GOVERNMENT OF THE KINGDOM OF LESOTHO

Ministry of Public Works and Transport

Review of the Poverty Reduction Strategy

Problems and Issues Relating to Transport Infrastructure and Services

REPORT OF NATIONAL REVIEW WORKSHOP ONE

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SSATP Transport-Poverty Reduction Review Process

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1.0 INTRODUCTORY BACKGROUND.

1.1 Introduction

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

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

1.2 Background

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

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

In response to this interest, SSATP decided to organize training meetings for representatives from the interested countries, to brief them on the objectives, principles and steps of the review process and to provide them with clear guidance on how the review process should be conducted. A three-day training session for Anglophone countries wishing to undertake a review process in 2004 took place in Nairobi from 12th to 14th May 2004, co-hosted by the Government of Kenya and SSATP. This was followed by a similar meeting for Francophone countries on 17th to 19th May in Yaoundé, Cameroon.

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

2.0 OPENING SESSION

2.1 Welcome remarks

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

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

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

➤ **Thanked the management of Sub-Sahara Africa Transport Programme (SSATP)** for providing both financial and technical support for an assessment of national transport and poverty reduction strategies for Sub-Sahara African countries.

➤ **Reiterated the goal of the review process** as being to have transport strategies firmly anchored in the national strategies of poverty reduction and pro-poor growth and its purpose as creation of a shared understanding of how to adapt national policies and strategies, by representative groups of people from the public sector, private sector and civil society, so as to optimize the contribution of transport to poverty reduction and the implementation of a plan of action to make this happen

➤ Underlined that the review would assist his Ministry to finalize the **Integrated Transport Policy** which is still in a draft form.

➢ **Reiterated Government of Lesotho Policy that guides development in the Transport sector** as being to provide an enabling environment for efficient, cost effective and safe transport, within Lesotho, regionally and internationally, to facilitate sustainable and holistic development of the economy; and the strategic objective of the Ministry of Public Works and Transport as that of anchoring the transport policy and strategy in the Poverty Reduction Strategy (PRS) that has been adopted by government in order to ensure that the transport sector contributes fully to pro-poor growth and poverty reduction in Lesotho.

➢ **Underscored the importance of transport in the achievement of Millennium Development Goals (MDGs),** and cited a decision of African Transport Ministers reached in Ethiopia recently that it is essential for African Ministers responsible for Transport to advocate for the inclusion of transport targets and indicators in the implementation of the MDGs in order to ensure that due attention is paid to the development of the sector in the continent.

➢ **Emphasized the importance of ownership of the review process by Basotho** as being critical to the success of its outcome and expressed his confidence in the delegates that they will produce good results at the end of the process. He further acknowledged that delegates in the workshop were knowledgeable about poverty reduction and transport in Lesotho, and did not doubt their capability for influencing the design and strategies in the two areas.

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

2.3.1   The PRSTP process

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

a.) Provide inputs into the planning of the review process, including identification and provision of the relevant documentation, help with securing venues for the meetings and workshops;
b.) Read the documents and materials that are selected for the review process prior to the workshops;
c.) Participate actively and fully in the three to four workshops, and other meetings of the Stakeholders Group;
d.) Provide comments on the reports of the workshops and on the final report of the review process;
e.) Participate in the formulation of the action plan to take forward the recommendations of the review.

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

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

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

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

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

Furthermore, among others:

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

2.3.2 Transport and the MDGs

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

2.3.3 Envisaged Outputs of the Review Process

The process will have achieved its objectives if the following four outputs have been attained:
a.) Evaluation by a representative group of stakeholders from the public, private, and civil society sectors of the strengths and weaknesses of the national transport policy and strategies in

relation to the national goals and strategy for poverty reduction and agreement on the improvements to be made;

b.) Agreement by the same group on how the process of formulating policies and strategies can be improved to optimize and better recognize the contribution of transport to poverty reduction;

c.) Approval and implementation of a plan of action to modify the content and design of policies and strategies that transport's contribution to poverty reduction is optimized and visible;

d.) Establishment of mechanisms to sustain cross-sector dialogue and to monitor the strategies during implement

2.4 Workshop objectives, methods and programme

2.4.1 Workshop objectives

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

- The national poverty reduction strategy including the goals and objectives, the challenges faced, the priority population groups targeted, the strategies and interventions planned for the key social and economic sectors, and the cross-cutting issues to be addressed by all sectors;

- How problems and issues relating to transport infrastructure and services – such as access to social services and economic opportunities, mobility and cost of transport services for the poor – are addressed in the poverty reduction strategy, and how they could be improved.

