim of reducing port and border delays	a) establish or strengthen, as appropriate, national committees on trade facilitation, with the involvement of all relevant stakeholders, including the private sector	MTI BURS

	<p>Improve transit facilities and their efficiency with the aim of reducing transaction costs</p> <p>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.</p>	<p>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</p>	<p>BURS MFDP</p>
		<p>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</p>	<p>BURS</p>
		<p>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</p>	<p>BURS MFDP</p>

REGIONAL INTEGRATION AND COOPERATION		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 landlocked developing countries in bilateral and regional integration frameworks.	MoFAIC
STRUCTURAL ECONOMIC TRANSFORMATION		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

		<p>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</p>	<p>MIST MTI (LEA) MOA MMEWR</p>
		<p>c) build a critical mass of viable and competitive productive capacity in manufacturing, agriculture and services</p>	<p>MTI MoA</p>
		<p>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 landlocked developing countries within the regional network</p>	<p>MTI (BITC)</p>
		<p>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</p>	<p>MTI</p>

		f) create industrial clusters, such as export-processing zones and regional centers of excellence, with the aim of fostering knowledge networks and connectedness among companies	MTI
		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 Landlocked Developing Countries for sharing experiences, know-how, research and other resources on issues related to trade, transit, transport and capacity-building among landlocked developing countries. Landlocked developing countries that have not yet done so should ratify the Multilateral Agreement for the Establishment of an International Think Tank for Landlocked Developing Countries	MTI
MEANS OF IMPLEMENTATION	Implementation, follow-up and review should be undertaken at the national, subregional, 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.		MFDP MoFAIC MTI NSO (ALL)
	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		

	<p>countries and transit developing countries are encouraged to establish national coordination mechanisms, where appropriate. Monitoring and review should involve all relevant stakeholders, as appropriate.</p>		
	<p>At the subregional and regional levels, monitoring and review should be undertaken through existing intergovernmental processes. Regional and subregional 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</p>		

	<p>their existing mandates, and the regional commissions. The regional commissions are encouraged to submit analytical reports on the implementation of the present Programme of Action. The relevant regional and subregional organizations and the private sector should be actively involved in the sessions of the regional commissions in that regard.</p>		
	<p>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</p>		

	<p>thematic reviews of the Programme, as appropriate. The private sector should be involved in the reviews at the global level</p>		
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