

GOVERNMENT OF THE KINGDOM OF LESOTHO



Ministry of Public Works and Transport

SUB-SAHARAN AFRICAN TRANSPORT POLICY PROGRAM

REVIEW OF THE NATIONAL TRANSPORT AND POVERTY REDUCTION STRATEGY

CONSOLIDATED REPORT

REPORT OF NATIONAL REVIEW WORKSHOP THREE

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SSATP Transport-Poverty Reduction Review Process

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List of Acronyms:

ALE	Association of Lesotho Employers
ANC	Ante Nuptial Care
ATS	Aircraft Manufacturers
BOS	Bureau of Statistics
CBO's	Community Based Organisations
CHAL	Christian Health Association of Lesotho
CGPU	Child & Gender Protection Unit
CSO	Civil Society Organisation
DR	Dept of Roads
DRR	Department of Rural Roads
ECCD	Early Childhood Care and Development
EIA	Environmental Impact Assessment
EXIMASS	???????????????
FDI	Foreign Direct Investment
FP	Family Planning
GDP	Gross Domestic Product
GIS	Geographic Information Systems
HIV/AIDS	Human Immune-deficiency Virus/Acquired Immune Deficiency Syndrome
I.A.T.A.	International Air Travel Agencies
ICA	???????????????
ICAO	International Civil Aviation Organisation
ILO	International Labour Organisation
IMTs	Intermediate Means of Transport
IPRS	Interim Poverty Reduction Strategy
LNFOOD	Lesotho National Federation of Organisation of the Disabled
LCCI	Lesotho Chamber of Commerce and Industry
LCN	Lesotho Council of NGOs
LEC	Lesotho Electricity Corporation
LENEPLWAS	Lesotho Network of People Living With AIDS
LTDP	Long-Term Development Plan
MCC	Maseru City Council
MDGs	Millennium Development Goals
M&E	Monitoring and Evaluation
MFS	Mokorotlo Financial Services
MIA	Moshoeshoe 1 International Airport
MoAFS	Ministry of Agriculture and Food Security
MoCST	Ministry of Communication Science and Technology
MoFDP	Ministry of Finance and Development Planning
MOHA	Ministry of Home Affairs
MOLG	Ministry of Local Government
MoNR	Ministry of Natural Resources
MoPWT	Ministry of Public Works and Transport
MoTEC	Ministry of Tourism Environment and Culture

MoTICM	Ministry of Trade & Industry Commerce and Marketing
MPs	Members of Parliament
NEA	National Environment Authority
NES	National Environment Secretariat
NFE	Non-Formal Education
NGOs	Non-Governmental Organisations
NGOC	Non-Governmental Organisations on Children
PLA	???????????????
PLWAS	People Living with HIV & AIDS
PNC	???????????????
PPLWD	???????????????
PRS	Poverty Reduction Strategy
PRTSR	Poverty Reduction Strategy Review Process
R&D	Research and Development
RSA/LHWP	Republic of South Africa/Lesotho Highlands Water Project
SADC	Southern African Development Community
SCM	Student Christian Movement
SMMEs	Small Medium and Middle Enterprises
SOS	Save our Souls
SRC's	Student Representative Councils
SSATP	Sub-Sahara Africa Transport Programme
STI's	Sexually Transmitted Infections
SU	Scripture Union
TCL	Telecommunication Lesotho
TPPRSR	Transport Policy and Poverty Reduction Strategy Review
TPS	Transport Policy Strategy
TV	Television
TVET	Technical and Vocational Training
TWG	Technical Working Group
UNICEF	United Nations Children Fund
UPE	???????????????
VIP	Very Important People
YWMCA	Young Women and Men Christian Council
WASA	Water and Sewerage Authority
w.r.t	with regard to
YCS	Young Christian Students
♀♀	Males
♂♂	Females

1.0 INTRODUCTION AND BACKGROUND.

1.1 Introduction

Lesotho has joined African countries that have resolved to *anchor* their transport policies and strategies in national strategies for poverty reduction. The Transport Policy and Poverty Reduction Strategy Review (TPPRS) is an important process that is taking place Sub-Saharan African Countries under the auspices of a World Bank supported Program (SSATP). SSATP is an international partnership of countries, regional economic communities, public and private sector organizations, and international development agencies and organizations, which has for many years constituted a key instrument delivering sound transport sector policy development in the region.

The Program is currently engaged in a 4 year Long Term Development Plan (LTDP) (2004 - 2007) which is being financed by a group of bilateral and multilateral donors, and supported by contributions in kind from Sub-Saharan Africa (SSA) partner governments and institutions. By 2007, it is envisaged that all member countries of SSATP, including Lesotho, will have completed a process of aligning their transport strategies with their national strategies on poverty reduction, leading to a much stronger and more visible contribution of the transport sector to poverty reduction goals.

1.2 Background

The need to strengthen the contribution of transport to poverty reduction, and to clearly demonstrate the links between transport and national poverty reduction goals and strategies, had been a concern of SSATP member governments for some time. Consequently, in 2002, at the SSATP annual meeting in Maputo, Mozambique, these countries identified the anchoring of transport strategies in poverty reduction as an urgent priority. This subsequently led to the innovation and development by SSATP of a method by which national stakeholders can assess the links between their transport and poverty reduction strategies, and draw recommendations for any needed adaptations to these strategies.

The method was tested in 2003 by three pilot countries (Guinea, Rwanda and Tanzania) and was subsequently revised and validated at a workshop in Belgium in September 2003. *Guidelines for the "Transport-Poverty Reduction Review Process"* were finalized in English and French at the end of 2003, and SSATP member countries were invited to indicate their interest in undertaking a review process during 2004. 13 countries, including Lesotho, indicated an interest in undertaking a review of their transport and poverty reduction strategies.

In response to this interest, SSATP decided to organize training meetings for representatives from the interested countries, to brief them on the objectives, principles and steps of the review process and to provide them with clear guidance on how the review process should be conducted. A three-day training session for Anglophone countries wishing to undertake a review process in 2004 took place in Nairobi from 12th to 14th May 2004, co-hosted by the Government of Kenya and SSATP.

This was followed by a similar meeting for Francophone countries on 17th to 19th May in Yaoundé, Cameroon.

The establishment of the two groups, which would set the stage for the review process to begin, took place between May 2004 and June 2005. Since the composition of the Stakeholder Group is an essential guarantee of the quality and credibility of the strategy review, and the conclusions and recommendations that are drawn, it naturally takes longer than would otherwise be expected. In order to ensure that this Group is composed of not only the most appropriate organisations but more importantly the right people in them for the purpose of the review, Guidelines require that a stakeholder analysis be conducted. A local consulting company, Mokorotlo Financial Services (MFS) (Pty) Ltd. was engaged to provide consultancy services for this process.

2.0 OFFICIAL LAUNCHING OF THE SSATP POVERTY REDUCTION STRATEGY REVIEW PROCESS (PRTSR)

2.1 Welcome remarks

The Director of Planning in the Ministry of Public Works and Transport presided over the official launching of the review process during the first workshop. Delegates were welcomed to the review process by the ITP Project Manager. She introduced members of the Stakeholder Group, MFS Consulting, the visiting Regional Facilitators, the Workshop Facilitator, and the Resource Person.

2.2 Official launching PRSTP by Hon. P. Lebesa, Minister of Public Works and Transport

The review was officially launched by the Minister of Public Works and Transport, Honorable Popane Lebesa. In his remarks the Minister,

- **Thanked the management of Sub-Sahara Africa Transport Programme (SSATP)** for providing both financial and technical support for an assessment of national transport and poverty reduction strategies for Sub-Sahara African countries.
- **Reiterated the goal of the review process** as being to have transport strategies firmly anchored in the national strategies of poverty reduction and pro-poor growth and its purpose as creation of a shared understanding of how to adapt national policies and strategies, by representative groups of people from the public sector, private sector and civil society, so as to optimize the contribution of transport to poverty reduction and the implementation of a plan of action to make this happen
- Underlined that the review would assist his Ministry to finalize the **Integrated Transport Policy** which is still in a draft form.
- **Reiterated Government of Lesotho Policy that guides development in the Transport sector** as being to provide an enabling environment for efficient, cost effective and safe transport, within Lesotho, regionally and internationally, to facilitate sustainable and holistic development of the economy; and the strategic objective of the Ministry of Public Works and Transport as that of anchoring the transport policy and strategy in the Poverty Reduction Strategy (PRS) that has been adopted by government in order to ensure that the transport sector contributes fully to pro-poor growth and poverty reduction in Lesotho.
- **Underscored the importance of transport in the achievement of Millennium Development Goals (MDGs)**, and cited a decision of African Transport Ministers reached in Ethiopia recently that it is essential for African Ministers responsible for Transport to advocate for the inclusion of transport targets and indicators in the implementation of the MDGs in order to ensure that due attention is paid to the development of the sector in the continent.
- **Emphasized the importance of ownership of the review process by Basotho** as being critical to the success of its outcome and expressed his confidence in the delegates that they will produce good results at the end of the process. He further acknowledged that delegates in the workshop were knowledgeable about poverty reduction and transport in

Lesotho, and did not doubt their capability for influencing the design and strategies in the two areas.

2.3 Briefing on the PRSTP process, its objectives, and expected output

2.3.1 The PRSTP process

An important first step in the review process is the establishment of two groups, the Steering Group and the Stakeholder Group. The Steering Group is meant to steer the process by obtaining official approval to conduct the review, undertake a stakeholder analysis, establish the Stakeholder Group, plan the review process and secure financial and technical inputs for the process. The Stakeholder Group on the other hand, undertakes the actual review, makes recommendations for policy and strategy changes and draws up an action plan for the implementation of the recommendations. The main tasks of the members of the Group are to:

Provide inputs into the planning of the review process, including identification and provision of the relevant documentation, help with securing venues for the meetings and workshops;

- a.) Read the documents and materials that are selected for the review process prior to the workshops;
- b.) Participate actively and fully in the three to four workshops, and other meetings of the Stakeholders Group;
- c.) Provide comments on the reports of the workshops and on the final report of the review process;
- d.) Participate in the formulation of the action plan to take forward the recommendations of the review.

