

GOVERNMENT OF THE KINGDOM OF LESOTHO



Ministry of Public Works and Transport

**Review of the Transport Strategy from a
Poverty Reduction Perspective**

Problems and Issues Relating to Access and Transport Infrastructure and to
Mobility and Transport Services

REPORT OF NATIONAL REVIEW WORKSHOP TWO

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August 30 – September 1, 2005

SSATP Transport-Poverty Reduction Review Process

SSATP REVIEW WORKSHOP 2; AUGUST 30 – SEPTEMBER 1, 2005

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1.0 WORKSHOP OBJECTIVES, KEY ACTIVITIES AND PROGRAMME

1.1 Workshop objectives

The objectives of the workshop were,

- To provide all members of the stakeholder group with a shared and comprehensive understanding of the extent to which the country's transport policy and strategy takes into account poverty reduction objectives.
- To identify the strengths and weaknesses of the country's transport policy and strategy – both on paper and as actually implemented – in terms of its contribution to poverty reduction.
- To agree how the transport policy and strategy might be improved to better contribute to poverty reduction.

1.2 Workshop key activities

Key activities of the workshop included the following:

i) Identification and extraction of relevant information from the transport policy and strategy

The objective of the session was to extract information from draft Transport Sector Policy document of August 2005. Five groups worked respectively on

- A. The **general objectives** of the policy and the **main difficulties** it aims to overcome, especially as they relate to pro-poor growth and poverty reduction;
- B. The transport-related problems faced by **growth economic sectors** (especially those sectors or sub-sectors identified as important to poverty reduction), and the strategy and interventions aimed at supporting the development of these sectors. The aspects relating to specific economic sectors should be identified wherever possible.
- C. The transport-related problems faced by the **social sectors** (especially those sectors identified as important to poverty reduction), and the strategy and interventions aimed at improving access and mobility by actors and users in these sectors. The aspects relating to specific social sectors should be identified wherever possible.
- D. The transport-related problems of **priority population groups and other important actors**, and the strategy and interventions aimed at improving their access and mobility. Specific aspects that relate to particular priority groups or actors (e.g. women, children, people with disabilities) should be identified wherever possible.
- E. How the transport sector intends to address the key **cross-cutting issues** identified in the poverty reduction strategy, such as good governance, employment creation and conditions, environmental protection, gender equity, the fight against HIV/AIDS, etc. For each issue, the key difficulties to be overcome and the main actions to be taken by the transport sector should be identified.

In working through the Transport Sector Policy document and extracting information, the groups paid particular attention to the **geographical dimension** of the above aspects (rural or urban, particular regions and localities, etc.); how issues of access and infrastructure **and** of mobility and services are addressed, paying particular attention to **all modes of transport**, and to **motorized**

and non-motorized means of transport; the interventions and actions of not only public, but also private and civil society actors, including the informal sector.

The groups used the guidelines elaborated in the following matrix for assessment of transport policy and strategy,

	Challenges to be overcome	Strategy relating to access and transport infrastructure	Strategy relating to mobility and transport services (all modes)
Overall policy and strategy	The main difficulties and problems to be overcome by the transport policy/strategy, especially relating to poverty and growth	Overall policy objectives and intentions relating to improved access and transport infrastructure, especially those aimed at contributing to poverty reduction	Overall policy objectives and intentions relating to improved mobility and transport services, especially those aimed at contributing to poverty reduction
Issues relating to economic sectors	For <i>each</i> priority economic sector, indicate the key difficulties identified in the transport policy/strategy relating to access and mobility	For <i>each</i> priority economic sector, identify the strategy and main interventions relating to improved access and transport infrastructure	For <i>each</i> priority economic sector, identify the strategy and main interventions relating to improved mobility and transport services
Issues relating to social sectors	For <i>each</i> priority social sector, indicate the key difficulties identified in the transport policy/strategy relating to access and mobility	For <i>each</i> priority social sector, identify the strategy and main interventions relating to improved access and transport infrastructure	For <i>each</i> priority social sector, identify the strategy and main interventions relating to improved mobility and transport services
Issues relating to priority population groups and other actors	For <i>each</i> priority population group or actor, indicate the key difficulties identified in the transport policy/strategy relating to access and mobility	For <i>each</i> priority group or actor, identify the strategy and main interventions relating to improved access and transport infrastructure	For <i>each</i> priority group or actor, identify the strategy and main interventions relating to improved mobility and transport services
Cross-cutting issues	Indicate for <i>each</i> cross-cutting issue the key difficulties that the transport policy/strategy identifies should be addressed	Indicate how <i>each</i> cross-cutting issue will be addressed, according to the transport policy/strategy, in the context of the planning and management of transport infrastructure	Indicate how <i>each</i> cross-cutting issue will be addressed, according to the transport policy/strategy, in the context of the planning and management of transport services

ii) **Comparative analysis of the transport policy/strategy and poverty reduction strategy**

Here the objective was to compare the poverty reduction and transport strategies with a view to assessing the links between the two. The assessment was guided by the following key questions,

1. Which poverty reduction goals and objectives does the transport strategy contribute to achieving? Which poverty reduction goals and objectives are less well addressed by the transport strategy? Which poverty reduction goals and objectives must be better addressed by the transport sector in the future?
2. To what extent is the transport strategy meeting the objectives and needs of the *economic* sectors prioritized in the poverty reduction strategy? Which economic sectors or sub-sectors are well served by the transport strategy, and which not so well? How could the transport strategy improve its contribution to the development of priority economic sectors?
3. To what extent is the transport strategy meeting the objectives and needs of the *social* sectors prioritized in the poverty reduction strategy? Which social sectors must be better served by the transport strategy? How could the transport strategy better meet the needs of the social sectors?
4. To what extent is the transport strategy meeting the access and mobility needs of the *population groups and other actors* targeted by the poverty reduction strategy? Whose needs, and which needs, must be better served by the transport strategy? What are the priorities for action within an improved transport strategy?
5. If the transport strategy needs to be adapted to better meet the needs of priority social and economic sectors and of population groups targeted by the poverty reduction strategy, what are the implications for *transport sector plans and priorities*?
6. Which *cross-cutting issues* are relatively well taken into account by the transport strategy, and which are less well addressed? How can the transport sector make a more substantial contribution to meeting cross-cutting goals, for instance to good governance, decentralization and capacity-building, employment creation and labor standards, gender equity, reducing the incidence of HIV/AIDS, environmental sustainability, etc?

