

Government of Zimbabwe

**SUB SAHARAN AFRICA TRANSPORT POLICY PROGRAMME
(SSATP)
POVERTY AND TRANSPORT STRATEGIES REVIEW PROCESS
(PTSR)**

**REPORT
ON THE ASSESSMENT OF THE TRANSPORT
POLICY AND STRATEGY**

**Workshop 2
19 & 20 May 2005
The Bronte Hotel
Harare**

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LIST OF ABBREVIATIONS & ACRONYMS.

CEDC	Children in Especially Difficult Circumstances	NTP	National Transport Policy
EIA	Environmental Impact Assessment	PPP	Public Private Partnership
GIS	Geographical Information Systems	PTSR	Poverty & Transport Strategy Review
GPS	Geographical Positioning Systems	PRS	Poverty Reduction Strategy
HIV/AIDS	Human Immune Virus/ Acquired Immune Deficiency Syndrome	R&D	Research and Development
IMT	Intermediate Modes of Transport	SSATP	Sub-Saharan Africa Transport Program

ACKNOWLEDGEMENTS.

The Facilitation Team comprising Oscar Musandu-Nyamayaro (Facilitator) and Tatenda Mbara (Resource Person) wishes to acknowledge with gratitude the assistance rendered by a number of people in preparing and making the convening of this workshop a success. We got excellent assistance and support from the Steering Committee and special mention goes to Tawanda Mdawarima, the Sub-Saharan Africa Transport Programme (SSATP) Country Coordinator in the Ministry of Transport and Communications for effectively driving the entire process. Special thanks go, respectively to; Mr R. Machigere, Principal Administrative Officer in the Ministry of Transport and Communications; Mr W Gohori and Ms N Dzomba both Town Planning Officers in the Ministry of Local Government for giving anchor papers transport policy and strategy.

Further, the work of the Facilitation Team could not have been any lighter without the enthusiasm, commitment, hard work and active participation of the Stakeholders.

Above all, this acknowledgement would be incomplete without recording appreciation of the following; the Ministry of Transport and Communications for convening the workshop and logistical support; the World Bank for availing financial and technical resources for the SSATP, and Hallbank Associates Consultancy for pre-financing the workshop.

1.0 INTRODUCTION

1.1 Preparation

Preparation for Workshop 2 was in accordance with the SSATP Guidelines¹. The Programme see *Annex 1.1*, the necessary preparations, and Meta-Plan logistics for the workshop were finalised and adopted by the Steering Group at an update meeting held on 16 May 2005.

1.2 Documents Distributed and Used in the Workshop.

Table 1.2: Key and Support Documents Selected and Assembled for the TSPR Process.

	Key Documents	Supporting Documents
Transport Strategy	<ul style="list-style-type: none">• Draft National Transport Policy• Draft Urban Sector Policy• HIV/AIDS Policy in the transport Sector (Private sector initiative)	<ul style="list-style-type: none">• Rural Transport study in Three Districts in Zimbabwe• Key note paper presented on Urban Public Transport Sector Policy• Keynote Paper presented on Rural Travel and Transport Policy (RTTP)• The Urban Councils Act, Chapter 29:15• Rural District Councils Act, Chapter 29:13• Roads Act (Roads Bill), Chapter 13:18

2.0 PROCEEDINGS OF DAY ONE : 19 MAY 2005

The facilitation of Workshop 2 was done in accordance with the SSATP Guidelines and Toolkit². The objectives of the workshop were to provide the stakeholder group with a shared understanding of;

- The extent to which the country's transport strategy takes into account poverty reduction objectives and priorities;
- The strengths and weaknesses of the transport strategy in terms of its contribution to poverty reduction;
- How the transport strategy should be improved to better contribute to poverty reduction.

The Workshop had 18 participants representing public, private and civil society sectors as shown in Annex 2.0. Following a plenary outline of workshop programme, method, objectives and expected outputs including linkages with proceedings and outputs of Workshop 1, three anchor papers were presented on Transport Policy respectively by Mr Machigere on National Transport Policy, Ms Dzomba on Urban Transport Sector Policy and Mr Gohori on Rural Travel and Transport Policy, see *Annex 2.1*. Following the presentations, there was a lively discussion in which a number of observations and comments were raised.

¹ SSATP WORKING PAPER NO.77

² SSATP TOOLKIT FOR PRTSR COUNTRY FACILITATORS

2.1 Session 1 and 2: Extraction of Relevant Information in the Transport Strategy

Session 1 and 2 respectively involved Group Work in which participants extracted relevant information in the transport strategy using guidelines in Fig. 15 and to produce Matrix 16 and presented their findings which are in *Annex 2.1*.