Both the Steering and Stakeholder Groups have now been established and a briefing session for the latter group was held at the Ministry of Public Works and Transport in July 2005.

The facilitation of the review process in Lesotho is undertaken by a Facilitator, supported by a Specialist Resource Person. The roles played by the Facilitator and a Resource Person are central, in particular in the performance of the following tasks:

- a) Assisting with the collection and listing of relevant background documentation;
- b) Participating in meetings of the Stakeholder Group and providing support and guidance on the planning and implementation of the review process;
- c) Providing and organizing materials needed to conduct the workshops and assessments, including Metaplan visualization materials;
- d) Organizing, facilitating and reporting on the participatory workshops following the methodology specified in the SSATP Guidelines.

The concept of *anchoring* transport policies in poverty reduction strategies (PRS) is the strategic objective of the Sub-Saharan Africa Transport Policy Program (SSATP) Long Term Development Plan (LTDP). The overall aim is to ensure that the transport sector contributes fully to pro-poor growth and poverty reduction in Sub-Saharan Africa. The LTDP approach to ensuring that transport infrastructure and services better serve the needs of the poor (especially optimising local employment in relation to rural rehabilitation and maintenance programmes, non-motorized and intermediate means of transport, approaches to transport provision and maintenance) is to pose the following strategic question:

How well do national transport policies and strategies – both on paper and in reality – respond to the objectives and priorities of poverty reduction strategies?

Furthermore, among others:

How well do policy-makers and decision-makers public, private and civil society – understand the issues concerning transport and poverty reduction?

2.3.2 Transport and the MDGs

Transport has, over and above PRSs of the respective member countries, obtained high recognition for its role in the achievement of the Millennium Development Goals (MDGs). This recognition became a priority for members as a result of the meeting of the Ministerial Advisory Group during the SSATP Annual Meeting in Addis, in 2004. Following that event, an action plan which lays out sequenced events has been drawn and a paper was commissioned on current thinking and evidence of transport impacts on poverty reduction and the MDGs.

2.3.3 Envisaged Outputs of the Review Process

The process will have achieved its objectives if the following four outputs have been attained:

- a) Evaluation by a representative group of stakeholders from the public, private, and civil society sectors of the strengths and weaknesses of the national transport policy and strategies in relation to the national goals and strategy for poverty reduction and agreement on the improvements to be made;
- b) Agreement by the same group on how the process of formulating policies and strategies can be improved to optimize and better recognize the contribution of transport to poverty reduction;
- c) Approval and implementation of a plan of action to modify the content and design of policies and strategies that transport's contribution to poverty reduction is optimized and visible;
- d) Establishment of mechanisms to sustain cross-sector dialogue and to monitor the strategies during implement

3. 0 WORKSHOP 1: REVIEW OF THE POVERTY REDUCTION STRATEGY

3.1 Workshop objectives, key activities, and methodology

3.1.1 Workshop objectives

The objectives of the workshop were to provide all members of the stakeholder group with a shared and comprehensive understanding of:

- The national poverty reduction strategy including the goals and objectives, the challenges faced, the priority population groups targeted, the strategies and interventions planned for the key social and economic sectors, and the cross-cutting issues to be addressed by all sectors;
- How problems and issues relating to transport infrastructure and services – such as access to social services and economic opportunities, mobility and cost of transport services for the poor – are addressed in the poverty reduction strategy, and how they could be improved.

3.1.2 Workshop key activities

Key activities of the three-day workshop included:

i) Extraction of relevant information in the PRS document.

The objective of this session was to extract information from the PRS document that is relevant to transport issues.

ii) Assessment of the PRS and its treatment of transport-related issues

Here the objective was to assess the extent to which transport-related issues are addressed in the PRS. The assessment was carried out through plenary discussions.

iii) Discussions of overall findings

The objective of the session was to agree on the overall findings and recommendations of the workshop.

3.1.3 Workshop methodology

The METAPLAN methodology was used to facilitate the workshop. Key features of the methodology are summarized below:

- a) Elements - Participation by all present
 - Visualization of the entire workshop process
 - Securing of results during workshop process
- b) Methodological objectives - Create a common understanding of issues within a limited time period
 - Develop creative and pragmatic solutions to existing problems
 - Develop recommendations that can be implemented jointly effectively.
- c) Roles - Participants - responsible for content quality of the workshop
Facilitator - Responsible the process quality
- d) Ground Rules for ensuring appropriate and positive contributions
 - Listen genuinely when others are speaking
 - Understand what is being said
 - Respect opinion of others
 - Value all contributions
 - Build on suggestions and ideas, don't kill them
 - Surface hidden agendas
 - Don't be too emotional
 - Don't dominate discussions
 - Stick to the point

e) Guidelines for writing on cards:

Delegates were provided the following guidelines for writing on cards:

- Write one issue per card
- Use legible handwriting
- Use short sentences not just key words

Five groups were formed to extract relevant information respectively on

- b) Goals, objectives and targets
- c) Priority Economic Sectors
- d) Priority Social Sectors
- e) Priority Population Groups; and
- f) Cross-cutting issues

3.2 Briefing on the Poverty Reduction Strategy by The Director of Sectoral Programming; Mrs. L. Hlasoa

The Director of Sectoral Programming briefed delegates on the Poverty Reduction Strategy that Lesotho Government has recently adopted In her presentation, she outlined the following issues:

- PRSP Process that was followed;
- PRSP Priorities and Crosscutting Issues
- Implementation, Monitoring and Evaluation
- Challenges and,
- Way Forward.

On linkages, she disclosed that the PRS is an implementing strategy for attainment of medium term National Objectives and the National Vision 2020, and Millennium Development Goals in the long term. In terms of process, she informed the participants that there was an PRS Institutional Framework that comprised Community-Based Consultations which took place between April and May 2002 and groups that were established to develop objectives, strategies and activities under the priorities.

The PRS objective comprises a set of eight priorities and crosscutting issues. These include:

1. Employment creation and income generation
2. Agriculture and Food security
3. Infrastructure development – roads, water, electricity and communication
4. Deepening Democracy, Governance, Safety and Security
5. Improving quality of and access to essential health care and social welfare services
6. Improving quality and access to education
7. Managing and conserving the environment
8. Improving public service delivery

The estimated costs for each of these priorities were also presented to the workshop, and together made about M3, 1 billion. The Cross-cutting Issues deal with the scaling up the fight against HIV/AIDS, Gender, Youth and Children.

The presentation concluded with the Way Forward which included approval by Cabinet in November 2004; the translation, printing and dissemination which were expected to happen between September and November 2005; and lastly the Implementation and Monitoring between financial years 2004/2005 – 2006/2007.

3.3 Workshop outputs

3.3.1 Review of the Poverty Reduction Strategy (PRS)

3.3.1.1 Introduction

The review of the PRS was carried out in five groups. Members of each group were carefully selected to ascertain that stakeholders were assigned groups that are relevant to their sectors.

Below are results of group work on the review of the Poverty Reduction Strategy. The results were presented by the various groups and discussed by delegates during a plenary session.

	<i>Poverty reduction/general issues</i>	<i>Difficulties to be overcome</i>	<i>Issues to trans. Infra.</i>	<i>Issues related to trans. Service</i>
A. Main Goals of the PRS				
1. Create employment	Attract domestic investment and FDI Improve and decentralize key services Increase support to small, medium and micro enterprises Make optimal use of natural resources Support to local business	Low productivity and rising labor costs Declining service delivery Under developed dispute resolution systems Increasing unemployment	Access to farm gates Access roads to markets Poor rail terminal depot Efficient railways are important	Rail services

2. Improve Agriculture and Food Security	<p>Ensuring an efficient and standardized land tenure system.</p> <p>Improve livestock and fodder production.</p> <p>Adoption of farming practices and timely access to inputs.</p> <p>Improving marketing systems.</p>	<p>Agric. Investments is higher that benefit</p> <p>Shortage of capital.</p> <p>Increasing unemployment due to retrenchment from the. mines</p> <p>Poor land tenure system.</p>	<p>Access to farm gates</p> <p>Access roads to markets</p> <p>Poor rail terminal depot</p> <p>Efficient railways are important</p>	High transport costs.
3. Develop Infrastructure.	<p>Increase access to clean and affordable energy supplies.</p> <p>Ensure planned settlement of peri-urban areas and affordable access to housing.</p> <p>Increase access to telecommunications and mass media.</p> <p>Increase access to sanitation.</p> <p>Increase access to roads</p>	<p>Low KM per capita rate in the country</p> <p>High construction costs</p>	Difficult topography	Unwillingness of transport operators to serve certain routes.

	and transport. Increase access to water.			
4. Deepen democracy governance safety and security.	Reform judiciary system to be more independent and transparent. Strengthen human rights. Improve the efficiency of the justice system. Improve local governance. Promote national unity. Increase safety and security. Improve national governance.	Slow prosecutions		
5. Improve quality and access to education.	Strengthen non-formal education programmes Improve quality in basic and secondary education. Expand and promote Early Childhood Care and Development.	Declining quality and efficiency of the education system High repetition and drop out rates.		

	Develop and expand technical and vocational education and training to cater for economic needs.			
6. Manage and conserve the environment.	Improve environmental management.	Declining bio-diversity fragile environment (soils). Poor environmental management.		
7. Improve public service delivery.	Improve service delivery by all departments. Decentralize service provision. Improve public finance management.	Bribery/corruption. Poor service delivery. Poor attitudes of civil servants.		
8. Improve access to health care and Social Welfare.	Reduce malnutrition Improve access to social services. Promote access to quality and essential health care.	Inadequate care and support of orphans and vulnerable children. High prevalence rate HIV/AIDS Increasing infectious diseases. Declining health services. Increasing malnutrition.	Long distances to medical services.	Limited transport services.