2.4.2 Workshop key activities

Key activities of the three-day workshop included:

i)   *Extraction of relevant information in the PRS document.*

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

Five groups were formed to extract relevant information respectively on

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

Extraction of information was guided by information presented in each cell of the following matrix:

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
Main objectives and targets	Indicate the main goals and objectives, including key targets, of the poverty reduction	Indicate the main difficulties to be overcome by the poverty reduction strategy	Main issues relating to transport infrastructure	Main issues relating to transport services
Priority economic sectors	For *each* priority economic sector, indicate the key objectives and main components of the sector strategy	For *each* priority economic sector, indicate the key difficulties relating to access and mobility	For *each* priority economic sector, indicate the main interventions identified in the poverty reduction strategy relating to transport infrastructure	For *each* priority economic sector, indicate the main interventions identified in the poverty reduction strategy relating to transport services
Priority social sectors	For *each* priority social sector, indicate the key objectives and main components of the sector strategy	For *each* priority social sector, indicate the key difficulties relating to access and mobility	For *each* priority social sector, indicate the main interventions identified in the poverty reduction strategy relating to transport infrastructure	For *each* priority social sector, indicate the main interventions identified in the poverty reduction strategy relating to transport services
Priority population groups and other actors	For *each* priority population group or actor, indicate the intended improvements to their situation	For *each* priority population group or actor, indicate the key difficulties relating to access and mobility	For *each* priority group or actor, indicate the main interventions identified in the poverty reduction strategy relating to transport infrastructure	For *each* priority group or actor, indicate the main interventions identified in the poverty reduction strategy relating to transport services
	For *each* cross-	For *each* cross-	For *each* cross-	For *each* cross-

Cross-cutting issues	cutting issue, indicate the objectives to be achieved	cutting issue, indicate the key difficulties to be overcome that concern the transport sector	cutting issue, indicate the main actions to be taken that are relevant to transport infrastructure interventions	cutting issue, indicate the main actions to be taken that are relevant to the management of transport services

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

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

Discussions were guided by the following questions:

1. How clear is the place of transport in the poverty reduction strategy? How well does it specify the expected contribution of the transport sector to the overall poverty reduction objectives?

2. Are the transport-related difficulties of the priority economic sectors well identified in the strategy? Does the strategy indicate clearly how the transport sector can or will contribute to reducing the problems and to developing these priority economic sectors? If not, what aspects are missing?

3. Are the transport-related difficulties of the priority social sectors well identified in the strategy? Does the strategy indicate clearly how the transport sector can or will contribute to reducing the problems and to developing these priority social sectors? If not, what aspects are missing?

4. Are the access and mobility difficulties of the priority population groups, and of other key actors in reducing poverty, well identified in the strategy? Does the strategy indicate clearly how the transport sector can or will contribute to reducing the difficulties they face and to supporting their efforts to reduce poverty? If not, what aspects are missing?

5. How well are the geographical dimensions of the issues addressed, such as the differences between rural and urban areas, or the problems and development opportunities of different regions?

6. Does the strategy indicate which cross-cutting issues are relevant to the transport sector, and how they might be addressed? To which cross-cutting can the transport sector make a contribution?

iii) Discussions of overall findings

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

2.4.3 Workshop methodology

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

a) Elements   - Participation by all present
                   - Visualization of the entire workshop process
                   - Securing of results during workshop process

b) Methodological objectives   - Create a common understanding of issues within a
                   limited time period
                   - Develop creative and pragmatic solutions to existing problems
                   - Develop recommendations that can be implemented jointly
                   effectively.

c) Roles -   Participants - responsible for content quality of the workshop
                   Facilitator - Responsible the process quality

d) Ground Rules for ensuring appropriate and positive contributions;

- Listen genuinely when others are speaking
- Understand what is being said
- Respect opinion of others
- Value all contributions
- Build on suggestions and ideas, don't kill them
- Surface hidden agendas
- Don't be too emotional
- Don't dominate discussions
- Stick to the point

e) Guidelines for writing on cards:
         Delegates were provided the following guidelines for writing on cards:
                   ➢ Write one issue per card
                   ➢ Use legible handwriting
                   ➢ Use short sentences not just key words

