Republic of Malawi

SSATP REVIEW OF MALAWI'S NATIONAL TRANSPORT POLICY AND POVERTY REDUCTION STRATEGY

Report for Workshop 1 and 2

Mangochi, Malawi

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Executive Summary

This report presents the outcomes of the first two workshops for the review of the National Transport Policy and the Poverty Reduction Strategy. The review is part of the efforts by the Sub-Saharan Africa Transport Policy Program (SSATP) and its national and regional partners to optimize the contribution of the transport sector in poverty reduction. The goal of the review process is to determine the extent to which the transport sector policy and strategies are fully anchored in the national strategies of poverty reduction and pro-poor growth.

For this review process, two main documents, the Malawi Poverty Reduction Strategy (MPRS) and the National Transport Policy (NTP) were reviewed. Composition of the stakeholder group included public sector, private sector and the civil society. Both working group discussions and plenary discussions were used as techniques of soliciting information from the stakeholder group. The workshops were in three parts and these are the analysis of the Malawi Poverty Reduction Strategy, the analysis of the Malawi National Transport Policy, and the comparison of the Poverty Reduction Strategy and the National Transport Policy.

The workshop identified a number of gaps in the MPRS in terms of coverage, emphasis, and clarity. These include the silence of the MPRS on transport safety, its emphasis on the rural poor and silence on the urban poor. The workshop thus recommended broadening of the MPRS coverage in terms of transport infrastructure and services. As an overarching poverty reduction strategy, the MPRS should treat transport as a crosscutting issue and all transport requirements for all sectors and population groups should be well articulated. On the National Transport Policy, it was found not to directly address the issues in the MPRS. The NTP was developed earlier than the MPRS and its development could not take into account the strategy that was not there. Poverty reduction is treated from the trickle down perspective in the NTP. The NTP is also narrow in the way it treats transport problems because it does not recognize the provision of other infrastructure and services as a way of treating transport problems. Some of the recommendations on the NTP are specific transport demands for all priority population groups, and sectors should be addressed by the NTP, and improvements in the monitoring and evaluation of the implementation of the transport policy.

In general, transport needs of the priority population groups are not highlighted in the MPRS, however, the strategies on rural transport in the NTP address some of the transport needs of the priority population groups. Both NTP and MPRS provide overall social and economic needs of the priority population groups. However, specific transport needs (access to specific facilities) for the priority population groups are not covered. The workshop therefore recommended that special transport infrastructure for the priority population groups should be included in both the NTP and MPRS.

Acknowledgements

List of the SSATP Review Steering Group

1. Mr. Jephthah Chagunda, Malawi Rural Travel and Transport Programme, Chair
2. Mrs. Rhoda Elias, Ministry of Economic Planning and Development
3. Mr. Samuel Chikapusa, Ministry of Transport and Public Works
4. Mr. Temwa Gondwe, Malawi Economic Justice Network
5. Mr. Solomon Chirombo, Malawi Rural Travel and Transport Programme
6. Mr. Shadreck Matsimbe, Road Transport Operators Association
7. Mr. Steve Siwande, National Roads Authority

TABLE CONTENTS

Acronyms

CAMA	Consumer Association of Malawi
ECA	Economic Commission Africa
EIA	Environmental Impact Assessment
IHS	Integrated Household Survey
MALGA	Malawi Local Government Association
MEJN	Malawi Economic Justice Network
MEPD	Ministry of Economic Planning and Development
MPRS	Malawi Poverty Reduction Strategy
MRTTP	Malawi Rural Travel and Transport Programme
MSME	Micro Small and Medium Enterprises
MT&PW	Ministry of Transport and Public Works
NASFAM	National Smallholder Farmers Association of Malawi
NCIC	National Construction Industry Council
NRA	National Roads Authority
NTP	National Transport Policy
RTOA	Road Transport Owners Association
SSATP	Sub-Saharan African Transport Policy
TEVET	Technical Education, Vocational Entrepreneurial Training
ZMM	Zambia-Malawi-Mozambique Growth Triangle

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Introduction and Background to the Review Process

The sub-Saharan Africa Transport Policy Program (SSATP) was launched in 1987 to provide a collaborative framework for assisting African countries to formulate and implement improved transport policies and related capacity building. The program's long-term development plan is to anchor transport policies and strategies into the poverty reduction strategies. The overall aim is to ensure that transport sector contributes fully to pro-poor growth and poverty reduction in the SSATP countries.

In 2002, the program came up with guidelines for assessing how transport strategies and poverty reduction goals are aligned in the member states. The pilot phase for this assessment was conducted in Tanzania, Rwanda and Guinea. In Malawi, the process was conducted from 24th to 29th October and 7th to 11th November, 2004. A consultant was engaged to facilitate the workshops and manage the process by hiring the workshop venues, preparing documents and administering the budget.

Workshop Preparation Process

In Malawi the review process was coordinated by the Malawi Rural Travel and Transport Programme (MRTTP) and it was directed by a Steering Group comprising the government, civil society and the private sector. The Steering Group recruited a consultant to facilitate the workshops. The SG also identified organizations to form the Stakeholder Group to participate in the workshops. It was the duty of the organizations to choose an individual to come to the workshop. The stakeholders represented the diverse social, economic, public, private sectors and the priority population groups. Before the workshops, documents (Malawi Poverty Reduction Strategy Paper-MPRS, and the National Transport Policy - NTP) were sent to organizations for members to read in advance. Additionally, prior to the first workshop the SG invited the organizations for a briefing on the process.

Workshop One And Its Objectives

The first and second workshops in the guidelines were combined and they were conducted in five (5) days. The two workshops were combined to make it easy for participants to compare MPRS and MNTP in the discussions. Participants arrived on Sunday, 24th October and the program started on Monday 25th October, 2004. The Deputy Director – Planning from the Ministry of Transport and Public Works, opened the workshop.

The main objective of the workshop was to assess poverty reduction strategy and transport policy in order to provide all members of the stakeholder group with a shared and comprehensive understanding of:

1. The national poverty reduction strategy which includes the goals and objectives, the challenges faced by 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 the sectors
2. 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 both the national transport policy and the poverty reduction strategy.
3. The extent to which the Malawi's transport policy and strategy takes into account poverty reduction objectives
4. To identify the strength and weaknesses of the transport policy and strategy- both on paper and actual implementation – in terms of its contribution to poverty reduction
5. To agree on how the transport policy and strategy might be improved to better contribute to poverty reduction

Workshop One Process

Participants were given the program and they were asked to comment on the contents in order to accommodate their expectations. The discussions during the workshops were conducted in groups and plenary sessions. The working groups were formed along the sectors, thus, social, economic, public, priority population groups and crosscutting issues. The groups formed to review of the MPRS were as presented in Table 1.

Table 1: Groups formed to review MPRS by Thematic Areas

Thematic area	Group Membership
Priority Economic Issues and Main Objectives and Targets	1. T. Shawa (National Smallholder Farmers' Association of Malawi) 2. I. Thindwa (Ministry of Agriculture) 3. S. Chirambo (Malawi Rural Travel and Transport Programme) 4. S. Chikapusa (Ministry of Transport and Public Works)
Priority Social Issues	1. F. Macheso (Malawi Local Government Association) 2. K. Ng'ambi (Ministry of Health) 3. S. Siwande (National Roads Authority) 4. J. Chagunda (Malawi Rural Travel and Transport Programme)
Priority population groups	1. G. Gunda (National Construction Industry Council) 2. L. Mwabumba (Malawi Police Service) 3. E. Mohamed (Road Transports Association)
Crosscutting Issues	1. J. Khonje (Ministry of Gender and Community Service) 2. A. Munthali (Consumer Association of Malawi) 3. B. Mhango (Ministry of Transport and Public Works) 4. R. Eliasi (Ministry of Economic Planning and Development)

The groups identified information related to transport in the MPRS to extract information related to the following thematic areas:
1. Main goals, objectives and targets
2. Priority economic sector
3. Priority social sectors
4. Priority population groups
5. Key cross cutting issues

After extracting the information, the groups assessed MPRS, focusing on how it treats transport needs. Six questions[1] from the SSATP review guidelines were used to assess the poverty reduction strategy.

The groups presented their findings in the plenary and the participants discussed the presentations for clarification and identify merging issues. The findings were presented in a matrix for each group.

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[1] Refer to fig.13 of the SSATP review guidelines and program for the workshop

Part I: Review Of The Malawi Poverty Reduction Strategy

A Synopsis of the Malawi Poverty Reduction Strategy
The Malawi Poverty Reduction Strategy defines poverty as a state of continuous deprivation or lack of basics of life. Poverty has many dimensions including income poverty and human or capability poverty. Poverty can be observed at various levels such as individual, household, community and national. Additionally, poverty can also have gender dimension. Current poverty profile is based on the 1998 Integrated Household Survey (IHS) which noted that 65.3 percent of the population is poor with 28.7 percent living in extreme poverty. Poverty is caused by limited access to land, low education, poor health status, limited off-farm employment and inadequate access to credit.

The Malawi Poverty Reduction Strategy based on four pillars. These are sustainable pro-poor growth, human capital development, improving quality of life of the most vulnerable and good governance. On pro-poor growth, the emphasis is that growth should involve and benefit the poor. Furthermore, sustainable pro-poor growth is a prerequisite for broadening income distribution and generating employment. It strives to strike a balance between a need to provide opportunities to the poor to generate their own income while ensuring that there is an enabling environment for formal private sector to invest. Sectors for pro-poor growth identified include agriculture, natural resources, micro small and medium scale enterprise, manufacturing and agro processing, tourism and small-scale mining.

The second pillar focuses on human capital development. Human capital development is aimed at increasing productivity better income distribution and better standards of living. This would be achieved through the provision of quality and relevant education, provision of an essential health package and promotion of good nutrition.

The third pillar is aimed at improving the quality of life among the vulnerable members of the society. This is done through productivity enhancing programs, welfare enhancing programs and disaster management.

The fourth pillar underscores the importance of good governance. Even with the best strategies in the three pillars, poverty will not be reduced unless there is development-oriented governance, political will and mindset. It also highlights the importance of security and access to justice to poverty reduction. Other issues covered by good governance are improvement of the effectiveness and responsiveness of public institutions through improved public expenditure management, public sector reform, reducing fraud and corruption, decentralization, democracy and human rights. The MPRS has the following crosscutting issues: gender, HIV/AIDS, environment and science and technology.