2.2 Combining Matrix of Fig 12 of Workshop 1 and Matrix of Fig 16 of Workshop 2

Overnight, the extracted information in Matrix 12 being output of Workshop 1 on the poverty reduction strategy and Matrix 16 of Workshop 2 on the transport policy and strategy were juxtaposed in Matrix 17 for comparative assessment.

3.0 PROCEEDINGS OF DAY TWO – 20 MAY 2005

3.1 Session 3 &4: Comparison of the Poverty Reduction Strategy (PRS) and the Transport Strategy.

In this session participants broke into 5 groups to make comparative assessment of the PRS and Transport Strategy to identify strengths, gaps, inconsistencies, linkages and opportunities in terms of the Guidelines. The groups made plenary presentations and the results of this comparative assessment are shown in Matrix 3.1 below.

Matrix 3.1 Analysis of Transport Policy/Strategy and Poverty Reduction Strategy

Group	Strengths	Gaps	Inconsistencies	Linkages	Opportunities
Overall	<ul style="list-style-type: none"> - Priority Population Groups identified in PRS docs - Broad objectives outlined for each population group in PRS docs. - All priority population groups identified with the exception of the homeless - NTP Identifies the key difficulties faced by each priority population groups - NTP spells out main interventions relating mobility and transport services 	<ul style="list-style-type: none"> - HIV/AIDS, women & gender not taken as cross cutting issues in the NTP - NTP not expressly focused on poverty alleviation - Coverage of inland waterways in NTP inadequate as it does not cover local transport for local communities 	<ul style="list-style-type: none"> - The MEPF which has a 2 year time frame (2005-2006) is guiding the sector policies that have a longer or indefinite timeframe i.e. to address poverty issues needs longer term horizons/strategies 	<ul style="list-style-type: none"> - The MEPF as a policy framework does provide a link with sector policies e.g. the role of private sector participation is carried over to NTP - The expression of link NTP and other sectors is minimal (mining, tourism, agriculture & manufacturing). This has marginalized the crucial role of transport sector as a cross cutting issue. 	<ul style="list-style-type: none"> - There exist opportunities to make the sets of policies (PRS & NTP) pro poor, since they both have relevant aspects to poverty reduction. However, the NTP is not directly expressed to, in relation to poverty alleviation, which may make it difficult for implementers to translate the policies into poverty reduction strategies - Optimisation of the use of local resources (human, material, technology).
Economic Sectors	<ul style="list-style-type: none"> - Mirrored key economic sectors (inference to energy, construction) 	<ul style="list-style-type: none"> - Strategies for communications sector is not covered in both Policy Frameworks 	<ul style="list-style-type: none"> - What are key economic sectors? NTP identifies 4 sectors whereas the PRS does not. PRS does not prioritise the sectors. 	<ul style="list-style-type: none"> - Well covered: Transport strategies geared towards meeting economic sector needs and reduce access & mobility constraints. - 4 identified sectors well covered, though strategies are generic - Communications sector not well explained – its role in poverty reduction - Embed monitoring & evaluation (periodic) of policy. 	

Matrix 3.1 Analysis of Transport Policy/Strategy and Poverty Reduction Strategy (continued)

Social Sectors	<ul style="list-style-type: none"> - Interventions on education fairly covered in both the PRS and NTP 	<ul style="list-style-type: none"> - Inadequate treatment of water and sanitation and sports and recreation in both strategies - The PRS does not mention problems of access & mobility on education but covered in the NTP weather conditions 	<ul style="list-style-type: none"> - Whilst the PRS identifies objectives on every component of the social sectors with the exception of water & sanitation, the transport strategy does not have specific objectives on these components 	<ul style="list-style-type: none"> - By and large, there are loose linkages between PRS and NTP 	<ul style="list-style-type: none"> - There is a basis to integrate the two strategies for complementary benefits - Basis to identify objectives and intervention strategies under water and sanitation
Priority Popn. Groups	<ul style="list-style-type: none"> - Priority pop. Groups identified in PRS docs - Broad objectives outlined for each pop. Group in PRS docs. - All priority population groups identified with the exception of the homeless - NTP Identifies the key difficulties faced by each priority population groups - NTP spells out main interventions relating mobility and transport services 	<ul style="list-style-type: none"> - The PRS does not highlight key/major difficulties with regards to people with disability, women and people living with HIV/AIDS - PRS is silent on transport infrastructure access and mobility issues with regard to all priority population groups - NTP does not take on board issues relating to the homeless 	-	<ul style="list-style-type: none"> - PRS recognises the role of transport sector in poverty reduction but to a lesser extent - Transport policy addresses the concerns of the priority population groups with regards to their transport needs, and PRS looks at these groups with regards to poverty reduction 	<ul style="list-style-type: none"> - The fact that both the PRS and NTP mentions the priority population groups gives an opportunity for coming up with strategies that will address their needs
Cross cutting issues	<ul style="list-style-type: none"> - Both PRS & NTP have clearly outlined goals and objectives related to cross cutting issues 	<ul style="list-style-type: none"> - PRS largely silent on actions to be taken on relevant transport infrastructure and service provision - Gender dimension – across transport sub-sectors - Inland water transport – economic empowerment of local communities 			<ul style="list-style-type: none"> - NTP in draft form whilst the PRS is yet to be developed hence opportunities for harmonisation - Opportunities for the transport strategy to be used as a vehicle for addressing cross cutting issues related to the PRS. - Intentions for each of the two in terms of cross cutting issues are clearly defined/outlined. This forms the basis for the development & implementation of poverty reduction measures.