9. Cross – cutting issues		<p>Limited support from men in family life.</p> <p>Women are seen as subordinates to men by law.</p> <p>Domestic violence, rape and assault against women.</p>		
<p>B. Priority Economic Sectors</p> <p>Trade</p>	<p>Support local business</p> <p>Increase support to SMMEs</p> <ul style="list-style-type: none"> ◆ Build skills of business entrepreneurship and productivity of workers ◆ Develop sustainable market opportunities ◆ Support adoption of Appropriate Technology. ◆ Develop entrepreneurial culture. 	<p>Foreign investors need quality service.</p> <p>Issuing of licenses.</p> <p>No passport no job.</p>	<p>Increase road access.</p>	<p>Provide conducive legislative, policy and institutional framework.</p>

<p>Industry</p>	<ul style="list-style-type: none"> ◆ Business counseling ◆ Support to business association. ◆ Access to credit for poor. ◆ Access to markets. <p>Attract domestic investment and foreign direct investment.</p> <ul style="list-style-type: none"> ◆ Reduce Admin. Procedures to speed up the licensing process. ◆ Improve the efficiency of department of immigration. ◆ Provide basic infrastructure. ◆ Promote facilitate investment. ◆ Improve workers productivity. ◆ Improve labor stability. ◆ Establishment of a comprehensive social schemes <p>Make optimal use of natural</p>	<p>Uncertain labor representation and under developed dispute resolution systems.</p> <p>Poor linkage to local business</p> <p>Low productivity and rising labor costs.</p>	<p>Increase road access</p>	<p>Provide conducive legislative, policy and institutional framework.</p>
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Tourism	<p>resources.</p> <ul style="list-style-type: none"> ◆ Develop and diversify the tourism product and encourage community. ◆ Base income generating activities on the tourism sites. <p>Make optimal use of natural resources.</p> <p>Develop mining industries.</p>	<p>Difficulties in obtaining land.</p> <p>Inadequate supply of water.</p> <p>Poor rail terminal.</p> <p>Access to credit.</p>	<p>Increase road access.</p>	<p>Provide conducive legislative, policy and institutional framework.</p>
Mining	<p>Make optimal use of natural resources.</p> <p>Develop Agro. – business</p> <ul style="list-style-type: none"> ◆ Adoption of appropriate farming practices and 	<ul style="list-style-type: none"> ◆ Mine retrenchments have exacerbated Low productivity. ◆ Settlement patterns cause depletion of soils. ◆ Livestock continue to decline as communal land is not well managed. ◆ Marketing facilities 	<p>Increase road access.</p>	<p>Provide conducive legislative, policy and institutional framework.</p>

Agriculture	<p>timely access to inputs.</p> <ul style="list-style-type: none"> ◆ Development of appropriate irrigation system. ◆ Strengthening and decentralizing extension services at area level within all districts. ◆ Ensuring an efficient and standardized land tenure system. <p>Development of appropriate irrigation system.</p> <ul style="list-style-type: none"> ◆ Identify small holders and encourage them to use appropriate gravity fed techniques and water harvesting ◆ Explore opportunities for irrigation along the Caledon and Makhaleng rivers in partnership with South African farming communities. 	<p>poorly developed.</p> <ul style="list-style-type: none"> ◆ HIV/AIDS impact on production. ◆ Socialization/education discourage agriculture. ◆ Stock theft increases poverty. ◆ Distribution of livestock is highly skewed. ◆ Credit facilities limited and crop insurance unobtainable. 	<p>Increase road access.</p>	<p>Increase conducive legislative, policy and institutional framework.</p>
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	<ul style="list-style-type: none"> ◆ Determine longer – term opportunities arising from the Lesotho Lowlands Water Supply scheme feasibility study. 			
C. Priority of Social Sectors Education	<p>Expand and promote ECCD.</p> <p>Ensure access to and completion of basic and secondary education.</p> <p>Improve quality in basic and secondary education.</p> <ul style="list-style-type: none"> ◆ Develop and expand TVET ◆ Strengthen NFE programs. ◆ Access to tertiary education. ◆ Promote culture to develop tourism and income. 	<p>High drop-out and repetition rate.</p> <ul style="list-style-type: none"> ◆ Low % of qualified teachers. ◆ Lack of quality and relevant education. <p>Difficult transiting from primary school to secondary.</p> <p>Lack of recognition of the importance of a cultural heritage.</p>	<p>Ensure access and completion of basic and secondary education.</p>	<p>Access to information, education and communication.</p>

Health	<p>Access to quality and essential care.</p> <p>Access to social welfare services.</p> <p>Malnutrition.</p>	<p>Long distances to medical facilities in mountain areas.</p> <p>High cost of medical care.</p> <p>Insufficient health personnel.</p>	<p>Improve health infrastructure e.g. construction/renovation, mobile health care, village health posts established etc.</p>	<p>Long distances to medical facilities</p> <p>Lack of access to quality information and services to protect their sexual health.</p> <p>Lack of access to reproductive health care.</p>
<p>D. Priority Population Groups</p> <p>Children</p>	<ul style="list-style-type: none"> ◆ Maintain the school feeding program. ◆ Supplementary feeding of malnourished children. 	<p>Poor access to clean air</p> <p>Malnutrition and chronic infections and diarrhea.</p>		