Output of Poverty Reduction Strategy Analysis

The groups presented their findings in the plenary whereby participants discussed the presentations for clarification and identify merging issues. This information was used to complete a poverty reduction strategy analysis matrix provided in the guidelines (Figure 12). The outputs from Part I are presented in Annex 1.

Observations/Conclusions and Recommendations on Poverty Reduction Strategy

An analysis of the poverty reduction strategy made the following observations and conclusions:

1. The MPRS has highlighted transport issues mainly in pillars 1 and 3. In these pillars emphasis is on transport infrastructure and not services. Other modes of transport such as air, water and railway are not covered. However, road infrastructure is confined to rural feeder roads. Other transport infrastructure such as trunk and urban roads are left out.

2. The MPRS has emphasized more on the rural poor than the urban poor. This is in terms of both transport services and infrastructure. The urban poor sometimes live in areas that are not accessible by road or they lack infrastructure such as bus stages, stations, and pedestrian pavements.

3. The MPRS is not clear whether government should provide transport services where the private sector does not find it economically viable. This is critical in less accessible areas such as Usisya, Likoma Island and Mlowe where water transport is the only means of accessing the areas. Similarly, some places in Thyolo such as Sankhulani are only accessible by train.

4. The MPRS has covered transport requirement for agriculture and trade sub-sectors but not other social and economic sectors such as tourism, health, and education. The strategy does not mention the sectoral problems in relation to mobility, accessibility and transport services.

5. The MPRS recognizes the regional distribution of poverty and targets the interventions in those areas.

6. Transport safety is not covered in the MPRS.

It is recommended that:

1. Transport as a cross cutting issue should be covered in all sectors.

2. Appropriate modes of transport (rail, air and marine) and transport services and infrastructure that have a direct bearing on poverty reduction should be included in the MPRS.

3. Transport infrastructure requirements for non-motorized transport services both in the rural and urban areas should be well articulated. These include pedestrian walk and bicycle tracks.

4. Non-motorized means of transport should be promoted in the MPRS.

5. Transport safety and security measures should be included in the MPRS.

6. A need for the provision of social and economic services such as essential healthcare, rural schools, water points, energy, closer to population centers to reduce transport demands should be indicated in the MPRS.

7. Transport requirements for access and mobility to social and economic services such as essential health package, rural schools and water points should be addressed in the MPRS.

8. A need for the physically challenged-friendly transport services should be pointed out.

9. A need for transport infrastructure and services for the urban poor areas should be spelt out in the MPRS.

10. A need for appropriate means of transport to address problems of head-loading, walking long distances to social facilities, collection of firewood and water should be addressed in the MPRS.

11. The issue of enhancing women's participation in the planning, decision-making, and implementation of transport programs should be made obvious in the MPRS.

12. The users and suppliers of transport services should be included in the MPRS process.

13. Adequate information and time should be given to the general public on the MPRS process so that they consult among themselves and make well informed decisions and contributions when consulted by the thematic groups.

14. A need for the provision and improvement of transport infrastructure and services in the tourism areas should be addressed in the MPRS.

15. Provision of appropriate and affordable means of transport for sectors should be clearly.

Part II: Review of the Malawi National Transport Policy

The review of the Transport Policy was done using the same five thematic areas, as was the case with the MPRS. Table 2 presents the groups that were formed to review the MNTP.

Table 2: Groups formed to review NTP by Thematic Areas

Thematic area	Group Membership
Main Objectives and Targets	1. S. Siwande (National Roads Authority) 2. L. Mwabumba (Malawi Police Service) 3. T. Gondwe (Malawi Economic Justice Network)
Priority Economic Issues	1. S. Chirambo (Malawi Rural Travel and Transport Programme) 2. T. Shawa (NASFAM) 3. I. Thindwa (Ministry of Agriculture)
Priority Social Issues	1. J. Chagunda (Malawi Rural Travel and Transport Programme) 2. F. Macheso (Malawi Local Government Association) 3. K. N'gambi (Ministry of Health)
Priority population groups	1. B. Mhango (Ministry of Transport and Public Works) 2. R. Elias (Ministry of Economic Planning and Development) 3. G. Gunda (National Construction Industry Council)
Crosscutting Issues	1. S. Chikapusa (Ministry of Transport and Rural Development) 2. J. Khonje (Ministry of Gender, Community Service and Children's Welfare) 3. A. Munthali (Consumer Association of Malawi)

Just as with MPRS, review of NTP started with groups extracting information related to poverty reduction in transport policy, especially concerning:
1. Main goals, objectives and targets
2. Priority economic sector
3. Priority social sectors
4. Priority population groups
5. Key cross cutting issues

The groups presented their findings in the plenary and the participants discussed the presentations for clarification and identify merging issues.

Output on Malawi National Transport Policy Analysis

The groups presented their findings in the plenary whereby participants discussed the presentations for clarification and identify merging issues. This information was used to complete a poverty reduction strategy analysis matrix provided in the guidelines (Figure 16). The outputs from Part II of the review are presented in Annex 2.

Observations/Conclusions and Recommendation on the Malawi National Transport Policy

The analysis made the following observations and conclusions:

1. Although the transport policy was developed before MPRS, the policy addresses pillars 1 and 3 of the MPRS. For example, in relation to pillar 1 of the MPRS, the policy promotes services, creates an enabling environment through meeting economic demand and socio-political needs while minimizing the cost to the economy, improving the availability and maximizing utilization of transport infrastructure and equipment in both urban and rural areas.

2. The national transport policy does not treat poverty directly but tackles it from a trickle down perspective. Thus, the policy aims at achieving economic growth and it is assumed that in the process the poor will benefit.

3. Transport policy does not cover development of other rural infrastructure such as energy, telecommunication, water, and postal as a way of solving transport needs.

4. Strategies in the NTP do not address crosscutting issues such as HIV/AIDS and Science and Technology.

It is recommended that:

1. When reviewing transport policy ensure adequate consultations to take care of the needs of all sectors and priority population groups (physically challenged, the elderly, the young, and the rural poor).

2. NTP should address specific transport demands for all social sectors for example rural infrastructure, health, and education.

3. NTP should promote and enforce effective traffic management system for accident-prone schools in the rural and urban areas.

4.   Promote appropriate means of transport to access health facilities, for example: bicycle ambulances.

5.   NTP process should involve representatives of general users of transport infrastructure and services in the formulation and review of the policy.

6.   NTP should involve civil society and local assemblies to assist in sensitizing the general public on the issues that are found in the policy to improve on the mechanisms of implementation.

7.   Ministry of Economic Planning and Development must undertake monitoring and evaluation of the implementation of sectoral policies such as the NTP.

8.   Ministry of Transport and Public Works should continue undertaking monitoring and evaluation of policy implementation.

Part III: A comparison of Malawi Poverty Reduction Strategy and the Transport Policy

A comparison of Poverty Reduction Strategy and Transport Policy was conducted using the Table 3 and 4 that were developed from an analysis of the Poverty Reduction Strategy and the Transport Policy and Strategy. Fig. 17 in the SSATP review guidelines was used to facilitate the comparison in plenary.

Output of a comparison between Malawi's Poverty Reduction Strategy and National Transport Policy

The resulting matrix from the comparison between the MPRS and the NTP is presented in Annex 3. The MPRS reports of a number of difficulties relating to the main objectives and targets in the MPRS that are to be overcome. These have been reported according to the pillars in which they appear. Relating to pillar I, the MPRS reports of a number of difficulties relating to transport that needs to be overcome but in terms of interventions relating to transport infrastructure and services, the MPRS does not report any. Under pillar II, the MPRS also reports of a number of difficulties to be overcome. These mainly concern access to facilities. The MPRS reports of shortages of teaching and learning materials and limited access to education as issues relating to transport infrastructure while low enrolment due to limited places in schools (higher education) and limited access and poor quality education are the issues relating to transport services that have been reported. The MPRS under pillar III reports of nothing relating to transport infrastructure while inefficient and unsustainable market based policies is the issue relating to transport services that have been reported. Lastly under pillar IV, lack of political will, lack of patriotism and wrong mindset are the issues that have been reported in the MPRS that relate to transport infrastructure.

On the other hand, the national transport policy highlights a number of main difficulties and problems to be overcome by the transport policy, especially relating to poverty and growth under different transport sub sectors. Under the road transport sub-sector, there are a number of main difficulties and problems to be overcome. There are also some overall policy objectives and intentions relating to improved access and transport infrastructure that are aimed at contributing to poverty reduction. These include addressing provision of access through maintenance and construction of roads, first provision of accessibility for domestic and international traffic, and interactive participation of stakeholders in maintenance of roads. The NTP reports of safety measures, signs for safe operating environment for services as an overall objective and intention relating to improved mobility and transport services under road transport sub-sector. Under the rail transport sub-sector, the NTP identifies the creation of a conducive environment for private sector participation as a main difficulty and problem to be overcome by the transport policy while addressing accessibility and mobility in general but not specific for poverty reduction or pro poor growth is the policy

objective relating to improved access and transport infrastructure. Nothing is reported on mobility and transport services. Maritime reports of promoting private sector participation as the main difficulty to be overcome while enticing private sector to invest in port facilities but not exclusive to it is the overall policy objective relating to improved access and transport infrastructure. The NTP also reports of the provision of services by private sector as an overall policy objective to be overcome relating to improved mobility and transport services under the maritime transport. The civil aviation transport sub-sector reports of provision infrastructure and operations of services as the main difficulty and problem to be overcome while nothing is reported on overall policy objectives relating to improved access and transport infrastructure and mobility and transport services. Under the rural transport sub-sector, provision infrastructure and services to rural areas is the main difficult to be overcome by the NTP. Improvement of the rural road network and ensuring basic socioeconomic services are accessible are the overall policy objectives relating to access and transport infrastructure. Overall policy objectives relating to improved mobility and transport services under the rural transport sub sector is captured by fostering ownership of non-motorized means of transport, provision of services to ensure access to socioeconomic activities and involvement of stakeholders.

Issues relating to transport infrastructure and services relating to the tourism, natural resources, credit and micro finance, small scale mining and micro, small and medium enterprise sectors as some of the priority economic sectors have not been covered in the MPRS. Transport infrastructure and service issues of other priority economic sectors such as rural infrastructure, agriculture, and manufacturing and agro-processing are covered in the MPRS. On the other hand, the national transport policy identifies the key difficulties relating to access and mobility in tourism, manufacturing and agriculture sectors. The NTP also reports of the strategies and main interventions relating to improved transport infrastructure and services. Other economic sectors are not targeted in the NTP.