Following the group plenary presentations and discussions on the comparative assessments, the facilitator and resource person summarised the issues that came out of the assessment and plenary discussions and these are outlined in *Matrix 3.2* below.

Matrix 3.1.1 Summary of Comparative Assessment of the Transport Policy and Poverty Reduction Strategy

	Strengths	Gaps	Inconsistencies	Linkages	Opportunities
Summary	<ul style="list-style-type: none"> • Overall objectives in both PRS & NTP weakly linked but strong link with respect to priority pop. Groups. • Strong linkage on 4 economic sectors in both, but not energy and construction. • Both have weak linkage with all other social sector aspects, except clear linkage in education sector only. • Both have strong linkage in priority pop. groups, except the homeless. • Both have strong linkage in goals & objectives concerning cross cutting issues. 	<ul style="list-style-type: none"> • Overall, both PRS & NTP have gaps in treatment of HIV/AIDS, women & gender as cross cutting issues, the NTP does not expressly target poverty reduction, and also local transport needs in inland transport are not covered. • With respect to economic sectors, strategies for the communications sector are not covered in both. • Concerning social sectors, both show; - inadequate treatment of water & sanitation, sports and recreation; no mention of access & mobility PRS. • Concerning priority pop. groups, PRS does not highlight major difficulties with regards to people with women & people living with HIV/AIDS as well as access & mobility of all priority pop. Groups while NTP is silent on the homeless. • With respect to cross cutting issues, both are silent on gender dimensions across transport sub-sectors, role of inland waterways in empowering local communities, while PRS dose not cover actions to be taken regarding provision of relevant transport infrastructure and service. 	<ul style="list-style-type: none"> • Overall poverty issues require a long term horizon but the MEPP which is guiding sector policies has a 2 year timeframe. • NTP prioritises 4 economic sectors whereas PRS does not. • Whilst PRS identifies objectives on all components of the social sectors, except water & sanitation, NTP has no specific objectives on these components 	<ul style="list-style-type: none"> • Overall MEPP provides a broad link with sector policies but the link between NTP and economic sectors is minimal, thus marginalizing the crucial role of transport as a cross cutting issue • Linkages on transport strategies geared towards meeting economic sector needs particularly with respect to 4 economic sectors (agriculture, mining, manufacturing & tourism) • By and large weak linkages between PRS & transport strategies regarding social sectors. • PRS recognises the role of transport to poverty reduction albeit to a lesser extent with linkage of transport needs of priority pop. groups in NTP and poverty reduction needs of same in PRS. 	<ul style="list-style-type: none"> • Overall, there are opportunities to make PRS and NTP policies and strategies pro-poor as both contain relevant aspects to poverty reduction as well as the optimisation of local resources. In addition, there are opportunities to harmonise the NTP (which is in draft form) with the PRS to be developed. • With respect to social sectors, there basis to integrate the two policies/strategies for complementary benefits and specifically to spell out objectives and interventions under water and sanitation. • Both policies/strategies identify priority population groups and thus, there is an opportunity to synchronise strategies. • With clear intentions identified in both PRS & NTP in respect of cross cutting issues, there is a basis for transport policy/strategy to be used as a vehicle for poverty reduction and vice versa, as well as developing and implementing poverty reduction strategies.

3.2 Session 5 &6: Overall Comparative Assessment of the Poverty Reduction Strategy (PRS) and the Transport Policy/ Strategy.

In Session 5, participants broke into two groups to make an overall assessment of the Poverty Reduction Strategy (PRS) and the Transport Policy/ Strategy using the outputs of Fig 17 of the Guidelines and Questions in Fig 18 of the Guidelines and the outputs of the group work is outlined in *Matrix 3.2* below.