Elderly	<p>Expand and promote early childhood care and development</p> <ul style="list-style-type: none"> ◆ Providing day care ◆ Cover costs of schools. ◆ Feed kids in mountain areas. <p>Ensure that all children have access and complete basic and secondary education.</p> <ul style="list-style-type: none"> ◆ No schools and labs. ◆ High drop out rate ◆ Remove non-fee barriers to access. <p>Improve relevance and quality of basic and secondary education e.g. improve teacher – pupil ratios.</p> <p>A pension of M150/month for over 70 year olds.</p>	<p>Lack of access to employment opportunities</p> <p>Lack of access to information at sexual</p>		
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		<p>health.</p> <p>Lack of access to food and shelter.</p> <p>Legal instruments and actions has gaps where focus groups concerned.</p> <p>Lack of access to information.</p> <p>Long distances to medical facilities.</p> <p>Lack of access to utilities.</p> <p>Poor protection under judicial system.</p> <p>Lack of access to resources</p> <ul style="list-style-type: none"> ◆ Financial, medical, work, ◆ Education, shelter, clothing. ◆ Information, arable land <p>Lack of access to fuel</p>		
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P.L.W.A.S.	<p>Provide specialized support for HIV/AIDS affected households.</p> <p>Develop guidelines to ensure the rights of criminal suspects and victims of crime.</p>	<p>Lack of control of resources.</p> <p>Lack of access to employment opportunities</p> <p>Lack of access to information on sexual health.</p> <p>Lack of access to food and shelter.</p> <p>Legal instruments and actions have gaps where focus groups are concerned.</p> <p>Lack of access to information.</p> <p>Long distances to medical facilities.</p> <p>Lack of access to utilities.</p> <p>Poor protection under judicial system.</p> <p>Lack of access to resources</p>		
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<p>Prisoners</p>	<p>Train inmates to provide them with functional literacy and numeracy as well as vocational skills. Implement post-sentence alternatives to custody and release eligible inmates on parole where possible</p> <p>Reconstruct and improve central prison and two more open camp prisons.</p> <ul style="list-style-type: none"> ◆ Set up community based structures for restorative justice 	<ul style="list-style-type: none"> ◆ Financial, medical, work, ◆ Education, shelter, clothing. ◆ Information, arable land <p>Lack of access to fuel</p> <p>Lack of control of resources.</p> <p>Lack of access to employment opportunities</p> <p>Lack of access to information on sexual health.</p> <p>Lack of access to food and shelter.</p> <p>Legal instruments and actions has gaps where focus groups concerned.</p> <p>Lack of access to information.</p> <p>Long distances to medical facilities.</p>		
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Youth	<p>Provide an apprenticeship program to give practical skills; sewing, handicrafts, woodwork etc.</p> <p>Youth friendly health services.</p>	<p>Lack of access to utilities.</p> <p>Poor protection under judicial system.</p> <p>Lack of access to resources</p> <ul style="list-style-type: none"> ◆ Financial, medical, work, ◆ Education, shelter, clothing. ◆ Information, arable land <p>Lack of access to fuel</p> <p>Lack of control of resources.</p> <p>Lack of access to employment opportunities</p> <p>Lack of access to information at sexual health.</p> <p>Lack of access to food and shelter.</p>		
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		<p>Legal instruments and actions has gaps where focus groups concerned.</p> <p>Lack of access to information.</p> <p>Long distances to medical facilities.</p> <p>Lack of access to utilities.</p> <p>Poor protection under judicial system.</p> <p>Lack of access to resources</p> <ul style="list-style-type: none"> ◆ Financial, medical, work, ◆ Education, shelter, clothing. ◆ Information, arable land <p>Lack of access to fuel</p> <p>Lack of control of resources.</p> <p>Lack of access to</p>		
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<p>Teenage mother</p>	<p>Implement the prevention of mother – child transmission.</p> <p>Expand health program ♦ Child vaccination; FP; ANC, PNC and reproductive health.</p> <p>Health education campaigns focusing on teenage health.</p> <p>Supply of contraceptives and empowerment programs for women.</p>	<p>employment opportunities</p> <p>Lack of access to information at sexual health.</p> <p>Lack of access to food and shelter.</p> <p>Legal instruments and actions has gaps where focus groups concerned.</p> <p>Lack of access to information.</p> <p>Long distances to medical facilities.</p> <p>Lack of access to utilities.</p> <p>Poor protection under judicial system.</p> <p>Lack of access to resources ♦ Financial, medical, work, ♦ Education, shelter, clothing. ♦ Information, arable</p>		
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Disabled	<p>Draft legislation to provide legal protection to persons with disabilities, kids and people living with HIV/AIDS.</p> <p>Conduct a study on children with disabilities to ensure their integration into home based programs.</p> <p>Assist NGOs working with:</p> <ul style="list-style-type: none"> ◆ Orphans ◆ PLWAS ◆ Disabilities ◆ Child – headed households. 	<p>land</p> <p>Lack of access to fuel</p> <p>Lack of control of resources.</p> <p>Lack of access to employment opportunities</p> <p>Lack of access to information at sexual health.</p> <p>Lack of access to food and shelter.</p> <p>Legal instruments and actions has gaps where focus groups concerned.</p> <p>Lack of access to information.</p> <p>Long distances to medical facilities.</p> <p>Lack of access to utilities.</p> <p>Poor protection under</p>		
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<p>Orphaned & vulnerable</p>	<p>Provide social welfare services for vulnerable groups.</p> <p>Improve nutritional status of vulnerable groups.</p> <p>Providing package access to education (fee exemption.) health care and mobilizing support groups and faith – based</p>	<p>judicial system.</p> <p>Lack of access to resources</p> <ul style="list-style-type: none"> ◆ Financial, medical, work, ◆ Education, shelter, clothing. ◆ Information, arable land <p>Lack of access to fuel</p> <p>Lack of control of resources.</p> <p>Lack of access to employment opportunities</p> <p>Lack of access to information at sexual health.</p> <p>Lack of access to food and shelter.</p> <p>Legal instruments and actions has gaps where focus groups concerned.</p> <p>Lack of access to</p>		
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Illiterate	compulsory and extend to UPE.	<p>Lack of access to food and shelter.</p> <p>Legal instruments and actions has gaps where focus groups concerned.</p> <p>Lack of access to information.</p> <p>Long distances to medical facilities.</p> <p>Lack of access to utilities.</p> <p>Poor protection under judicial system.</p> <p>Lack of access to resources</p> <ul style="list-style-type: none"> ◆ Financial, medical, work, ◆ Education, shelter, clothing. ◆ Information, arable land <p>Lack of access to fuel</p> <p>Lack of control of resources.</p>		
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<p>Guardians</p>	<p>Government will implement targeted equality – based programs for those not currently benefiting from free education.</p> <ul style="list-style-type: none"> ◆ Grants for needy schools and bursaries for needy kids. <p>Develop free programs to train herdboys; young drop-outs and illiterate adults in life skills.</p>	<p>Lack of access to employment opportunities</p> <p>Lack of access to information at sexual health.</p> <p>Lack of access to food and shelter.</p> <p>Legal instruments and actions has gaps where focus groups concerned.</p> <p>Lack of access to information.</p> <p>Long distances to medical facilities.</p> <p>Lack of access to utilities.</p> <p>Poor protection under judicial system.</p> <p>Lack of access to resources</p> <ul style="list-style-type: none"> ◆ Financial, medical, work, ◆ Education, shelter, 		
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Gender	<p>Provide medical treatment, counseling and support to victims of rape and attempted murder.</p> <p>Amend legislation to address inequality between men and women w.r.t land ownership.</p> <p>Reduce drop out rate especially among girls in secondary schools.</p>	<p>clothing.</p> <ul style="list-style-type: none"> ◆ Information, arable land <p>Lack of access to fuel</p> <p>Lack of control of resources.</p> <p>Lack of access to employment opportunities</p> <p>Lack of access to information at sexual health.</p> <p>Lack of access to food and shelter.</p> <p>Legal instruments and actions has gaps where focus groups concerned.</p> <p>Lack of access to information.</p> <p>Long distances to medical facilities.</p> <p>Lack of access to utilities.</p>		
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		<p>Poor protection under judicial system.</p> <p>Lack of access to resources</p> <ul style="list-style-type: none"> ◆ Financial, medical, work, ◆ Education, shelter, clothing. ◆ Information, arable land <p>Lack of access to fuel</p> <p>Lack of control of resources.</p> <p>Lack of access to employment opportunities</p> <p>Lack of access to information at sexual health.</p> <p>Lack of access to food and shelter.</p> <p>Legal instruments and actions has gaps where focus groups concerned.</p>		
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Domestic workers		<p>Lack of access to information.</p> <p>Long distances to medical facilities.</p> <p>Lack of access to utilities.</p> <p>Poor protection under judicial system.</p> <p>Lack of access to resources</p> <ul style="list-style-type: none"> ◆ Financial, medical, work, ◆ Education, shelter, clothing. ◆ Information, arable land <p>Lack of access to fuel</p> <p>Lack of control of resources.</p> <p>Lack of access to employment opportunities</p> <p>Lack of access to information at sexual</p>		
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Herdboys		<p>health.</p> <p>Lack of access to food and shelter.</p> <p>Legal instruments and actions has gaps where focus groups concerned.</p> <p>Lack of access to information.</p> <p>Long distances to medical facilities.</p> <p>Lack of access to utilities.</p> <p>Poor protection under judicial system.</p> <p>Lack of access to resources</p> <ul style="list-style-type: none"> ◆ Financial, medical, work, ◆ Education, shelter, clothing. ◆ Information, arable land <p>Lack of access to fuel</p>		
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		Lack of control of resources.		
E. Cross-cutting issues				
HIV/AIDS	To create an AIDS competent society.			<ul style="list-style-type: none"> ◆ Employment creation through infrastructure development. ◆ Road constructions require EIA.
Children and youth	To eliminate all forms of discrimination against women.			
	To eliminate discrimination against children, people (disabled) and orphans and vulnerable children.			<ul style="list-style-type: none"> ◆ Employment creation through infrastructure development. ◆ Road constructions required EIA.
Gender	To have a balanced participation of women and men in politics and economical empowerment.			<ul style="list-style-type: none"> ◆ Employment creation through infrastructure development. ◆ Road constructions required EIA.
	Deepen democracy			
Good governance and safety and security	Increase safety and security.			

Employment creation	<p>Reform the judiciary system to be more independent and transparent.</p> <p>Improve local governance.</p> <p>Improve national governance.</p> <ul style="list-style-type: none"> ◆ Attract domestic and foreign investment. ◆ Support local business. ◆ Increase support to SMMEs. ◆ Make optimal use of natural resources. ◆ Improve and decentralize key services e.g. immigration. <p>Improve environmental management.</p>			<ul style="list-style-type: none"> ◆ Employment creation through infrastructure development. ◆ Road constructions required EIA.
Environmental sustainability				<ul style="list-style-type: none"> ◆ Employment creation through infrastructure development. ◆ Road constructions required EIA.

3.3.1.2 Assessment of the Poverty Reduction Strategy and its treatment of transport-related issues

A) Overall PRS:

In general, it was unanimously agreed that the PRS covers almost everything clearly on the overall, except that not all sectors have been covered. It was felt that it would have been better to also be specific and detailed on other sectors. As an example, a point was made that according to the expressed wishes of the people as reflected in "The Voice of the People", transport had been rated very high as priority number three (3), but does not get a correspondingly high priority in other sectors as a pre-requisite. Furthermore, transport issues overall have not been captured as well as they could, and transport infrastructure has also only been partly captured giving an impression that transport infrastructure only deals with roads.

A word of caution was made that the Lesotho PRS is objective-based as against sector-based as is the case in most countries. Its main objectives, pursued through the stated national priorities are:

- a.) To increase real GDP to 7% by 2006
- b.) To reduce the population living below the poverty line to 52% by 2006.

There was also an issue of how detailed the PRS should be. The participants, while acknowledging that there is a limit to which the strategy document could go in terms of coverage, they felt that at least all the key sectors which were expected to contribute to poverty reduction should be covered in the situation analysis. Again, people should not look at the PRS in isolation, to refer to the budget vs. bench marks?

An important caution was made that while constructive criticism was welcome in relation to transport policy and strategy, there was need to have concrete facts before one makes observations, particularly in relation to costs. Furthermore, it had to be noted that the country has a new fledgling construction industry that needs nurturing.

The Place of Transport in the PRS?

In response to whether or not the transport-related difficulties of the priority economic sectors are well identified in the strategy, and whether the strategy does indicate clearly how the transport sector can or will contribute to reducing the problems and to developing these priority economic sectors, the answer was that these were largely implied but not directly specified.

- Clarity in terms of how the transport sector can or will contribute to reducing the problems and to developing these priority economic sectors
 - This does not come out clearly
- Missing aspects?
 - The PRS could have clearly identified specified modes of transport - this would have taken the needs that vary.
 - Should indicate how transport would increase impact on specific sectors and the set priorities of employment.
 - Strengthen the linkages.

- Should classify and demarcate roads for possible income generation
- Needs (Transport) vary e.g. scotch cards
- Levels of planning e.g. Local Government have to be considered

B) Identification of Transport-Related Difficulties of Priority Economic Sectors

In relation to this aspect, the participants observed that in relation to:

Agriculture:

- (1) There was no roads infrastructure into the fields to serve the needs of the sector (e.g. Combine Harvesters and some agricultural machinery cannot get into some fields, especially during rainy seasons.)
- (2) The issue of transport and land use planning are interlinked and policy should capture this.
- (3) On the issue of Trade and Agriculture, if the infrastructure is provided, services should follow in support of marketing.

Mining:

- Transport for stone quarrying

Tourism:

- 1.) Electrified buses should be introduced.
- 2.) What is required is an appropriate policy that will attract FDI to partner with Local Investors to invest in these.
- 3.) Air strips and airport should also be improved.
- 4.) Should collect levy on major roads leading to major tourist attractions
 - ❖ However, to ensure that income generation through road levels should not adversely affect the social sector. (e.g. road to a clinic)

Trade:

- a) Only rail has been identified as a difficulty, and the rest are not;
- b) Not to just be treated as a service transport/road to be treated both as a service and economic issue.
- c) To highlight how it is going to impact on income generation at the local level (Local Government).
- d) Should make a distinction between different types of roads.
- e) Provide guidance on the use and possible contribution that different roads can make in Economic growth/poverty reduction.
- f) PRS should provide adequate guidance towards transport policy formulation in relation to poverty reduction, particularly transport services.
- g) Construction of a road as a catalyst should take into consideration socio-economic factors.

