





Resource allocation for climate proofing sectors;

Provide incentives for electric and hybrid vehicles such as reduced duty including for the spare parts and charging stations.

Promote local manufacture/assemble of electric vehicles or motorcycles and retrofitting of diesel cars and trucks into electric vehicles.

Promote production of electric batteries.

Expand use of renewable electricity from wind, solar and hydro power to support electrification of vehicles.

Promote use of biofuels/ green fuels such as blending ethanol.

Promote use of green hydrogen in aviation and long-haul shipping.

Using a carbon tax to fund green renewable projects.

LLDCs should promote sharing of solutions through South-South Cooperation.

LLDCs should utilize the support provided by the Africa Climate Resilient Investment Facility.

NNF EU" ctg" kpxkgf " vq" wkk g" KGP Cø" uw r qtv" vq" j gr " y kj " development of transport sector decarbonization plans.

## **Introduction**

The COVID-19 pandemic showed the extreme vulnerability of landlocked developing countries



He noted that these natural disasters not only directly damage transport infrastructure, but also widely accelerate the aging of critical infrastructure systems. The damage to the transport systems also disrupted the access of LLDCs to the regional and global markets. He stressed that for both these reasons it is important that LLDCs scale up financing for the development of climate resistant, resilient and sustainable infrastructure. He hoped that global markets would be easier to access. He called for the active engagement and improved regional integration of all LLDCs and concluded by stating his intention to engage all stakeholders in thought deliberation.

**Ms. Rabab Fatima, Under-Secretary-General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS)** opened by thanking all speakers for attending the side event. She noted that LLDCs face unique trade challenges: reliance on transit neighbors, deficiencies in critical infrastructure, and long distances to seaports. The impact of this is that LLDCs pay nearly double in trade costs compared to neighboring coastal countries.

The USG noted that the 2030 Agenda for Sustainable Development requires an urgent improvement to sustainable transport solutions in developing countries, especially the LLDCs. She underscored that enhanced transit and transport connectivity is also at the heart of the Vienna Programme of Action for Landlocked Developing Countries. She emphasized that for LLDCs not to be left behind, expeditious and sizeable improvements in transport connectivity are of paramount importance.



Second, trade transit facilitation is vital. All goods from LLDCs, without exception, need to pass through transit countries to reach global markets. This often causes great delays, heavily constraining trade. Studies conducted earlier this century suggest that each day of delay at the border is equivalent to an additional 86 kilometers of distance. She indicated that UNCTAD has been supporting LLDCs and transit countries in trade transit facilitation and customs automation through ASYCUDA, our flagship technical assistance program, which includes climate-smart trade facilitation solutions.

Third, she noted that resilient and sustainable seaports are also key for LLDCs, who depend on them to reach global markets, even if they are in foreign territory.

Fourth, regional and sub-regional collaborative schemes are necessary, especially for LLDCs that depend on cross-border and international cooperation.

Finally, she highlighted that enhancing the resilience of critical transport infrastructure is and must be a shared responsibility.

**Mr. Antonio Pedro, Acting Executive Secretary of UNECA** focused his remarks on the work that UNECA is undertaking to address climate change in particular supporting investments, embedding resilience in policy, and promoting renewable energy.

For investments, UNECA, AUC, the World Bank and the African Development Bank teamed up to establish the Africa Climate Resilient Investment Facility, with initial funding from the Nordic Development Fund. The Africa Climate Resilient Investment Facility which aims to support the integration of long-term climate resilience in investments in climate-sensitive sectors such as transport through interventions in the following areas: (i) training, advocacy, dissemination and communication of lessons-learned to enhance public and private sector understanding of climate risks; (ii) developing guidelines, standards and compendium of good practice; (iii) establishing a knowledge and climate information portal; and (iv) overall programme management.

For embedding resilience in policy, Mr. Pedro noted that









## **Interactive discussion**

Investments made into transport infrastructure by making it more resilient to the climate induced