The assessment was done by five groups. To facilitate the comparison both the PRS and the Transport Sector Policy were re-assembled according then following format:

Poverty reduction strategy: Main objectives and targets of	Main goals and objectives, including key targets, of the poverty reduction strategy	Main challenges to be overcome by the poverty reduction strategy	Main issues relating to transport infrastructure	Main issues relating to transport services

Transport policy and strategy: Overall issues and objectives	The main difficulties and problems to be overcome by the transport policy, especially relating to poverty and growth	Overall policy objectives and intentions relating to improved access and transport infrastructure, aimed at contributing to poverty reduction	Overall policy objectives and intentions relating to improved mobility and transport services, aimed at contributing to poverty reduction
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Poverty reduction strategy: Priority economic sectors	Key objectives and main components of the sector strategy	Key difficulties relating to access and mobility	Main interventions identified in the poverty reduction strategy relating to transport infrastructure	Main interventions identified in the poverty reduction strategy relating to transport services
Transport policy/strategy: Issues relating to economic sectors	Key difficulties identified in the transport policy/strategy relating to access and mobility		Strategy and main interventions relating to improved access and transport infrastructure	Strategy and main interventions relating to improved mobility and transport services

Poverty reduction strategy: Priority social sectors	Key objectives and main components of the sector strategy	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructure	Main interventions relating to transport services
Transport policy/strategy: Issues relating to social sectors	Key difficulties relating to access and mobility		Strategy and main interventions relating to improved access and transport infrastructure	Strategy and main interventions relating to improved mobility and transport services

Poverty reduction strategy: Priority population groups	Intended improvements to their situation	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructure	Main interventions relating to transport services
Transport	Key difficulties identified in the		Strategy and main	Strategy and main

policy/ strategy: Issues relating to priority population groups	transport policy/strategy relating to access and mobility	interventions relating to improved access and transport infrastructure	interventions relating to improved mobility and transport services
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Poverty reduction strategy: Cross-cutting issues	Cross-cutting objectives to be achieved	Key difficulties to be overcome that concern the transport sector	Main actions to be taken that are relevant to transport infrastructure interventions	Main actions to be taken that are relevant to the management of transport services
Transport policy/ strategy: Cross-cutting issues	Key difficulties relating to cross- cutting issues that the transport policy/strategy identifies should be addressed		How each cross- cutting issue will be addressed in the context of the planning and management of transport infrastructure	How each cross- cutting issue will be addressed in the context of the planning and management of transport services

iii) Drawing of overall findings and recommendations

The objective of the session was to discuss the overall findings and make recommendations.

1.3 Detailed workshop programme

DAY 1	<ul style="list-style-type: none"> ▪ Welcome and introductions ▪ Comments on Workshop1 report ▪ Briefing on the draft Transport Sector Policy ▪ Explanation of workshop method and program ▪ Preparation for group work 	Plenary session	9.00- 10.30
Session 1	<ul style="list-style-type: none"> ▪ Identification and extraction of relevant information from the transport policy and strategy 	Working groups	
Session 2	<ul style="list-style-type: none"> ▪ Presentation and clarification of the information 	Plenary session	
DAY 2			
Session 3	<ul style="list-style-type: none"> ▪ Comparative analysis of the transport policy/strategy and poverty reduction strategy 	Plenary session and working groups	

DAY 3			
Session 4	<ul style="list-style-type: none"> ▪ Drawing of overall findings and recommendations ▪ Agreement on any additional steps (consultations, further analysis) 	Plenary sessions	
Session 5	<ul style="list-style-type: none"> ▪ Agreement on reporting of workshop and validation of report ▪ Preparation for workshop 3 (assessment of policy and strategy processes) 	Plenary sessions	

2.0 BRIEFING ON THE DRAFT TRANSPORT SECTOR POLICY

2.1 Mission statement of the Ministry of Public Works and Transport (MOPWT)

The overall mission of the Ministry of Public Works and Transport (MOPWT) is to formulate and monitor the implementation of appropriate, comprehensive and robust policies in the transport and construction sectors and maintain a dynamic and effective institutional and legal framework which provides an enabling environment for sustainable development of transport and construction industries and thus contribute to the achievement of the overall national development objectives

2.2 Overall Transport Sector Policy and Objectives

Government's Policy for the Transport Sector is to provide an enabling environment for efficient, cost effective and safe transport, within Lesotho, regionally and internationally, to facilitate sustainable development of the economy, social services and of the population in general.

The overall objective of the Transport Sector Policy is to facilitate Government's policies such as:

- a) The creation of peace and stability and the rule of law, by strengthening democracy, encouraging broad-based participation of interest groups in policy development, and facilitating security and access to justice for all.
- b) Encouraging economic growth to provide resources to address unemployment and poverty reduction issues, and to ensure improved distribution of wealth.
- c) Facilitating the development of appropriate infrastructure and services to develop human resources, especially the provision of education, social services and health care to all people in Lesotho.

2.3 Transport sub-sector specific policies

2.3.1 Policy for Administration of Transport

- Planning for and administering the integration of the various modes of transport into complimentary roles in the overall transport system, while monitoring and addressing cross cutting issues of a social, gender, environmental and HIV/AIDS nature in line with detailed policy proposals outlined under the sub-sector.
- Proposing suitable legislation for the Sector, for approval by Government.

2.3.2 Air Transport Policy

- Providing Air Transport Infrastructure, in line with detailed policy proposals set out under the sub-sector, including a fully equipped international airport and a rational network of aerodromes and airstrips throughout Lesotho, and administering air transport to facilitate safe, reliable and efficient air transport services to meet the demands of the economy and the needs of the population both internationally and domestically

2.3.3 Road infrastructure policy

- Managing, through a Road Agency, in line with detailed policy proposals set out in section 5.5, road infrastructure to ensure that existing roads and access routes are comprehensively and regularly maintained, are rehabilitated when required, and are upgraded and extended in an efficient and justifiable manner, to meet the needs of the economy and the population.

2.3.4 Road transport policy

- Administering road traffic and transport, in line with detailed policy proposals set out in section 5.6, to encourage private entrepreneurs to provide public passenger and freight transport on a commercial basis to best meet the needs of the economy and the population

2.3.5 Road safety policy

- Actively increasing awareness of the need for road safety, in line with detailed policy proposals set out in section 5.7, and, through the establishment of a Road Safety Council, promoting and encouraging campaigns to reduce road accidents, identify accident problem areas on the road network and develop holistic solutions to these by safe sharing of the road facilities

2.3.6 Intermediate means of transport

- Government's Policy for Intermediate Means of Transport (IMT) provides for the research and development of appropriate non-motorised and unconventional motorised transport to suit the specific needs of the population, especially those in remote rural areas and those employed in urban industrial areas
- To provide standard designs and infrastructure to facilitate the provision of IMT services to these sections of the population on a rational and prioritised basis, and
- To promote and assist the provision of IMT services that are appropriate and affordable, especially in the areas identified.

