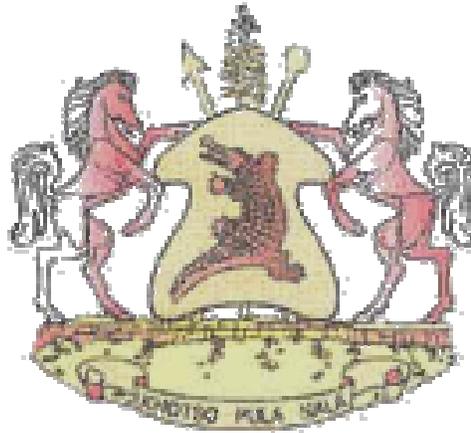# GOVERNMENT OF THE KINGDOM OF LESOTHO

Ministry of Public Works and Transport

SUB-SAHARAN AFRICAN TRANSPORT POLICY PROGRAM

REVIEW OF THE NATIONAL TRANSPORT POLICY AND POVERTY REDUCTION STRATEGY

FINAL REPORT

Prepared by:

MFS CONSULTING

Mokorotlo Financial Services Consulting (Pty) Ltd

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List of Acronyms

ALE	Association of Lesotho Employers
ANC	Ante Natal Care
ATS	Appropriate Technology Section
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	Export Import Association
FDI	Foreign Direct Investment
FP	Family Planning
FPE	Free Primary Education
GDP	Gross Domestic Product
GIS	Geographic Information Systems
HIV/AIDS	Human Immunodeficiency Virus & Acquired Immunodeficiency Syndrome
HAS	Health Service Area
IATA	International Air Travel Agencies
ICAO	International Civil Aviation Organisation
ILO	International Labour Organisation
IMTs	Intermediate Means of Transport
IPRS	Interim Poverty Reduction Strategy
LNFOD	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
LSPP	Department of Lands Survey and Physical Planning
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
MoHSW	Ministry of Health and Social Welfare
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
PNC	Post Natal Care
PLWD	People Living With Disability
PLWHA	People Living With HIV/AIDS
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 Micro Enterprises
SOS	Safe Our Souls
SRC's	Student Representative Councils
SSATP	Sub-Sahara Africa Transport Policy 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
VIP	Very Important People
YWMCA	Young Women and Men Christian Association
WASA	Water and Sewerage Authority
w.r.t	with regard to
YCS	Young Christian Students
♀♀	Female
♂♂	Men

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Executive Summary

I.   INTRODUCTION

The SSATP Strategic Review is an important milestone that has contributed to the formulation of new governance arrangements in the transport sector. The review process has amplified the demands on the sector to better demonstrate its contribution to poverty eradication and for a move towards a better and more integrated programmatic approach within the SSATP member states. The rationale is to anchor transport strategies with poverty reduction strategies. This is done through a comparative assessment and improvement of, and definition of the links between, transport and poverty reduction strategies so as to help SSATP member states to enhance the design and implementation of their transport strategies.

II.   REVIEW METHODOLOGY

The Lesotho review process, in accordance with the guidelines, is carried out in three (3) phases, each of which has actions and steps that have to be taken.

The three phases are:
- **Firstly,** the preparation carried out by a small Steering Group;
- **Secondly,** the review of the strategies, formulation of recommendations, and action plan, which is carried out by a Stakeholder Group;
- **Thirdly** and finally, soliciting the approval for implementation of the recommendations and ensuring that the recommended changes are incorporated in the PRS and Transport Sector Policy documents by the Steering Group.

The first two phases have been carried out and this report documents the outcomes of those two phases. The preparatory phase was undertaken by a Steering Group made up of representatives from the transport sector and poverty reduction strategy, private sector and civil society while the main review and preparation of action plan, phase two, was undertaken by the Stakeholder Group under the guidance of a Facilitator and a Resource Person from MFS Consulting. The stakeholder group was selected through a stakeholder analysis that involved identification of actors and their organizations concerned by issues of transport and poverty reduction. The resultant list included organizations drawn from economic sectors, social sectors, transport sectors, priority population groups, and crosscutting issues. Altogether fifty-four (54) Stakeholder Organizations were identified. Of the fifty-four Stakeholder Organizations, twenty-five (25) were selected to participate in the Stakeholder Group. The process of selecting the Stakeholder Group ensured among other considerations that there was a balance between public sector, private sector, civil society and crosscutting interest groups.

III.   REVIEW OUTPUTS

III. a   The Poverty Reduction Strategy (PRS) and Transport

The PRS was presented then analyzed and an assessment of the extent to which transport related issues were dealt with/incorporated was undertaken. The results are provided in the appropriate sections of the report. The review of the PRS provided delegates with insights into the PRS development and its content, including priorities. The analysis focuses on the main goals of the PRS, priority economic sectors, priority social sectors, priority population groups,

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and crosscutting issues. It also identifies general issues in the PRS, difficulties to be overcome, issues relating to transport infrastructure, and issues relating to transport services.

III. b   Assessment of the Poverty Reduction Strategy and Its Treatment of Transport-Related Issues and Findings

The general assessment is that the PRS covers almost everything clearly on the overall, except that not all sectors have been covered. Participants indicate in this report that it would have been better to also be specific and detailed on other sectors. As an example, transport had been rated very high as priority number three (3) during consultations. However, neither does it get a correspondingly high priority in other sectors as a pre-requisite, nor do transport issues overall get captured as well as they could. Transport infrastructure has also only been partly captured giving an impression that transport infrastructure only deals with roads.

A justification given is that the Lesotho PRS, unlike in most countries, is objective-based as against sector-based. Its main objectives, pursued through the stated national priorities are to increase real GDP to 7% by 2006 and reduce the population living below the poverty line to 52% by 2006. Participants were also advised not to look at the PRS in isolation, but should refer to the budget and bench marks. The other issue is 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, felt that at least transport related difficulties for all the key sectors which were expected to contribute to poverty reduction should have been covered in the situational analysis.

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 making observations, particularly in relation to costs. Furthermore, it had to be noted that the country has a new fledgling construction industry that needs nurturing.

III. c   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 (agriculture, mining, tourism and trade), the answer was that these were largely implied but not directly specified. The missing aspects in the PRS have been identified. In relation to Priority Social Sectors, the participants made observations in relation to education and health and highlighted the issue that transport related difficulties of these castors are included in the PRS, as well as what needs to be done. The report discloses that the access and mobility difficulties of the priority population groups and of other key actors in reducing poverty have been identified. The groups that could have been identified include Children, Elderly, PLWHA and Youth. A long list of missing aspects is included.

In case of how well geographical dimensions of the issues are addressed, a general observation is that the strategy tends to be biased 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. A long list of additional observations was made and is included in this section. Furthermore, not many crosscutting issues of relevance

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were noted, but some crosscutting issues identified were in relation to transport sector and can make a significant contribution.

IV. TRANSPORT POLICY/STRATEGY AND POVERTY REDUCTION

The Draft Transport Sector Policy was analyzed and an assessment of the extent to which poverty reduction related issues were dealt with/incorporated was undertaken. Overall findings and recommendations of the assessment were made. The results are provided in the appropriate sections in the report.

IV. a   Review of the Transport Strategy and Findings

To kick start the review of the transport strategy, an outline presentation was made of the Zero draft of the Transport Sector Policy that had been completed in August 2005 by the Ministry of Public Works and Transport. A condensed version of the presentation is attached as annex 6 to the report. The analysis focused on the main objectives and difficulties to be overcome and sought to identify challenges, strategy relating to access and infrastructure, and strategy relating to mobility and transport services.

Furthermore, the priority economic sector focuses on the support to the local business and increased support to SMMEs. The report also specifies the difficulties and challenges faced by the sector in relation to transport infrastructure and services. Education and health are addressed as representing the priority social sector. It also emphasizes the concept of expanding and promoting Early Childhood Care and Development (ECCD) and to enhance the quality of health and essential care.

The participants identified that access and mobility difficulties of the priority population groups and of other key actors in reducing poverty are not included the draft policy. However, the groups that could have been incorporated include Children, Elderly, PLWAS, and the youth. An indication of how the transport sector can or will contribute to reducing the difficulties and to supporting efforts to reduce poverty is made, and the missing aspects which need to be included identified.