2.4.4 Detailed workshop programme

Workshop programme

DAY 1	Activity	Method
9.00-10.10	▪ Welcome Remarks and Introductions ▪ Official Opening of the Workshop ▪ Explanation of the PRSTP process, its objectives and expected outputs ▪ Explanation of purpose and methods of the workshop (Facilitator). ▪ Explanation of the program of the workshop (Facilitator). ▪ Brief presentation of the national poverty reduction strategy ▪ Preparation of the group of the group work (Facilitator)	Plenary
10.30-10.45	*Tea/Coffee Break*	
10.45-12.45	▪ **Extraction of relevant information in the poverty reduction strategy** Relevant information to be put together: a. Goals, objectives and targets b. Economic sectors c. Social sectors d. Priority population groups e. Key cross-cutting issues Note: All groups should pay attention to geographical aspects, for example variation between rural and urban, or mountains and lowlands etc.	Group work (5 groups)
12.45-14.00	*Lunch break*	
14.00-15.15	**Extraction of relevant information in the poverty reduction strategy**	Group work contd.
15.15-15.30	*Tea/Coffee Break*	
15.30-16.30	**Extraction of relevant information in the poverty reduction strategy**	Group work contd.
DAY 2		
9.00-10.30	▪ **Group presentations**	Plenary
10.30-10.45	*Tea/Coffee*	
10.45-12.45	▪ **Group presentations contd.**	Plenary
12.45-14.00	*Lunch break*	

14.00-16.30	▪ **Assessment of the poverty reduction strategy (PRS) and its treatment of transport-related issues (Facilitator)**	Plenary
15.15-15.30	*Tea/Coffee Break*	
DAY 3		
9.00-10.30	▪ **Assessment of the poverty reduction strategy (PRS) and its treatment of transport-related issues contd. (Facilitator)**	Plenary
10.30-10.45	*Tea/Coffee break*	
10.45-12.45	▪ **Discussions on the overall findings** - Agreement on overall findings and recommendations - Agreement on additional steps to be taken (e.g. further consultations/analysis). Preparation for workshop 2 (assessment of transport policy and strategy)	Plenary
12.45-14.00	Lunch break	
14.00-15.15	▪ **Closing session** - Agreement on reporting and validation of report - Preparation for workshop2, to assess the transport policy and strategy - Workshop closure	Plenary

2.5 Briefing on the Poverty Reduction Strategy

The Director of Sectoral Programming briefed delegates on the Poverty Reduction Strategy that Lesotho Government has recently adopted. She made a presentation on a detailed process that was followed from the beginning to the end. In her presentation, she outlined the following issues:

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

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

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

1. Employment creation and income generation

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

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

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

3.0 REVIEW OF THE PORVERTY REDUCTION STRATEGY (PRS)

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

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

	Poverty reduction/general issues	*Difficulties to be overcome*	*Issues to trans. Infra.*	*Issues related to trans. Service*
A. Main Goals of the PRS 1. Create employment	Attract domestic investment and FDI Improve and decentralize key services Increase support to small, medium and micro enterprises Make optimal use of natural resources Support to local business	Low productivity and rising labor costs Declining service delivery Under developed dispute resolution systems Increasing unemployment	Access to farm gates Access roads to markets Poor rail terminal depot Efficient railways are important	Rail services
2. Improve Agriculture and Food Security	Ensuring an efficient and standardized land tenure system.	Agric. Investments is higher that benefit	Access to farm gates Access roads to markets	High transport costs.

		Shortage of capital. Increasing unemployment due to retrenchment from the. mines Poor land tenure system.	Poor rail terminal depot Efficient railways are important	
	Improve livestock and fodder production. Adoption of farming practices and timely access to imputs. Improving marketing systems.			
3. Develop Infrastructure.	Increase access to clean and affordable energy supplies. Ensure planned settlement of peri-urban areas and affordable access to housing. Increase access to telecommunications and mass media. Increase access to sanitation. Increase access to roads and transport. Increase access to water.	Low KM per capita rate in the country High construction costs	Difficult topography	Unwillingness of transport operators to serve certain routes.

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

		cater for economic needs.			
6. Manage and conserve the environment.	Improve environmental management.	Declining bio-diversity fragile environment (soils). Poor environmental management.			
7. Improve public service delivery.	Improve service delivery by all departments. Decentralize service provision. Improve public finance management.	Bribery/corruption. Poor service delivery. Poor attitudes of civil servants.			
8. Improve access to health care and Social Welfare.	Reduce malnutrition Improve access to social services. Promote access to quality and essential health care.	Inadequate care and support of orphans and vulnerable children. High prevalence rate of HIV/AIDS. Increasing infectious diseases. Declining health services. Increasing malnutrition.	Long distances to medical services.	Limited transport services.
9. Cross – cutting issues	Roles in families shift a heavier burden to women.			

	Women are subjected to subordinate status to men by law. Domestic violence against women, including rape and assaults.			
B. Priority Economic Sectors Trade	Support local business Increase support to SMMEs ♦ Build skills of business entrepreneurship and productivity of workers ♦ Develop sustainable market opportunities ♦ Support adoption of Appropriate Technology. ♦ Develop entrepreneurial culture. ♦ Business counselling ♦ Support to business	Foreign investors need quality service. Issuing of licenses. No passport no job.	Increase road access.	Provide conducive legislative, policy and institutional framework.