C) Identification of the Transport-Related Difficulties of the Priority Social Sectors

Education:

Not identified

What needs to be there?

- a. Mobility from home to school, especially for the disabled.
- b. Needs for non-motorized transport services for the poor, e.g. sleighs, carts, wheelchairs etc.
- c. Planning for education should be a joint effort between and among sectors - need for an integrated education planning.

Health:

A general observation was made that pretty most issues raised in relation to other sectors apply in the health sector.

- a) There is a need for integrated health planning. To take into consideration that some facilities can only be accessed by air, but air- strips to those facilities are not being maintained
- b) Accessibility affects monitoring and frequency of visits – the more difficult the access, the less frequently visited.
- c) Needs assessment are critical.
- d) Access issues should be highlighted in the situation analysis.

D) Identification of the Access and Mobility Difficulties of the Priority Population Groups, and of other Key Actors in Reducing Poverty

These have not been identified

The groups that could have been identified include Children, Elderly, PLWAS, and the youth.

- Indication of how the transport sector can or will contribute to reducing the difficulties and to supporting efforts to reduce poverty?

➤ Missing aspects

The aspects that were found missing include the following:

- Reduction of costs, but the challenge is for children out in the most remote areas where they walk for hours
- Mobility with regard to access and transport to be looked comprehensively
- Where Non Motorized Transport is a norm, consideration of incentives to be made as an encouragement of concerned groups
- Targeted subsidies for transport e.g. PLWAS, should be given priority during construction
- The disabled to be considered for transport subsidies – same as in the case of M150 for the elderly
- Discrimination/Marginalization of some groups, say on the basis of gender, deny them opportunity to play a role in transport
- Appropriate Emergency Transport Services during major accidents

- Relevant Infrastructure during major accidents
- Increasing number of pedestrian sub-ways
- Transportation services for seriously ill patients from health facilities
- Walking to the clinic.
- Prisoners? –labor source
- Affordability of transport facilities for the disabled. E.g. wheel chairs, and crashes
- Baseline surveys during construction of roads.

E) How well Geographical Dimensions of the issues are addressed

A general observation that the strategy has tends to be bias towards rural infrastructure, which might be to the detriment of disadvantaged areas in the urban areas. The second observation was that the role of an integrated plan (Geographically) is lacking. All these constitute gaps that will constitute issues that will inform 2nd PRS Edition. Furthermore:

- Recognizes and acknowledges problems, but falls short on how and where the resources will come from
- Has failed to recognize growing/emerging urban areas by corresponding infrastructures
- Has made an attempt in the budget to address PRP
- It cost approximately M50 mil/year to maintain roads to minimum acceptable STD's
- With regard to pro-poor, should carefully consider the level to which infrastructure development is pro-poor.(e.g. to consider population density)
- Need for an integrated transport plan (PLA) that takes into consideration maintenance of these roads.
- To look at roads versus services
- Geographical dimension has a very strong premise as it was based on consultations
- MOPWT to take advantage and jump on board at the proposed man-made river from Botha Bothe to Quthing
- PRS consultations were very extensive, and transport issues came through largely from the mountains, particularly in relation to employment opportunities
- Strategies should make a distinction between Urban poor versus rural poor and to be careful about negative perceptions towards the non-rural
- Focus should also be made towards wealth creation as well as poverty reduction. This was raised in relation to use of "In-mates" formally known as prisoners
- Strategic environmental assessment in all policies.
- A cost-benefit analysis needs to be emphasized in the strategy
- Overhead bridges to be user friendly
- Integrated Development Planning to take care of the needs of all sectors
- Government to train communities for traffic control. To balance emphasis between training and infrastructure development
- Recognises employment as a cross- cutting issue
- Emphasis to be made in relation to all other sectors and transport infrastructure roads
- Consider other services

- Those who contribute more in accidents should be made to pay. The principle of “Polluter-pays” to be made applicable in the transport sector e.g. *Make them pay a levy to cover accidents*
- Promotion of intermediate transport services to be integrated into policy
- The role of the *private sector* is critical in pursuing the implementation of recommendations
- Education campaign about people’s rights
- Transport management system\monitoring to be strengthened.

F) Indication of which cross-cutting issues are relevant to the transport sector, and how they might be addressed.

No cross-cutting issues of relevance were noted

Cross-cutting Issues to which Transport can make a Contribution:

- Strategy to embrace effective private sector participation
- Encourage own inspectors tax\ buses paid by the industry
- Government regulatory framework to include private sector participation
- Policy to shift some of the relevant functions to the Local Structure
- To be sensitive to the bio-diversity preservation
- To strategically monitor and evaluate impact (Environment) of the road construction on regular basis.(say every 5 years or so) - EIA’s to be conducted on a continuous basis, not just at the beginning of the project.
- To have a comprehensive impact assessment of transport services along the road
- The PRS situation analysis to include disability issues
- To include comprehensively environmentally sustainable assessments
- Disposal issues, especially of scrap metal to be included
- With regard to safety and security issues, it was recommended that transport infrastructure should reach the affected
- Transport management to suite certain times\critical times of the day
- Transport infrastructure to be contextualized looking at location and needs

3.4 The way forward

a) The draft report of the workshop will be circulated to delegates during the week beginning August 15, 2005. Comments should be sent to the consultant (MFS) during the week of August 22 to enable the facilitating team incorporate them before the next workshop.

b) The next workshop will be held on August 30 – September 1, 2005 at a venue to be announced. To ascertain that all participating delegates take part in Workshop 2, the Ministry of Public Works and Transport will write a circular to all Stakeholder Organizations requesting them to release them.

c) Delegates should study the draft Integrated Transport Policy document to prepare for the next Workshop 2; they should also study the SSATP Review of National Transport and Poverty Reduction Strategies Guidelines document that will be circulated to them during the week

beginning August 15, 2005; especially the part that deals with the Review of the Transport Strategy.

4.0 WORKSHOP 2: REVIEW OF THE TRANSPORT STRATEGY

4.1 Workshop objectives and key activities

4.1.1 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.

4.1.2 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.

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.

iii) 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.

iv) Drawing of overall findings and recommendations

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

4.2 Briefing on the draft Transport Sector Policy

4.2.1 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

4.2.2 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.

4.2.3 Transport sub-sector specific policies

i) 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.

ii) 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

iii) 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.

iv) 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

v) 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

vi) 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.

vii) 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

viii) 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.

4.3 Workshop outputs

4.3.1 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.

B. Issues related to Economic Sectors			
Trade	<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.
Industry	<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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C. Issues relating to Social Sectors			
Education	<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.
Health	<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>A. 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 sub-sector. ▪ Awareness, prevention and treatment campaigns aren't incorporated in road infrastructure sub-sector. ▪ Need for stakeholders involvement ▪ Poor safety record of all modes of transport 	<ul style="list-style-type: none"> a) 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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4.3.2 Comparative assessment of the Poverty Reduction Strategy (PRS) and the Transport Policy/Strategy

i) 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 Brittle paths 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>Un-affordability</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 & Herd boys	
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 Targeting		
	- Health Education to plan 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 labor 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	

ii) 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;

4.3.3 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 blanked 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;

4.4 The way forward

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).

5.0 WORKSHOP 3: ASSESSMENT OF HOW POLICIES AND STRATEGIES ARE MADE

5.1 Explanation of the workshop programme

Participants were informed that the workshop, which had originally been scheduled to take three days, would take two days as the items that would have been covered on the third day, would be dealt with during a planned future one-day workshop. The items included the overall findings and recommendations of the review process, and development of an action plan. The facilitating team also needed time to consolidate reports of the three workshops for final discussion and validation by the Stakeholder Group; the validation will also be done during the one-day workshop.

The two-day workshop was going to assess the current institutional arrangements and mechanisms for policy dialogue and formulation; and propose improvements that will ensure that the transport policy and strategy is coherent and is coordinated with the poverty reduction strategy. A few key individuals who are members of the Stakeholder Group from select ministries were to make brief presentations on policy-making processes in their respective ministries/sector, including the Transport Sector.

The charts and outputs of workshops 1 and 2 were available for reference during the workshop to assist the assessment of the policy formulation process.

5.2 Workshop aims and objectives

5.2.1 Workshop aims

The assessment had two aims namely,

- To identify and assess the current institutional arrangements and mechanisms for policy dialogue and formulation
- To propose improvements to the arrangements and mechanisms so that transport policy and strategy is coherent and coordinated with the policy reduction strategy

5.2.2 Workshop objectives and key activities

5.2.2.1 Workshop objectives

The objectives of the workshop were:

- Complete the assessment of the links between the national transport and poverty reduction strategies by assessing how policies are currently made and who is involved in decision-making on strategies linking transport and poverty reduction;
- Draw overall recommendations on how to improve the content and process of the policies and strategies on transport and poverty reduction so as to maximise the contribution of transport to poverty reduction;
- Agree the main elements of an action plan to implement the recommendations;
- And finally to agree next steps, in particular who will take forward the action plan.

5.2.2.2 Workshop key activities

The following key activities were undertaken during the workshop:

- Identification of relevant information on the policy processes followed in developing the PRS and the Draft Transport Sector policy.
- Assessment of the policy formulation processes, and
- Drawing up overall findings and recommendations

5.3. Briefings by Ministries on how policies are made in their sectors

5.3.1 Economic Sectors :Ministry of Natural Resources by T. W. Sepamo

Mr. Sepamo made a power-point presentation (Annex 2) on how policies within his ministry were made. His presentation covered the following aspects:

- Background to the Ministry
- Background to the Water Sector
- Current Water Allocations
- Prioritisation of Water for domestic, industrial (*economic growth and employment generation*), transfer (*RSA/LHWP*), agricultural and other uses.
- Water Resources Management Policy which was adopted by Cabinet in 1999
- Policy Structure {Statement [6] ► → Strategies [19] ► →Actions [42]}
- Water sector Challenges, and
- Recommendations.