A general observation was made that the strategy tends to be biased 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. Furthermore the report captures additional observations that if considered in the formulation of the strategy would enhance its efficacy. Furthermore, there were not many cross-cutting issues of relevance identified in the draft, however, a few that were identified to make a contribution to poverty reduction are documented.

V. 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 crosscutting issue

b) Sector working group should include all relevant sub-sectors e.g. WASA, LEC, TCL, representation from CS, private sector and pop groups.

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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.

VI.   OVERALL FINDINGS REGARDING HOW POLICIES ARE FORMULATED

The report captures the overall findings which include the following:
   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 was noted that policy development range from a long to short consultations. Gender Development Policy started in the late 1980s and only got approved in 2003; the PRS developers conducted very extensive bottom up community consultations, and the largely top down Transport Policy and Strategy development was followed, 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.

VII.   MAIN RECOMMENDATIONS AND ACTION PLAN

The following recommendations were developed to address the issues that resulted from the assessment:

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(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;

An action plan to implement the changes recommended respectively on the Poverty Reduction Strategy and Transport Policy was developed. The plan outlines Outcomes, Indicators of Outcomes; Activities; Actor/s responsible for each Activity; Time Frame; and resource Inputs required to implement the Activities.

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1.0 INTRODUCTION.

1.1 Background

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 (TPPRSR) is an important process that is taking place in 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 Organization of the report

Section 2 provides a brief outline of the process followed in undertaking the Poverty Reduction Strategy Review. This is followed by a description of the process followed in conducting the stakeholder analysis, as well as the outcome of the analysis. The last part of the section provides information on the methodology used during stakeholder workshops. Section3 outlines the outputs of the review workshop. It presents key findings of assessments undertaken and recommendations made respectively on the Poverty Reduction Strategy and its treatment of Transport issues; Transport Policy and the Poverty Reduction Strategy; and how policies and strategies are made. Section4 presents an action plan that outlines actions that should be taken respectively on the Poverty Reduction Strategy and Transport Policy following the completion of the PRSTP. The last section i.e. Section5 provides a concluding statement of the PRSTP.

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2.0 THE PRSTP PROCESS, STAKEHOLDER ANALYSIS AND SELECTION OF DOCUMENTS TO BE REVIEWED, AND WORKSHOP METHODOLOGY

2.1 PRSTP Process

Following its participation in preparatory training meetings held in Nairobi in May 2004, Lesotho engaged in a review of its National Transport Policy and Poverty Reduction Strategies in 2005. The review was kick-started by setting up structures that would take the process forward. A Steering Committee was set up in May 2004 (Annex1) to lead the review process through obtaining approval from Government for the review; undertaking a stakeholder analysis and selecting a Stakeholder Group (Annex3); planning the review process and inputs; and securing financial and technical inputs for the latter. The Stakeholder Group, constituted in June 2005, undertook the review process through holding three workshops that were facilitated by a professional facilitator backed by a resource person under the auspices of Mokorotlo Financial Services, a local consulting firm contracted to provide services for the process. Workshop1 dealt with an assessment of the Poverty Reduction Strategy; Workshop2 dealt with an assessment of the Transport Policy and Strategy; and Workshop3 dealt with an assessment of the transport policy formulation process and drawing up of overall findings and recommendations. An action plan was formed to effect proposed improvements on the Transport Policy and Strategies.

The phases of the review process are expressed in more details as follows;

PHASE 1: Preparation

The preparatory phase was undertaken by a small Steering Group comprising leading representatives from the key transport sector and poverty reduction strategy stakeholder organizations. Main activities during this phase included:
- Obtaining official approval for the review process;
- Undertaking a stakeholder analysis ;
- Selecting members of a Stakeholder Group;
- Drawing up a work program of the review process;
- Securing the technical and financial inputs from SSATP.

PHASE 2: Review of the Strategies and Formulation of Recommendations

The process for the review proceeded in the following five (5) steps:

1) Engagement of the Facilitation Team, establishment of the Stakeholder Group, and clarifying the objectives and agreeing on a program and procedures;
2) Assessing the poverty reduction strategy (Workshop 1);
3) Assessing the transport policy and strategy (Workshop 2)
4) Assessing how policy/strategy is made (Workshop 3);
5) Drawing overall findings and recommendations.

The main review process was carried out by the selected participants from a Stakeholder Group, inclusive of members of the Steering Group. The review involved a series of three workshops and meetings with the Steering Group, facilitated by two **local** Consultants **from MFS Consulting,** a Facilitator supported by a Resource Person. The roles played by the Facilitating Team, as outlined in the report, were central. The METAPLAN methodology was

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used to facilitate the workshops. Key features of the methodology included elements, objectives, and roles of the participants and the Facilitating Team, ground rules and guidelines for writing on cards.

A structured process of analysis and reflection was used, leading to recommendations on the improvements that need to be made so as to align transport strategies with poverty reduction goals. This report has captured the findings of the assessment, the conclusions and recommendations made by the participants.

PHASE 3: The Implementation of an Action Plan to Influence Implementation of the Recommendations

This phase, yet to be undertaken, will comprise the formulation and implementation of an action plan by the Steering Group. This plan will influence the adaptation of policies and strategies on transport and poverty reduction. The activities associated with this phase include:

1) Deciding on who will formulate and implement the action plan;
2) Formulation of the action plan and obtaining formal approval;
3) Some suggested activities to include in the action plan;
4) Monitoring of the action and implementing modified strategies.

2.2 Stakeholder analysis and selection of documentation to be assessed

A Stakeholder analysis and selection of the Stakeholder Group was undertaken by the Steering Committee and was facilitated by the Facilitator and the Resource Person. It was a four-step process involving the following steps:
i) Identification of the issues, people and groups involved in poverty reduction and transport
ii) Identification of the organizations and associations that represented their interests
iii) Selection of members of the stakeholder group to achieve a broad and balanced representation of interests
iv) Identification of other stakeholders that could be consulted during the review process.

The analysis concluded with 25 members that were identified to become members of the stakeholder group (Annex3)

A list of documents to be reviewed was compiled by the Facilitator and the Resource Person (Annex4). The Steering Committee collected the documents and circulated them to members of the stakeholder group prior to their attending the workshops.

2.3 Methodology used in Workshops

In order to ensure participation by all those attending workshops, the METAPLAN Communications methodology was used to facilitate the workshops. (See Annex5 for details)

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3.0 OUTPUTS OF THE REVIEW

The sections that follow deal with the outcomes of the three workshops held by the Stakeholder Group to address respectively, the poverty reduction strategy and transport, transport policy/strategy and poverty reduction, and how policies and strategies are currently developed. In particular this section deals with the outputs from the assessment of the Poverty Reduction Strategy and Transport.

3.1 Assessment of the Poverty Reduction Strategy (PRS) and Transport

The objectives of the first 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.

The PRS was analyzed and an assessment of the extent to which transport related issues were dealt with/incorporated was undertaken. The analysis focused on the main goals of the PRS, priority economic sectors, priority social sectors, priority population groups, and cross-cutting issues, to identify general issues in the PRS, difficulties to be overcome, issues relating to transport infrastructure, and issues relating to transport services.

3.1.1 Key findings of assessment of the Poverty Reduction Strategy

The nine priorities were dealt with separately under the different sectors that were identified and do exist currently in Lesotho. The results are provided as follows;

A. Main Goals of the PRS

1. Create employment

Under Poverty reduction/general issues there is need to attract domestic investment and FDI, improve and decentralize key services, increase support to small, medium and micro enterprises, make optimal use of natural resources and support to local business. The difficulties to be overcome include low productivity and rising labor costs, declining service delivery, under developed dispute resolution systems and increasing unemployment. The stakeholders identified the demand for access to farm gates, access roads to markets, poor rail terminal depot and efficient railways as important aspects in issues relating to transport infrastructure. In so far as issues relating to transport service, only the rail services were identified as the key issue for transport issues.

2. Improve Agriculture and Food Security

The stakeholders identified the need of ensuring an efficient and standardized land tenure system, improve livestock and fodder production, adoption of farming practices and timely access to inputs and need for improving marketing systems in line with poverty reduction/general issues. Some of the difficulties to be overcome include the fact that agricultural investments is higher that benefit, there is shortage of capital, also there is an increasing unemployment due to retrenchment from the mines and poor land tenure system. Transport infrastructure posed a demand to have access to farm gates, access roads to markets, improving poor rail terminal depot and as such need to have efficient railways. High transport costs were identified as the key issue to be addressed for transport services.