In terms of the priority social sectors, the MPRS does not report anything on key difficulties relating to access and mobility and main interventions relating to transport infrastructure and services of the education sector. It however reports of providing the basic transport needs to district health systems while remaining silent on key difficulties relating to access and mobility and main interventions relating to transport services in the health and rural infrastructure sectors. Key difficulties relating to access and mobility of all the three priority social sectors have been reported in the NTP though not intensively. The NTP also highlights the strategies and main interventions relating to improved access and transport infrastructure of the priority social sectors and reports nothing on interventions relating to improved mobility and transport services.

For the priority population groups, the MPRS does not report anything on key difficulties relating to access and mobility and does not report of any intervention relating to transport infrastructure and services for the women, the elderly, and

the landless. For the rural and urban poor, the young, and the physically challenged, the MPRS reports only on the main interventions relating to transport infrastructure for them. The NTP on the other hand identifies the key difficulties relating to access and mobility and strategies and main interventions relating to improved access to transport infrastructure and improved mobility and transport services of the urban poor and the rural poor. For the elderly, physically challenged, young and landless, the NTP only reports on the strategy and main interventions relating to improved access to transport infrastructure.

The MPRS do not identify any key difficulties to be overcome that concern the transport sector and do not report on the main actions to be taken that are relevant to transport infrastructure interventions and management of transport services for the crosscutting issues identified in the MPRS (HIV/AIDS, Gender, environment, science and technology, and good governance). On the other hand good governance is not covered in the NTP but it is covered in the Acts of each of the transport modes of transport. The NTP includes safety, gender and environments as crosscutting issues.

Conclusions and Recommendations

General conclusions:

1.   Transport needs of the priority population groups are not covered in MPRS, however, the strategies on rural transport in the NTP address some of the transport needs of the priority population groups.

2.   Both NTP and MPRS provide overall social and economic needs of the priority population groups. However, specific transport needs (access to specific facilities) for the priority population groups are not covered.

3.   The NTP covers all modes of transport but the MPRS concentrates on rural feeder roads.

Recommendations:

1.   Special transport infrastructure such as road crossings, boarding buses, train, airports, and parking space for the physically challenged and the elderly should be included in both the NTP and MPRS.

2.   Policy formulation and review processes should provide adequate information and allow for time to the general public so that they consult among themselves and make well-informed decisions and contributions when consulted.

Annex 1: Matrix for Analysis of the Poverty Reduction Strategy

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
Main objectives and targets	**Pillar I: To achieve sustainable poverty reduction** ▪ *Promotion of specific sectoral sources of pro-poor growth* ▪ *Creation of an enabling environment for pro-poor growth*	▪ MSME, lack of business skills and technical expertise ▪ Limited access to input and credit ▪ Physical access to markets and rural security ▪ Lack of community based natural resource management policy ▪ The missing middlepersons (linkages) ▪ Limited international marketing capabilities ▪ Lack of capital ▪ Macroeconomic instability ▪ Poor tourism product development ▪ Unfavorable investment environment ▪ Low incomes ▪ High income inequality levels ▪ Use of obsolete technologies ▪ Inadequate standards and quality assurance mechanisms ▪ Inadequate supporting infrastructure for efficient production and marketing ▪ Inconsistent policies	Nothing reported	Nothing reported

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
		▪ High tax rates and non-transparent exemption criteria ▪ Lack of clear tourism standards and guidelines ▪ Lack of innovations in tourism marketing ▪ Inadequate information on mineral availability ▪ Inadequate technology and financial support in mining ▪ Inappropriate registration for mining ▪ Lack of value adding methods and means for promoting marketing		
	Pillar II: Promotion of TEVET ▪ *Promotion of relevant and quality education* ▪ *Promotion of good nutrition and health services*	▪ Limited access and poor quality education ▪ Frequent closure of universities ▪ High repetition rate ▪ Low enrolment due to inadequate boarding facilities ▪ High student to teacher ratio ▪ High dropout rate ▪ High expenditures on boarding and administration ▪ Lack of skills development due to inappropriate education ▪ HIV/AIDS epidemic ▪ High malnutrition rates ▪ Serious shortages of	▪ Shortages of teaching and learning materials ▪ Limited access to education	▪ Low enrolment due to limited places in schools (higher education) ▪ Limited access and poor quality education

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
		learning and teaching materials ▪ Under-utilization of physical infrastructure and human resources ▪ Non-user friendly infrastructure to physically challenged students at all levels		
	Pillar III: To ensure that the quality of life for the most vulnerable is improved and maintained at an acceptable level	▪ Inefficient and unfriendly market policies ▪ Fragmented and poorly targeted interventions ▪ Overstretched informal safety nets due to high levels of HIV levels and poverty ▪ Limited coverage and small sizes of directly social welfare transfers ▪ HIV/AIDS effects vis a vis extended family arrangements	Nothing reported	▪ Inefficient and unsustainable market based policies.
	Pillar IV: To ensure that public institutions and systems protect and benefit the poor	▪ Low ration of police to people and lawyers to people ▪ Lack of prison space ▪ Lack of access to justice ▪ Little appreciation of the role by the general public ▪ Lack of patriotism ▪ Insecurity on human life and property ▪ Lack of political will	▪ Lack of political will ▪ Lack of patriotism ▪ Wrong mindset	▪ Wrong mindset ▪ Lack of transparency and accountability ▪ Lack f political will ▪ High insecurity levels

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
		▪ Lack of transparency and accountability ▪ Wrong mindset		Lack of patriotism
Priority economic sectors	**Tourism** ▪ Promote development and investment in diverse tourism ▪ Develop new tourism products which are original and traditional ▪ Government/private sector joint effort to involve rural communities in tourism development ▪ Provide basic training and infrastructure to rural communities ▪ Develop and adopt an updated approach to tourism promotion and marketing ▪ Create distinct and unique image of Malawi's natural heritage ▪ Strengthen Malawi's identities ▪ Intensify marketing at domestic, regional and international levels	Difficulties on accessibility and mobility not covered	Nothing reported	Nothing reported
	▪ Micro, small and medium enterprises ▪ Provide support for development of MSMEs ▪ Develop industrial sites ▪ Improve marketing, supply of raw materials ▪ Promote exporting of specific product which Malawi has comparative advantage ▪ Improve institutional coordination ▪ Strengthen the structure of MSME/mainstreaming gender	Transport infrastructure and services not covered	Nothing reported	Nothing reported

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
	▪ Promote entrepreneurship development ▪ Review laws and regulations affecting MSMEs			
	Rural infrastructure (roads, water, energy, telecommunications) ▪ Improve rural feeder roads ▪ Increase rural road network ▪ Improve road safety ▪ Decentralize responsibility to local assemblies	Rural road network poor and inadequate	Transport issues covered but do not specify or emphasize on low volume roads	Not covered under rural road infrastructure
	Agricultural sector ▪ Expanding and strengthening access to agriculture inputs ▪ Reduce land shortage and degradation ▪ Promote and expand farm mechanization ▪ Reduce weaknesses in institutional and policy framework ▪ Reduce gender disparities (HIV/AIDS infections and effects in the agricultural sector) ▪ Improve rural transport infrastructure ▪ Improving research and extension services ▪ Encourage production of specific crops ▪ Encourage production of livestock ▪ Improving agriculture incomes ▪ Provision of necessary services and conditions to create necessary incomes	▪ Physical access to markets (rural feeder roads) ▪ Access to credit ▪ Rural insecurity ▪ Poor irrigation systems ▪ High population density (land issues) ▪ Lack of Ministry of Agriculture's focus on service provision to farmers ▪ Weak institution and policy framework ▪ Limited access to inputs ▪ Lack of land (security of tenure) ▪ Low agricultural mechanization ▪ Low agricultural diversification ▪ Low promotion of private sector livestock production ▪ Low understanding of	Improving rural transport infrastructure	Improving rural transport infrastructure

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
	▪ Improve access to domestic, regional and international markets ▪ Promotion of small scale irrigation and drainage	domestic and international markets		
	Manufacturing and agro-processing ▪ Increase contribution of manufacturing of GDP ▪ Develop new cluster-based industries ▪ Broaden the industrial base ▪ Accelerate regional development ▪ Integrate MSMEs in industrial development ▪ Establish a credible institutional framework ▪ Improve product standards and quality	▪ Limited linkages with MSMEs ▪ Poor physical access to international markets	▪ Nacala and Ntwara Development Corridors ▪ The ZMM growth triangle establishment	▪ Establishment of services of the Nacala and Ntwara corridors and the Zambia-Mozambique-Malawi growth triangle ▪ Strengthen competitiveness of MSME through improved access to markets
	Natural resources ▪ Promote community-based natural resource management systems ▪ Increase sustainable utilization of fishery resources ▪ Encourage sustainable utilization of forestry resources	No difficulties have been highlighted	Nothing reported	Nothing reported
	Credit and micro finance ▪ Promote development of a sustainable micro finance industry ▪ Reduce cost of credit ▪ Strengthen the institutional framework ▪ Diversify and expand coverage of	No difficulties	Nothing reported	Nothing reported

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
	credit and micro finance ▪ Reduce high default rates			
	Small scale mining ▪ Ensure increased contribution of small scale mining to GDP ▪ Disseminate information on mineral availability ▪ Provide technical and financial support ▪ Identify mineral resources suitable for small scale mining ▪ Encourage the development mineral-based small scale industries ▪ Ensure appropriate mining legislation ▪ Improve understanding of value adding methods and promote marketing	No difficulties relating to transport have been identified	Nothing reported	Nothing reported
Priority population groups and other actors	▪ Welfare support interventions ▪ **Productivity enhancing interventions**	Nothing reported	Nothing reported	Nothing reported
	Rural and urban poor ▪ Improve agricultural productivity of resource pork farmers ▪ Improve disaster management ▪ Provide income support to the core-poor ▪ Strengthen capacity of families and communities to effectively support the most vulnerable	Nothing reported	Provision of logistics, distribution coordination and management (disaster)	Nothing reported
	Women ▪ Increase participation of females in tertiary education ▪ Improve access and equity at primary level focusing on special needs	Nothing reported	Nothing reported	Nothing reported