Comments/questions/recommendations from delegates

The following observations, comments and recommendations were made on the presentation:

- (1) Public consultations do not appear to have been carried out during the process;
- (2) While the presentation is clear on other aspects, the actual process followed is not;
- (3) Participants also wanted to know as to which steps have been implemented or what has taken place since the policies were adopted and subsequently approved;
- (4) They wanted to know what feasibilities there were to increase the water sectors contribution to the GDP and the entire economy in general;
- (5) They wanted clarity in relation to how the process takes place, whether for instance, the top Officials and Experts got locked into a boardroom and expected to come out of it with a finished product or whether other stakeholders were involved;

In response to some of the questions Mr. Sepamo indicated that:

- (1) One of the key outcomes of the policy was the establishment of the office of Water Commissioner and his appointment;
- (2) Review of institutional structures had also been undertaken;
- (3) On the question of experts, Mr. Sepamo explained that there was a delay in terms of building the capacity of the Commissioner's office, and that this affected the process of policy formulation.

5.3.2 Population Groups: Ministry of Gender, Youth, Sports & Recreation by M. Diaho

Ms. Diaho made a presentation on the process that was adopted when a National Gender and Development Policy was formulated. The steps followed are summarized below:

- The Ministry looked at whether proposed and existing policies, legislation and programmes influenced gender relations
- Questions relating to gender and development in different settings were asked.
- The Ministry acknowledged that gender issues do not function in isolation but in relation to other factors such as geographic location, education and gender identity.
- How gender and development policy can protect women, men, girls, boys and people with disabilities.
- Identified the differences in the lives of women and men if these are addressed by the proposed national gender and development policy.
- Established the national gender and development policy task force that included, Civil society organizations, National University of Lesotho, and Government Ministries
- 1st draft of the policy was completed in 1994
- Draft was circulated for comments to the gender technical committee and development partners. Comments were incorporated.
- The 2nd draft was reviewed through consultations with heads of department, chiefs and members of civil society organizations in all ten districts.
- 3rd draft – incorporated comments from consultative meetings
- Then it was presented to Principal Secretaries.
- 4th draft – incorporation of comments from Principal Secretaries.
- Consensus building workshop was held to finalize the policy.
- Final draft was produced for presentation to cabinet for approval.
- It was approved in 2003.

Comments/observations/recommendations from delegates

The presentation attracted the following observations, comments and recommendations:

- There was a concern that for a process that started in 1994 and only got Cabinet Approval in 2003, this had been an extremely long one;
- One participant requested the workshop to reflect on what was wrong with a bottom up approach as compared to the top-down one in policy formulation;
- Another participant recalled that between 1989 and 1992, he had worked for what was then called the Department of Youth and Women's, and that at that time they had not even started talking about a policy, but had begun to draft a zero draft which was then subsequently used for consultation with the Stakeholders. Zero drafts, it was observed, help a lot in the consultative stages.

5.3.3 Civil Aviation Policy (Ministry of Public Works and Transport) Mr. K. Moeketsi -Civil Aviation Department

a) Mr. Moeketsi gave an elaborate, presentation on Civil Aviation Regulatory Framework, that was adopted by the International Civil Aviation Convention in 1944. This convention essentially represents Civil Aviation Policy guidelines globally among the member states of ICAO (International Civil Aviation Organisation).

He briefed the participants on the membership category of ICA, which comprises:

- Governments
- I.A.T.A. (Travel Agencies)
- I. F. A. L. P. A (Pilots)
- ILO (Labor)
- ATS (Aircraft Manufacturers)
- Others

In terms of issues that are pertinent in the policy and strategy formulation, Mr. Moeketsi highlighted the following:

- Aviation technology
- Traffic Volumes
- Labor Practices
- Air Traffic Control
- Operations

He informed delegates that ICAO holds its General Assembly every three (3) years which takes up two to three weeks, depending on the agenda.

The main outcomes of such an event are a set of resolutions and legislation which together constitute Annexes or Standards which are eighteen (18) all together.

Lesotho has its own Air Navigation Regulations which mainly relate to:

- Lighting
- Flying
- Flying times
- Airports
- Airspace etc.

Comments/observations/recommendations from delegates

Mr. Moeketsi's presentation attracted no comments from delegates largely because it did not address local/national initiatives in civil aviation policy formulation.

5.3.4 PRS Group (Ministry of Finance and Development Planning [MoFDP])

Two members, namely Messrs Phatela and Mokitimi, who had participated at different stages of the development of the IPRS (Interim Poverty Reduction Strategy), volunteered to share their experiences.

1) Mr. Phatela briefed the participants about the various stages through which the process took place. He indicated that the PRS had distinct phases which were closely monitored and guided by the Breton Woods Institutions, the World Bank and the IMF. The monitoring process included submission of progress reports on six monthly periods.

He further informed the workshop about the establishment of the Technical Working Group (TWG) and specific officers who were assigned to work on various chapters of the IPRS. The TWG prepared the IPRS from 2001 and the first draft came out later that year. The draft was approved by the Bank in November 2001, and thereafter its Board began to subject it to serious scrutiny. Proposals for improvement largely related to:

- Monitoring
- Baseline Data
- Structure of the Report

2) Mr. Mokitimi informed the workshop that his involvement was in relation to the community consultations. He explained the rationale and methodology of selecting the 200 villages that were ultimately consulted. He explained that these were deliberately and purposely selected to reflect the following geographical distribution:

- Senqu River Valley
- Mountain region
- Lowlands
- Foothills

Groups selected were selected in all the villages included in the sample. The TWG prepared the questionnaire that was administered during the interviews.

Comments/observations/recommendations

A concern was raised relating to the representation and participation of the Private Sector through LCCI, as they only attended the initial stages of the PRS formulation process.

5.3.5 Preparation of the Transport Policy and Strategy (Ministry of Public Works and Transport)

Mr. Sekonyela of the MoPWT gave a brief synopsis of the process that was followed when the Transport Policy and Strategy draft document was formulated. He informed the participants that the stages involved included:

- 2001 – Review of relevant documents including
 - Lesotho Transport Study (1995)
 - The 6th National Development Plan
 - The SADC Protocol on Transport, Communication and Monitoring
 - Sector Working Paper Report on the PRSP

Those who were consulted or got involved in the production of the Sector Working Paper Report included:

- Ministry of Communications
- Contractors
- Bus & Taxi Owners Association
- NGOs etc.

At the end of the development of the Report, several gaps were identified and these were filled by various role players, including a Team of Statisticians. The above stage was followed by the production of the Zero Draft by Departmental Heads, with the support of international Technical Assistance. The Zero Draft is what is being scrutinized during the SSATP workshops.

Comments/observations/recommendations from delegates

- (1) A concern was raised that contrary to a claim that the Zero Draft has taken into account, among other documents, the SADC Protocol, there was no evidence in the document that it actually has sufficiently done so. A strong recommendation was made that the SADC Protocol be revisited with a specific intention to incorporate its positions, particularly in relation to Public Transport Services.
- (2) A question was raised about the format that has been adopted when compiling the Zero Draft. An answer to this question was that there was no particular format that was adopted. The Ministry basically used various documents and had pressure from the sector donors that without a clear policy, they would withhold their funding to the Transport Sector.
- (3) Another interest was in relation to the extent to which international Conventions and Protocols have informed the drafting of the Zero in Lesotho.
- (4) The participants reflected on the issue of where the Members of Parliament (MPs) belong in relation to the tripartite arrangement of Public, Private and Civil Society sectors. A clarification was sought as to why they appear under Civil Society groups and not the Public Sector. An explanation that was given that MPs ideally represent aspirations of communities in their constituencies in the public arena.
- (5) It was suggested that there was a need therefore, to clearly define the three concepts of Public, Private and Civil Society so that there is a common understanding of who they were.
- (6) A clarification of which institutions play which roles in road construction and maintenance in the sector was made. These were:
 - MoPWT = Dept of Roads + DRR
 - MoLG = MCC + MoLG
 - The **Dept of Roads** is responsible for the entire **National Network**.
 - The **DRR** is responsible for the **Rural Roads**
 - The **MCC** is responsible for the roads in **Urban Maseru**
 - The **MoLG** is responsible for the **Urban Roads elsewhere** other than Maseru
- (7) There is a need to make a clear distinction between consultation and decision-making to avoid possible confusion.

vi) Policy formulation processes identified from the presentations

The following processes that have been followed in policy formulation in the various sectors were identified

- Expert-driven policies
- Grassroots consultations leading towards responsive policy
- Sector-wide consultative approach
- International Conventions
- Policy formulation driven by the World Bank and other agencies with interest in the sector

5.4 Workshop outcomes.

5.4.1 Identification of relevant information on the policy processes followed in developing the PRS and the Draft Transport Sector policy.

Delegates broke into two groups to work respectively on,

- Identification of information on the actors involved in processes of consultation and decision-making on transport aspects of the poverty reduction strategy; and
- Identification of information on the actors involved in processes of consultation and decision-making on transport policy and strategies

The results of the analysis are presented in the matrices that follow.