2.3.7 Rail transport policy

- The Rail Transport Policy of Government is to facilitate safe, efficient and effective rail transport, and to facilitate improved mode transfer services, to serve the import and export demand of the economy satisfactorily

2.3.8 Inland water transport policy

- Encourage the development of water transport on the lakes in Lesotho, to serve the communities living in these areas

- Provide ferry crossings of major rivers at strategic points where no other means of crossing the rivers concerned are available
- Ensure that public transport of goods or passengers by boat is operated to the highest possible standards of safety; and
- Ensure that the environment, and particularly the water quality of the lakes and rivers, is not degraded as a result of the transport services provided.

3.0 REVIEW OF THE DRAFT TRANSPORT SECTOR POLICY

The review of the Transport Sector Policy was carried out by the five groups that worked on the review of the PRS during the first workshop. Each group identified and extracted information that is relevant to poverty reduction from the Transport Sector Policy document. Below are results presented by the various groups and discussed and agreed to by delegates during a plenary session.

	Challenges to be overcome	Strategy relating to access and transport infrastructure	Strategy relating to mobility and transport services (all modes)
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A. Overall policy and strategy			
1. Provide enabling environment for efficient transport	<ul style="list-style-type: none"> ▪ Limited financial resources. ▪ Poor management culture. ▪ Weak private sector participation in policy making planning. ▪ No domestic public air services. ▪ Rail transport is not integrated into the planning for the sector ▪ Lack of effective planning for IMT's. ▪ Uncoordinated structures and institutions. ▪ Lack of political will to implement agreements. 	<ul style="list-style-type: none"> ▪ Plan an integrated transport system for the entire country. ▪ Rationalization of the upgrading of transport infrastructure. ▪ Movement of goods and passengers by all modes of transport. ▪ Enabling environment for private sector participation. ▪ Procurement of transport infrastructure through competition. ▪ User pay principle ▪ Intermediate means of transport ▪ Provide inland water transport 	<ul style="list-style-type: none"> ▪ Plan an integrated transport system for the entire country. ▪ Enabling environment for private sector participation. ▪ Procurement of transport services through competition ▪ Intermediate means of transport
2. Provide enabling environment for lost effective transport	<ul style="list-style-type: none"> ▪ Difficult settlement patterns sparsely populated. 		
3. Provide enabling environment for safe transport	<ul style="list-style-type: none"> ▪ Low potential for road users changing 		<ul style="list-style-type: none"> ▪ Ensuring and improving safety of all modes of transport.

<p>B. Issues related to Economic Sectors</p> <p>Trade</p>	<ul style="list-style-type: none"> ▪ High transport cost ▪ Lack of resources (financial, human, material) ▪ Road services fair-rural (paved). ▪ Road services urban – good (paved). ▪ Poor rail services. ▪ Inadequate ferry boats services (highlands). 	<ul style="list-style-type: none"> ▪ Improved access to roads and transport. ▪ Provide a conducive legislation, policy and institutional framework. ▪ Increase road access. 	<ul style="list-style-type: none"> ▪ Provision of air transport infrastructure countrywide. ▪ Management of comprehensive and regular maintenance of road infrastructure. ▪ Restructuring the road infrastructure sub-sector (reform) ▪ Encourage private sector provision public passenger and freight transport. ▪ Actively increase road safety awareness ▪ Establish road safety council. ▪ (IMT) research and development to suit the specific transport need. ▪ Research and promote use of cable cars especially in the highlands.
<p>Industry</p>	<ul style="list-style-type: none"> ▪ Legislation not responsive. ▪ Inadequate ferry boat service (highlands). 	<ul style="list-style-type: none"> ▪ Encourage investment to provide suitable facilities for a modern mode of transport interchange, and station facility in Maseru. 	<ul style="list-style-type: none"> ▪ To serve the import and export needs of the economy.

<p>Tourism</p> <p>Mining</p> <p>Agriculture</p>	<ul style="list-style-type: none"> ▪ Inadequate ferryboat services (highlands). ▪ Poor air service locally and international ▪ Inadequate ferryboat service (highlands). 		<ul style="list-style-type: none"> ▪ Inland water transport encourages the development of water transport, and ensures that the environment is safe guarded.
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<p>C. Issues relating to Social Sectors</p> <p>Education</p>	<ul style="list-style-type: none"> ▪ Priorities have changed from infrastructure development to maintenance. ▪ Many rural airstrips have fallen into disuse and disrepair. ▪ Need for a feasibility study to determine areas that need air transport. ▪ Reduced usage of MIA. ▪ Lack of domestic flight services ▪ Unavailability of information relating to footpaths and bridle paths. 	<ul style="list-style-type: none"> ▪ Investment on infrastructure to meet socio-economic needs. ▪ To maintain rural roads through appropriate routine, periodic and rehabilitation maintenance activities. ▪ To provide footpaths bridle paths and foot bridges. ▪ Aim to develop and maintain rural access roads and routes to connect from the arterial road network to rural communities. ▪ To standardize formal design and policy for bridle paths and food bridges. 	<ul style="list-style-type: none"> ▪ Acknowledgement of the fact that air transport must form the primary mode of access to services to communities in the mountainous areas. ▪ Price and level of service will be determined by the need of service. ▪ Encourage involvement of private sector in transport service provision.
<p>Health</p>	<ul style="list-style-type: none"> ▪ Lack of transport infrastructure of services leading to isolation of remote areas from access to health and education services. ▪ Non-maintenance of aerodrome and airstrips infrastructure leading to communities and clinics not being visited. 	<ul style="list-style-type: none"> ▪ Road bridges to replace ferries at crossing with the most potential future traffic. 	

	<ul style="list-style-type: none"> ▪ Non-availability of air transport to remote areas. ▪ Limited footbridges and ferries across rivers for pedestrian and animal traffic in remote areas. ▪ Poor, unsafe or even no roads access resulting in some new residential and industrial areas. ▪ High occurrence of road accidents lead to loss of human life, high medical costs and lost of productivity. ▪ Lack of formal design and policy leading to inconsistent standard of bridle paths and footbridges. 		
<p>D. Priority population groups</p> <p>Children Orphans and vulnerable children herd boys</p>	<ul style="list-style-type: none"> ▪ Unregulated charges for transport on unpopular routes. ▪ No alternative to walking long distances ▪ Ownership of animals too expensive ▪ Lack of knowledge of assets – road networks of 	<ul style="list-style-type: none"> ▪ HIV/AIDS awareness prevention and treatment. ▪ Define networks and conditions and conditions of roads 	<ul style="list-style-type: none"> ▪ IMTs