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
	education and girls ▪ Reduce malnutrition of malnourished under-five children, lactating and pregnant mothers			
	Elderly ▪ Increase and improve adult literacy and numeracy	Nothing reported	Nothing reported	Nothing reported
	Young ▪ Provide special education for out of school youth ▪ Expand pre-school education ▪ Increase access and equity in higher education	Nothing reported	Acquire and deliver school materials	Nothing reported
	Landless ▪ Address the problem of smallholding sizes and landlessness	Nothing reported	Nothing reported	Nothing reported
	Physically challenged ▪ Increase participation of students from disadvantaged groups	Nothing reported	University buildings to be made disabled friendly	Nothing reported

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
Priority social sectors	Primary education • Improve the quality and relevance of primary education • Provide special education for out of school youth • Increase and improve adult literacy and numeracy • Expand pre-school education • Respond urgently to problems created by HIV/AIDS epidemic • Decentralize and strengthen administrative and planning responsibilities • Improve access and equity at the primary level focusing on special needs education and girls	Nothing reported	Nothing reported	Nothing reported
	Secondary education • Reduce high reliance on subventions • Improve the quality and relevance of higher education • Increase access and equate in higher education • Improve management and administration of secondary education • Improve quality and relevance of secondary education • Increase access and equity to secondary education	Nothing reported	Nothing reported	Nothing reported
	Technical, entrepreneurial and vocational education • Strengthen management and financing of TEVET • Rehabilitate existing infrastructure and equipment	Nothing reported	Nothing reported	Nothing reported

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
	▪ Improve quality and relevance of TEVET ▪ Promote self-employment through skills development initiative			
	Health ▪ Improve health status ▪ Improve nutrition ▪ Improve water and sanitation ▪ Improve infant and young children feeding ▪ Diversify and modify diets ▪ Strengthen institutional capacity ▪ Improve quality of essential health care ▪ Improve access to and equity to essential health care ▪ Strengthen management and financing of essential health package ▪ Strengthen hospital referral system ▪ Hospital autonomy	Nothing reported	Provide basic transport needs to district health systems	Nothing reported
	Infrastructure ▪ Create an enabling environment for pro-poor ▪ Improve rural transport infrastructure ▪ Improve rural telecommunication ▪ Increase access to affordable rural energy ▪ Increase accessibility to good drinking water and sanitation ▪ Strengthen transport networks ▪ Improve quality and access to broadcasting ▪ Expand telecommunication coverage ▪ Increase access, efficiency and	Nothing reported	▪ Grading of rural feeder roads ▪ Improve awareness and understanding of rural travel and transport issues ▪ Construction of other infrastructure ▪ Rehabilitation of rural feeder roads	Nothing reported

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
	reliability of modern energy supply ▪ Improve postal services		▪ Periodic maintenance-pothole patching and sealing ▪ Strengthen road, air and lake transport networks through private sector ▪ Rehabilitation of core-roads	
Cross-cutting issues	HIV/AIDS ▪ Reduce the incidents of HIV/AIDS ▪ Improve quality of live of those infected with HIV/AIDS ▪ Mitigate the impacts of HIV/AIDS	Nothing reported	Nothing reported	Nothing reported
	Gender ▪ Strengthen institutional capacity for implementation of national gender policy ▪ Engender budgets ▪ Promote gender sensitive formal and informal legal environment ▪ Eradicate gender based violence ▪ Enhance women participation in leadership and decision making process	Nothing reported	Nothing reported	Nothing reported
	Environment ▪ Strengthen legal and institutional frameworks ▪ Develop alternative livelihoods strategies	Nothing reported	Nothing reported	Nothing reported

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
	Create mass environmental awareness			
	Science and Technology • Improve capacity and capability of the national system for science and technology • Intensify promotion and transfer of technologies to key livelihood systems • Increase investment in research and development in science engineering and technology • Enhance the role of science and technology in the expansion, diversification and sustainability of national production systems • Encourage value addition to raw materials and indigenous knowledge systems • Improve and increase productivity of national production systems	Nothing reported	Nothing reported	Nothing reported
	Good governance • To reduce crime • To improve access to and delivery of efficient and effective justice • To ensure respect for the rule of law • Improve budget implementation by creating hard budget constraints • Improve public expenditure planning and budget preparation • Improve the prevention of corruption and fraud • Increase detection and prosecution of corruption and fraud cases • Develop institutional capacity for local	Nothing reported	Nothing reported	Nothing reported

	Poverty reduction strategy (general issues)	Difficulties to be overcome	Issues relating to transport infrastructure	Issues relating to transport services
	governments ■ Transfer functions, resources and planning to districts ■ Strengthen formal governance institutions ■ Strengthen informal governance institutions ■ Ensure observance of human rights			

Annex 2: Matrix for assessment of Malawi National transport policy

	Challenges to be overcome	Strategy relating to access and transport infrastructure	Strategy relating to mobility and transport services (all modes)
Overall issues and objectives	**Road transport** ▪ Economic demand and social-political needs (poverty does not stand out ▪ Needs of disadvantages (there is direct linkage) ▪ Safety security disaster preparedness ▪ Strengthening institutional capacity ▪ Recognizes human capacity development in pillar II MPRS ▪ National benefit from donor community (does not clearly highlight pro-poor growth ▪ Availability and utilization of transport infrastructure-rural and urban ▪ Creation of conducive environment for private sector participation 6.2.1 ▪ Poor network coverage especially in rural areas	▪ Addressing provision of access through maintenance and construction of roads First provision of accessibility for domestic and international traffic ▪ Interactive participation consultation of stakeholders in maintenance of roads **(Actual)** ▪ Access has been highlighted but should have emphasis on rural inaccessible areas	▪ Road safety measures, signs for safe operating environment for services
	Rail Transport Creation of conducive environment for private sector participation	▪ Addressing accessibility and mobility in general but not specific for poverty reduction or pro-poor growth ▪ *In practice concessions are done for provision of freight services*	Nothing reported
	Maritime Transport Promoting private sector participation	Entice private sector to invest in port facilities but not exclusive to it	Provision of services by private sector (not pro-poor nor poverty reduction specific)
	Civil aviation ▪ Provision of infrastructure and operations of services but not –pro-poor/poverty reduction	Nothing Reported	Nothing Reported

	Challenges to be overcome	Strategy relating to access and transport infrastructure	Strategy relating to mobility and transport services (all modes)
	Rural Transport • Provision of infrastructure and services to rural areas	• Ensure basic socioeconomic services are accessible • Improvement of rural road network	• Foster ownership on non-motorized means of transport • Provision of services to ensure access to socioeconomic activities • Involvement of stakeholders (at that level in planning
Issues relating to Economic Sectors	**Tourism** • Rural transport development infrastructure maintenance and construction • Inadequate road safety statutory regulations enforcement • Existing restrictions which are contributing to poor performance • Protectionism tendencies especially where operators resort to anti-competitive activities such as cartel or cut-throat competition	• Facilitate availability of appropriate low cost means of transport by rural areas • Rural transport development maintenance and construction • Review the legislation to govern non-motorized transport elements • Review duties and taxes on rural means of transport	Nothing Reported

	Challenges to be overcome	Strategy relating to access and transport infrastructure	Strategy relating to mobility and transport services (all modes)
	Manufacturing ▪ Inadequate and seasonally unusable access and feeder roads within rural areas ▪ Inadequate resources for road maintenance ▪ No body put in place to over see safety issues relating to railways and rail transport	▪ Encourage investment and active participation in appropriate rural transport programs ▪ Enforcement of vehicle weight limits and vehicle dimensions in order to protect the roads ▪ Construction of economically justified inter-country roads to link areas of production and consumption ▪ Enforce strictly restriction on dual coupling of foreign to Malawi registered vehicles	▪ To enforce road safety measures ▪ Facilitate availability of appropriate low cost means of transport for the rural areas ▪ To strengthen and maintain the road transport data base e.g. cross-border traffic figures and flow of domestic traffic

	Challenges to be overcome	Strategy relating to access and transport infrastructure	Strategy relating to mobility and transport services (all modes)
	Agriculture Limited availability of conventional modes of transport (road, air, rail, maritime)	▪ Construct and or promote the construction of economically justified domestic and inter-country roads ▪ Enforce vehicle weight limits and vehicle dimensions in order to protect road infrastructure ▪ Review the legislation governing non-motorized transport elements ▪ Formulate marine search and rescue plan ▪ Promote the improvement of road network in rural areas Review and strictly enforce the Road Traffic Act ▪ Provide road signs in the rural areas ▪ Promote private participation in infrastructure ▪ Promote the expansion of railway network where economically feasible ▪ Enforce road safety measures and maintenance of road safety measures and maintenance of road safety signs	▪ Promote private participation in railway operations ▪ Promote the involvement of the private sector in the operation of lake shipping services ▪ Facilitate availability of appropriate low cost means of transport for the rural areas ▪ Review duties and tax levies in rural means of transport ▪ Empower traffic police, the director of road traffic to seize vehicles that are not road worth Encourage investment /participation of stakeholders in appropriate rural transport programs ▪ Strengthen the reinforcement of provisions in the road traffic act.