A. Transport aspects of PRS

	Public sector/government		Private sector		Civil society	
	Who?	How?	Who?	How?	Who?	How?
Transport sector actors	MoPWT	Research Consultation Drafting Decision making Presentation Funding	Road constructors Transport providers Consultants	Consultations	Taxi associations 200 villages 20% district	Consultation
	MOLG Donors Funding agencies	Consultation Giving comments Reviewing of transport sector	Consultants Taxi association Private transport providers Road constructors	Consultations	Taxi Association	Consultation
Economic sector actors	MoTEC	Consultation	Consultant		Media	
	MoNR	Consultations				
	MoTICM	Consultation				
	MoFDP	Consultation Decision making Drafting Funding				

Social sector actors	MoHA	Consultation				
Priority population groups and other sectors						
Actors representing cross-cutting issues	MoCST	Research Consultation Drafting Decision making Presentation				
	MoTEC	Consultations				

B) Transport policy and strategies

	Public sector/government		Private sector		Civil society	
National development	Who?	How?	Who?	How?	Who?	How?

planning/PRSP actors	MOPWT Donor community, parastatals Donor community*** Being consulted*** MOLG BOS	Decision making Over all coordination Consultation Drafting SSATP Stakeholder group Currently being consulted Consulted Decision making Other Ministries to be consulted Consulted	SSATP Stakeholder group	Profit making Currently being consulted	SSATP stakeholder group	Non profit making entities Currently being consulted
Economic sector actors	Road fund	Consulted Decision making	Fright transport Constructors	Yet to be consulted	NGO's	To be consulted
Social sector actors	MCC	Consulted Decision making	Passenger transporters Farmers association			

Priority population groups and other actors	To be consulted	NES				
Actors representing cross cutting issues			Tourist industry Chamber of Commerce and Industry	Industrialists Rain service provided	CBO's	To be consulted

5.4.2 Assessment of the policy formulation processes

The assessment of the policy formulation process was guided by some eight questions. Delegates were formed into five (5) groups to answer the questions. Group reports were discussed during plenary and comments were made. Below is a report of the results by sector for both the transport policy and strategy and the PRS.

5.4.2.1 Transport policy and strategy

i) Economic Sector Group

Question 1

How well are the interests of the Economic Sector Groups currently represented in the Dialogue and formulation of Transport Policy and Strategies? Which Sectors and Groups are well represented?

	Public Sector			Private Sector		Civil Society	
	Ministries	Dialogue	Formulation	Dialogue	Formulation	Dialogue	Formulation
1	MTICM	YES	NO	NO	NO	NO	NO
2	MoNR	NO	NO	NO	NO	NO	NO
3	MoTEC	NO	NO	NO	NO	NO	NO
4	MoAFS	NO	NO	NO	NO	NO	NO

**Both the Private Sector and Civil Society were never consulted!*

Question 2

If some sectors and groups are not well represented, which organizations or bodies could best represent them?

Public sector	Private sector	Civil society
MTICM	LCCI ALE ,EXIMASS	LCN, PPLWD
MONR	Letšeng Mine, Moradi Lesotho Sandstone	LCN, PPLWD
MOTEC	Tour Operators; Travel Agencies; Hospitality Industry.	LCN, PPLWD
MOAFS	Farmer Associations	LCN, PPLWD
MOPWT	Transport Providers, Road Constructors; Consulting Firms	LCN, PPLWD

Question 3

The question was not applicable to the sector.

Question 4

- (a) What are the Mechanisms for Dialogue and Formulation of Transport Policy and Strategies?
 (b) How well do they function to ensure that the needs and experiences of Stakeholders and Users are taken into account?

	Mechanism	Dialogue	Formulation	How well do they function?
1	Lipitso	Very Effective	Effective	The first stage of National Consultations is effective but the feedback and follow-up are very poor
2	Media	Very Effective	Effective	
3	Workshops	Very Effective	Effective	

The first stage of national consultations is effective but feedback and follow-up very poor.

Question 5

What are the mechanisms for Consultation and Collaboration between the different agencies and actors responsible for the design and implementation of Transport Policy and Strategy, taking into account the need to anchor Transport Policy and Strategy in the national Strategy for Poverty Reduction and Pro-Poor Growth?

Mechanisms & their effectiveness		
Mechanism	Consultation	Collaboration
Pitsos	√	X
Media	√	√
Workshops	√	√

Question 6

How could the arrangements and mechanisms for formulating Transport Policy and Strategies at national level be improved so that Transport Policy and Strategy takes full account of Poverty Reduction?

Mechanisms should include feedback, follow-up and verification with the stakeholders before final decisions is made

ii) Social Sector Group

Question 1

How well are the interests of the Social Sector Groups currently represented in the Dialogue and formulation of Transport Policy and Strategies? Which Sectors and Groups are well represented?

	Public Sector			Private Sector		Civil Society	
	Ministries	Dialogue	Formulation	Dialogue	Formulation	Dialogue	Formulation
	Attendance					—	—
1	Health	1	2	3	—	—	—
2	Education	1	2	—	—	—	—
3	Legal	1	—	—	—	—	—
4	Police	—	—	—	—	—	—
5	Army	—	—	—	—	—	—

The current SSATP workshop is considered as a means for dialogue and formulation of TPS.

Question 2

If some sectors and groups are not well represented, which organizations or bodies could best represent them?

	Group	Best Representative Organisation/Body
1	Legal	- Planning Unit - Administration Unit - Lesotho Law Society
2	Education	Planning Unit
3	Parents	Private Sector Rep.
4	Students	- Teacher Rep. - SRC Rep. - Churches

Question 3

The question was not applicable to the sector.

Question 4

- (c) What are the Mechanisms for Dialogue and Formulation of Transport Policy and Strategies?
- (d) How well do they function to ensure that the needs and experiences of Stakeholders and Users are taken into account?

	Mechanism	Dialogue	Formulation	How well do they function?
1	Workshops			There is a need to consider locations of these workshops to enhance full and continuous participation
2	HAS-based Consultations for the Health Sector			
3	District-based Consultations for the Legal and Education sectors			

Question 5

What are the mechanisms for Consultation and Collaboration between the different agencies and actors responsible for the design and implementation of Transport Policy and Strategy, taking into account the need to anchor Transport Policy and Strategy in the national Strategy for Poverty Reduction and Pro-Poor Growth?

Not aware of Mechanisms for consultation and Collaboration

Question 6

How could the arrangements and mechanisms for formulating Transport Policy and Strategies at national level be improved so that Transport Policy and Strategy takes full account of Poverty Reduction?

Visits to facilities by the TWG to establish the extend of the problems

Transport Strategy and Policy	
	How Effective?
Health	Poor
Education	Poor
Legal	Poor

- Consultation on the design and formulation of PS should be followed by feedback on the final product and the implementation plan.
- Community based programmes on foot paths and pony tracks should be fast-tracked for job creation at communities.
- Communities should be part of M&E

iii) Population groups

Question 1.

How well are interests of priority population groups represented in dialogue and formulation of transport policy and strategies? Which Sectors and Groups are well represented? Which ones are not so well represented?

	Group	Dialogue	Formulation
1	Children	X	partly yes-IMTS, footbridges, planning of roads & structures
2	Orphans & Vulnerable kids	X	Not directly targeted
3	Herd boys	X	Partly: Not targeted but benefit from Rural Access
4	Youth	X	Partly, not fully targeted. Road Safety Campaigns
5	Teen Moms	X	Not targeted
6	Domestic & Industrial Workers	X	Not targeted, benefit from Road Safety and Lighting
7	Illiterates	X	X
8	People with Disabilities	X	X
9	Guardians	X	Partly: Not targeted but benefit from employed labourers
10	Elderly		X
11	PLWAS		X; HIV & AIDS Awareness, prevention & treatment campaigns
12	Gender – Women - Men - Boys - Girls		X – No gender discrimination in employment X X X
13	Inmates		
14	Which sectors are well represented?	None	

Question 2.

Which Organisations or bodies could represent them well? [Rural & Urban differences]

	Group	Body/Organisation
1	Children (0 – 13)	Parents, teachers, guardians, chiefs, Hlokomela Bana, SOS, Save the Children and others
2	Orphans & Vulnerable Street Children	Care-givers (Orphanages), Community and Christian Based Organizations, - Beautiful Gate, Mavis Mochochoko, Anglican etc. including chiefs
3	Herd boys	Herd boys
4	Teen Moms	Teen mothers
5	Youth	Youth Organizations: YWMCA, Lesotho Youth Federation, Christian Organizations (SCM, Scripture Union, YCS, SRC's
6	Domestic Workers	Job Seekers, Labor Unions, Labor & Employment Agencies
7	Illiterates	Illiterates
8	PLWA Disability	LANFOD; Other Associations of people with Disability (Visually, physically, mentally impaired)
9	Guardians	Guardians
10	Elderly	Senior Citizens Associations and the Elderly
11	PLWAS	Network/Fed of PLWAS
12	Gender Women Men Boys Girls	Women's Organizations, Trans Women's League Men Boys Girls
13	Inmates	No Choice

Question3

Not applicable to the sector.

Question 4

- (e) **What are the Mechanisms for Dialogue and Formulation of Transport Policy and Strategies?**
- (f) **How well do they function to ensure that the needs and experiences of Stakeholders and Users are taken into account?**

	Mechanisms for Dialogue	Mechanisms for Formulation	How Well do they Function?
1	Workshops	Research & Literature Reviews of Policies	"Verbal Explanation" <i>Depends on how questions are formulated and sometimes require guidance. To be careful about possibility of manipulations.</i>
2	Pitso's	Consultation	
3	Focus Group Discussions	Needs Assessment/Evaluations	
4	Interviews	Facilitation	
5	Phone-in-Radio Shows	Subject Approach	
6	Newspapers	Expert Approach	
7	TV Talk Shows	Design	
8	Websites Write-in comments	Draft	
9	Commentaries	Comment/Review	

5. What are the Mechanisms for Consultation and Collaboration between the different Agencies and Actors responsible for Design and Implementation?

Both Consultations and Involvement took place at all stages

6. How could the arrangements and mechanisms for formulating Transport Policy and Strategy at national level be improved, so that Policy and Strategy take full Account of Poverty Strategy?

- Needs Assessment (Access and Mobility Mapping) to identify the needs
- Broaden Balance and Representation
- Involve All Groups at All stages (including planning, implementation, monitoring and Evaluation) as a means of ensuring ownership of the process
- Improve facilitation to ensure that all views are heard equitably, analysis well structured and robust, findings and recommendations reflect a genuine consensus amongst the people involved.

iv) Cross-cutting issues

Questions 1 and 2 not relevant.