3. Develop Infrastructure.

As indicated by the workshop attendants a number of needs were identified including the need to increase access to clean and affordable energy supplies in order to address poverty reduction/general issues. They further identified the need to ensure planned settlement of peri-urban areas and affordable access to housing; the need to increase access to telecommunications and mass media and the need to increase access to sanitation. Finally, the stakeholders viewed the need to increase access to roads, transport and the need to increase access to water as issues that are as important. The difficulties identified during the forum were low KM per capita rate in the country and high construction costs. On the other hand transport infrastructure in this country poses the difficulty of topography and for transport services there is unwillingness of transport operators to serve certain routes.

4. Deepen democracy governance safety and security.

Under Poverty reduction/general issues the forum identified the need to reform the judiciary system to be more independent and transparent, to strengthen human rights, to improve the efficiency of the justice system, to improve local governance, to promote national unity, to increase safety and security and to improve national governance. The only difficulty identified was slow prosecutions. There was nothing identified under both transport infrastructure and services.

5. Improve quality and access to education

For poverty reduction/general issues the forum identified the need to strengthen non-formal education programmes and to improve quality in basic and secondary education. They further saw the need to expand and promote Early Childhood Care and Development and finally to develop and expand technical and vocational education and training to cater for economic needs. They however identified the difficulty of declining quality and efficiency of the education system, high repetition and drop out rates seem to be the major difficulties identified during the forum. Nothing was identified under transport infrastructure and transport services.

6. Manage and conserve the environment.

The forum identified the need to improve environmental management. There is however the difficulty of declining bio-diversity fragile environment (soils) and poor environmental management. Under the same priority there were no critical issues identified by the stakeholders in relation to transport services and infrastructure.

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7. Improve public service delivery.

The stakeholders identified the need to improve service delivery by all departments, to decentralize service provision and to improve public finance management in relation to poverty reduction/general issues. The most common difficulty is that of bribery and corruption, poor service delivery and poor attitudes of civil servants. As indicated for other priorities, there was nothing pointed out under both the transport infrastructure and transport services.

8. Improve access to health care and Social Welfare.

There is a need to reduce malnutrition, to improve access to social services and to promote access to quality and essential health care in order for poverty reduction/general issues are to be addressed. The difficulties that need to be overcome include inadequate care and support of orphans and vulnerable children, high prevalence rate HIV/AIDS, increasing infectious diseases, declining health services and increasing malnutrition. The issue of long distances to medical services was identified under transport infrastructure. As for the services, there are limited transport services.

B. Priority Economic Sectors

1. Trade

Under Poverty reduction/general issues the stakeholders identified the following as the key issues that need be dealt with in order to support local business and increase support to SMMEs mainly by;

♦ Building skills of business entrepreneurship and productivity of workers
♦ Develop sustainable market opportunities
♦ Support adoption of Appropriate Technology.
♦ Develop entrepreneurial culture.
♦ Create business counseling units
♦ Support to business association.
♦ Access to credit for poor.
♦ Access to markets.

The first identified difficulty is the fact that foreign investors need quality service. The other difficulty is the issuing of licenses and the conception that without a passport, one cannot have a job. There is a need to increase road access in relation to transport infrastructure and as for transport services the need is to provide conducive legislative, policy and institutional framework at all levels.

2. Industry

The forum identified the need to attract domestic investment and foreign direct investment in order to address the problems of poverty reduction, the following is essential;

♦ Reduce administrative procedures to speed up the licensing process.
♦ Improve the efficiency of the department of immigration.
♦ Provide basic infrastructure.

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- ◆ Promote and facilitate investment.
- ◆ Improve workers productivity.
- ◆ Improve labor stability.
- ◆ Establishment of a comprehensive social schemes

The difficulties identified are uncertain labor representation and under developed dispute resolution systems, poor linkage to local business and low productivity and rising labor costs. There is need to increase road access and to provide a conducive legislative, policy and institutional framework.

3. Tourism

Under Poverty reduction/general issues there is need to make optimal use of natural resources and it important to develop and diversify the tourism product and encourage community. Again it is important have in place base income generating activities on the tourism sites. There are difficulties in obtaining land; there is also a difficulty of inadequate supply of water and there is poor rail terminal and the difficulty of access to credit. There is need to increase road access and to provide conducive legislative, policy and institutional framework.

4. Mining

In order too address the issues under poverty reduction/general issues the most crucial element facing Lesotho is to make optimal use of natural resources and develop mining industries. A number of difficulties to overcome include mine retrenchments have exacerbated low productivity, settlement patterns cause depletion of soils and livestock continue to decline as communal land is not well managed. The same issues were identified as in the other sectors in relation to transport services and transport infrastructure.

5. Agriculture

The stakeholders identified the need to make optimal use of natural resources and to develop Agro. – business to involve an adoption of appropriate farming practices and timely access to inputs, to improve on the development of appropriate irrigation system. They further identified the need of strengthening and decentralizing extension services at area level within all districts and ensuring an efficient and standardized land tenure system.

For the development of appropriate irrigation system it is important to identify small holders and encourage them to use appropriate gravity fed techniques and water harvesting and to explore opportunities for irrigation along the Caledon and Makhaleng rivers in partnership with South African farming communities. It is equally also important to determine longer – term opportunities arising from the Lesotho Lowlands Water Supply scheme feasibility study.

The difficulties identified in this sector include poorly developed marketing facilities and a high impact of HIV/AIDS on production. The difficulties of socialization/education discourage agriculture, the increasing stock theft increases poverty, the distribution of livestock is highly skewed and credit facilities are limited and crop insurance unobtainable. There is need to increase road access and to provide conducive legislative, policy and institutional framework.

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C. Priority of Social Sectors

1. Education

There is a need to expand and promote Early Childhood Care and Development (ECCD), ensure access to and completion of basic and secondary education and to improve quality in basic and secondary education by developing and expanding Technical and Vocational Training (TVET). Further by strengthening Non-Formal Education (NFE) programs, by having access to tertiary education and by promoting culture to develop tourism and income. Some of the difficulties are high dropout and repetition rate such as, low % of qualified teachers and lack of quality and relevant education. There is again the difficulty of transiting from primary school to secondary and lack of recognition of the importance of a cultural heritage. Transport infrastructure posses the need to ensure access and completion of basic and secondary education and also to increase road access. Transport services on the other hand include the need to have access to information, education and communication.

2. Health

When dealing with issues under poverty reduction/general issues, it was identified from the forum the need to have access to quality and essential care, access to social welfare services and to address the issue of malnutrition. Long distances to medical facilities in mountain areas, the high costs of medical care and the insufficient health personnel are some key difficulties identified. Issues relating to transport Infrastructure include inter alia the need to improve health infrastructure e.g. construction/renovation, mobile health care, village health posts established etc. The issues relating to transport services inter alia are long distances to medical facilities, lack of access to quality information and services to protect their sexual health and lack of access to reproductive health care.

D. Priority Population Groups

There are several key representatives under this sector and the issues are the same in most cases. The section therefore deals with the key findings and the representatives are children, the elderly, People Living with HIV & AIDS (PLWHA)., prisoners, youth, teenage mothers, the disabled, orphaned & vulnerable, the Illiterate, guardians, gender, domestic workers and the herdboys.

For poverty reduction/general issues the stakeholders identified the importance of maintaining the school feeding program, expanding and promoting early childhood care and development, ensuring that all children have access and complete basic and secondary education and improving relevance and quality of basic and secondary education e.g. improve teacher – pupil ratios.

There is a need to provide specialized support for HIV/AIDS affected households to develop guidelines to ensure the rights of criminal suspects and victims of crime and to train inmates to provide them with functional literacy and numeracy as well as vocational skills also to implement post-sentence alternatives to custody and release eligible inmates on parole where possible and to reconstruct and improve central prison and two more open camp prisons. The above can be attained by providing an apprenticeship program to give practical skills; sewing, handicrafts, woodwork etc.

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Further, they identified the youth friendly health services and to implement the prevention of mother – child transmission. To expand health program and health education campaigns focusing on teenage health. To supply of contraceptives and empowerment programs for women and to draft a legislation that will provide legal protection to persons with disabilities, kids and people living with HIV/AIDS and to conduct a study on children with disabilities to ensure their integration into home based programs. Also to assist NGOs working with:

◆ Orphans
◆ PLWAS
◆ Disabilities
◆ Child – headed households.