<p>Youth Teenage mother Domestic workers</p> <p>Illiterate</p> <p>People With Disability</p> <p>Guardians</p>	<p>MCC and MOLG have roads of poor conditions</p> <ul style="list-style-type: none"> ▪ Extra costs for overnight accommodation. ▪ Poor maintenance of air strips- no flying doctors service ▪ Transport cost for emergencies are too high. ▪ A need to identify areas requiring air transport. ▪ Urban areas transport cost too high; absorb 20% of wages for transport. ▪ Lack of statistical data on groups, their location and needs ▪ Inadequate provision for pedestrians, cycles, motor cycles ▪ Lack of participation in development of policies and consultation in provision of services. 	<ul style="list-style-type: none"> ▪ Maintain rural aerodrome infrastructure 	
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<p>Elderly</p> <p>People living with HIV/AIDS</p> <p>Gender Women, men, boys, girls, inmates</p>	<ul style="list-style-type: none"> ▪ Poor access to services in rural areas. ▪ Lack of capacity and resources MCC and MOLG. ▪ No public transport for Unattractive routes 	<ul style="list-style-type: none"> ▪ Provide rural access thru footpaths, footbridges, roads, IMT, Boats etc. ▪ Equal opportunities for employment (gender) 	<ul style="list-style-type: none"> ▪ Domestic flights Lesotho Freight.
<p>F. Cross-cutting issues</p> <p>HIV/AIDS</p> <p>Children and youth</p> <p>Gender</p> <p>Good governance, safety and security</p>	<ul style="list-style-type: none"> ▪ Cross cutting issues not dealt with holistically. ▪ Awareness, prevention and treatment campaigns aren't incorporated in road infrastructure subsector. ▪ Awareness, prevention and treatment campaigns aren't incorporated in road infrastructure subsector. ▪ Need for stakeholders involvement ▪ Poor safety record of all modes of transport 	<ul style="list-style-type: none"> ▪ Incorporate awareness prevention and treatment campaigns in road infrastructure (sub-sector). ▪ Inadequately providing for marginalized groups. ▪ Applying non-discriminatory policies in recruitment. ▪ Ensuring and improving safety of all modes of 	<ul style="list-style-type: none"> ▪ Incorporate awareness, prevention and treatment campaigns in road infrastructure. (sub-sector) ▪ Ensuring and improving safety of all modes of transport.

<p>Employment creation</p> <p>Environmental sustainability</p>	<ul style="list-style-type: none"> ▪ Addressing issues of employment creation adequately. ▪ Transport systems constitute a major threat to environment 	<p>transport</p> <ul style="list-style-type: none"> ▪ Use of labor-intensive road construction and maintenance. ▪ Improving measures to protect the environment in accordance with legislation. ▪ Improve environmental management. 	
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4.0 COMPARATIVE ASSESSMENT OF THE POVERTY REDUCTION STRATEGY (PRS) AND THE TRANSPORT POLICY/STRATEGY

4.1 Objectives and difficulties to overcome, especially relating to poverty reduction

	Transport Sector Policy and Strategy	Transport Strategy Contributing	
		Objectives	Goals
A. Overall Policy and Strategy			
1	Plan an integrated transport system	Attract FDI	- Create employment - All PRS Goals
2	Rationalisation of the upgrading of transport infrastructure		- Develop infrastructure - Manage & conserve the environment - Improve quality and access to education
3	Movement of goods & passengers by all modes of transport		- All PRS Goals
4	Enabling environment for private sector participation		- Create employment
5	Procurement of transport infrastructure through competition		- Create employment
6	User-Pay principle		-Develop Infrastructure
7	Intermediate means of transport		- Improve agriculture & food security - Deepen democracy, safety and security
8	Providing Inland water transport		- Improve quality and access to education - Improve access to healthcare and social welfare
Less contributing: (the group did not identify any issues in this regard.)			
Objectives and goals which should be addressed better			
a)	Cross-cutting issues		
b)	Improving public service delivery		
c)	Improving agriculture and food security		
Gaps			
a)	User-pay principle not a challenge		
b)	The mentioned/stated strategies have not been merged with their corresponding challenges in the policy document		
c)	The challenges in general have not been adequately stated and discussed. There is therefore a need for stakeholders' workshop to unpack this.		

B) Priority Economic Sectors			
	Trade		
	Access to markets (In the transport (infrastructure related))	Strategy 1.	- Provision of Air Transport
		Strategy 2. Management of comprehensive and regular maintenance of road infrastructure	The strategies highlighted fairly address access to markets in the PRS.
	Mobility and transport	Strategy 1. Encourage private sector to provide public and freight transport services	
		Strategy 2. Research and Development (IMTs)	
	Industry		
	Attract Domestic and Foreign Investment (FDI)	Strategy 1. Provision of Air Transport Infrastructure countrywide	
		Strategy 2. Management of comprehensive and regular maintenance of road infrastructure	
		Strategy 3. Encourage investment to provide suitable facilities for modern mode of interchange and station facility in Maseru	
	What can be done better? The group felt the above strategies seemed to address PRS objectives fairly		
	Mobility & Transport	Strategy 1. Serve the Import & Export needs of the economy	
		Strategy 2. Actively increase Road Safety Awareness	
	Again the group suggested the above strategies address the PRS objectives fairly		
	Tourism		
	Optimal use of Natural Resources (Infrastructure)		
		Strategy 1. Inland water transport – encourage	

		development of water transport and ensure that environment is safe guarded	
		Strategy 2. Provision of Air Transport Infrastructure countrywide	
		Strategy 3. Management of comprehensive and regular maintenance of road infrastructure	
<i>The group felt that the above strategies fairly address the objectives in the PRS</i>			
	Mobility and Transport Services	Strategy 1. Encourage private sector to provide public passenger and freight services	
		Strategy 2. R&D e.g. Exploring the feasibility of a Cable Car	
<i>The group felt that the above strategies fairly address the objectives in the PRS</i>			
Agriculture			
	Make Optimal Use of Natural Resources	-Development of Agri-Business - Development of appropriate irrigation systems	
	Infrastructure	Strategy 1. Provision of Air Transport Infrastructure	
		Strategy 2. Mngt of comprehensive and regular maintenance of road infrastructure	
		Strategy 3. Inland water transport	
<i>The group felt that the above strategies fairly address the objectives in the PRS</i>			
	Mobility and Transport Services	Strategy 1. Encourage private sector provision of public transport passenger and freight services	
<i>The group felt that the above strategy fairly addresses the objectives in the PRS</i>			