Matrix 3.2: Summary of Overall Comparative Assessment of the Transport Policy and Poverty Reduction Strategy

Question	Group Assessment		Overall assessment
	Group 1	Group 2	
1. (a) Which poverty reduction goals and objectives does the transport strategy contribute to achieving? (b) What poverty reduction goals and objectives are less well addressed by the transport Strategy? (c) Which poverty reduction goals and objectives must be better addressed by the transport sector in future?	1(a) Infrastructure development, Sustaining social protection mechanisms, Rural development, Availing transport services, Poverty reduction (overarching) 1(b) Economic empowerment, Improved health delivery system, Education delivery system, Strengthening Institutional capacity 1 (c) Housing delivery	1(a). Mobilisation of funds for transport infrastructure, creation of alternative sources of energy, rural development, transport infrastructure and services, poor in rural areas 1(b) HIV & Aids, gender balance, economic empowerment, improved service delivery by Local Authorities, provision of safety nets funding systems 1 (c) Nil	1(a) Infrastructure development, sustaining social protection mechanism, availing transport services, creation of alternative sources of energy, the poor in rural areas 1(b) Economic empowerment, improved health delivery system, strengthening institutional capacity, HIV/AIDS, gender balance 1(c) Housing delivery
2. (a) To what extent is the transport strategy meeting the objectives and needs of the economic sectors prioritised in the poverty reduction strategy? (b) Which economic sectors or sub-sectors are well served by the transport strategy, and (c) which are not well served? (d) How could the transport strategy better meet the needs of the social sectors?	2. (a) Caters for 5 specific sectors 2 (b) Agric, Mining, Transport, Tourism, Manufacturing 2 (c) Construction, Energy, Communication 2 (d) (i) Make transport infrastructure and services adequate and available (ii) Make transport appropriate solutions available	2(a) To a greater extent 2(b)Agriculture, mining, tourism, manufacturing 2 (c) Other sectors inferred to 2(d) Exploit the adoption and utilisation of communication technologies e.g. GPS, GIS Internet, Invest in research and development with relation to its cross-cutting role	2(a) To a large extent particularly for 5 sectors 2(b) Well served sectors are agriculture, mining, tourism, and manufacturing 2(c) Not well served sectors are construction, energy and communications 2(d) Adequate provision of infrastructure & services, adoption and utilisation of communication technologies e.g. GPS, GIS; invest in research & development especially appropriate technology.
3. (a) To what extent is the transport strategy meeting the objectives and needs of the social sectors prioritised in the poverty reduction strategy? (b) Which social sectors must be better served by the transport strategy? (c) How could the transport strategy better meet the needs of the social sectors?	3(a) To a very limited extent 3 (b) All those identified 3 (c) Being sensitive, responsive and appropriate	3(a) To a less extent, it deals with the needs and objectives of health and education e.g. appropriate sitting of social services, provision of concessionary fares, all-weather roads 3(b) In priority order, health, education, recreation 3(c) Enforcement of policy implementation and use of transport to raise awareness (health)	3(a) To a limited extent and only deals with the needs and objectives of health and education sectors in terms of appropriate sitting, concessionary fares and provision of all weather roads. 3(b) Health, education and recreation 3(c) By being sensitive, responsive, appropriate, and awareness creation e.g. use of transport to create awareness on HIV/AIDS.
4. (a) To what extent is the transport strategy meeting the access and mobility needs of the population groups and other actors targeted by the poverty reduction strategy? (b) Whose needs and which needs, must be better served by the transport strategy? (c) What are the priorities for action within an improved transport strategy?	4(a) Limited extent 4 (b) Disabled, CEDC, Women, People living with HIV & Aids 4 (c) Participation (public/community), Funding, implementation & enforcement of regulations	4(a) Fairly dealt with regards to CEDC, women, elderly 4(b) Homeless, People living with HIV and Aids 4 (c) Action implementation, commitment by stakeholder stakeholders and financing	4(a) To a limited extent with a fair coverage for CEDC, women and elderly 4(b) Disabled, CEDC, women, people living with HIV/AIDS, homeless 4(c) Community/public participation, funding, implementation and enforcement of regulations.
5. (a) If the transport strategy needs to be adapted to better meet the needs of priority social and economic sectors and of population groups targeted by the poverty reduction strategy, what are the implications for transport sector plans and priorities?	5(a) Integration of land use & transport planning, coordination, stakeholder consultation & participation, mainstreaming PRS into transport policy	5(a) (i) Prioritisation and better utilisation of resources, (ii) Beefing up of resources (human & financial (iii) Broadening participation of stakeholders in planning and implementation	Implications include prioritisation and better utilisation of resources, Increasing human & financial resources, integration of land use & transport planning, stakeholder consultation & participation and mainstreaming PRS into transport policy.