In order to provide social welfare services for vulnerable groups, to improve nutritional status of vulnerable groups and to provide package access to education (fee exemption.) health care and mobilizing support groups and faith – based organization to assist them. Also to design packages for child-headed households and to introduce Non-formal education programs targeted at the illiterate.

The Government of Lesotho will implement targeted equality – based programs for those not currently benefiting from free education and it will develop free programs to train herdboys; young drop-outs and illiterate adults in life skills. It will also provide medical treatment, counseling and support to victims of rape and attempted murder. There is a need to mend legislation to address inequality between men and women with regards to land ownership.

Some of the difficulties to be overcome include poor access to clean air malnutrition and chronic infections and diarrhea. There is also lack of access to employment opportunities, lack of information at sexual health centers, lack of access to food and shelter, lack of access to information, lack of access to utilities. The legal instruments and actions have gaps where focus groups are concerned. The other difficulty is that of long distances to medical facilities and poor protection under judicial system.

There is lack of access to resources such as financial; medical; work; education; shelter; clothing; information and arable land. There is no information provided under transport infrastructure and no information provided under transport services.

E. Cross-cutting issues

The key representatives under this sector include HIV/AIDS, Children and youth, Gender, Good governance and safety and security, Employment creation and Environmental sustainability. The stakeholders therefore identified the need to create an AIDS competent society and to eliminate all forms of discrimination against women and discrimination against children, people (disabled) and orphans and vulnerable children. Further, to have a balanced participation of women and men in politics and economical empowerment.

They further identified the need to deepen democracy, increase safety and security, reform the judiciary system to be more independent and transparent and to improve both the local governance and national governance.

In order to create employment in the country the stakeholders identified the following to be most important and can be adopted. They include attracting domestic and foreign investment, supporting local business, increasing support to SMMEs, making optimal use of natural

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resources and improving and decentralizing key services such as immigration. If these are implemented then they will enhance an improved environmental management. There is however no information provided under difficulties to be overcome and no information provided under transport infrastructure. Under issues related to transport services, the key representatives under this sector pose the need to for employment creation through infrastructure development and to take note those road constructions require Environmental Impact Assessment (EIA).

3.1.2 Key findings of the assessment of Poverty Reduction Strategy and its treatment of transport related issues

Generally, 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 transport related problems for all the key sectors, which were expected to contribute to poverty reduction, should be covered in the situation analysis as transport is a cross-cutting issue. Again, people should not look at the PRS in isolation, but should refer to the budget and benchmarks.

3.1.3 The Place of Transport in the PRS

<u>**How the Poverty Reduction Strategy can Provide a Stronger Framework for Aligning Transport Strategies and Priorities with Poverty Reduction**</u>

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.

The issue of clarity in terms of how the transport sector can or will contribute to reducing the problems and to developing these priority economic sectors does not come out clearly. Further, the PRS could have clearly identified\specified modes of transport - this would have taken the needs that vary. It should indicate how transport would increase\impact on specific sectors and the set priorities in order to strengthen the linkages and it should classify and demarcate roads

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for possible income generation. The transport needs vary such as scotch cards and the levels of planning e.g. Local Government have to be considered

In relation to priority economic sectors, the difficulties identified by the participants under the agricultural sector include 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.). Also the issue of transport and land use planning are interlinked and policy should capture this and on the issue of Trade and Agriculture, if the infrastructure is provided, services should follow in support of marketing.

Under the mining sector there is need to provide transport for stone quarrying. As for the tourism sector, the stakeholders identified the importance to introduce electrified buses. It was identified that what was required is an appropriate policy that will attract FDI to partner with local investors to invest in these, air strips and airport should also be improved and the government should collect levy on major roads leading to major tourist attractions. It must however be noted that, there is need to ensure that income generation through road levels should not adversely affect the social sector. (e.g. road to a clinic)

The trade sector is another key sector and only rail has been identified as a difficulty, and the rest are not. But it must not just be treated as a service transport\road to be treated both as a service and economic issue. Again there is to highlight how it is going to impact on income generation at the local level (Local Government) and should make a distinction between different types of roads. The PRS should provide guidance on the use and possible contribution that different roads can make in economic growth/poverty reduction, should also provide adequate guidance towards transport policy formulation in relation to poverty reduction, particularly transport services and finally construction of a road as a catalyst should take into consideration socio-economic factors.

Under the education sector there were no difficulties identified by the group dealing with the sector, however there is need to improve mobility from home to school, especially for the disabled. There is again a need for non-motorized transport services for the poor, e.g. sleighs, carts, wheelchairs etc. and the planning for education should be a joint effort between and among sectors which calls for the need to have an integrated education planning unit.

A general observation was made that pretty most issues raised in relation to other sectors apply in the health sector. 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. Another observation made by the stakeholders was that of accessibility, as it affects monitoring and frequency of visits – the more difficult the access, the less frequently visited. This therefore calls for and assessment on the needs as a critical issue and also access issues should be highlighted in the situation analysis.

Under the identification of the access and mobility difficulties of the priority population groups and of other key actors in reducing poverty have not been identified. However, the groups that could have been identified include Children, Elderly, PLWAS, and the youth. An indication of how the transport sector can or will contribute to reducing the difficulties and to supporting efforts to reduce poverty was not clearly mentioned. A number of missing aspects were identified by the stakeholders include inter alia the reduction of costs, but at the same time the challenge is for children out in the most remote areas where they walk for hours to get to school.

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Mobility with regard to access and transport to be looked comprehensively and where Non Motorized Transport is a norm, consideration of incentives to be made as an encouragement of concerned groups were also missing. There are no targeted subsidies for transport e.g. PLWAS, should be given priority during construction. The disabled need to be considered for transport subsidies which is to be treated the same as in the case of M150 for the elderly and discrimination/marginalization of some groups, say on the basis of gender, deny them opportunity to play a role in transport is missing. There are no appropriate emergency transport services during major accidents, no relevant infrastructure during major accidents and at the same time with as increasing number of pedestrian sub-ways. There is lack of transportation services for seriously ill patients from health facilities, people walk long distances to the clinic and the prisoners are used as labor source. There is no affordability of transport facilities for the disabled. E.g. wheel chairs, and crashes and baseline surveys during construction of roads are also missing.

The Geographical Dimensions is another issue that was addressed and a general observation was made in that the strategy 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, there is need to point out the following aspects;

- Recognizes and acknowledges problems, but falls 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 Poverty Reduction Priorities
- It cost approximately M50 mil/year to maintain roads to minimum acceptable Standards
- 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

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- 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.

There are no crosscutting issues of relevance that were noted. However there are other cross-cutting issues to which transport can make a contribution such as to develop a strategy to embrace effective private sector participation, to encourage own inspectors taxi\buses paid by the industry, to make sure that Government regulatory framework to include private sector participation and for policies to shift some of the relevant functions to the Local Structure. There is also a need to make contribution 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 and the PRS situation analysis must include disability issues.

More over to include comprehensively environmentally sustainable assessments, disposal issues, especially of scrap metal to be included, and 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 and transport infrastructure to be contextualized looking at location and needs.

Generally, issue of how transport sector can or will contribute to reducing the problems and to developing these priority economic sectors does not come out clearly. The PRS was also identified to have missed issues such as; the needs (transport) vary, the levels of planning and it should classify and demarcate roads for possible income generation. It should also indicate how transport would increase\impact on specific sectors and the set priorities of employment, strengthen linkages and to clearly identify and specified modes of transport - this would have taken the needs that vary.

3.2 Assessment of Transport Policy and Poverty Reduction Strategy

The objectives of the second 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.

The assessment had two aims namely,

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- 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.

The Draft Transport Sector Policy was analyzed and an assessment of the extent to which poverty reduction related issues were dealt with/incorporated was undertaken. Overall findings and recommendations of the assessment were made. The results are provided in the sections that follow.

3.2.1 Key findings of the assessment of the Transport Policy

A. Overall policy and strategy

There are three challenges to be overcome that is, to provide enabling environment for efficient transport, to provide enabling environment for cost effective transport and to provide enabling environment for safe transport. The key challenges to be overcome facing the structure are as follows;

- 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.
- Difficult settlement patterns sparsely populated.
- Low potential for road users changing.