	Mining		
	Make Optimal Use of Natural Resources - Sub- Objective (Develop Mining Industries)		
	Infrastructure	Strategy 1. Provision of Air Transport Infrastructure countrywide	
		Strategy 2. Regular maintenance of road infrastructure	
	<i>The group felt that the above strategy fairly addresses the objectives in the PRS</i>		
	Mobility & Transport Services		
	Make Optimal use of Natural Resources	Strategy 1. Encourage private sector provision of public passenger and freight transport	
		Strategy 2. R&D especially of a Cable Car in the Highlands	
	<i>The group felt that the above strategy fairly addresses the objectives in the PRS</i>		
	c) Priority Social Sectors		
	Health		
1	Improved Access to quality & Essential Health Care		
2	Reduced Malnutrition		
	Social Welfare		
	Improved Access to Social Welfare Services		
	Education		
1.	Expand and Promote ECCD	- Investment in infrastructure to meet socio-economic needs - Maintain rural roads through appropriate routine and periodic	
2.	Ensure access to & completion of Basic & Secondary Education		
3.	Improved quality in Basic and Secondary Education		
4.	Develop & Expand TVET		

5.	Strengthen NFE Programme	<p>maintenance and rehabilitation activity</p> <ul style="list-style-type: none"> - To provide footpaths, bridle paths and footbridges - Aim to develop and maintain rural access to connect from the arterial road network to rural communities 	
Social Services			
1.	Improved Access to Tertiary Education		
2.	Promote Culture to Promote Eco-Tourism (Tourism Related Income)	<ul style="list-style-type: none"> -To Standardise formal designs and Policy for Bridlepaths and Footbridges - Rod bridges to replace ferries at crossings with the most potential for traffic 	
Health & Education objectives and goals which could be better served by Transport Strategies			
Legal Sector			
Priorities			
1.	Integrated Planning (Involve social sectors in planning)		
2.	The criteria for Transport Needs should also be based on socio-economic factors not purely economic factors, e.g. replacing ferries with footbridges in places with potential		
3.	Education and Health are important sectors, however, the policy does not highlight them clearly/explicitly e.g. construct roads leading to schools, hospitals and clinics.		
4.	IMT should also address social sectors		
Implications for Transport Sector Plans & Priorities			

1.	Reduced Transport Sector Costs		<ul style="list-style-type: none"> - Reduced - Improved Health Status - Improved attendance and performance of school children
	To Provide transport services to patients, school children and other vulnerable groups and all our clientele		
	To sacrifice Cost-Benefit Analysis in favour of Socio-economic Criteria		
Priority Population Groups			
	<i>Extent to which Transport Strategy is Meeting the Access and Mobility Needs of the Population Groups and Other Actors Targeted by the PRS?</i>		
	The group felt that since the PRS does not identify the access and mobility needs of the population groups, the Transport Policy addresses them in a very general manner		
	Whose Needs and which needs must be better served by the Transport Policy/Strategy?		
1.	CHILDREN	<ul style="list-style-type: none"> - Road Safety walking to School - Walking long distances - <i>Unaffordability</i> of public transport - Proper searching in taxis - Overloading in taxis 	<ul style="list-style-type: none"> - Guardians Escort to school - Provision of school buses with proper and clearly spelled out standard features/markings and registered – with seat belts - IMTs to school etc. (e.g. horses, donkeys, ox-carts) - Intensive Road safety education - Introduction of Scholar Patrols - Provision and Enforcement of Car Baby seats - Use of Lesotho Freight & Bus Service, Military & Police vehicles to transport children to school at subsidized transport fees/charges
2.	THE ELDERLY	<ul style="list-style-type: none"> - Can't get comfortably in the public transport 	<ul style="list-style-type: none"> - Provision of kneeling buses

		<p>services</p> <ul style="list-style-type: none"> - Have to travel long distances to essential services such as Health Centres, Shopping, and Pension Collection etc. - The elderly have no reserved parking spaces/bays and experience problem even when driving their own vehicles - No sidewalks have been designed or provided for use by the elderly 	<ul style="list-style-type: none"> - Special buses and/or taxis for senior citizens equipped with the basic essentials such as wheel chairs, lifts and crutches - Mobile chairs for house-calls - Wheel chairs at bus-stops, malls, health centres and other public places - Parking Bays for the elderly and the disabled - Provision for emergency stops along main roads for cars and vehicles Toll Free Numbers for these
3.	PLWHAS	<ul style="list-style-type: none"> - Discrimination in public transport for the very ill people - Have to walk long distances to health facilities 	<ul style="list-style-type: none"> - Mobile clinics & house calls by doctors etc. - Special subsidized fares for the very ill and handicapped individuals - Bracelets indicating ailments for people with allergies, special diseases, the very ill
4.	PRISONERS/INMATES	Rehabilitation of In-mates	Make use of them in construction of public transport & Poverty Reduction projects
5.	YOUTH	Road Safety	<ul style="list-style-type: none"> - Road safety education at schools - Road Safety Parks - Peer education on road safety
6.	TEENAGE MOTHERS	<ul style="list-style-type: none"> - Financial constraints in transport and accessing health services - Unless paid for at pre-natal clinics and deliveries, financial problems which complicates deliveries, e.g. complications if mid-wives cannot be available 	<ul style="list-style-type: none"> - Ambulances for this group to be availed free of charge (paid for by government) or to be heavily subsidized - Sharing of ambulances between Church (CHAL?) and Government
7.	ORPHANED AND VULNERABLE	- Mainly Financial	- Increase number of river

		- Safe river crossings	boats and (footbridge) crossings - Provision of Cable Cars over river crossings - Subsidies for public transport
8.	ILLITERATES	- Road accidents & Road safety	- Road safety education
9.	GUARDIANS	- Transportation costs are too high - Long distances to service centres such as health and educational facilities	- Subsidies - Mobile clinics, house calls
10.	HERDBOYS	- Emergencies such as being snowed under in winter or raided by stock thieves - Walking long distances to markets and cattle posts. - Safety of livestock & Herdboys	
11.	DOMESTIC WORKERS	- Safety on the roads - Walking too long distances	Road safety education
12.	GENDER	Safety walking & using public transport	_____ ?
Priorities for Action within an Improved Transport Strategy			
	More Emphasis on Special Needs of Priority Groups e.g. Free Emergency Services and (subsidized) Transport for Priority Groups		
	If the transport strategy needs to be adapted to better meet the needs of population groups targeted by the PRS, what are the implications for transport sector plans and priorities?		
	-For provision of these we would need/require more:	-Financial resources - Infrastructure standards	- to include furniture for population groups, e.g. textured pedestrian crossings - Traffic signals with sounds for visually impaired