Industry	association. ♦ Access to credit for poor. ♦ Access to markets. Attract domestic investment and foreign direct investment. ♦ Reduce Admin. Procedures to speed up the licensing process. ♦ Improve the efficiency of department of immigration. ♦ Provide basic infrastructure. ♦ Promote facilitate investment. ♦ Improve workers productivity. ♦ Improve labor stability. ♦ Establishment of a comprehensive social schemes Make optimal use of natural resources.	Uncertain labour representation and under developed dispute resolution systems. Poor linkage to local business Low productivity and rising labour costs.	Increase road access	Provide conducive legislative, policy and institutional framework.

Tourism	♦ Develop and diversify the tourism product and encourage community. ♦ Base income generating activities on the tourism sites.	Difficulties in obtaining land. Inadequate supply of water. Poor rail terminal. Access to credit.	Increase road access.	Provide conducive legislative, policy and institutional framework.
Mining	Make optimal use of natural resources. Develop mining industries.	♦ Mine retrenchments have exacerbated Low productivity. ♦ Settlement patterns cause depletion of soils.	Increase road access.	Provide conducive legislative, policy and institutional framework.
Agriculture	Make optimal use of natural resources. Develop Agro. – business ♦ Adoption of appropriate farming practices and timely access to inputs. ♦ Development of	♦ Livestock continue to decline as communal land is not well managed. ♦ Marketing facilities poorly developed.		

	appropriate irrigation system. ♦ Strengthening and decentralizing extension services at area level within all districts. ♦ Ensuring an efficient and standardized land tenure system. Development of appropriate irrigation system. ♦ Identify small holders and encourage them to use appropriate gravity fed techniques and water harvesting ♦ Explore opportunities for irrigation along the Caledon and Makhaleng rivers in partnership with South African farming communities. ♦ Determine longer – term opportunities arising from the Lesotho Lowlands	♦ HIV/AIDS impact on production. ♦ Socialization/education discourages agriculture. ♦ Stock theft increases poverty. ♦ Distribution of livestock is highly skewed. ♦ Credit facilities limited and crop insurance unobtainable.	Increase road access.	Increase conducive legislative, policy and institutional framework.

	Water Supply scheme feasibility study.			
C. Priority Social Sectors Education	Expand and promote ECCD. Ensure access to and completion of basic and secondary education. Improve quality in basic and secondary education. Develop and expand TVET Strengthen NFE programs. Access to tertiary education. Promote culture to develop tourism and income. Access to quality and essential care.	High drop-out and repetition rate. ♦ Low % of qualified teachers. ♦ Lack of quality and relevant education. Difficult transiting from primary school to secondary. Lack of recognition of the importance of a cultural heritage.	Ensure access and completion of basic and secondary education.	Access to information, education and communication.
Health	Access to social welfare services. Malnutrition.	Long distances to medical facilities in mountain areas. High cost of medical care.	Improve health infrastructure e.g. construction/renovation,	Long distances to medical facilities

		Insufficient health personnel.	mobile health care, village health posts established etc.	Lack of access to quality information and services to protect their sexual health. Lack of access to reproductive health care.
D. Priority Population Groups Children	♦ Maintain the school feeding program. ♦ Supplementary feeding of malnourished children. Expand and promote early childhood care and development ♦ Providing day care ♦ Cover costs of schools. ♦ Feed kids in mountain areas. Ensure that all children have access and complete basic and secondary education. ♦ No schools and labs. ♦ High drop out rate	Poor access to clean air Malnutrition and chronic infections and diarrhea.		

Elderly	♦ Remove non-fee barriers to access. Improve relevance and quality of basic and secondary education e.g. improve teacher – pupil ratios. A pension of M150/month for over 70 year olds.	Lack of access to employment opportunities Lack of access to information at sexual health. Lack of access to food and shelter. Legal instruments and actions have gaps where focus groups concerned. Lack of access to information. Long distances to medical facilities.		