The strategy relating to transport infrastructure can be addressed on the basis of the following activities;

- 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

In so far as mobility and transport services are concerned, the activities that can adhere to include the following;

- 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

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- Ensuring and improving safety of all modes of transport.

B. Issues related to Economic Sectors

The sector entails the following sub-sectors; Trade, Industry, Tourism, Mining, and Agriculture and they addressed under one sector. The key challenges facing the sector can be indicated as follows,

- 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).
- Legislation not responsive.
- Poor air service locally and international

In relation to transport infrastructure there is need to address the following as they have a huge impact in dealing with infrastructure;

- Improved access to roads and transport.
- Provide a conducive legislation, policy and institutional framework.
- Increase road access.
- Encourage investment to provide suitable facilities for a modern mode of transport interchange, and station facility in Maseru.

Mobility and all modes of transport services can be dealt with by addressing the following key activities;

- 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.
- To serve the import and export needs of the economy.
- Inland water transport encourages the development of water transport, and ensures that the environment is safe guarded.

C. Issues relating to Social Sectors

This sector mainly deals with education and health and the two are addressed as follows;

The key challenges facing the education sector include inter alia the fact that;

- Priorities have changed from infrastructure development to maintenance.
- Many rural airstrips have fallen into disuse and disrepair.
- There is need for a feasibility study to determine areas that need air transport.

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- There is need to reduced usage of MIA.
- There is lack of domestic flight services, and the
- Unavailability of information relating to footpaths and bridle paths.

In relation to transport infrastructure there is need to address the following as they are of importance for infrastructural development;

- 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.

The stakeholders identified the following as key issues that can be used as the basis of for mobility and transport in the country;

- Acknowledgement of the fact that air transport must form the primary made 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.

2. Health

The key challenges that need be assessed with effective solution under the health sector include the following;

- 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.
- 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.

There is need to develop road bridges to replace ferries at crossing points with the most potential future traffic in relation to transport infrastructure. There is nothing identified under mobility and transport services.

D. Priority population groups

This sector is structured into the following groups of the population; Children, Orphans and vulnerable children herd boys, Youth, Teenage mother, Domestic workers, Illiterate, People

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With Disability, Guardians, Elderly, People living with HIV/AIDS, Gender, Women, men, boys, girls and inmates.

The key challenges are identified for all the groups as;

- 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 MCC and MOLG have roads of poor conditions
- 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.
- Poor access to services in rural areas.
- Lack of capacity and resources MCC and MOLG.
- No public transport for Unattractive routes

There is need to focus on the following issues in order to attain the required transport infrastructure;

- To develop HIV/AIDS awareness prevention and treatment.
- To define networks and conditions and conditions of roads
- Maintain rural aerodrome infrastructure
- Provide rural access thru footpaths, footbridges, roads, IMT, Boats etc.
- Equal opportunities for employment (gender)

The most important issues in dealing with transport services and mobility can be represented as the IMTs and the domestic flights Lesotho Freight.

E. Cross-cutting issues

The cross cutting issues include HIV/AIDS, Children and youth, Gender, Good governance, safety and security, Employment creation and Environmental sustainability

The challenges that are being faced by this sector include amongst others;

- Cross cutting issues not dealt with holistically.
- 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
- Addressing issues of employment creation adequately.
- Transport systems constitute a major threat to environment

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For the sector to address the issues of transport infrastructure there is need to note the following, to incorporate awareness prevention and treatment campaigns in road infrastructure (sub-sector). To achieve this the is need to apply for non-discriminatory policies in recruitment, to ensure and improve safety of all modes of transport, to adhere to the use of labor-intensive road construction and maintenance, to improve measures to protect the environment in accordance with legislation and to improve environmental management.

Transport services and mobility needs can be addressed by incorporate awareness, prevention and treatment campaigns in road infrastructure (sub-sector) and by ensuring and improving safety of all modes of transport.

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 new fledging constructions industry that needs nurturing.

3.2.2 Key findings of the comparative assessment of the Poverty Reduction Strategy and Transport Policy

The assessment is mainly based on the objectives and difficulties to overcome, especially relating to poverty reduction and the results from the stakeholder's forum are presented as follows:

A. Overall Policy and Strategy

The objective is to attract foreign direct investment (FDI) but the transport policy on the other hand intends to address the following;

1. Plan an integrated transport system
2. Rationalisation of the upgrading of transport infrastructure
3. Movement of goods & passengers by all modes of transport
4. Enabling environment for private sector participation
5. Procurement of transport infrastructure through competition
6. User-Pay principle
7. Intermediate means of transport
8. Providing Inland water transport

The plans can therefore result in a number of goals that can and will contribute towards poverty reduction. They include creating employment (all PRS goals), developing infrastructure, managing & conserving the environment, improve quality and access to education (all PRS Goals), improve agriculture & food security, deepen democracy, safety and security and improve access to healthcare and social welfare.

However, objectives and goals which should be addressed well are cross-cutting issues, improving public service delivery and improving agriculture and food security. The gaps that resulted thereof include user-pay principle not a challenge, the mentioned/stated strategies have not been merged with their corresponding challenges in the policy document and the challenges in general have not been adequately stated and discussed. There is therefore a need for stakeholders' workshop to unpack this.

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B. Priority Economic Sectors

Trade

There are three objectives under this sector: Provision of Air Transport; Management of comprehensive and regular maintenance of road infrastructure; Encourage private sector to provide public and freight transport services; Research and Development (IMTs).

The plans under this sector are access to markets (In the transport (infrastructure related) and mobility and transport

The goals that are intended to be attained are the provision of air transport and the accessibility to markets.

Industry

The objective is to encourage investment to provide suitable facilities for modern mode of interchange and station facility in Maseru, mainly with the plan of attracting domestic and FDI. Also to serve the import and export needs of the economy and to actively increase road safety awareness. This implies that the above strategies address the PRS objectives fairly.

Tourism

Under the optimal use of natural resources, the strategies that best address the objectives include to encourage the development of water transport and ensure that the environment is safe guarded, also to encourage inland water transport.

There is again need for provision of air transport infrastructure countrywide and to introduce the management of comprehensive and regular maintenance of road infrastructure

As for mobility and transport services, the strategy is to encourage private sector to provide public passenger and freight services such as exploring the feasibility of a Cable Car.

Agriculture

In order for the agricultural sector to make optimal use of natural resources there is need to development of Agri-Business and to development of appropriate irrigation systems.

For infrastructure development the strategies are provision of air transport infrastructure and the management of comprehensive and regular maintenance of road infrastructure and develop inland water transport.

In terms of mobility and transport services it is essential to encourage private sector provision of public transport passenger and freight services.

Mining

To make optimal use of natural resources a sub- objective is to develop mining industries.

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For infrastructure development the provision of air transport infrastructure countrywide is important and that calls for the need for regular maintenance of road infrastructure.

Mobility and Transport Services are dealt with by encourage private sector provision of public passenger and freight transport especially of a Cable Car in the Highlands.

C. Priority Social Sectors

Health

There is need to improved access to quality and essential health care and need to reduced malnutrition.

Social Welfare

For the social welfare sector it is important to improved access to social welfare services

Education

The education sector must expand and promote ECCD, must ensure access to & completion of basic and secondary education, to improved quality in basic and secondary education, to develop and expand TVET and to strengthen NFE Programme.

The following strategies will be deployed to address the plans;

- Investment in infrastructure to meet socio-economic needs
- Maintain rural roads through appropriate routine and periodic maintenance and rehabilitation activity
- 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

There is need to improve access to tertiary education and to develop a culture to promote eco-tourism (Tourism Related Income) and to standardise formal designs and policy for brittle paths and footbridges including rod bridges to replace ferries at crossings with the most potential for traffic.

Legal Sector

It is important to have integrated planning between the line ministries (Involve social sectors in planning).

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

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.

D. Priority Population Groups

The PRS does not identify the access and mobility needs of the population groups such as children, the elderly, youth etc; the Transport Policy addresses them in a very general manner. But, what needs to be done to address the issue of transport policy is impose and introduce road safety walking to school, walking long distances, u*n-affordability* of public transport, proper searching in taxis and overloading in taxis. This can be better addressed by the guardians escort children to school, provision of school buses with proper and clearly spelled out standard features/markings and registered – with seat belts. Also there is a need to introduce IMTs to school such as horses, donkeys, ox-carts etc. and an intensive road safety education is necessary. The provision and enforcement of car baby seats and the use of Lesotho Freight and bus service, military and police vehicles to transport children to school at subsidized transport fees/charges are very important.