	Challenges to be overcome	Strategy relating to access and transport infrastructure	Strategy relating to mobility and transport services (all modes)
Issues relating to social sectors	**Rural Infrastructure** ▪ Accessibility to goods and services in the rural areas at low cost to the economy	▪ Provide the improvements of road network in the rural areas	Nothing Reported
	Health ▪The problems are not highlighted in the document but derived from the objectives ▪Access to facilities and socioeconomic services	▪ Ensure that basic socioeconomic services such as grinding mills, fuel sources, health clinic, markets, schools and water supply are served with transport infrastructure and services (Actual)	Nothing Reported
	Education ▪Use of non-motorized vehicles ▪Improve physical access to services and facilities ▪Provision of vehicular access to rural areas	▪ Foster an increase in the ownership of non-motorized means of transport by appropriate fiscal measures (Intention) ▪ Involve stakeholders in planning for various transport services	Nothing Reported
Issues relating to priority population groups and other actors	**Urban poor** ▪ Inadequate public transport due to a rapid increase in population ▪ Residents find it difficult to and from their place of work ▪ Most minibuses are not road worth thus pose danger to passengers and other road users	▪ Strengthen the institutional capacity of urban authorities to implement urban transport policy and plan and maintain urban transport network, traffic movement, information facilities and equipment ▪ Provide adequate capacity for traffic flow and public safety in urban areas ▪ Ensure that traffic needs are included in land use planning in urban areas ▪ Introduce effective traffic management systems and proven low cost engineering measures	▪ Apply effective parking control systems and sustain the control systems through the introduction of parking fees ▪ Conduct reviews of public transport industry operations in the urban areas

	Challenges to be overcome	Strategy relating to access and transport infrastructure	Strategy relating to mobility and transport services (all modes)
	Elderly, physically challenged, young and landless (Urban)	▪ Review the transport regulations to consider the operation and needs of the disadvantage including people with disabilities, the aged and children (Intentions) ▪ Provide for the needs of the disadvantaged including people with disabilities, the age, women and children (Intentions) ▪ Review the specifications of infrastructure design, standard to include special needs of people with disabilities	Nothing reported
	Elderly, physically challenged, young and landless (Rural)	▪ Ensure that basic socioeconomic services such grinding mills, fuel sources, health clinics, markets, schools and water supplies are served with transport infrastructure and services ▪ Promote the improvement of road network in the rural areas ▪ Foster an increase in the ownership of non-motorized means of transport by appropriate fiscal measures ▪ Involve stakeholder in planning for various transport services ▪ Encourage community participation particularly women in infrastructure planning and development	Nothing Reported
	Challenges to be overcome	**Strategy relating to access and transport infrastructure**	**Strategy relating to mobility and transport services (all modes)**
	Rural Poor ▪ Limited in terms of carrying capacity and speed of travel because their only	▪ Provide road signs in rural areas ▪ Adopt appropriate rural transport programs that have been effectively	▪ Review of legislation governing non-motorized transport

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	Challenges to be overcome	Strategy relating to access and transport infrastructure	Strategy relating to mobility and transport services (all modes)
	means of transport is walking and head-loading ▪ Socioeconomic amenities are not conveniently located thus causing people to walk long distances ▪ Unavailability of alternative means of transport ▪ Low levels of income constrain them from purchasing low cost means of transport ▪ Poor access to socioeconomic services due to lack of appropriate transport infrastructure ▪ Most of the rural transport burdens are borne by women	applied to alleviate rural access and transport problems ▪ Encourage investment and active participation of stakeholders in appropriate rural transport programs	elements ▪ Review duties and all tax levies on the rural means of transport to ensure that they do not prohibit the development of the sub sector ▪ Facilitate availability of appropriate low cost transport for the rural areas ▪ Encourage Malawi entrepreneurs proposing to provide road transport services deemed to be in the public interest especially in rural areas
Cross cutting issues	**Good governance** Issues are covered in the acts e.g. Road Traffic Act, Aviation Act and Railway Act	Nothing reported	Nothing reported
	Safety No difficulties highlighted	▪ Support the autonomous roads authority charged with the responsibility of managing and maintaining road network ▪ Vigorously enforce vehicle weight limits and vehicle dimensions in order to protect road infrastructure ▪	▪ Promote all transport modes in terms of operation

	Challenges to be overcome	Strategy relating to access and transport infrastructure	Strategy relating to mobility and transport services (all modes)
	HIV/AIDS Nothing reported	Nothing reported	Nothing reported
	Gender ▪ Promotion of a sustained improvement of standards of living of rural communities through increased access to facilities and socioeconomic services ▪ Provide vehicular access to rural centers ▪ The use of non-motorized vehicles ▪ Improved access to services and facilities	▪ Ensure that basic socioeconomic services such as grinding mills, schools, water supply, health clinics are served with transport infrastructure and services ▪ Encourage community participation particularly women in infrastructure planning and development	▪ Obtain data on the scope of rural transport needs with consideration to those that can easily be used by women and girls
	Environment ▪ Adverse environmental effects on road construction (pollution and soil erosion)	▪ Include the planning for the construction of the roads Environmental impact assessment and energy conservation ▪ Promote environmental protection and resource conservation ▪ Promote use of more energy efficient and less pollutant modes of transport ▪ Undertake EIA in all new airport projects	▪ Promote railways safety and environmental protection ▪ Prevent, control or combat pollution of the marine environment ▪ Prevent environmental degradation of air transport.

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Annex 3: A comparison of poverty reduction strategy and transport policy and strategy

	Main goals and targets	Main challenges to be overcome by the poverty reduction strategy	Main issues relating to transport infrastructure	Main issues relating to transport services
Poverty reduction strategy: Main objectives and targets	**Pillar I: To achieve sustainable poverty reduction** ▪ *Promotion of specific sectoral sources of pro-poor growth* ▪ *Creation of an enabling environment for pro-poor growth*	▪ MSME, lack of business skills and technical expertise ▪ Limited access to input and credit ▪ Physical access to markets and rural security ▪ Lack f community based natural resource management policy ▪ The missing middlepersons (linkages) ▪ Limited international marketing capabilities ▪ Lack of capital ▪ Macroeconomic instability ▪ Poor tourism product development ▪ Unfavorable investment environment ▪ Low incomes ▪ High income inequality levels ▪ Use of obsolete technologies ▪ Inadequate standards and quality assurance mechanisms ▪ Inadequate supporting infrastructure for efficient production and marketing ▪ Inconsistent policies ▪ High tax rates and non-transparent exemption criteria ▪ Lack of clear tourism standards and guidelines ▪ Lack of innovations in tourism marketing ▪ Inadequate information on mineral availability ▪ Inadequate technology and financial	Nothing reported	Nothing reported

			support in mining ▪ Inappropriate registration for mining ▪ Lack of value adding methods and means for promoting marketing		

		Main goals and targets	**Main challenges to be overcome by the poverty reduction strategy**	**Main issues relating to transport infrastructure**	**Main issues relating to transport services**
		Pillar II: Promotion of TEVET ▪ *Promotion of relevant and quality education* ▪ *Promotion of good nutrition and health services*	▪ Limited access and poor quality education ▪ Frequent closure of universities ▪ High repetition rate ▪ Low enrolment due to inadequate boarding facilities ▪ High student to teacher ratio ▪ High dropout rate ▪ High expenditures on boarding and administration ▪ Lack of skills development due to inappropriate education ▪ HIV/AIDS epidemic ▪ High malnutrition rates ▪ Serious shortages of learning and teaching materials ▪ Under-utilization of physical infrastructure and human resources ▪ Non-user friendly infrastructure to physically challenged students at all levels	▪ Shortages of teaching and learning materials ▪ Limited access to education	▪ Low enrolment due to limited places in schools (higher education) ▪ Limited access and poor quality education
		Pillar III: To ensure that the quality of life for the most vulnerable is improved and maintained at an acceptable level	▪ Inefficient and unfriendly market policies ▪ Fragmented and poorly targeted interventions ▪ Overstretched informal safety nets	Nothing reported	Inefficient and unsustainable market based policies.

	Main goals and targets	Main challenges to be overcome by the poverty reduction strategy	Main issues relating to transport infrastructure	Main issues relating to transport services
		due to high levels of HIV levels and poverty ▪ Limited coverage and small sizes of directly social welfare transfers ▪ HIV/AIDS effects vis a vis extended family arrangements		
	Pillar IV: To ensure that public institutions and systems protect and benefit the poor	▪ Low ration of police to people and lawyers to people ▪ Lack of prison space ▪ Lack of access to justice ▪ Little appreciation of the role by the general public ▪ Lack of patriotism ▪ Insecurity on human life and property ▪ Lack of political will ▪ Lack of transparency and accountability ▪ Wrong mindset	▪ Lack of political will ▪ Lack of patriotism ▪ Wrong mindset	▪ Wrong mindset ▪ Lack of transparency and accountability ▪ Lack f political will ▪ High insecurity levels ▪ Lack of patriotism

	Main difficulties and problems to be overcome by transport policy, especially relating to poverty and growth	Overall policy objectives and intentions relating to improved access and transport infrastructure	Overall policy objectives and intentions relating to improved mobility and transport services
Transport policy: Overall issues and objectives	**Road transport** ▪ Economic demand and social-political needs (poverty does not stand out ▪ Needs of (there is direct linkage) ▪ Safety security disaster preparedness ▪ Strengthening institutional capacity ▪ Recognizes human capacity development in pillar II MPRS	▪ Addressing provision of access through maintenance and construction of roads ▪ First provision of accessibility for domestic and international traffic	▪ Road safety measures, signs for safe operating environment for services

	Main difficulties and problems to be overcome by transport policy, especially relating to poverty and growth	Overall policy objectives and intentions relating to improved access and transport infrastructure	Overall policy objectives and intentions relating to improved mobility and transport services
	▪ National benefit from donor community (does not clearly highlight pro-poor growth ▪ Availability and utilization of transport infrastructure-rural and urban ▪ Creation of conducive environment for private sector participation ▪ Poor network coverage especially in rural areas	▪ Interactive participation of stakeholders in maintenance of roads	
	Rail Transport Creation of conducive environment for private sector participation	▪ Addressing accessibility and mobility in general but not specific for poverty reduction or pro-poor growth	Nothing Reported
	Maritime Transport Promoting private sector participation	Entice private sector to invest in port facilities but not exclusive to it	Provision of services by private sector (not pro-poor nor poverty reduction specific)
	Civil aviation Provision of infrastructure and operations of services but not –pro-poor/poverty reduction	Nothing Reported	Nothing Reported

	Main difficulties and problems to be overcome by transport policy, especially relating to poverty and growth	Overall policy objectives and intentions relating to improved access and transport infrastructure	Overall policy objectives and intentions relating to improved mobility and transport services
	Rural Transport Provision of infrastructure and services to rural areas	▪ Ensure basic socioeconomic services are accessible ▪ Improvement of rural road network	▪ Foster ownership on non-motorized means of transport ▪ Provision of services to ensure access to socioeconomic activities ▪ Involvement of stakeholders (at that level in planning

	Key objectives and main components of the sector strategy	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructure	Main interventions identified relating transport services