		Lack of access to utilities.		
		Poor protection under judicial system.		
		Lack of access to resources ♦ Financial, medical, work, ♦ Education, shelter, clothing. ♦ Information, arable land		
		Lack of access to fuel		
		Lack of control of resources.		
P.L.W.A.S.	Provide specialized support for HIV/AIDS affected households. Develop guidelines to ensure the rights of criminal suspects and victims of crime.	Lack of access to employment opportunities		
		Lack of access to information on sexual health.		
		Lack of access to food and shelter.		
		Legal instruments and actions have gaps where		

		focus groups are concerned. Lack of access to information. Long distances to medical facilities. Lack of access to utilities. Poor protection under judicial system. Lack of access to resources ♦ Financial, medical, work, ♦ Education, shelter, clothing. ♦ Information, arable land Lack of access to fuel Lack of control of resources.		
	Train inmates to provide them with functional literacy	Lack of access to employment opportunities		

Prisoners	and numeracy as well as vocational skills. Implement post-sentence alternatives to custody and release eligible inmates on parole where possible Reconstruct and improve central prison and two more open camp prisons. ♦ Set up community based structures for restorative justice	Lack of access to information on sexual health. Lack of access to food and shelter. Legal instruments and actions have gaps where focus groups concerned. Lack of access to information. Long distances to medical facilities. Lack of access to utilities. Poor protection under judicial system. Lack of access to resources ♦ Financial, medical, work, ♦ Education, shelter, clothing. ♦ Information, arable land		

| Youth | Provide an apprenticeship program to give practical skills; sewing, handicrafts, woodwork etc.

Youth friendly health services. | Lack of access to fuel

Lack of control of resources.

Lack of access to employment opportunities

Lack of access to information at sexual health.

Lack of access to food and shelter.

Legal instruments and actions have gaps where focus groups concerned.

Lack of access to information.

Long distances to medical facilities.

Lack of access to utilities.

Poor protection under judicial system. | | |

Teenage mother	Implement the prevention of mother – child transmission. Expand health program ♦ Child vaccination; FP; ANC, PNC and reproductive health. Health education campaigns focusing on teenage health. Supply of contraceptives	Lack of access to resources ♦ Financial, medical, work, ♦ Education, shelter, clothing. ♦ Information, arable land Lack of access to fuel Lack of control of resources. Lack of access to employment opportunities Lack of access to information at sexual health. Lack of access to food and shelter. Legal instruments and actions have gaps where focus groups concerned. Lack of access to information.		

	and empowerment programs for women.	Long distances to medical facilities.		
		Lack of access to utilities.		
		Poor protection under judicial system.		
		Lack of access to resources		
		♦ Financial, medical, work,		
		♦ Education, shelter, clothing.		
		♦ Information, arable land		
		Lack of access to fuel		
		Lack of control of resources.		
		Lack of access to employment opportunities		
	Draft legislation to provide legal protection to persons with disabilities, kids and	Lack of access to information at sexual health.		

Disabled	people living with HIV/AIDS. Conduct a study on children with disabilities to ensure their integration into home based programs. Assist NGOs working with: ♦ Orphans ♦ PLWAS ♦ Disabilities ♦ Child – headed households.	Lack of access to food and shelter. Legal instruments and actions have gaps where focus groups concerned. Lack of access to information. Long distances to medical facilities. Lack of access to utilities. Poor protection under judicial system. Lack of access to resources ♦ Financial, medical, work, ♦ Education, shelter, clothing. ♦ Information, arable land Lack of access to fuel Lack of control of resources.		

Orphaned & vulnerable	Provide social welfare services for vulnerable groups. Improve nutritional status of vulnerable groups. Providing package access to education (fee exemption.) health care and mobilizing support groups and faith – based organization to assist them. Design packages for child-headed households.	Lack of access to employment opportunities Lack of access to information at sexual health. Lack of access to food and shelter. Legal instruments and actions have gaps where focus groups concerned. Lack of access to information. Long distances to medical facilities. Lack of access to utilities. Poor protection under judicial system. Lack of access to resources ♦ Financial, medical, work, ♦ Education, shelter,		

Illiterate	Non-formal education programs targeted at the illiterate. FPE will be made compulsory and extend to UBE.	clothing. ♦ Information, arable land Lack of access to fuel Lack of control of resources. Lack of access to employment opportunities Lack of access to information at sexual health. Lack of access to food and shelter. Legal instruments and actions have gaps where focus groups concerned. Lack of access to information. Long distances to medical facilities. Lack of access to utilities.		

		Poor protection under judicial system.		
		Lack of access to resources		
		♦ Financial, medical, work,		
		♦ Education, shelter, clothing.		
		♦ Information, arable land		
		Lack of access to fuel		
		Lack of control of resources.		
		Lack of access to employment opportunities		
	Government will implement targeted equality – based programs for those not currently benefiting from free education. ♦ Grants for needy schools and bursaries for needy kids. Develop free programs to train herdboys; young drop-	Lack of access to information at sexual health. Lack of access to food and shelter. Legal instruments and actions have gaps where focus groups concerned.		