The other challenge faced by the priority population groups is that of having to travel long distances to essential services such as health Centres, shopping, and pension collection etc. and the lack of sidewalks designed or provided for use by the elderly or disabled. There is need for the provision of kneeling buses, special buses and/or taxis for senior citizens equipped with the basic essentials such as wheel chairs, lifts and crashes, mobile chairs for house-calls, wheel chairs at bus-stops, malls, health centres and other public places.

There is also a challenge of discrimination in public transport for the very ill people and that they have to walk long distances to health facilities. There is need for 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 and the very ill.

It is important that a rehabilitation programme for in-mates be established and to make use of the in-mates for the in construction of public transport and Poverty Reduction projects.

Road safety is one important activity that can be well achieved if road safety education at schools, road safety parks and peer education on road safety are effectively dealt with.

A financial constraint in transport and accessing health services is another challenge that needs to be carefully dealt with.

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. There is a need for safe river crossings, increasing the number of riverboats and (footbridge) crossings and provision of cable cars over river crossings and subsidies for public transport.

There is a need for sharing of ambulances between Church (CHAL) and Government ambulances to be availed free of charge (paid for by government) or to be heavily subsidized.

The above issues can be achieved if the decision-makers and politicians can have changed mindsets and be obliged to provide adequate access & mobility to these groups, also to introduce Integrated Development Planning on GIS.

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E. Cross-Cutting Issues

The following issues are well addressed, HIV/AIDS which incorporates awareness, prevention, treatment, mitigation and campaigns in road infrastructure sub-sector. But it does not cover discrimination against PLWAS. Under good governance there is a need for broader stakeholder involvement. It must be taken into account the expansion of the Judiciary to incorporate Traffic Court with trained traffic personnel and reduce incidents of corruption. For environmental sustainability there is a need to improve environmental management and improve measures to protect the environment in accordance with legislation. However, there is no functioning institution to enforce environmental impact compliance National Environment Authority (NEA) since NES not operating in full force. Safety and security sector need to ensure and improve safety record of all modes of transport.

Gender issues are not well addressed in that there is nothing on participation of males and females in politics and the balanced participation of males and females in economic empowerment is also not mentioned.
Under employment creation, the use of labor intensive road construction and maintenance is not well addressed and it does not mention freight & passenger transport services.

Issues under the group of children and youth are not addressed at all especially the discrimination against children and youth. Therefore a special treatment of children and youth in the sector is absolutely necessary.

3.3 Overall Recommendations from the assessment the PRS and Transport; Transport Policy and PRS

The following recommendations were developed to address the issues that resulted from the assessment:

(17) 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;
(18) 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;
(19) 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.
(20) 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.
(21) That more consultations and stakeholder workshops be undertaken;
(22) 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;
(23) 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;
(24) There needs to be a separate stand-alone section on definition of terms and concepts as used and understood in the document;

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(25) There is a need to strengthen the link between road safety and PRS (poverty issues);

(26) There needs to be more emphasis on citizen' rights awareness and a strengthening of punitive measures related to road safety and accidents;

(27) The document has to enhance/strengthen environmental issues and concerns in order to ensure that the policy is in line with appropriate environmental legislation;

(28) 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;

(29) 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;

(30) Need for more intensive consultation with stakeholders was re-emphasized as it relates to issues of transport planning and implementation

(31) There is a need to rationalize responsibilities in relation to such issues as emergencies;

(32) 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;

3.4 Key findings of the assessment of how policies and strategies are made

The objectives of the third 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.

The assessment was kick-started through presentations on how policies are made in various sectors including: Economic sectors – Ministry of Natural Resources; Population Group – Ministry of Gender, Youth, Sport and Recreation, Ministry of Transport and Public Works

3.4.1 Key findings

An analysis was undertaken to identify relevant information on the policy processes followed in preparing the transport aspects of the PRS and the Draft Transport Sector policy. The analysis focused on identifying information on the actors involved in processes of consultation and decision-making on transport aspects of the poverty reduction strategy; and identifying information on the actors involved in processes of consultation and decision-making on transport policy and strategies. This was followed by an assessment of the policy formulation processes followed in both the PRS and the Draft Transport Sector Policy.

The processes followed in preparing the transport aspects of PRS in relation to transport sector actors under the public sector/government dealt with how to develop the policies and who is responsible for the development of the policies. The how part can be achieved by conducting research, undertaking consultation, drafting, decision making, presentation of the findings and the funding.

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The responsibility of developing the above activities is that of the Ministry of Public Works and Transport. The responsible bodies can undertake consultations; give comments on the assessment and reviewing of transport sector. For this to be effectively implemented the responsibility can further be that of the Ministry of Local Government and Donors Funding agencies.

The private sector can be involved in the preparations of transport sector policy by being involved in consultations. The responsibility to undertake the consultations lies in the hands of road constructors, transport providers, and consultants. The other responsible bodies that can assist in the development of the policy are taxi association and private transport providers.

The civil society on the other hand can be involved by undertaking consultations through the taxi associations, the 200 villages visited during PRSP consultations and a potion of about 20% district.

For the economic sector actors the public sector/government can be involved through consultations, decision making, drafting and funding. The responsible bodies to undertake the processes are the MoTEC, MoNR, MoTICM and MoFDP.

The stakeholder's responses were not clear as to how the economic sectors will be addressed under private sector and civil society, but the key responsible bodies are the media and the consultants. On the other hand the public sector/government for social sector actors can be involved through consultations mainly by the Ministry of Home Affairs (MoHA). Also under the private sector and civil society for the priority population groups and other sectors no information mentioned under these sectors.

Public sector/government can be part of preparing the transport policy by undertaking research, consultation, drafting, decision-making and presentations. The responsibility to undertake the consultations lies in the hands of the Ministry of Communications, Science and Technology and the Ministry of Tourism, Environment and Culture. For the private sector, no information was provided under the two sectors on how and who is responsible to formulate a policy.

The second group is the transport policy and strategies and under the National development planning/PRSP actors for the public sector/government, the best way for the preparation of policies can be done through decision-making, overall coordination and consultations. It can further be through drafting, the present SSATP Stakeholder group that is currently being consulted. The responsibility to undertake the preparations of policies is that of the MOPWT, donor community and parastatal, including the donor community being consulted. To emphasise further participation, it be done through Other Ministries that need to be consulted and this is the sole purpose of the Ministry of the Local Government. More consultations can be done through the Bureau of Statistics (BoS).

Under the private sector profit making currently being consulted and the responsibility is that of the SSATP Stakeholder group. The civil society on the other hand is looking at the non profit making entities that are currently being consulted through the sane SSATP stakeholder group. For the economic sector actors public sector/government consulted Decision making through the road fund. The private sector is yet to be consulted and the Fright transport Constructors are expected to be the key responsible parties. Also the civil society is yet to be consulted and the sole responsibility is NGO's. The social sector actors for the public sector/government can undertake the preparation of the policy through consulted decision making by the MCC.

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There is no information provided on how the policies are made and who are responsible for the development of the policies/strategies under the private sector and civil society. As for the priority population groups and other actors the preparation of policies is still in the pipeline and of the responsible body to oversee the programmes is National Environment Secretariat (NES). There is no information provided on how the policies are made and who are responsible for the development of the policies/strategies under the private and civil society.

Under Actors representing cross cutting issues public sector/government no information was provided on how the policies are made and who are responsible for the development of the policies/strategies. The private sector on the other hand can tackle these through industrialists and provide rain service. The responsibility to undertake the consultations lies in the hands of tourist industry and Chamber of Commerce and Industry. Civil society on the other hand needs to be consulted and the responsibility to undertake the consultations lies in the hands of CBO's.

