Mr. Madam Chair

Excellencies, distinguished Participants of the High Level Meeting on Sustainable Transport of LLDCs

Good Morning and Namaste.

It is my honor to represent Nepal in this important meeting and would like to thank the organizer UN DESA, UN OHRLLS and the Government of Bolivia for inviting Nepal in this august gathering.

Nepal is a mountainous country with population of 27 million and 141,000 km² land area varying from plain land few meters above mean sea level to world’s highest peak Mt. Everest. It shares border with India in 3 sides and with China in the North. The nearest sea ports in India and Bangladesh about 800 km from border of Nepal.

The time and cost of transportation from the third country are considerably high. The cost of infrastructures and other commodities are high in mountainous country like Nepal and landlockedness further adds additional cost. Landlockedness is one of the main reason for low development of the country. There exist huge gap in infrastructure in LLDC and Transit countries. These countries need special support from Transit countries and international support for transit and trade facilitations.

Nepal has made significant progress on achieving the MDGs in spite of decade long armed conflict during the initial years of MDG period. Nepal is planning and working for achieving the SDGs and working hard to graduate from LDC to DC by year 2030.

Transport plays significant role in the country’s development and achieving these SDG targets. Nepal plans to raise present road density from 0.44 km per square km to 5. There are two Asian Highways. Asian Highway A2 enters from east and exits from west of Nepal towards India. Asian Highway A 42 runs north to south from China through Nepal to India. Standards of these Highways will be upgraded to 4 lanes from 2 lanes at present. 8 North South roads connecting from China to India will be built by 2030. There are 4 dry ports in operation and 4 are under construction near India and China border. The railway network is almost nonexistent to date and we plan to build one railway line spanning East to West with connection to Kathmandu - the capital city. As International Airport at Kathmandu is finding difficulty to cater the increasing air traffic, a 2nd international airport will be built. A Fast track highway will be constructed between this airport and the capital. Two Regional International Airports will be constructed by 2030.

Build operate and Transfer Act has been launched in 2002 and working to launch PPP Act very soon in order to attract and institutionalize the Private Sector Investments in infrastructure development. National Transport policy formulated in 2002 is being updated in order to address the integrated development of various mode of transports. Road Safety act is being formulated with respect to achieving UN global target on reducing road accident related deaths to half. Foreign Aid Policy has been recently revised to further facilitate the foreign aid.

Nepal is fully committed to implement the Vienna Program of Action effectively in full synergy and coherence with 2030 Agenda for sustainable development.

Nepal is having coordinated work with regional groups such as BBIN (Bhutan, Bangladesh, India Nepal), BIMSTEC (Bay of Bengal Initiative for Multisectoral TEC) and SAARC. Nepal is having support
from multinational organizations such as UN, World Bank, ADB and bilateral organizations such as EXIM Bank of India, EXIM Bank of China, Government of India – the transit country, Government of China, JICA and other. Nepal is thankful for the support from these organizations and expects for the continued support and co-operations.

I wish for successful outcome of this meeting.

Thank you very much.