Guardians	outs and illiterate adults in life skills.	Lack of access to information.		
		Long distances to medical facilities.		
		Lack of access to utilities.		
		Poor protection under judicial system.		
		Lack of access to resources ♦ Financial, medical, work, ♦ Education, shelter, clothing. ♦ Information, arable land		
		Lack of access to fuel		
		Lack of control of resources.		
		Lack of access to employment opportunities		
	Provide medical treatment,	Lack of access to information at sexual		

| Gender | counseling and support to victims of rape and attempted murder.

Amend legislation to address inequality between men and women w.r.t land ownership.

Reduce drop out rate especially among girls in secondary schools. | health.

Lack of access to food and shelter.

Legal instruments and actions have gaps where focus groups concerned.

Lack of access to information.

Long distances to medical facilities.

Lack of access to utilities.

Poor protection under judicial system.

Lack of access to resources
♦ Financial, medical, work,
♦ Education, shelter, clothing.
♦ Information, arable land

Lack of access to fuel | | |

		Lack of control of resources.		
		Lack of access to employment opportunities		
		Lack of access to information at sexual health.		
		Lack of access to food and shelter.		
		Legal instruments and actions have gaps where focus groups concerned.		
		Lack of access to information.		
		Long distances to medical facilities.		
Domestic workers		Lack of access to utilities.		
		Poor protection under judicial system.		
		Lack of access to resources ♦ Financial, medical,		

		work, ♦ Education, shelter, clothing. ♦ Information, arable land Lack of access to fuel Lack of control of resources. Lack of access to employment opportunities Lack of access to information at sexual health. Lack of access to food and shelter. Legal instruments and actions have gaps where focus groups concerned. Lack of access to information. Long distances to medical facilities.		

Herdboys		Lack of access to utilities. Poor protection under judicial system. Lack of access to resources ♦ Financial, medical, work, ♦ Education, shelter, clothing. ♦ Information, arable land Lack of access to fuel Lack of control of resources.	
E. Cross-cutting issues HIV/AIDS	To create an AIDS competent society. To eliminate all forms of discrimination against women.	Poor rail terminal.	♦ Employment creation through infrastructure development. ♦ Road constructions require EIA.
Children and youth	To eliminate discrimination against children, people (disabled) and orphans and vulnerable children.	Poor rail terminal.	♦ Employment creation

Gender	To have a balanced participation of women and men in politics and economical empowerment.	Poor rail terminal.		through infrastructure development. ♦ Road constructions required EIA. ♦ Employment creation through infrastructure development. ♦ Road constructions required EIA.
Good governance and safety and security	Deepen democracy Increase safety and security. Reform the judiciary system to be more independent and transparent. Improve local governance. Improve national governance.	Poor rail terminal.		♦ Employment creation through infrastructure development. ♦ Rood constructions required EIA.
Employment creation	♦ Attract domestic and foreign investment. ♦ Support local business. ♦ Increase support to	Poor rail terminal.		

	SMMEs. ♦ Make optimal use of natural resources. ♦ Improve end decentralize key services e.g. immigration. Improve environmental management.			♦ Employment creation through infrastructure development. ♦ Road constructions required EIA. .
Environmental sustainability		Poor rail terminal.		

4.0 ASSESSMENT OF THE POVERTY REDUCTION STRATEGY AND ITS TREATMENT OF TRANSPORT-RELATED ISSUES

4.1 Overall PRS:

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

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

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

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

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

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

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

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

4.2 Identification of Transport-Related Difficulties of Priority Economic Sectors

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

Agriculture:

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

Mining:

- Transport for stone quarrying

Tourism:

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

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

4.3 Definition of the Transport-Related Difficulties of the Priority Social Sectors

Education:

Not identified

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

Health:

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

4.4 **Identification of the Access and Mobility Difficulties of the Priority Population Groups, and of other Key Actors in Reducing Poverty**
   a. These have not been identified
The groups that could have been identified include Children, Elderly, PLWAS, and the youth.