			- Sidewalks Street lights for safety
	- Decision-makers and politicians to have changed mindsets – be obliged to provide adequate access & mobility to these groups		
	- Integrated Development Planning on GIS	- Inter ministerial planning - Involve NGOs - Involve Donors and other Cooperating Development Partners	
	- Increased use of IMTs		
	- Look at Employment Targetting		
	- Health Education to pls n Jointly in terms of access and mobility with transport		
Cross-Cutting Issues			
<i>Issues that have been well taken into account</i>			
1.	HIV/AIDS	Incorporates awareness, prevention, treatment, mitigation and campaigns in road infrastructure sub-sector	
	GAP(S)	- Discrimination against PLWAS has not yet been adequately addressed	
2.	GOOD GOVERNANCE	Need for broader stakeholder involvement	
	GAP(S)	- Expansion of the Judiciary to incorporate a Traffic Court with trained traffic personnel - Reduce incidents of corruption	
3,	ENVIRONMENTAL SUSTAINABILITY	- Improved Environmental Management - Improving measures to protect the environment in accordance with legislation	
	GAPS	There is no functioning institution to enforce environmental impact compliance ► National Environment Authority	

		(NEA) – NES not operating in full force	
4.	SAFETY & SECURITY	- Ensuring & improving safety record of all modes of transport	
	GAPS	None	
<i>Issues Not Well Addressed</i>			
1.	GENDER	Nothing on participation of ♀♀ & ♂♂ in politics	
	GAP(S)	Balanced participation of ♀♀ & ♂♂ in economic empowerment not mentioned	
2.	EMPLOYMENT CREATION	Use of labour intensive road construction and maintenance	
	GAP(S)	Does not mention freight & passenger transport services	
<i>Issues not Addressed at All</i>			
1.	CHILDREN & YOUTH		
	GAP(S)	Discrimination against Children & Youth – Special treatment of children and youth in the sector is absolutely necessary	

4.2 Results of an assessment of the links (&gaps) between transport policy/strategy from a poverty reduction strategy

a) Overall Policy and Strategy

- (1) The group could not identify PRS goals and objectives that are less well addressed by the transport policy and strategy;
- (2) They noted however that the Challenges Chapter needs to be enhanced so as to make it crystal clear what the challenges are that the stated strategies are addressing;
- (3) Argued that the document as is currently, is strong on the status quo, but very weak on what the challenges to be tackled are;
- (4) It was recommended that more consultations that could possibly lead to the restructuring of the document such that it will take into consideration the PRS and stakeholder inputs;
- (5) The issue of institutional reform which is aimed at improving public service delivery has not been adequately addressed;
- (6) The transport policy document has to be strengthened so as it specifically addresses the needs of priority population groups and the cross-cutting issues.

b) Issues Relating to Priority Economic Sectors

- (1) Group used the term fairly throughout their presentation as an indication that these issues had been dealt with somewhat but that there was room for improvement.
- (2) The group did not look into which PRS objectives and goals could better be addressed by the transport policy and strategy;
- (3) Acknowledged that implementation of the policy would lead to more employment creation and economic growth;
- (4) Proposed that optimal use of Natural Resources (e.g. gravel and stones) be looked at within the concept of long-term sustainability as these are not replaceable.

Gaps:

- (1) Need to emphasize transport needs for moving exploited natural resources, such as stones that cannot be easily loaded into trucks, to the markets. e.g. use of rail.
- (2) The issue of access to the markets is not adequately addressed in the policy/strategy;
- (3) Emphasis on the need to make provision for mobility and transport needs of communities in areas that are not economically attractive to the private sector;
- (4) The document does also not adequately address the fact that improved access provides a conducive climate for investment in that it promotes trade and industry;
- (5) Flagged the need to improve transport for tourism, especially in case of emergency (e.g. search and rescue);
- (6) The policy needs to recognize and cater for improved security of transportation for export mining products such as diamonds and others;
- (7) To address the need to regulate and develop guidelines for use of routes for special products such as radio-active materials and emergency/security routes in the interest of public safety;
- (8) Generally, the group suggested that there will be a need for a more informed dialogue with the key stakeholders who have access to critical information;
- (9) A need for a more integrated planning for tourist routes, a living example given was Intra-Cape model;

c) Issues Relating to Priority Social Sectors

Here the Group could not identify any specific gaps but:

- (1) Urged that it should be acknowledged that in some extreme situations where the social sector is involved, strict cost benefit analysis based purely on economic indicators may have to be compromised to cater for the social gains that might not be easy to measure;
- (2) Cautioned that roads constructed purely on non-economic cost-benefit analysis may not get funding outside government, but also to note that socio-economic analysis is actually predominantly applied to justify most rural roads;
- (3) IMTs to be used as an option where construction of roads does not make economic sense.

d) Issues Relating to Priority Population Groups and Other Sectors

- (1) Access and mobility issues are crucial but have not been mentioned;
- (2) Issues of sustainability, affordability and feasibility to be taken note of;
- (3) To rationalize the needs for marginalized groups whose needs are not adequately met by the private sector;
- (4) To consider options and possibilities of motorizing mobility items used by people with disability such as wheel chairs (where absolutely necessary and possible);
- (5) To make provision of transport and mobility services for the disabled at subsidized prices;

e) Cross Cutting Issues

i) Children & Youth:

- (1) Update and enforce Traffic Act 1981 [Road Transport & Traffic Act]
- (2) Transport Sector to formulate a strategy that caters for the mobility of children and students;
- (3) Empower Transport Operators to better manage their services and sector;
- (4) Policy/Strategy to observe regional protocols on transport and traffic

ii) Environmental Sustainability

- (1) Road infrastructure to comply with environmental regulations;
- (2) Explore mechanisms that will reduce motor vehicle pollution;
- (3) Recycling of vehicle scraps for better environmental use;
- (4) Undertake mitigation measures to repair damage already done {e.g. Open quarries};
- (5) Create economic incentives for motor vehicle operators (e.g. Green taxes, etc.);
- (6) Encourage voluntary compliance by service providers.

iii) Health & Safety at Work

- (1) Enforcement of and compliance with safety regulations;
- (2) Develop Occupational Health Regulations and ascertain compliance;

iv) Good Governance

Ensure participation of all stakeholders in the planning and administration of transport interventions/services/regulations/infrastructure

v) HIV and AIDS

- (1) Ensure compliance with HIV and AIDS National Policy { and Regulations yet to be enacted}- Mitigation measures [particularly in relation to construction and services];

- (2) Advocate for enactment of a comprehensive Legislation that will among other things prohibit discrimination;
- (3) Develop [transport] sector policies to confront (combat) discrimination;