Matrix 3.2: Summary of Overall Comparative Assessment of the Transport Policy and Poverty Reduction Strategy (continued)

<p>6. (a) Which cross cutting issues are relatively well taken into account by the transport strategy? (b) Which ones are less well addressed? (c) How can the transport sector make a more substantial contribution to meeting cross-cutting goals, for instance to good governance, decentralisation and capacity-building, employment, creation and labour standards, gender equity, reducing the incidence of HIV/AIDS, environmental sustainability etc?</p>	<p>6 (a) Governance, capacity building, disability, public safety, environment issues 6 (b) Employment Creation, Gender equality 6 (c) HIV & AIDS</p>	<p>6 (a) Disability, research and development, transport employment creation, governance, safety, energy, environment, capacity building 6(b) - 6 (c)By addressing specific issues that are related to specific population groups, cross cutting issues and geographical dimensions and undertaking studies</p>	<p>6(a) Cross cutting issues relatively well taken into account are disability, public safety, governance, capacity building, safety, energy, R&D, employment and environment. 6(b) Cross cutting issues which are less well addressed are employment creation and gender equality 6(c) By addressing specific issues that are related to specific population groups, cross cutting issues and geographical dimensions and undertaking studies.</p>
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3.3 Session 7: Overall Conclusions and Recommendations.

In Session 7, the plenary continued and proceeded to draw conclusions and recommendations whose outputs are summarised below.

3.3.1 Conclusions

- a. The NTP³ document recognises the role of transport towards poverty reduction in general terms and poverty reduction measures are not clearly articulated in the various transport sub-sectors.
- b. Gender is not mainstreamed in all the NTP sub-sectors.
- c. The NTP has dedicated attention to transport and disability but has not given similar prominence to other priority population groups.
- d. Transport policy/strategy recognises the importance of an integrated approach in addressing poverty reduction.
- e. The transport policy/strategy tends to take a neutral approach and hence makes implicit reference to cross cutting issues.
- f. There are some inter and intra policy inconsistencies in the NTP and PRS.
- g. The main guiding framework of Macro Economic Policy Framework is short term and therefore does not support long-term planning
- h. The social sectors, which are critical to poverty reduction are not well linked to other priority sectors
- i. There is acknowledgement of geographical dimensions of poverty and transport strategies as regards rural and urban areas.

³ National Transport Policy

3.3.2 Recommendations.

- a. There is a need to standardise contents and packaging of policies
- b. Gender dimensions are to be mainstreamed across all transport sub-sectors in the NTP
- b. There is need for NTP to give prominence to all priority population groups as well as taking into cognisance the unique needs of the groups.
- c. The link between transport and poverty reduction strategies need to be taken into consideration in future policy/strategy initiatives.
- d. There is need for the country to take advantage of the Poverty and Transport Strategy Review (PTSR) process and to strengthen the NTP process

4.0 ISSUES, AND COMMENTS AND LESSONS

- a. *How do we make policies?:* Participants learnt that the draft Urban Transport Sector Policy making commenced in 1992. On the other hand the draft National Transport Policy commenced in 2000. Also the Rural Travel and Transport commenced in the late 1990's. Policy-making takes too long. Participants expressed loss of hope because of the fact that the policies reviewed had been in draft form for a long time. Further misgivings arose from doubts that the policies could be concluded any time soon. Participants wondered on who drives policy making and whether they are not donor driven because they take too long to be concluded. Participants queried why policy making takes too long.
- b. *Why do we have three policies that sound the same?:* Participants observed that the three draft policies sounded the same. Stakeholders wondered whether this segmentation is not an issue of coordination and fragmented institutional frameworks and policy making processes and basis for inconsistencies.
- c. *Inconsistencies between draft status of policy and practice:* Participants raised concerns with the fact that policies remain in draft form while there are significant developments in practice which are not guided by any substantive policy resulting in needs of certain priority population groups not being met. An example mentioned is the importation of buses and aircraft that do not have facilities for the physically challenged persons. The question was do people who make decisions have the requisite awareness and knowledge.
- d. *Inclusion of Implementers and stakeholders in policy drafting and implementation:* Because implementers are doing their own things and un-informed by the draft policy making process, participants questioned the extent to which the three draft policies under review have been consultative and inclusive.

- e. *Research and Development: and Appropriate Technology:* Participants observed that those outside public sector do not know what is going on inside, whereas those in the public sector do not know what is going outside, hence the need for the national policy to provide a sector R&D strategy/framework.
- f. *Participation and Role of Media:* Participants debated and re-emphasised the need for media to participate and for briefing on the components of the policy strategies.
- g. *Highway security and safety:* Participants raised concern on stripping off of roadside fencing in both resettled and communal farming areas and hazards posed by farm implements and stray livestock.
- h. *Political and economic uncertainties:* Stakeholders observed that political and economic uncertainties result in rapid changes of fundamentals and objectives, which in turn affects the smooth implementation of formulated policies/strategies.