	Key objectives and main components of the sector strategy	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructure	Main interventions identified relating transport services
Poverty reduction strategy: Priority economic sectors	**Tourism** ▪ Promote development and investment in diverse tourism ▪ Develop new tourism products which are original and traditional ▪ Government/private sector joint effort to involve rural communities in tourism development ▪ Provide basic training and infrastructure to rural communities ▪ Develop and adopt an updated approach to tourism promotion and marketing ▪ Create distinct and unique image of Malawi's natural heritage ▪ Strengthen Malawi's identities ▪ Intensify marketing at domestic, regional and international levels	Difficulties on accessibility and mobility not covered	Nothing reported	Nothing reported
	Micro, small and medium enterprises ▪ Provide support for development of MSMEs ▪ Develop industrial sites ▪ Improve marketing, supply of raw materials ▪ Promote exporting of specific product which Malawi has comparative advantage ▪ Improve institutional coordination ▪ Strengthen the structure of MSME/mainstreaming gender ▪ Promote entrepreneurship development ▪ Review laws and regulations affecting	▪ Transport infrastructure and services not covered	▪ Nothing reported	▪ Nothing reported

	Key objectives and main components of the sector strategy	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructure	Main interventions identified relating transport services
	MSMEs			
	Rural transport infrastructure (roads, water, energy, telecommunications) ▪ Improve rural feeder roads ▪ Increase rural road network ▪ Improve road safety ▪ Decentralize responsibility to local assemblies	Rural road network poor and inadequate	Transport issues covered but do not specify or emphasize on low volume roads	Not covered under rural road infrastructure
	Agricultural sector ▪ Expanding and strengthening access to agriculture inputs ▪ Reduce land shortage and degradation ▪ Promote and expand farm mechanization ▪ Reduce weaknesses in institutional and policy framework ▪ Reduce gender disparities (HIV/AIDS infections and effects in the agricultural sector) ▪ Improve rural transport infrastructure ▪ Improving research and extension services ▪ Encourage production of specific crops ▪ Encourage production of livestock ▪ Improving agriculture incomes ▪ Provision of necessary services and conditions to create necessary incomes ▪ Improve access to domestic, regional and international markets ▪ Promotion of small scale irrigation and drainage	▪ Physical access to markets (rural feeder roads) ▪ Access to credit ▪ Rural insecurity ▪ Poor irrigation systems ▪ High population density (land issues) ▪ Lack of Ministry of Agriculture's focus on service provision to farmers ▪ Weak institution and policy framework ▪ Limited access to inputs ▪ Lack of land (security of tenure)	Improving rural transport infrastructure	Improving rural transport infrastructure

	Key objectives and main components of the sector strategy	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructure	Main interventions identified relating transport services
		▪ Low agricultural mechanization ▪ Low agricultural diversification ▪ Low promotion of private sector livestock production ▪ Low understanding of domestic and international markets		
	Manufacturing and agro-processing ▪ Increase contribution of manufacturing of GDP ▪ Develop new cluster-based industries ▪ Broaden the industrial base ▪ Accelerate regional development ▪ Integrate MSMEs in industrial development ▪ Establish a credible institutional framework ▪ Improve product standards and quality	▪ Limited linkages with MSMEs ▪ Poor physical access to international markets	▪ Nacala and Ntwara Development Corridors ▪ The ZMM growth triangle establishment	▪ Establishment of services of the Nacala and Ntwara corridors and the ZMM triangle ▪ Strengthen competitiveness of MSME through improved access to markets
	Natural resources ▪ Promote community-based natural resource management systems ▪ Increase sustainable utilization of fishery resources ▪ Encourage sustainable utilization of	No difficulties have been highlighted	Nothing reported	▪ Nothing reported

	Key objectives and main components of the sector strategy	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructure	Main interventions identified relating transport services
	forestry resources			
	Credit and micro finance ▪ Promote development of a sustainable micro finance industry ▪ Reduce cost of credit ▪ Strengthen the institutional framework ▪ Diversify and expand coverage of credit and micro finance ▪ Reduce high default rates	No difficulties	Nothing reported	Nothing reported
	Small scale mining ▪ Ensure increased contribution of small scale mining to GDP ▪ Disseminate information on mineral availability ▪ Provide technical and financial support ▪ Identify mineral resources suitable for small scale mining ▪ Encourage the development mineral-based small scale industries ▪ Ensure appropriate mining legislation ▪ Improve understanding of value adding methods and promote marketing	No difficulties relating to transport have been identified	Nothing reported	Nothing reported

	Key difficulties identified in the transport policy relating to access and mobility	Strategy and main interventions relating to improved access and transport infrastructure	Strategy and main interventions relating to improved mobility and transport services
Transport policy and strategy: Issues relating to Economic Sectors	**Tourism** ▪ Rural transport development infrastructure maintenance and construction	▪ Facilitate availability of appropriate low cost means of transport by rural areas ▪ Rural transport development	Nothing reported

	Key difficulties identified in the transport policy relating to access and mobility	Strategy and main interventions relating to improved access and transport infrastructure	Strategy and main interventions relating to improved mobility and transport services
	▪ Inadequate road safety statutory regulations enforcement ▪ Existing restrictions which are contributing to poor performance ▪ Protectionism tendencies especially where operators resort to anti-competitive activities such as cartel or cut-throat competition	maintenance and construction ▪ Review the legislation to govern non-motorized transport elements ▪ Review duties and taxes on rural means of transport	
	Manufacturing ▪ Inadequate and seasonally unusable access and feeder roads within rural areas ▪ Inadequate resources for road maintenance ▪ No body put in place to over see safety issues relating to railways and rail transport	▪ Encourage investment and active participation in appropriate rural transport programs (Intention) ▪ Enforcement of vehicle weight limits and vehicle dimensions in order to protect the roads (Intention) ▪ Construction of economically justified inter-country roads to link areas of production and consumption ▪ Enforce strictly restriction on dual coupling of foreign to Malawi registered vehicles	▪ To enforce road safety measures (Intention) ▪ Facilitate availability of appropriate low cost means of transport for the rural areas ▪ To strengthen and maintain the road transport data base e.g. cross-border traffic figures and flow of domestic traffic
	Agriculture ▪ Limited availability of conventional modes of transport (road, air, rail, maritime)	▪ Construct and or promote the construction of economically justified domestic and inter-country roads ▪ Enforce vehicle weight limits and vehicle dimensions in order to protect road infrastructure ▪ Review the legislation governing non-motorized	▪ Promote private participation in railway operations ▪ Promote the involvement of the private sector in the operation of lake shipping services ▪ Facilitate availability of appropriate low cost

	Key difficulties identified in the transport policy relating to access and mobility	Strategy and main interventions relating to improved access and transport infrastructure	Strategy and main interventions relating to improved mobility and transport services
		transport elements ■ Formulate marine search and rescue plan ■ Promote the improvement of road network in rural areas ■ Review and strictly enforce the Road Traffic Act ■ Provide road signs in the rural areas ■ Promote private participation in infrastructure ■ Promote the expansion of railway network where economically feasible ■ Enforce road safety measures and maintenance of road safety measures and maintenance of road safety signs	means of transport for the rural areas ■ Review duties and tax levies in rural means of transport ■ Empower traffic police, the director of road traffic to seize vehicles that are not road worth ■ Encourage investment /participation of stakeholders in appropriate rural transport programs ■ Strengthen the reinforcement of provisions in the road traffic act.

	Key objectives and main components of the sector strategy	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructures	Main interventions relating to transport services
Poverty reduction strategy: Priority social sectors	**Primary education** ▪ Improve the quality and relevance of primary education ▪ Provide special education for out of school youth ▪ Increase and improve adult literacy and numeracy ▪ Expand pre-school education ▪ Respond urgently to problems created by HIV/AIDS epidemic ▪ Decentralize and strengthen administrative and planning responsibilities ▪ Improve access and equity at the primary level focusing on special needs education and girls	Nothing reported	Nothing reported	Nothing reported
	Secondary education ▪ Reduce high reliance on subventions ▪ Improve the quality and relevance of higher education ▪ Increase access and equate in higher education ▪ Improve management and administration of secondary education ▪ Improve quality and relevance of secondary education ▪ Increase access and equity to secondary education	Nothing reported	Nothing reported	Nothing reported
	Technical, entrepreneurial and vocational education ▪ Strengthen management and financing of TEVET	Nothing reported	Nothing reported	Nothing reported

	Key objectives and main components of the sector strategy	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructures	Main interventions relating to transport services
	▪ Rehabilitate existing infrastructure and equipment ▪ Improve quality and relevance of TEVET ▪ Promote self-employment through skills development initiative			
	Health ▪ Improve health status ▪ Improve nutrition ▪ Improve water and sanitation ▪ Improve infant and young children feeding ▪ Diversify and modify diets ▪ Strengthen institutional capacity ▪ Improve quality of essential health care ▪ Improve access to and equity to essential health care ▪ Strengthen management and financing of essential health package ▪ Strengthen hospital referral system ▪ Hospital autonomy	Nothing reported	Provide basic transport needs to district health systems	Nothing reported

	Infrastructure ▪ Create an enabling environment for pro-poor ▪ Improve rural transport infrastructure ▪ Improve rural telecommunication ▪ Increase access to affordable rural energy ▪ Increase accessibility to good drinking water and sanitation ▪ Strengthen transport networks ▪ Improve quality and access to broadcasting ▪ Expand telecommunication coverage ▪ Increase access, efficiency and reliability of modern energy supply ▪ Improve postal services	Nothing reported	▪ Grading of rural feeder roads ▪ Improve awareness and understanding of rural travel and transport issues ▪ Construction of other infrastructure ▪ Rehabilitation of rural feeder roads ▪ Periodic maintenance-pothole patching and sealing ▪ Strengthen road, air and lake transport networks through private sector ▪ Rehabilitation of core-roads	Nothing reported

	Key difficulties relating to access and mobility	Strategy and main interventions relating to improved access and transport infrastructure	Strategy and main interventions relating to improved mobility and transport services
Transport policy and strategy: Issues relating to social sectors	*Rural Infrastructure* ▪ Accessibility to goods and services in the rural areas at low cost to the economy	▪ Provide the improvements of road network in the rural areas	Nothing Reported
	Health ▪ The problems are not highlighted in the document but derived from the objectives ▪ Access to facilities and socioeconomic services	▪ Ensure that basic socioeconomic services such as grinding mills, fuel	Nothing Reported