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

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

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

5 How well Geographical Dimensions of the Issues are Addressed?

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

- Recognizes and acknowledges problems, but falls should on how and where the resources will come from
- Has failed to recognize growing\emerging urban areas by corresponding infrastructures
- Has made an attempt in the budget to address PRP
- It cost approximately M50 mil/year to maintain roads to minimum acceptable STD's
- With regard to pro–poor, should carefully consider the level to which infrastructure development is pro-poor.(e.g. to consider population density)
- Need for an integrated development planning that takes into consideration construction and maintenance of roads to cater for all sectors.
- 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-poor.
- Focus should also be made towards wealth creation and acknowledge that wealth creation is not incompatible with 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 made user friendly by ensuring that they are constructed where absolutely necessary.
- Government to train communities for traffic control. To balance emphasis between training and infrastructure development
- Recognises employment as a cross- cutting issue
- Emphasis to be made in relation to all other sectors and transport infrastructure roads
- Consider other services

- Those motorists whose contribution towards accidents is high should be made to bear a corresponding share of costs towards covering those accidents. 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 **SHG** is critical in pushing through implementation of recommendations
- Could last for any annex in the PRS
- Education campaign about people's rights
- Satisfy net for the poor be paid by the road users
- Transport management system\monitoring to be strengthened.
- Integrated development Planning
- Traffic management systems to cater for all

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

No cross-cutting issues of relevance were noted

Cross-cutting Issues to which Transport can make a Contribution:
- Strategy to embrace effective private sector participation
- The policy should make formulated in such a way that allows the Taxi Operators to engage their own Inspectors who are paid for by the taxi industry.
- The Taxi Operators to be capacitated through intensive training to improve service provision and order in the industry instead of over-regulating the industry.
- Policy to shift some of the relevant functions to the Local Structure
- To be sensitive to the bio-diversity preservation
- To strategically monitor and evaluate impact (Environment) of the road construction on regular basis.(say every 5 years or so) - EIA's to be conducted on a continuous basis, not just at the beginning of the project.
- To have a comprehensive impact assessment of transport services along the road
- The PRS situation analysis to include disability issues
- To include comprehensively environmentally sustainable assessments
- Disposal issues, especially of scrap metal to be included
- With regard to safety and security issues, it was recommended that transport infrastructure should reach the affected
- Transport management to suite certain times\critical times of the day
- Transport infrastructure to be contextualized looking at location and needs

5.0 THE WAYFORWARD

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

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

c) Delegates should study the draft Integrated Transport Policy document to prepare for the next Workshop 2; they should also study the SSATP Review of National Transport and Poverty Reduction Strategies Guidelines document that will be circulated to them during the week beginning August 15, 2005; especially the part that deals with the Review of the Transport Strategy.

<u>Annex 1.</u>

Presentation for the Transport Policy and Poverty Reduction Strategy Review Process
by
Ministry of Finance and Development Planning

9th August, 2005

Outline of Presentation
- PRSP Process

- PRSP Priorities and Crosscutting Issues

- Implementation, Monitoring and Evaluation

- Challenges

- Way Forward

Linkages
- PRS is an implementing strategy for attainment of medium term National Objectives and Vision 2020, and Millennium Development Goals in the long term.

PRS Process
- **PRS process Initiated end of 1999**
- **Institutional Framework:**
  – A representative Technical Working Group (TWG) was established in February 2000 and mandated to prepare PRS.
Community-Based Consultations (April-May 2002):
  – Estimated number of people consulted approximately 20,000 translating into a ratio of 1:100.
  – Community feedback analyzed to depict national priorities.
PRS Process
Groups established to develop objectives, strategies and activities under the priorities:
- Sector Working Groups (SWGs) and   Macroeconomic Working Group
- Thematic Groups (TGs) to address cross-   cutting issues.
- Private sector and civil society forums primarily to enhance consultations of the PRS.

PRS OBJECTIVES
– To increase real GDP from 3% in 2003 to 7% by 2006

– To reduce the population living below the poverty line from 58% in 1994/95 to 52% by 2006.

- These objectives will be pursued through the national priorities below.

PRS National Priorities

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

Crosscutting Issues
  I.   Scaling up the fight against HIV/AIDS
  II.   Gender, Youth and Children

Employment Creation

- **Targets**
  – Reduce Unemployment Rate from 31% in 1999 to 27% by 2006

- **Strategies**
  – Create a conducive environment to attract Domestic and Foreign Direct Investment
  – Increase Support to SMMEs – through improved access to credit, market and training.
  – Make Optimal Use of Natural Resources – develop tourism, agro-industry and mining.

- **Cost - M190 million**

Agriculture and Food Security

- **Targets**
  – Reduce Percentage of Household with Food Insecurity from 36% to 32% by 2006
  – Increase Area under Irrigation from 80 hectares to 150 hectares by 2006

- **Strategies**
  – Adoption of appropriate farming practices and ensure timely access to inputs;
  – Development of appropriate irrigation systems;
  – Strengthen and decentralize extension services;
  – Improve livestock production and marketing.