Annex 2.1. Extraction of Relevant Information in the Transport Strategy

Matrix of Analysis of the information extracted from the Transport policy/strategy (Fig 16 of the SSATP Guidelines).

<i>Overall Policy and Strategy</i>	<i>Difficulties to be overcome relating to poverty and growth</i>	<i>Overall Policy objective s/intentions relating to improved access and transport Infrastructure aimed at contributing to poverty reduction</i>	<i>Overall policy objectives/intentions relating to improved mobility and transport services aimed at contributing to poverty reduction</i>		
Promote Employment Opportunities Promote Economic Empowerment of Historically Disadvantaged people Enhance Access to socio-economic centres in rural & urban Areas Comprehensive Policy Framework Minimise Transport Costs and Maintain High Quality Road Infrastructure	<u>National</u>	<ul style="list-style-type: none"> - Increased private sector participation in infrastructure provision (R) - Labour-based road construction technology Food for work program (R) - User pay principle to finance maintenance of infrastructure - All weather road network (I) - Compensation of properties affected by road works (I) - Affirmative action to promote indigenisation (R) - PPP in the provision of infrastructure 	<ul style="list-style-type: none"> - Ensure service provision for disadvantaged (I) - Each mode of transport to recognise & respect the needs of disadvantaged groups (I) - Reduction in transport costs - Subsidy for public transport services - Ban importation of aged vehicles (I) - Ban left hand vehicles (I) - PPP in the provision of services 		
	<ul style="list-style-type: none"> - Unfair tariffs which are a threat to local manufactures - Acute shortage of manpower - Inadequate allocation of resources to infrastructure - Unemployment - High transport operating costs - Traffic accidents (Safety) - High interest & inflation rates - Difficult to embark on fleet expansion - Importation of second hand vehicles - Shortage of foreign currency - Skills loss due to HIV & Aids - Equipment & manpower shortage 			<u>Urban</u>	<ul style="list-style-type: none"> - Encourage/introduce off-peak fares (I) - Integrated land use & transport planning to minimise transport costs (I) - Provision of affordable urban public transport (I) - Economic & timeously adjusted transport fares (I) - Introduction of commuter train services (R)
	<ul style="list-style-type: none"> - Growth of urban vehicles in major cities - Negative environmental externalities - Rapid urbanisation - Urban transport, a heavy user of foreign currency 			<u>Rural</u>	<ul style="list-style-type: none"> - Matching demand through regular survey & monitoring - Integrated land use & transport planning to reduce transport costs (I) - Improve accessibility through appropriate location of facilities & services (I) - Incentives to operate services into newly resettled areas & remote rural areas (I) - Incentives for the manufacture of IMTs (I) - Enabling environment for appropriate & affordable means of transport (I)
	<ul style="list-style-type: none"> - Conventional planning with minimal impact on enhancing access for rural people - Provision of reliable efficient, safe & comfortable services - Ability to meet demand especially at peak periods - Headloading predominant especially on women - Expensive transport services - Lack of transport infrastructure - Limited access to IMTs - Women carry the largest burden of travel and transport burden - Lack of technical know how for manufacturing and repair - Uneconomic utilisation of time due to excessive use of time & effort in travel & transport activities - Very low level of motorised vehicle ownership 				