	Key difficulties relating to access and mobility	Strategy and main interventions relating to improved access and transport infrastructure	Strategy and main interventions relating to improved mobility and transport services
		sources, health clinic, markets, schools and water supply are served with transport infrastructure and services	
	Education ▪ Use of non-motorized vehicles ▪ Improve physical access to services and facilities ▪ Provision of vehicular access to rural areas	▪ Foster an increase in the ownership of non-motorized means of transport by appropriate fiscal measures ▪ Involve stakeholders in planning for various transport services	Nothing Reported

	Intended improvement to their situation	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructure	Main interventions relating to transport services
Poverty reduction strategy: Priority population groups and other actors	• *Welfare support interventions* • *Productivity enhancing interventions*	Nothing reported	Nothing reported	Nothing reported
	Rural and urban poor ▪ Improve agricultural productivity of resource pork farmers ▪ Improve disaster management ▪ Provide income support to the core-poor ▪ Strengthen capacity of families and communities to effectively support the most vulnerable	Nothing reported	Provision of logistics, distribution coordination and management (disaster)	Nothing reported
	Women ▪ Increase participation of females in tertiary education ▪ Improve access and equity at primary level focusing on special needs education and girls ▪ Reduce malnutrition of malnourished under-five children, lactating and pregnant mothers	Nothing reported	Nothing reported	Nothing reported
	Elderly ▪ Increase and improve adult literacy and numeracy	Nothing reported	Nothing reported	Nothing reported
	Young ▪ Provide special education for out of school youth ▪ Expand pre-school education ▪ Increase access and equity in higher education	Nothing reported	Acquire and deliver school materials	Nothing reported

	Intended improvement to their situation	Key difficulties relating to access and mobility	Main interventions relating to transport infrastructure	Main interventions relating to transport services
	Landless ▪ Address the problem of smallholding sizes and landlessness	Nothing reported	Nothing reported	Nothing reported
	Physically challenged ▪ Increase participation of students from disadvantaged groups	Nothing reported	University buildings to be made disabled friendly	Nothing reported

	Key difficulties identified in transport policy relating to access and mobility	Strategy and main interventions relating to improved access to transport infrastructure	Strategy and main interventions relating to improved mobility and transport services
Transport Policy: Issues relating to priority population groups and other actors	*Urban poor* ▪ Inadequate public transport due to a rapid increase in population ▪ Residents find it difficult to and from their place of work ▪ Most minibuses are not road worth thus pose danger to passengers and other road users	▪ Strengthen the institutional capacity of urban authorities to implement urban transport policy and plan and maintain urban transport network, traffic movement, information facilities and equipment ▪ Provide adequate capacity for traffic flow and public safety in urban areas ▪ Ensure that traffic needs are included in land use planning in urban areas ▪ Introduce effective traffic management systems and proven low cost engineering measures	▪ Apply effective parking control systems and sustain the control systems through the introduction of parking fees ▪ Conduct reviews of public transport industry operations in the urban areas

	Key difficulties identified in transport policy relating to access and mobility	Strategy and main interventions relating to improved access to transport infrastructure	Strategy and main interventions relating to improved mobility and transport services
	▪ *Elderly, physically challenged, young and landless (Rural)*	▪ Ensure that basic socioeconomic services such grinding mills, fuel sources, health clinics, markets, schools and water supplies are served with transport infrastructure and services ▪ Promote the improvement of road network Foster an increase in the ownership of non-motorized means of transport by appropriate fiscal measures ▪ Involve stakeholder in planning for various transport services ▪ Encourage community participation particularly women in infrastructure planning and development	

	Key difficulties identified in transport policy relating to access and mobility	Strategy and main interventions relating to improved access to transport infrastructure	Strategy and main interventions relating to improved mobility and transport services
	Rural Poor ▪ Limited in terms of carrying capacity and speed of travel because their only means of transport is walking and head-loading ▪ Socioeconomic amenities are not conveniently located thus causing people to walk long distances ▪ Unavailability of alternative means of transport ▪ Low levels of income constrain them from purchasing low cost means of transport ▪ Poor access to socioeconomic services due to lack of appropriate transport infrastructure ▪ Most of the rural transport burdens are borne by women	▪ Provide road signs in rural areas ▪ Adopt appropriate rural transport programs that have been effectively applied to alleviate rural access and transport problems ▪ Encourage investment and active participation of stakeholders in appropriate rural transport programs	▪ Review of legislation governing non-motorized transport elements ▪ Review duties and all tax levies on the rural means of transport to ensure that they do not prohibit the development of the sub sector ▪ Facilitate availability of appropriate low cost transport for the rural areas ▪ Encourage Malawi entrepreneurs proposing to provide road transport services deemed to be in the public interest especially in rural areas

	Cross cutting objectives to be achieved	Key difficulties to be overcome that concern the transport sector	Main actions to be taken that are relevant to transport infrastructure interventions	Main actions to be taken that are relevant to the management of transport series
Poverty reduction strategy: Cross-cutting issues	*HIV/AIDS* ▪ Reduce the incidents of HIV/AIDS ▪ Improve quality of live of those infected with HIV/AIDS ▪ Mitigate the impacts of HIV/AIDS	Nothing reported	Nothing reported	Nothing reported
	Gender ▪ Strengthen institutional capacity for implementation of national gender policy ▪ Engender budgets ▪ Promote gender sensitive formal and informal legal environment ▪ Eradicate gender based violence ▪ Enhance women participation in leadership and decision making process	Nothing reported	Nothing reported	Nothing reported
	Environment ▪ Strengthen legal and institutional frameworks ▪ Develop alternative livelihoods strategies ▪ Create mass environmental awareness	Nothing reported	Nothing reported	Nothing reported
	Science and Technology ▪ Improve capacity and capability of the national system for science and	Nothing reported	Nothing reported	Nothing reported

	Cross cutting objectives to be achieved	Key difficulties to be overcome that concern the transport sector	Main actions to be taken that are relevant to transport infrastructure interventions	Main actions to be taken that are relevant to the management of transport series
	technology • Intensify promotion and transfer of technologies to key livelihood systems • Increase investment in research and development in science engineering and technology • Enhance the role of science and technology in the expansion, diversification and sustainability of national production systems • Encourage value addition to raw materials and indigenous knowledge systems • Improve and increase productivity of national production systems			
	Good governance • To reduce crime • To improve access to and delivery of efficient and effective justice • To ensure respect for the rule of law • Improve budget implementation by creating hard budget constraints • Improve public expenditure planning and budget preparation • Improve the prevention of corruption and fraud	Nothing reported	Nothing reported	Nothing reported

	Cross cutting objectives to be achieved	Key difficulties to be overcome that concern the transport sector	Main actions to be taken that are relevant to transport infrastructure interventions	Main actions to be taken that are relevant to the management of transport series
	▪ Increase detection and prosecution of corruption and fraud cases ▪ Develop institutional capacity for local governments ▪ Transfer functions, resources and planning to districts ▪ Strengthen formal governance institutions ▪ Strengthen informal governance institutions ▪ Ensure observance of human rights			

	Key difficulties relating to cross cutting issues that transport policy identifies should be addressed	How each crosscutting issue should be addressed in the context of the planning and management of transport infrastructure	How each crosscutting issue will be addressed in the context of planning and management of transport services
Transport policy and strategy: Cross cutting issues	*Good governance* ▪ Issues are covered in the acts e.g. Road Traffic Act, Aviation Act and Railway Act		
	Safety ▪ No difficulties highlighted	▪ Support the autonomous roads authority charged with the responsibility of managing and maintaining road network ▪ Vigorously enforce	▪ Promote all transport modes in terms of operation

	Key difficulties relating to cross cutting issues that transport policy identifies should be addressed	How each crosscutting issue should be addressed in the context of the planning and management of transport infrastructure	How each crosscutting issue will be addressed in the context of planning and management of transport services
		vehicle weight limits and vehicle dimensions in order to protect road infrastructure	
	HIV/AIDS 　　　Nothing reported	N0thing reported	Nothing reported
	Gender ▪ Promotion of a sustained improvement of standards of living of rural communities through increased access to facilities and socioeconomic services ▪ Provide vehicular access to rural centers ▪ The use of non-motorized vehicles ▪ Improved access to services and facilities	▪ Ensure that basic socioeconomic services such as grinding mills, schools, water supply, health clinics are served with transport infrastructure and services ▪ Encourage community participation particularly women in infrastructure planning and development	▪ Obtain data on the scope of rural transport needs with consideration to those that can easily be used by women and girls
	Environment ▪ Adverse environmental effects on road construction (pollution and soil erosion)	▪ Include the planning for the construction of the roads Environmental impact assessment and energy conservation	▪ Promote railways safety and environmental protection ▪ Prevent, control or combat pollution of the marine environment

	Key difficulties relating to cross cutting issues that transport policy identifies should be addressed	How each crosscutting issue should be addressed in the context of the planning and management of transport infrastructure	How each crosscutting issue will be addressed in the context of planning and management of transport services
		▪ Promote environmental protection and resource conservation ▪ Promote use of more energy efficient and less pollutant modes of transport ▪ Undertake EIA in all new airport projects	▪ Prevent environmental degradation of air transport.