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3.4.2 Recommendations

The main recommendations for improving, respectively the PRS and the Transport strategy were identified from the findings of the SSATP review workshops and a determination of how they could be implemented and by whom was undertaken. The results are provided below.

i) Poverty reduction strategy

Recommendations	How they can be achieved	The key people that can bring about the improvements
1. Provide transport infrastructure to support agricultural production, trade and marketing	Establish a transport sector technical working group in the Ministry of Development Planning and Finance	Chief Executive – Development Planning; Principal Secretary, Ministry of Works and Public Transport; Non-state actors.
2. Integrate infrastructure planning into land use planning, in particular to transport	Establish a multi-sectoral technical working group in the Ministry of Public Works and Transport	Chief Executive – Development Planning; Principal Secretary, Ministry of Works and Public Transport; Non-state actors.
3. Construction of roads should take into account socio-economic factors	Establish a multi-sectoral technical working group in the Ministry of Public Works and Transport	Chief Executive – Development Planning; Principal Secretary, Ministry of Works and Public Transport; Non-state actors.
4. Diversify transport infrastructure and services to facilitate improved tourism development	Establish a multi-sectoral technical working group in the Ministry of Public Works and Transport	Chief Executive – Development Planning; Principal Secretary, Ministry of Works and Public Transport; Non-state actors.
5. Planning of social services facilities should consider mobility, access, and affordability by people with disability and vulnerable groups	- Link poverty monitoring efforts into National Planning Board activities - Formulate and communicate monitoring and evaluation plan for PRS implementation	Chief Executive – Development Planning; Principal Secretary, Ministry of Works and Public Transport; Non-state actors.
6. Appropriate and timely emergency transport should be provided nationwide	Establish a multi-sectoral technical working group in the Ministry of Public Works and Transport	Chief Executive – Development Planning; Principal Secretary, Ministry of Works and Public Transport; Non-state actors.
7. Planning and construction should take into consideration other road users e.g. pedestrians.	Establish a multi-sectoral technical working group in the Ministry of Public Works and Transport	Chief Executive – Development Planning; Principal Secretary, Ministry of Works and Public Transport; Non-state actors.

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ii) Transport strategy/policy

Recommendations	How they can be achieved	The key people that can bring about the improvements
1. Elaborate role of other crucial stakeholders such as the private sector, civil society, the army and donor community in the transport policy	Adopt a sector wide approach and consult with all relevant stakeholders and strengthen coordination of the policy formulation process	PS – MOPWT and Heads of relevant sectors, and organizations
2. Incorporate information from recent protocols and other related agreements in the in the transport policy	Make reference to relevant protocols	PS – MOPWT
3. Strengthen the link between road safety and PRS	Make reference to road safety statistics	PS – MOPWT, PS – Home Affairs, Director – Bureau of Statistics, Head of Traffic Police
4. Enhance environmental issues in the transport policy	Hold consultations with the National Environment secretariat	PS – MOPWT
5. Ensure that disability issues are properly and prominently addressed in the policy	Assess needs of the disabled to guide policy formulation	PS – MOPWT, Director – Bureau of Statistics, PS – Ministry of Health and Social Welfare
6. Develop and execute a policy implementation plan	Develop smart implementation plan	PS – MOPWT
7. Establish a data bank for the transport sector	Collect, analyze and store data	PS – MOPWT, Director – Bureau of Statistics,
8. Address gaps identified in priority economic and social sectors, population groups, and cross-cutting issues	Identify transport needs of the various sectors	PS – MOPWT, and heads of all relevant ministries
9. Improve accident/third party provisions in the policy	Establish a legal framework for third party provision	PS – MOPWT, PS – Ministry of Finance and Development Planning, PS – Ministry of Justice, Law, and Constitutional Affairs, and Heads of Insurance Companies
10. Include all issues related to transport services		
11. Expand IMTs to include cable cars		

4.0 Action Plan

The following action plan was developed to implement the recommended changes to both the Poverty Reduction Strategy and the Transport Policy.

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4.1.1 Poverty reduction strategy

Outcomes	Indicators of outcomes	Activities to achieve outcomes	Actors responsible	Timeframe	Inputs
Integrated poverty and transport issues in PRS	Integrated poverty and transport planning framework	Develop an integrated poverty and transport planning framework	PS of MOPWT	September 2006	-
Integrated poverty and transport issues in PRS	Information, Education, and Communication strategy on poverty and transport issues in development	Hold sensitization and awareness campaigns on the role of transport in poverty reduction	Chief Executive – Development Planning; and Principal Secretary, Ministry of Works	Start December 2005 and continuous	Human, Financial, Material resources
Integrated poverty and transport issues in PRS	Effective participation of key sector /stakeholders in the planning process	Obtain Government of Lesotho's approval of an integrated poverty and planning framework	Chief Executive – Development Planning; Principal Secretary, Ministry of Works and Public Transport; Non-state actors.		-

4.1.2 Transport strategy/policy

Outcomes	Indicators of outcomes	Activities to achieve the outcomes	Actors responsible or who should be involved	Time frame	Inputs
Defined stakeholders' roles	Report on consultations	Consultation with all stakeholders	Donors, Army Local Government structures, CSOs, private sector	February '06	Money transport personnel
Updated information	Harmonized policy and	Revise statements	MOPWT	December'05	Human resources

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on protocols and agreement	protocols	referring to protocols and agreements			
Clearly defined socio-economic link between road safety and poverty	Report – road safety impact on poverty	Data collection and analysis	MOPWT, MGYR MHA MOHSW BOS	February'06	Money transport personnel
Clearly defined disability issues	A section on disability issues	Consultations with organizations representing PWD	LNFOD MOHSW MOPWT, MGYSR	December'05	Money transport personnel
Smart action plan	Action plan forms part of policy	Preparation of action plan	MOPWT	December'05	Human resources
Transport data bank	Statistical reports (transport)	Data collection and analysis	MOPWT BOS	March'06	Money transport personnel
Clearly defined sector issues addressing: economic, social, priority population groups, and cross cutting issues	Section on sector issues of economic, social; population groups and cross-cutting issues	Consultations	MOPWT	March'06	Money transport personnel
Improved accidents and third party provisions	Proposal document	Prepare proposal	MOPWT	February'06	Human resources
Section on transport services	Section on transport services	Consultations and drafting	MOPWT	December'05	Human resources
Elaborated/ expanded definition of IMTS to include cable cars	Section on IMTs	Drafting	MOPWT	December'05	Human resources
Completed 1st draft	1st draft	Further consultations and drafting	MOPWT	February'06	Human resources

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5.0   Conclusion

The PRSTP process started in June 2005 and was concluded in November 2005. The steering committee was established earlier and the stakeholder analysis was undertaken. The stakeholder group which was gender balanced and was made of a number of organizations that play a key role in the development of Lesotho as a country especially in relation to transport sector. Throughout the assessment, there was a high level of participation by the stakeholders and this assisted the consultancy team to develop a detailed report. Furthermore, the participation from the Ministry of Public Works and Transport (MoPWT) was well appreciated and enhanced the process even more.

The process entailed three workshops that focused on firstly, the assessment of the Poverty Reduction Strategy (PRS) and Transport. Secondly, on the assessment of Transport Policy and Poverty Reduction Strategy and thirdly on the assessment of how Policies and Strategies are made. The results or findings from the three workshops as presented in the report were then followed up by a number of recommendations that the MoPWT can adopt in order to develop their policy.

These recommendations were on Poverty Reduction Strategy and Transport Strategy/Policy. Action plan was developed that would guide the ministry to develop a sound Policy and to further effect proposed improvements on the Transport Policy and Strategy. To effectively achieve these findings and present them, a METAPLAN method was adopted and facilitated by the consultancy team.

In general, the entire PRSTP process in Lesotho was a success mainly due to high levels of participation from the stakeholders. The issues presented during the workshops were the indications of what the Basotho desire in relation to transport sector and poverty reduction. With the high level of participation during the forums, the consultancy team was now in position to develop a report on the issues of transport sector and poverty reduction in Lesotho.