<i>Issues relating to economic sectors</i>	<i>Difficulties relating to access & mobility</i>	<i>Strategy/interventions relating to improved access & transport infrastructure</i>	<i>Strategy/interventions relating to improved mobility & transport services</i>
Agriculture	<ul style="list-style-type: none"> - Financing infrastructure provision & maintenance - Infrastructure Management - Inadequate access to economic centres - Unemployment & poverty - Moving bulk goods to markets - Rehabilitating transport network - Lack of appropriate infrastructure & modes - Funding provision & maintenance of infrastructure 	<ul style="list-style-type: none"> - Innovating funding of infrastructure(R) - Partnerships for funding, maintenance, management, provision etc (R) - Targeted procurement (R) - Appropriate Technology (R) - Resuscitating & expanding infrastructure (R) - Resuscitating & expanding transport industry (R) - Innovating traffic management measures (R) 	<ul style="list-style-type: none"> - Improving regulation - Research (i) - Technology transfer (i) - Financing packages & incentives (R)
Mining	<ul style="list-style-type: none"> - As above 	<ul style="list-style-type: none"> - AS above 	<ul style="list-style-type: none"> - As above
Tourism	<ul style="list-style-type: none"> - As above plus - Safety & security - Inadequate transport modes (aviation & inland waterways) - Registration standardisation of vehicles of vehicle safety 	<ul style="list-style-type: none"> - As above plus - Encouraging general aviation 	<ul style="list-style-type: none"> - Nothing
Mining	<ul style="list-style-type: none"> - Increase beneficiation through value addition - Investment in Platinum - Indigenisation - Marketing 		<ul style="list-style-type: none"> - Marketing
Tourism	<ul style="list-style-type: none"> - Promote domestic & Int. Tourism - Forge strategic alliances with tour operators - Aggressive marketing - Incentives to encourage increased air traffic - Funding for tourism infrastructure 	<ul style="list-style-type: none"> - Inadequate domestic air services - Deteriorating infrastructure 	<ul style="list-style-type: none"> - Financing tourism infrastructure development (R)
Manufacturing	<ul style="list-style-type: none"> - As above plus - Levels of duties & tariffs - Skills loss (Brain drain, HIV/AIDS) - Deregulation (globalisation and regionalisation) - Inefficient urban public transport - Costly freight forwarding system 	<ul style="list-style-type: none"> - Capacity Building (Localisation of skills) - Promotion of energy conservation systems & modes 	<ul style="list-style-type: none"> - As above plus - Maximise usage of pipeline

<i>Issues relating to Social sectors</i>	<i>Difficulties relating to access & mobility</i>	<i>Strategy/interventions relating to improved access & transport infrastructure</i>	<i>Strategy/interventions relating to improved mobility & transport services</i>
Education	<ul style="list-style-type: none"> - Bad weather conditions (make access to schools difficult) 	<ul style="list-style-type: none"> - Ensure all weather roads network (R) - Location of schools (R) 	<ul style="list-style-type: none"> - Concessionary fares for children in uniform (R)

Health	<ul style="list-style-type: none"> - Bad weather conditions (make access health centres difficult) 	<ul style="list-style-type: none"> - Ensure all weather roads network (R) - Location of clinics 	<ul style="list-style-type: none"> - Reduction of transport pollution by removal of vehicles that emit excessive fumes (I) - Promote environmentally friendly transport modes (cycle tracks, safe footpath) (I) - Safe disposal of transport wastes e.g. used oils (I) - Regulate the contamination of water bodies (I)
Water and sanitation	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Distribution of water points 	<ul style="list-style-type: none"> - Intermediate Modes of Transport
Sport & Recreation	<ul style="list-style-type: none"> - Limited transport for leisure 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Develop public transport services between airport & city terminals (I)
Issues relating to priority population groups	Key difficulties relating to access mobility	Strategy/interventions relating to improved access & transport infrastructure	Strategy/interventions relating to improved mobility & transport
Disabled	<ul style="list-style-type: none"> - Mobility handicap - Inability to access required facilities & services 	<ul style="list-style-type: none"> - Strict enforcement of legislation governing access to buildings & facilities (I) 	<ul style="list-style-type: none"> - Educate public e.g. drivers to appreciate that disabled have rights (I) - Concessionary fares (I) - Provision of incentives to public transport manufacturers (I)
The Homeless	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing
Women	<ul style="list-style-type: none"> - Limited access to intermediate means of transport - Travelling long distances to health facilities & commercial centres 	<ul style="list-style-type: none"> - Improve distribution of service facilities - Mobilise participation of local population to develop & maintain sustainable infrastructure eg footpaths, tracks, footbridges - Use labour-based technology to develop requisite infrastructure (R) 	<ul style="list-style-type: none"> - Encourage the establishment of IMT repair workshops at rural service centres (I) - Facilitate credits to rural HHDS for the procurement of IMT - Raise awareness & encourage people to change their cultural norms - Embark on education campaigns to promote the use of IMT (I)
CEDC	<ul style="list-style-type: none"> - Crossing flooded rivers - Travelling long distances to social amenities 	<ul style="list-style-type: none"> - Develop appropriate infrastructure - Use labour-based technologies to develop requisite infrastructure (R) - Mobilisation participation of local people to develop & maintain sustainable infrastructure through incentives - Develop conventional road infrastructure in remote rural areas to improve accessibility 	<ul style="list-style-type: none"> - Develop conventional road infrastructure in remote rural areas to improve accessibility to motorised traffic (I)
People living with HIV & AIDS (No mention of this group but general mention of HIV & AIDS in the policy)	<ul style="list-style-type: none"> - Precipitation of the HIV/AIDS menace as interaction increases due to improved access & mobility 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Mobilise financial resources & establish training fund for the transport sector - Strengthen the capacity of local tertiary institutions to offer programmes relevant to transport sector (R) - Fund R&D and disseminate findings on levels of HIV & AIDS in the transport sector (I)
<i>Key cross-cutting</i>	<i>Key difficulties that should be</i>	<i>How each issue will be addressed</i>	<i>How each issue will be addressed</i>