- **Cost – M29million**

Infrastructure Development

- **Targets**
  – Increase percentage of households with access to electricity from 10% to 17% by 2006
  – Increase no. of person with access to telephone services from 233,715 to 250, 000 by 2006

- Objectives
    - Increase access to Transport
        - Provide a conducive legislative, policy and institutional framework for the development of the road sector
        - Increase road access
        - Connect major towns of Lesotho, as well as areas of strategic economic performance
- Other Strategies
    - Constructing, rehabilitation and maintaining roads;
    - Improving water harnessing, storage and distribution;
    - Expanding rural electrification;
    - Facilitating provision of information and communication technology.

- Cost – M1,5billion

Improve Quality & Access to Essential Health Care
- Targets
    - Reduce Infant Mortality from 81 per 1,000 live births to 70 per 1000 live births by 2006
    - Reduce Maternal Mortality from 419 per 100,000 live births to 391 per 100,000 live births by 2006

- Strategies
    - Providing health facilities, equipment and drugs;
    - Distribute qualified health personnel equitably;
    - Strengthen disease prevention programmes;
    - Improve nutritional status of vulnerable groups;
    - Strengthen social welfare services for vulnerable groups.

- Cost – M548million

Improve Quality & Access to Education
- Targets
    - Increase net enrollment rate from 85%to 90% by 2006
    - Increase TVET enrollment from 2000 to 3500 by 2006
    - Increase the Adult Literacy rate from 88.6% to 93 % by 2006

- Strategies
    - ensure that all children have access to and complete quality basic and secondary education;
    - Improve pre-service and in-service training for teachers, inspectors etc;
    - expand Technical and Vocational Education Training and tertiary education and review their curricular to make it relevant to the needs of the country;
    - strengthen non-formal education programmes;
- Cost – M525million

Manage and Conserve Environment
- Targets
    - Increase protected land area to maintain Biodiversity from 14209 hectares to 19809 hectares by 2006;
    - Increase the proportion of land covered by vegetation;
    - Increase arable land area from 9%

- Strategies
    - Conserve the environment for improved production;
    - Strengthen management of solid and water waste and control air pollution;
    - Strengthen capacity for education in environmental issues;
    - Reduce loss of biodiversity;
    - Strengthen the legal, institutional and policy framework

- Cost – M250million

Improve Public Service Delivery
- Targets
    - Reduce the time taken to process terminal benefits of public officers from two years to six months by 2006
    - Reduce the average waiting time for outpatients from 5-6 hours to maximum 2 hours by 2006

- Strategies
    - Improve Public Financial Management;
    - Decentralise public functions and service delivery;
    - Improve public service productivity and management.

- Cost M51million

Cross-cutting Issues
- Targets for HIV and AIDS
    - Reduce HIV and AIDs Prevalence among Antenatal   Clinic Attendees from 30% to 27% by 2006
    - Reduce HIV and AIDS Prevalence among 15-24 years age   groups   from 25% to 21% by 2006

Strategies
    - Provide ARVs in accordance with HIV and AIDS Policy;
    - Establish stand-alone VCT sites as an entry point for HIV prevention and care;
    - Establish clear linkages between GOL, the churches, traditional leaders, NGOs and CHAL for a concerted effort in the fight against the spread of HIV.

Cost - Global Fund – US$ 34M in addition to the 2% of recurrent budget

Cross-cutting Issues
- **Targets for Gender, Youth and Children**
  - Reduce proportion of children in child labour from 29% to 25% by 2006.
  - Increase the participation of women in key decision making organs to 30% by 2006.

- **Strategies**
  - Expedite the review of Gender discriminatory legislation
  - Provide recreational facilities for children and youth.
  - Provide child friendly restorative justice system.
  - Increase access to education, health and social welfare services to children and youths, including orphans and vulnerable children (OVC) and the disabled children.

- **Cost - Reference will be made to Gender policy**

Implementation, Monitoring and Evaluation
- **Implementation**
  - All Ministries are responsible for the Implementation of their components

    - Resource mobilisation – Financing PRSP indicative budget of M1.1 billion yearly

Monitoring and Evaluation
- Implementation performance will be monitored through the identified core indicators and targets

  - The Ministry of Finance and Development Planning will coordinate the monitoring and evaluation process

  - The beneficiaries will be actively involved, with other agencies such as the National Planning Board.

Challenges
Successful Implementation Requires:

- Strong Political Will and Commitment to alleviate poverty.
- Implementation of PSIRP for improved service delivery.
- Decentralised System – setting- up local government structures to facilitate community participation.
- Timely Availability of Resources

Way Forward

Activity	Timeline
PRS approval by Cabinet	23 November, 2004
PRS Printing and Dissemination -translation, etc.)	Sept-Nov, 2005
PRS Implementation and Monitoring	2004/05 - 2006/07

Annex 2.

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

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

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

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

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

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