5.0 OVERALL FINDINGS AND RECOMMENDATIONS

- (1) The role of other crucial stakeholders in the transport sector, particularly in relation to infrastructure [such as the Army and Donor Community] have to be mentioned in the document;
- (2) Regulations and guidelines governing how emergency, security and VIP vehicles are operated safely in the interest of the public have to be incorporated into the policy as a matter of urgency;
- (3) The drafting Team to note that some of the information contained in the draft document is a bit outdated (e.g. use and preference of an-18-seater in the SADC region) and hence the need to consult the latest relevant protocols and agreements as well as authorities in the transport sector - this also goes for Cross-border operation fatalities etc.
- (4) In relation to the above recommendation, the department was urged to consult the final report on the Decentralization of the Transport Sector in the SADC region which came out as a product of the Swaziland Regional Workshop/Meeting.
- (5) That more consultations and stakeholder workshops be undertaken;
- (6) The department to revisit the current speed limits in the country to ensure that they are based on the design and structure of the roads, topography and guided by appropriate protocols, rather than a blanket coverage relating to settlements alone;
- (7) It was recommended that there needs to be a clear and common understanding of how and where the socio-economic dynamics that guide the sector overlap;
- (8) There needs to be a separate stand-alone section on definition of terms and concepts as used and understood in the document;
- (9) There is a need to strengthen the link between road safety and PRS (poverty issues);
- (10) There needs to be more emphasis on citizen' rights awareness and a strengthening of punitive measures related to road safety and accidents;
- (11) The document has to enhance/strengthen environmental issues and concerns in order to ensure that the policy is in line with appropriate environmental legislation;
- (12) The institutional arrangements and responsibilities in the transport sector need to be revisited with a view of ascertaining that there are no overlaps, conflicts and that these are informed by more consultations;
- (13) It was also suggested that as much as possible, disability issues have to be made more prominent in the document and the sector in general;
- (14) Need for more intensive consultation with stakeholders was re-emphasized as it relates to issues of transport planning and implementation
- (15) There is a need to rationalize responsibilities in relation to such issues as emergencies;
- (16) The implementation of the policy needs to take into consideration the issue of decentralization and local governance, thus embrace the coming into place of newly elected local government structures;

6.0 THE WAYFORWARD

a) The draft report of Workshop 2 will be circulated to delegates before Friday September 9th 2005. Comments should be sent to the consultant (MFS) during the week of September 12 to enable their incorporation into the report before the next workshop.

b) The next workshop will be held on September 20 – 22, 2005 at the Lesotho Sun Hotel. The workshop will review the current policy-making process and identify who is involved in making decisions on strategies linking transport and poverty reduction; draw overall conclusions on how to improve the process and content of the policies and strategies on transport and poverty reduction so as to maximize the contribution of transport to poverty reduction; and formulate an action plan to implement the recommendations.

c) The workshop will be the third and last in the SSATP Poverty Reduction-Transport Strategy Review Process (PRTSR).

Annex 1

Attendance record on the SSATP review held by Mkorotlo Financial Services at Lesotho Sun hotel and casino A - Absent / P - Present

Table below indicates the days of the first workshop and the frequency of attendance with total number of days attended by each stakeholder.

	Stakeholder's Name	Ministry/Organization	Workshop 1				Workshop 2				Workshop 3			
			9	10	11	no.	30	31	1	no.	20	21	22	no.
1.	Seeisa Mokitimi	Christian Council of Lesotho	P	P	P	3	P	P	P	3	P	P		
2.	K.Taka	Steering Group	P	P	P	3	P	P	P	3	P	P		
3.	M.Machai	Steering Group	P	P	P	3	P	P	P	3	P	P		
4.	K.Moeketsi	Civil Aviation	P	P	P	3	P	P	P	3	P	P		
5.	J.M. Ramashamole	Roads Branch	P	P	P	3	P	P	P	3	P	P		
6.	R.F. Makafane	Roads Branch	P	P	P	3	P	P	P	3	A	A		
7.	S.M. Moru	Lesotho Bus & Mini-Bus Operators Association	P	P	P	3	P	P	P	3	P	P		
8.	P. Sello	WLSA	P	P	P	3	P	P	P	3	P	P		
9.	Peter R.N. Khomongoe	Farmers Association	P	P	P	3	P	P	P	3	P	P		
10.	Monethi Monethi	Ministry of Local Government	P	P	P	3	P	P	P	3	A	A		
11.	Kholu Tsumane	Lesotho Tourism Dev. Corporation	P	P	P	3	A	A	A	-	A	A		
12.	Mabu Malephane	Ministry of Education & Training	P	P	P	3	P	P	P	3	A	A		
13.	Mozondoase Mohapi	CHAL	P	P	A	2	P	P	P	3	A	A		
14.	J. Oehninger	CHAL	P	P	P	3	P	P	P	3	P	P		
15.	M.S. Molefe	Road Safety	P	P	P	3	P	P	P	3	P	P		
16.	K.R. Mothae	LSPP	P	P	P	3	A	A	A	-	A	A		
17.	M. Maholela	LNFoD	P	P	P	3	P	P	P	3	A	A		
18.	T. Sibolla	Justice	P	P	P	3	A	A	A	-	A	A		
19.	Senate Molapo	Dept. of Rural Road - MoPWT	P	P	P	3	P	P	P	3	P	P		
20.	M.C. Pama	ITP Project Manager	P	P	P	3	P	P	A	2	P	P		

	Ministry/Organization	Name	Workshop 1				Workshop 2				Workshop 3			
			9	10	11	no.	30	31	1	no.	20	21	22	no.
21.	L.M. Hlasoa	Ministry of Finance & Dev. Planning	P	A	A	1	A	A	A	-	A	A		
22.	N. Jaase	Ministry of Finance & Dev. Planning	P	A	A	1	A	A	A	-	A	A		
23.	P. Mothokho	Ministry of Finance Planning	P	A	A	1	P	P	P	3	P	P		
24.	L. Sekete	R.S.D.A	P	P	P	3	A	A	A	-	A	A		
25.	H. Lelosa	Dept. of Traffic and Transport	P	P	P	3	P	P	P	3	P	P		
26.	S. Motsamai	LCN (Steering Group)	P	P	A	2	P	P	P	3	A	A		
27.	A. Rats'ele	NES	P	P	P	3	P	P	P	3	A	A		
28.	K. Ntlaloe	LSP	P	P	A	2	P	P	P	3	P	P		
29.	L. Lephema	Road Transport Association	P	A	A	1	A	A	A	-	A	A		
30.	M. Mabote	LENEPWHA	P	P	P	3	P	P	P	3	P	P		
31.	L. Kali	Ministry of Natural Resources (PPSU)	P	P	P	3	A	A	A	-	A	A		
32.	T. Sepamo	Ministry of Natural Resources (PPSU)	P	A	P	2	A	A	A	-	P	P		
33.	M.Z. Phatela	Ministry of Natural Resources (PPSU)	P	P	P	3	A	A	A	-	P	P		
34.	H. Kolane	Ministry of Public Works and Transport	P	P	P	3	P	P	P	3	P	P		
35.	M. Khuele	Ministry of Health	P	P	P	3	P	P	P	3	P	A		
36.	L.H. Sekonyela	Ministry of Public Works & Transport	P	P	P	3	P	P	P	3	P	P		
37.	L. Ntoi	ITP - MoPWT	P	A	P	2	P	P	P	3	P	P		
38.	Thabang Rakuena	MTICM	A	P	P	2	P	P	P	3	P	P		
39.	Diaho Mahlao	Ministry of Gender, Youth, Sports and Recreation	A	P	P	2	P	P	P	3	P	P		