<i>issues</i>	<i>addressed/solved</i>	<i>in planning & management of transport infrastructure</i>	<i>in planning & management of transport services</i>
Governance	<ul style="list-style-type: none"> - Underperformance by transport related public enterprises & transport sector - Coordination & administration in the transport sector - Lack of a comprehensive transport policy - Policy inconsistencies 	<ul style="list-style-type: none"> - Institutional reforms - Streamlining of administration in transport sector 	<ul style="list-style-type: none"> - Competition & deregulation of the transport sector - Viable fare management - Capacity building of authorities - Decentralisation of management & licencing of urban transport to local authorities
Employment Creation & Conditions	<ul style="list-style-type: none"> - High unemployment levels - Staff turnover 	<ul style="list-style-type: none"> - Promotion of competent indigenous contractors (R) - Use of labour based technology (R) 	<ul style="list-style-type: none"> - Import substitution in the transport sector
Gender Equity	<ul style="list-style-type: none"> - Transport & travel burden endured by rural women & girls - Lack of economic empowerment programmes 	<ul style="list-style-type: none"> - Improvement in location of social & economic facilities (r) - Integrate land use development & rural transport planning - Improvement of rural roads & paths (R) 	<ul style="list-style-type: none"> - Awareness raising on the need to share transport burden between men & women (I) - Facilitate credit schemes for procurement of IMTs with bias in favour of women (r) - Introduce alternative sources of energy (R)
HIV & AIDS	<ul style="list-style-type: none"> - Depletion of workforce - Spread of HIV/AIDS 	<ul style="list-style-type: none"> - Nothing - Nothing 	<ul style="list-style-type: none"> - Awareness campaigns & education (R)
Transport & Technology	<ul style="list-style-type: none"> - Utilisation of appropriate technology - Obsolete equipment - Over reliance on imported technology - Inefficient utilisation of transport system 	<ul style="list-style-type: none"> - Installation of intelligent transport systems - Research & Development 	<ul style="list-style-type: none"> - Modernisation & upgrading of transport technology
Environmental Protection	<ul style="list-style-type: none"> - Pollution - Environmental degradation 	<ul style="list-style-type: none"> - EIAs (R) - Monitoring of contractors to ensure compliance with environmental requirements 	<ul style="list-style-type: none"> - Control spillages through maximum utilisation of pipelines - Ban importation of second hand vehicles 5 yrs light vehicles 7 yrs commercial (I) - Use of energy efficient vehicles - Introduction of rural environmental tax (r) - Ensuring compliance with emission standards (I) - Proper disposal of motor industry waste - Use of unleaded fuels & catalytic converters (I) - Ban of dangerous cargo carrying vehicles from traversing city centres (I)
Transport Infrastructure	<ul style="list-style-type: none"> - Under funding of infrastructure - Inadequate infrastructure - Obsolete Infrastructure - Theft & vandalism of infrastructure 	<ul style="list-style-type: none"> - Improved funding for infrastructure PPPs, PSIP - Upgrading & expansion of infrastructure - Regular maintenance - Surveillance to check in overloading & other infrastructure damaging practices 	<ul style="list-style-type: none"> - Dualisation of roads (r) - Upgrading of runways & airport terminals (R0) - Harmonisation of traffic signs & signals with regional & international standards (R0) - Quality licensing of public service vehicles (R)
Traffic Safety & Security	<ul style="list-style-type: none"> - Traffic accidents - Ageing fleets - Poor state of infrastructure - Poor driving habits 	<ul style="list-style-type: none"> - Implement transport management measures (I) - Carrying regular safety audits - Proper design of public passenger termini 	<ul style="list-style-type: none"> - Proper driver training e.g defensive driving (R) - Awareness raising (R) - Fleet replacement & expansion

Disability	- Accessibility of public transport by the disabled	- Appropriately designed infrastructure (I) - Enforcement of regulations governing access	- Incentives for the design & manufacture of appropriately designed infrastructure & fleet (I) - Concessionary fares for the disabled (I) - Public awareness of the rights of the disabled (I)
Energy	- Energy Conservation	- Improved traffic congestion reduction measures	- Encourage mass transport systems (big buses & rail systems) (r) - Promote modern & efficient fleet. - Phasing out of smaller public transport vehicles (combis) (r)
Research & Development	- Informed decision making - Innovation (Import substitution)	- Traffic projections - Appropriate technology	- Appropriate technology