



Government of Malawi

IMPROVING TRANSPORT CONNECTIVITY FOR SUSTAINABLE ECONOMIC
RECOVERY POST COVID-19: INITIATIVES AND SOLUTIONS

Statement by

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Turkmenbashi, Turkmenstan

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costs. It has also presented high maintenance costs demand particularly as a result of non-existence of complementary rail transport.

Our strategy for transport infrastructure development from now to the year 2030, as guided by MW2063 (MIP1) is to embark on impactful flagship projects for a multi-modal transport system consisting of road, rail, air and inland water transport.

2. Address logistical challenges to transport and trade

With support and cooperation from our neighbouring countries, of Tanzania, Mozambique and Zambia, We have simultaneously embarked on addressing logistical challenges, through among others, adopting the one-stop border post (OSBP) concept and digitisation of customs and immigration procedures in a bid to facilitate movement of goods and people to and from Malawi.

3. Corridor-based interventions

We have learnt that both infrastructural and logistical challenges are best tackled with a regional or at least corridor-based arrangement involving two or more national member-states. In this case we cherish our cooperation with our neighbouring countries in setting-up and sustaining corridor management institutions for Mtwara, Nacala, Beira (Sena) and the North-South Corridors. Regional and international development institutions find it more reasonable if proposals are developed and implemented from a regional or corridor perspective.

There are a number of challenges that have constrained progress in infrastructure development in Malawi, the largest being lack of access to long-term financing. **I wish to share the following Malawian experience and initiatives with respect to financing of transport infrastructure projects:**

1. Lack of Project Preparation Facilities (PPFs)

Lack of Government own project preparation facilities (PPFs) and Government's inability to access funding from PPFs existing elsewhere limits the Malawi's ability to tap from global development financing since we are unable to present investment-ready or bankable projects to prospective investors and development partners. For projects that commence without studies and designs, as a result of lack of project preparation facilities, experience is that they would take longer than design duration and with huge cost overruns. Malawi Government has