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Annex: 1

List of members of the Steering Committee

1. Mrs. M. Pama (Manager/Chief Engineer)   - The Chairperson\MPWT
2. Mr. K. Marite (Director of Planning)   - MPWT
3. Mrs. M. Machai (Chief Planning Officer)   - MFDP
4. Mrs. H. Kolane (Chief Planning Officer)   - MPWT
5. Mr. Seabata Motsamai (Executive Director, LCN) – Rep. CSO/NGOs
6. Mr. K. Taka   - Rep. Private Sector

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Annex: 2

SSATP Review - Detailed work plan

	Dates	Activities	Responsibility
1	**16-20 May**	- Discussion of logistics - Assembly of background documents - Signing of contracts – Facilitator and Resource person	MFS, Steering Group
2	**23 May-13 June**	- Stakeholder analysis - Production of a Stakeholder Analysis Report - Establishment of the stakeholder group	Facilitator, Resource Person, Steering Group
3	**27June - 1 July**	- Finalization of the composition of the Stakeholder Group - Distribution of key documents to stakeholder group members [PRSP, Transport policies and strategies	MFS, Steering Group, Facilitator, Resource Person
4	**4 – 8 July**	- Approval of Stakeholder Group by the Steering Committee - Briefing of the stakeholder group about the SSATP review process, programme and procedures - Preparation of workshop materials - Finalization of Workshop1 logistics	MFS, Steering Group, Facilitator, Resource Person
5	**9 – 11 Aug**	- **Workshop 1**: Assessment of the poverty reduction strategy	Facilitator, Resource Person
6	**15 – 19 Aug**	- Preparation of report of workshop 1	Facilitator, Resource Person
7	**22 – 26 Aug**	- Comments and finalization of workshop 1 report	Facilitator, Resource Person
8	**30 Aug – 1 Sept.**	- **Workshop 2:** Assessment of the transport strategy from a poverty reduction strategy perspective	Facilitator, Resource Person
9	**5 – 9 Sept.**	- Preparation of report of workshop 2	Facilitator, Resource Person
10	**12-16 Sept.**	- Comments and finalization of workshop 2 report	Facilitator, Resource Person
11	**20-22 Sept.**	- **Workshop 3:** Assessment of how policies and strategies are made	Facilitator, Resource Person
12	**26-30 Sept.**	- Preparation of report of workshop 3	Facilitator, Resource Person
13	**3-7 Oct.**	- Comments and finalization of workshop 3 report	Facilitator, Resource Person
14	**10-14 Oct.**	- Draft and circulate final report	Facilitator, Resource Person, MFS
15	**17-21 Oct.**	- Incorporation of comments, - Validation meeting - Submission of final report	Stakeholder group, Facilitator, Resource Person, Steering Group, MFS

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Annex: 3

List of members of the Stakeholder Group

	Ministry/Organization	Name	Telephone
1.	Ministry of Local Government	Mr. Monethi	22-325331
2.	Ministry of Trade, Industry, Corporatives and Marketing	Mr. Phera Lepati	22-317454/ 22-320694
3.	Ministry of Justice	Dr. L. M. Mophethe	22-323492
4.	Ministry of Education and Training	Mr. Masoabi	22-311248
5.	Ministry of Tourism, Environment and Culture	Ms. Ts`asanyane/Ms. Sethathi	22-314763
6.	Ministry of Gender, Youth, Sports and Recreation	Mrs. Titi Nkhasi-Thelejane	22-326463
7.	Ministry of Finance and Development Training	Mrs. L. Hlasoa	22-311101
8.	Ministry of Health and Social Welfare	Mrs. Sebota Khoele	22-324561
9.	Ministry of Natural Resources	Mr. Sepamo Ts`epo/Ms Sekali Lits`abako	
10.	Ministry of Agriculture and Food Security	`Mabolaoana Phakisi	22-316410
11.	Ministry of Public Works and Transport – *Dept. of Road Safety*	Mr. Molefe	22-321517
12.	Ministry of Public Works and Transport – *Dept. of Traffic and Transport*	Mr. Lelosa	22-310292
13.	Ministry of Public Works and Transport – *Dept. of Civil Aviation*	Mr. Ketso Moeketsi	22-322498
14.	Ministry of Public Works and Transport – *Roads Branch*	Mr. Ramashamole/Mr. Makafane	22-324191
15.	Network of People with HIV/AIDS	Mr. Mohau Mabote	63012222
16.	World Vision	Mrs. `Mamohau Mokoena	22-317731
17.	Women in Law in Southern Africa	Mrs. Puseletso Sello	22-313123
18.	Christian Health Association of Lesotho	Mrs. `Mazondoa Mohapi/ Mr. Jurg Oehninder	58716554
19.	Lesotho Farmers Association	R. Khomonngoe	58710602
20.	Lesotho Tourism Development Corporation	Ms. Thikhoi Mathealira	22-312238
21.	Lesotho Bus and Taxi Association	Mr. Moru	------------
22.	Christian Council of Lesotho	Mr. Seisa Mokitimi	22-313639
23.	Lesotho National Federation of Disabled Persons	Mr. Maholela	22-320345 58743572
24.	Dept. of Lands and Survey – *Commissioner of Lands*	Ms. Stella Kaka	22-326364
25.	Lesotho Road Transport Association	Mr. Lebona	62200055

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Annex: 4

List of documents to be reviewed

Category A
These are critical documents in preparing the Stakeholder Group for the assignment
1. Poverty Reduction Strategy 2004/2005 – 2006/2007
2. National Vision for Lesotho – 2020; May 004
3. Lesotho Government National Goals 2002 – 2006
4. National Goals and Ministerial Goals
5. Millennium Development Goals
6. Review of Transport Sector Policy; January 2003
7. Lesotho Road Network – 2003
8. Improving Lesotho`s Infrastructure – Involving The Private Sector

Category B
This includes Strategic Plans and Policy Framework documents that will provide background information on developments in the various sectors.

1. Priority Economic Sector:
   ➢ Trade
   ➢ Agriculture
   ➢ Tourism
   ➢ Natural Resources

2. Priority Social Sector:
   ➢ Health
   ➢ Education
   ➢ Justice, Safety and Security

3. Representatives of the poor and disadvantaged
   ➢ Women and Youth
   ➢ Disabled persons
   ➢ People Living With HIV/AIDS
   ➢ Orphans
4. Cross-cutting issues
   ➢ Governance
   ➢ National HIV/AIDS Strategy
   ➢ Population policy
   ➢ Gender and Youth policy

Category C
This includes documents that will provide additional information in preparation for the assignment.
   ➢ The Voice of the People
   ➢ A Country Framework Report on improving Lesotho Infrastructure Involving the Private Sector
   ➢ Land Policy Commission Report (Justice Ramolibeli)
   ➢ GOL Budget Estimates 2003/2004; 2004/2005; 2005/2006
   ➢ Livelihoods in Lesotho: CARE 2001

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- ➢ Progress Reports on the Millennium Development Goals
- ➢ Turing a Crisis into an Opportunity: Strategies for Scaling up the National Response to the HIV/AIDS Pandemic in Lesotho
- ➢ Lesotho Financial Sector Review 2004 (World Bank)
- ➢ UN`s Common Country Assessment Reports for Lesotho
- ➢ World Bank Country Framework Strategy Reports
- ➢ World Bank Poverty Assessment Report
- ➢ UNDP National HDR
- ➢ Transport Evaluation Reports
- ➢ Poverty Mapping and Livelihoods Reports; Sechaba Consultants.

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Annex: 5

Key features of the Metaplan workshop methodology

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 for 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:**

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

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Annex: 6

PROPOSED TRANSPORT SECTOR POLICY
PREPARED BY THE PLANNING UNIT, MINISTRY OF PUBLIC WORKS & TRANSPORT
AUGUST 30, 2005

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

Overall Transport Sector Policy
■Government's Policy for the Transport Sector is to provide an enabling environment for efficient, cost effective and safe transport, within Lesotho, regionally and internationally, to facilitate the sustainable development of the economy, social services and of the population in general.
Policy summary
The overall objective of this Transport Sector Policy is to facilitate Government's policies such as:

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

Specific Transport Sector Policies are as follows:

1. Policy for Administration of Transport

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

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2. Air Transport Policy

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

■

3. Road Infrastructure Policy

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

■

4. Road Transport Policy

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

■

5. Road Safety Policy

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

■

6. Intermediate Means of Transport Policy

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

■

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

■to provide standard designs and infrastructure to facilitate the provision of IMT services to these sections of the population on a rational and prioritised basis, and
■To promote and assist the provision of IMT services that are appropriate and affordable, especially in the areas identified.

7. Rail Transport Policy

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

8. Inland Water Transport Policy

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■Government's inland water policy is to

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

■Provide ferry crossings of major rivers at strategic points where no other means of crossing the rivers concerned are available;

■Ensure that public transport of goods or passengers by boat is operated to the highest possible standards of safety; and

■Ensure that the environment, and particularly the water quality of the lakes and rivers, is not degraded as a result of the transport services provided.

Incorporating the Transport Sector Policy into the Poverty Reduction Strategy

■In the Transport sector Policy we have shown the linkages between the Transport Sector and other sectors such:

■Economic sectors

■Social sectors

■Population groups

■Cross-cutting issues

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