Question 3

How well are the Cross-Cutting Issues Prioritised in the PRS Represented in the Formulation of the Transport Policy & Strategy?

	Cross-Cutting Issue	How Well Represented	Issues Needing Better Representation	By Who
1	HIV & AIDS	It is well represented because it addresses the need for Prevention, Awareness, and Treatment Campaigns in Road Infrastructure	The issue of Discrimination against PLWAS has not been adequately addressed	LENEPLWAS; Positive Action
2	Children & Youth	Not at all represented. Issues relating to children and youth not taken into account at all	All issues relating to Children and Youth need to be represented	- Department of Youth - CGPU (Child & Gender Protection Unit) - NGOC - UNICEF - Social Welfare
3	Gender	It is well represented because it addresses the issue of applying non-discrimination policies especially in recruitment		
4	Good Governance, Safety & Security	a) Good Governance is not well represented. b) Safety & security well represented because it recognizes the need to improve safety records of all modes of transport	It says nothing on the independence and transparency of the Judiciary and neither does it say anything on local and national governance	
5	Environmental Sustainability	Well represented because it acknowledges the need to protect the environment in accordance with the legislation and improved environmental management		
6	Employment Creation	It is well addressed. It advocates for the use of Labour Intensive Road Construction and Maintenance		

Question 4

- a) **What are the Mechanisms for Dialogue and Formulation of Transport Policy and Strategies?**
- b) **How well do they function to ensure that the needs and experiences of Stakeholders and Users are taken into account?**

a) Consultation with Stakeholders
b) Presentation of proposal to government for approval. Both mechanisms did not ensure that the needs of the Stakeholders and Users were addressed. For instance, there was no representation from the Private Sector and Civil Society.

Question 5.

What are the Mechanisms for Consultation and Collaboration between the different Agencies and Actors responsible for Design and Implementation of Transport Policy and Strategy?

Mechanisms include Meetings and Maintenance of correspondence with Donor Agencies and other relevant Stakeholders [Government Departments].

Question 6

How could the arrangements and mechanisms for formulation of Transport and Strategy at national level be improved?

- a) There should be broader stakeholder involvement of the Private and Civil Society Sectors
- b) There should be a Needs Assessment, especially involvement of the Rural Communities and All marginalized groups - e.g. Women, Youth, Children and the Disabled.
- c) Communities should always be given feedback.

5.4.2.2 Poverty reduction strategy

Question 7

How are the Transport-related Issues addressed in the PRS process?

	How Transport-related Issues are Addressed	Who Represents Issues?	Mechanisms for Taking Issues into Account
1	After consulting 200 villages transport needs were identified.	- MOPWT - MOLG-MCC - Transport	<i>This part was not addressed by the Group</i>

2	Transport, infrastructure and communication sector working group was set up under the chairmanship of PS.MOPWT	service providers - MOHA - Contractors - Consultants	
3	The group (sector working) used the document - " <i>The Voice of the People</i> and other documents (relevant) to further consult other stakeholders		
4	Series of meetings and workshops were held to come up with the action plan/strategy paper for the sector		
5	These was then an input to the PRS		

Question 8

How could the Poverty Reduction Process be improved so that Transport-related issues are fully taken into account?

- a) PRS should treat transport as a cross-cutting issue
- b) Sector working group should include all relevant sub-sectors e.g WASA, LEC, TCL, representation from CS, private sector and pop groups.
- c) PRS should also include transport services not only transport infrastructure as is the case now.
- d) Population Group transport needs should be taken into consideration.
- e) Consult other sectors with stake in the transport: Trade, Agric, Tourism, Natural Resources, Environment, Health, Education, Gender and Home Affairs etc.
- f) PRS should include analysis of transport services and infrastructure contribution towards economic growth and poverty reduction.

5.4.2.3 Additional comments on Group Presentations

i) Transport Policy and Strategy

- a) The issue of who were consulted has to be clarified
- b) Clarification was sought as to whether the Taxi Association was part of the Private Sector or of Civil Society. A distinction was made between individual Taxi Operators who were clearly part of the private sector in a profit making business, as against the association whose major role is that of advocacy and representation when dealing with policy makers as well as the other stakeholders in the public transport service.
- c) Another clarification was sought as to the extent to which the SSATP workshops could be regarded as part of the consultation. The Facilitation Team explained that the workshops are a consultative forum, for the purpose of producing a transport policy and strategy that is responsive to the needs of the poor in accordance with the PRS. The process under scrutiny is however the one followed in producing the Draft Transport Sector Policy.

ii) PRS

Clarity was sought in relation to the PRS as to whether it was the process or content that had to be addressed. Delegates were reminded that the workshop dealt with processes of policy and strategy formulation. Comments made included the following:

- a) Have communities in the 200 villages that were consulted been given any feedback? **[NO]**
- b) Are the drafts and reports that came out of the consultations accessible to validate the PRS? **[NOT KNOWN]**
- c) It is important to involve communities throughout the process and various stages beyond the consultative phase
- d) Feedback from communities should be incorporated in the implementation stage
- e) The monitoring of the PRS will involve the people and it is imperative that they be provided with copies of the final documentation after final preparation. Participants were assured that the monitoring and implementation guidelines are being printed in both official languages and will be circulated to all the districts and local councils to share with the communities
- f) A piece of advice was that our policies need to be realistic and not too ambitious
- g) Our politicians have to do their job and explain to their constituencies what the real facts are, and not leave this role to the public /civil servants, - this is particularly crucial in relation to giving the people the real facts, including what is achievable and realistic in the communities' various demands, wants and needs. It is essential that people understand that it is not everything that they want that will and can be done
- h) Feedback on policies and strategies can be done at two levels:
 - Planning and design stages, mainly in the form of information
 - Implementation stage, which would guide adjustments in the policy
- i) Because people have to be given accurate and realistic facts by their representatives, there is need to ensure that politicians are adequately informed/briefed so as they can be on top of the situation. People are not mere objects and should not be treated as such
- j) The "Voice of the People" was telling all role players about the poverty levels of the people, but was not saying how those challenges could be addressed
- k) The planning process tends to take too long and this can be very frustrating for concerned communities even to the donors
- l) The main concern expressed was how to get people with a stake actively involved and engaged continuously in the process
- m) People's monitoring and evaluation roles should form an integral part of the process so as to make sure that all are on board and have bought-in and internalized the process and issues
- n) Poor/lack of feedback is likely to create negative attitudes and resentment of over consultation among the people, with the result that people become reluctant and skeptical about providing useful and genuine information in the future.

iii) Sector-specific comments

Economic Sector Group Presentations

- Media and collaboration works out very effectively, but do acknowledge that we don't have a culture of collaboration between formal structures and the Transport Association

Social Sector Group Presentation

- Representatives for Non-formal Education; SRC's and Pre-schools to be considered
- Policy Strategy under Health to include Parents and Churches

Population Groups

- To acknowledge that Pitso's and Workshops are not very effective given their limitations
- The "Voice of the People" could be carried further and conduct sector-specific Needs Assessments for the Transport Policy and Strategy
- Needs Assessments to be a further step from the village communities to get specific needs for various population groups
- A question was raised as to whether the Inmates have to be consulted. Some felt that they do not deserve to be as they have deliberately been put away from society, while others felt that it was necessary to acknowledge that Inmates also have rights

Cross-Cutting Issues Group Presentations

- To include LENEPWA on issues relating to HIV and AIDS

5.4.2.4 Overall Findings

- a) Consultations made were not adequate, as they excluded some important stakeholder especially the private sector and civil society
- b) No feedback to stakeholders who were consulted with regard to PRSP ever took place
- c) Inadequate involvement in decision-making was observed in relation to both the PRS and the Transport Policy and Strategy
- d) Challenges are whether the PRS and Transport Policy and Strategy objectives are achievable
- e) Participants proposed that a data bank for the Transport Sector and other sectors be made available as a checklist for the next round of consultations
- f) There is a need to establish for all stakeholders what would be regarded as adequate and inadequate consultation, to avoid subjectivity and to ensure standardization

- g) Serious misgivings were made in relation to the lapse between the design/planning stage and the implementation stage in relation to the Transport Stakeholders' that need to be taken on board
- h) Careful selection needs to be done regarding stakeholders to be taken on board
- i) There was a concern that Government dominates the whole process of formulating the Transport Policy and Strategy
- j) There is no standard procedure or guidance for stakeholders, in particular non-state actors, on how to develop policies across sectors in the country. Based on the presentations that were made so far, it had been noted that they range from a long consultative Gender and Development Policy that started in the late 1980s and only got approved in 2003, the PRS which conducted very extensive bottom up community consultations, and the largely top down Transport Policy and Strategy, including the Civil Aviation which had largely gone the International Convention way without much consultation within the country.
- k) Having considered the above different approaches, the workshop opted for the consultative and participatory bottom-up approach, but emphasized the need to speed up the consultative process while also ensuring adequate feedback, adoption and subsequent implementation.

5.5 Way Forward

- Date of the next workshop is 12/09/2005
- A Consolidated Report would be circulated to participants well in advance, as soon as the Facilitation Team will have completed it.
- The respective Participants were urged to ensure that they not only read the report thoroughly, but to also give feedback to their respective constituencies and give a feedback on what their constituencies are saying about the content, findings and recommendations of the report.
- Participants were encouraged/urged to call the Secretariat to enquire about the report if they do not get it on time.

5.6 Workshop closure

In her closing remarks, Mrs. Pama apologized about the fact that participant's were not ready due to delays in transfer of funds between accounts. The allowances will however be paid during the workshop scheduled for 12th October 2005. She thanked delegates for their very effective and valuable participation which had enriched and contributed immensely in the transport policy review process, and reiterated the need to ensure continued consultations with colleagues in the respective constituencies.