New Attendants on the Second Workshop from MoPWT

	Ministry/Organization	Name	Workshop 1				Workshop 2				Workshop 3			
			9	10	11	no.	30	31	1	no.	20	21	22	no.
1.	J.R. Sello	ITP - MoPWT	-	-	-	-	P	P	P	3	P	P		
2.	M. Monoko	ITP - MoPWT	-	-	-	-	P	P	P	3	A	P		
3.	N. Mochaba	ITP - MoPWT	-	-	-	-	A	A	P	1	P	A		
4.	Lerato Sello	Planning Unit MoPWT	-	-	-	-	-	-	-	-	P	P		

Mokorotlo Financial Services Consultancy Team Attendance, ITP (Project Manager) secretary with two Regional Facilitators.

	Ministry/Organization	Name	Workshop 1				Workshop 2				Workshop 3			
			9	10	11	no.	30	31	1	no.	20	21	22	no.
40.	Facilitator	K. Matete	P	P	P	3	P	P	P	3	P	P		
41.	Resource Person	N. Sello	P	P	P	3	P	P	P	3	P	P		
42.	Project Principal	L. Thotanyana	P	P	P	3	P	A	A	1	A	A		
43.	Economist	R. Tshehlo	P	P	P	3	P	P	P	3	P	P		
44.	Head Desk	Lerato Mokole (ITP)	P	P	P	3	P	P	A	2	P	P		
45.	Regional Facilitator	M. Ombai	P	P	P	3	-	-	-	-	-	-	-	-
46.	Regional Facilitator	Abdul Awadh	P	P	P	3	-	-	-	-	-	-	-	-

Annex: 2

PROPOSED TRANSPORT SECTOR POLICY

PREPARED BY THE PLANNING UNIT, MINISTRY OF PUBLIC WORKS & TRANSPORT

AUGUST 30,2005

Mission statement of the Ministry of Public Transport

■“The overall mission of the Ministry of Public Works and Transport (MOPWT) is to formulate and monitor the implementation of appropriate, comprehensive and robust policies in the transport and construction sectors

Mission statement of the Ministry of Public Transport (cont'd)

■and maintain a dynamic and effective institutional and legal framework which provides an enabling environment for sustainable development of transport and construction industries and thus contribute to the achievement of the overall national development objectives.”

Overall Transport Sector Policy

■Government’s Policy for the Transport Sector is to provide an enabling environment for efficient, cost effective and safe transport, within Lesotho, regionally and internationally, to facilitate the sustainable development of the economy, social services and of the population in general.

Policy summary

The overall objective of this Transport Sector Policy is to facilitate Government’s policies such as:

■The creation of peace and stability and the rule of law, by strengthening democracy, encouraging broad-based participation of interest groups in policy development, and facilitating security and access to justice for all.

Policy summary (cont'd)

●Encouraging economic growth to provide resources to address unemployment and poverty reduction issues, and to ensure improved distribution of wealth.

Policy summary (cont'd)

●Facilitating the development of appropriate infrastructure and services to develop human resources, especially the provision of education, social services and health care to all people in Lesotho.

Specific Transport Sector Policies are as follows:

1. Policy for Administration of Transport

■Planning for and administering the integration of the various modes of transport into complimentary roles in the overall transport system, while monitoring and addressing cross cutting issues of a social, gender, environmental and HIV/AIDS nature in line with detailed policy proposals set out in this section.

■Proposing suitable legislation for the Sector, for approval by Government.

2. Air Transport Policy

■ Providing air transport infrastructure, in line with detailed policy proposals set out in this section, including a fully equipped international airport and a rational network of aerodromes and airstrips through out Lesotho, and administering air transport to facilitate safe, reliable and efficient air transport services to meet the demands of the economy and the needs of the population, both internationally and domestically.

■

3. Road Infrastructure Policy

■ Managing, through a Road Agency, in line with detailed policy proposals set out in section 5.5, road infrastructure to ensure that existing roads and access routes are comprehensively and regularly maintained, are rehabilitated when required, and are upgraded and extended in an efficient and justifiable manner, to meet the needs of the economy and the population.

■

4. Road Transport Policy

■ Administering road traffic and transport, in line with detailed policy proposals set out in section 5.6, to encourage private entrepreneurs to provide public passenger and freight transport on a commercial basis to best meets the needs of the economy and the population

■

5. Road Safety Policy

■ Actively increasing awareness of the need for road safety, in line with detailed policy proposals set out in section 5.7, and, through the establishment of a Road Safety Council, promoting and encouraging campaigns to reduce road accidents, identify accident problem areas on the road network and develop holistic solutions to these by safe sharing of the road facilities

■

6. Intermediate Means of Transport Policy

■ Government's Policy for Intermediate Means of Transport (IMT) provides for the research and development of appropriate non-motorised and unconventional motorised transport to suit the specific needs of the population, especially those in remote rural areas and those employed in urban industrial areas,

■

6. Intermediate Means of Transport Policy (cont'd)

■ to provide standard designs and infrastructure to facilitate the provision of IMT services to these sections of the population on a rational and prioritised basis, and

■ To promote and assist the provision of IMT services that are appropriate and affordable, especially in the areas identified.

7. Rail Transport Policy

■ The Rail Transport Policy of Government is to facilitate safe, efficient and effective rail transport, and to facilitate improved mode transfer services, to serve the import and export demand of the economy satisfactorily.

8. Inland Water Transport Policy

- Government's inland water policy is to
- Encourage the development of water transport on the lakes in Lesotho, to serve the communities living in these areas;
- Provide ferry crossings of major rivers at strategic points where no other means of crossing the rivers concerned are available;
- Ensure that public transport of goods or passengers by boat is operated to the highest possible standards of safety; and
- Ensure that the environment, and particularly the water quality of the lakes and rivers, is not degraded as a result of the transport services provided.

Incorporating the Transport Sector Policy into the Poverty Reduction Strategy

- In the Transport sector Policy we have shown the linkages between the Transport Sector and other sectors such:
 - Economic sectors
 - Social sectors
 - Population groups
 - Cross-cutting issues