Annex 4: Workshop Program

SSATP Review of Malawi's National Transport Policy and Poverty Reduction Strategy

WORKSHOP 1: REVIEW OF THE NATIONAL TRANSPORT POLICY AND POVERTY REDUCTION STRATEGY

Workshop Objectives

The assessment of poverty reduction strategy and transport policy aim at providing all members of the stakeholder group with a shared and comprehensive understanding of:

1. The national poverty reduction strategy which includes the goals and objectives, the challenges faced by 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 the sectors
2. 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 both the national transport policy and the poverty reduction strategy.
3. The extent to which the Malawi's transport policy and strategy takes into account poverty reduction objectives
4. To identify the strength and weaknesses of the transport policy and strategy- both on paper and actually implemented – in terms of its contribution to poverty reduction
5. To agree how the transport policy and strategy might be improved to better contribute to poverty reduction

Note: At the end of the workshop, participants will agree overall findings, and recommendations

PROGRAM

Sunday 24th October 2004

Time	Activity	Method
13.00-18.00	**Arrival and registration of participants at Sun and Sand Holiday Resort, Mangochi.**	Plenary

Monday 25th October, 2004

Time	Activity	Method
08.30-09.10 09.10–09.30 09.30-10.00	Welcome Remarks – Chairman, Briefing on the Review Process. Official Opening of the Workshop – Deputy Director- Planning- Ministry of Transport and Public Works. Introductions Logistics Explanation method and program (by the facilitator)	Plenary

10.00-10.30	**Review of Poverty Reduction Strategy Paper (PRSP)** ▪ Presentation of an overview of the Poverty Reduction Strategy – Mrs R. Eliasi, MEPD.	
10.30-10.45	Tea/Coffee Break, Group Photo	

10.45-12.30	Identification of information related to poverty reduction in the Poverty Reduction Strategy Paper, especially concerning:
	   o Goals, objectives and targets
	   o Economic sectors
	   o Social sectors
	   o Priority population groups
	   o Key cross-cutting issues
		Group work

12.30-13.30	Lunch Break	
13.30-14.30	Identification of information related to poverty reduction (Cont)	Group Work
14.30-15.30	Presentation, clarification and discussions on the identified information (and completion of the poverty reduction strategy analysis matrix)	Plenary
15.30-16.00	Tea/Coffee Break	
16.00-17.30	Presentation, clarification and discussions on the identified information (cont)	Plenary

Tuesday 26th October 2004

08.30-10.30	Assessment of the Poverty Reduction Strategy, focusing on its treatment of transport needs: 1. How clear is the place of transport in the IP-ERS? How well does the strategy 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 issues addressed, such as the differences between rural and urban areas, or the problems and development opportunities of the different regions? 6. Does the strategy indicate which crosscutting issues are relevant to the transport sector and how they might be addressed? To which cross-cutting issues can the transport sector make a contribution	Plenary
10.30-10-45	Tea/Coffee Break	
10-45-12.30	Assessment of the Poverty Reduction Strategy, focusing on its treatment of transport needs (cont..)	Plenary
12.30-13.30	Lunch Break	
13.30-15.30	Assessment of the Poverty Reduction Strategy, focusing on its treatment of transport needs (cont..)	Plenary
15.30-15-45	Tea/Coffee Break	
15-45-17.00	Conclusions and recommendations on workshop on PRSP • Preparation for Next day 3, to assess the transport policy and strategy	Plenary

Wednesday 27th October 2004

Time	Activity	Method
08.00-09.00	Review of Transport Policy/Strategy • Presentation of an overview of the National Transport Policy – Mr B. Mhango / Mr S. Chikapusa. • Objectives of the assessment of NTP (facilitator)	Plenary

09.00-10.30	Identification of information related to poverty reduction in the transport policy, especially concerning: - Goals, objectives and targets - Economic sectors - Social sectors - Priority population groups - Key cross-cutting issues	Group work
10.30-10.45	**Tea/Coffee Break.**	
10.45-12.30	Identification of information related to transport policy (Cont)	Group work
12.30-13.30	**Lunch Break**	
13.30-15.30	Presentation, clarification and discussions on the identified information	Plenary
15.30-16.00	**Tea/Coffee Break**	
16.00-17.30	Presentation, clarification and discussions on the identified information	Plenary

Thursday 28th October 2004

08.30-10.30	Comparing NTP and PRS o Which poverty reduction goals and objectives does transport strategy contribute to achieving? Which poverty reduction goals and objectives are less well addressed by the transport strategy? Which poverty reduction goals and objectives must be better addressed by the transport sector in the future? o To what extent is the transport strategy meeting the objectives and needs of economic sectors prioritized in the poverty reduction strategy, and which not so well? How could the transport strategy improve its contribution to the development of priority economic sectors? o To what extent is the transport strategy meeting the objectives and needs of the social sectors prioritized in the poverty reduction strategy? How could the transport strategy better meet the needs of the social sector? o To what extent is the transport strategy meeting the access and mobility needs of the population groups and other actors targeted by the transport strategy? What are the priorities for action within an improved transport strategy? o If the transport strategy needs to be adapted to better meet the needs of priority social and economic sectors and of population groups targeted by the poverty reduction strategy, what are the implications for transport sector plans and priorities? o Which cross-cutting issues are relatively well taken into account by the transport strategy, and which are less well addressed? How can the transport sector make a more substantial contribution to meeting cross-cutting goals, for instance to good governance, decentralization and capacity-building, employment creation and labour standards, gender equity, reducing the incidence of HIV/AIDS, environmental sustainability, etc?	Plenary

10.30-10-45	Tea/Coffee Break	
10-45-12.30	Comparing NTP and PRSP (continued)	Plenary
12.30-13.30	Lunch Break	
13.30-15.30	Drawing conclusions and recommendations	Plenary
15.30-15-45	**Tea/Coffee Break**	
15-45-17.00	Drawing conclusions and recommendations	Plenary

Friday 29th October 2004

08.00-10-30	Agreements on the way forward and planning for workshop 2	
10.30.10.45	**Tea/Coffee Break**	
10.45.12.00	Workshop evaluation and closing remarks Lunch and departure	

Notes on the Workshop Process

1. A guide to help participants identify and extract relevant information from the PRS is presented in the Review Guidelines
2. During the stakeholder analysis undertaken by the Steering Group for the Transport/Poverty strategies' review, members of the stakeholder group (including yourself) were identified and selected based on their knowledge/expertise and understanding of specific issues under review (see workshop program). For this reason, division into working groups will be based on this knowledge/expertise and understanding.
3. Throughout the workshop, the facilitation team will be available to provide assistance to any group, particularly in helping participants to discuss the issues more deeply and overall guidance on the process and workshop method, and to facilitate both discussions, particularly in the plenary sessions and where necessary, the working group sessions.

Participants are encouraged to seek help as necessary, either from the facilitator (Mr Daimon Kambewa or the resource persons – Ms Rhoda Elias and Mr. Chikapusa). The Regional Support Facilitator, Ms Margaret Ombai, will also be available for consultation.

Annex 5: List of Participants

STAKEHOLDERS WORKSHOP ON POVERTY/TRANSPORT STRATEGY REVIEW

SUN AND SAND HOLIDAY RESORT
ON SUNDAY 24TH TO FRIDAY 29TH OCTOBER, 2004

NO	NAME	DESIGNATION	ADDRESS	TEL/FAX	E-MAIL
1.	Mr. Alexander Munthali	Project Officer	CAMA, P O Box 5992, Limbe	08321882 01644270	cam@malawi.net
2.	Mr. Steve Siwande	Transport Economist	NRA, Private Bag B346, Lilongwe	08844348 01750307	ssiwande@nramw.com
3.	Mr. Rhoda Eliasi	Principal Economist	Ministry of Economic Planning & Development, P O Box 30136, Lilongwe 3	09228486 01788888	reliasi@yahoo.com
4.	Mr. Samuel Chikapusa	Principal Transport Economist	Ministry of Transport & Public Works, Private Bag 322, Lilongwe 3	08312182 01789377	chikapusa@yahoo.co.uk
5.	Mr. Fredrick C. Macheso	Administrator/Accountant	MALGA, P O Box 30312, Lilongwe 3	01757607 09552137	malga@globemw.net
6.	Mr. Kumbukani C. Ng'ambi	Economist	Ministry of Health, P O Box 30377, Lilongwe 3	01789563/ 400	croliza@yahoo.com
7.	Mr. Innocent Thindwa	Economist	Ministry of Agriculture, P O Box 30134, Lilongwe	01789033	lwaaah@yahoo.co.uk
8.	Mr. B. D. S. Mhango	Deputy Director for Transport Planning	Ministry of Transport & Public Works, Private Bag 322, Lilongwe 3	01789377	mhangob@sdnp.org.mw
9.	Mr. James Khonje	Planning Officer	Ministry of Gender,	08895550	khonjeja@yahoo.co.uk

NO	NAME	DESIGNATION	ADDRESS	TEL/FAX	E-MAIL
			Community Services & Child Welfare, Private Bag 330, Lilongwe 3	01770411	
10.	Mr. Timothy Shawa	Policy & Programs Manager	NASFAM, P O Box 30716, Lilongwe 3	08879122 01772866	Tshawa@nasfam.org
11.	Mr. Solomon M. C. Chirambo	Programme Economist	MRTTP, P O Box 265, Lilongwe	09953904 01754766	mrttp@malawi.net
12.	Mr. Jephthah Chagunda	Programme Coordinator	MRTTP, P O Box 265, Lilongwe	08832092 01754766	mrttp@malawi.net
13.	Mr. Daimon Kambewa	Facilitator	P O Box 249, Zomba	08830860 01526704	kambewad@sdnp.org.mw kambewad@hotmail.com
14.	Mr. Levison Chiwaula	Lecture in Economics (Co-Facilitator)	Chancellor College, P O Box 280, Zomba	08305780	lchiwaula@yahoo.co.uk
15.	Dr. Patrick Kambewa	Lecture in Economics (Co-Facilitator)	Chancellor College, P O Box 280, Zomba	01524526	pkambewa@yahoo.com.au pkambewa@chanco.unima.mw
16.	Mr. Eqbal Mahomed	Member	RTOA, P O Box 665, Blantyre	08821370 01670496	patz@malawi.net
17.	Mr. Lovemore Mwabumba	Police Officer Superintendent	Police Headquarters, Private Bag 305, Lilongwe 3	08366531 01796476	lovemoremwabumba@yahoo.com
18.	Ms. Margret Ombai	Regional Support Facilitator	P O Box 438, Uhuru Gardens, Nairobi, Kenya	+254 20 605938	tacitus@nbnet.co.ke
19.	Mr. Temwa Gondwe	Programme Officer	MEJN, P O Box 20135, Lilongwe	09952310	mejn@sdnp.org.mw
20.	Mr. G. Gunda	Training Director	NCIC, Private Bag A146, Lilongwe	01725535	ncic@malawi.net

Annex 6: Opening Speech BY Deputy Director for Transport Planning

SPEECH BY DEPUTY DIRECTOR FOR TRANSPORT PLANNING, MR B. MHANGO MINISTRY OF TRANSPORT AND PUBLIC WORKS TO BE MADE AT SUN AND SAND HOLIDAY RESORT ON MONDAY 25TH OCTOBER 2004 AT AN OPENING CEREMONY FOR SSATP REVIEW OF MALAWI'S NATIONAL TRANSPORT POLICY AND POVERTY REDUCTION STRATEGY

Distinguished Participants
The International Facilitator
The Local Facilitator
The Consulting Team
Ladies and Gentlemen

It is a great pleasure to welcome you all to this important opening workshop for the SSATP Review of Malawi's National Transport Policy and the Poverty Reduction Strategy. Apologies from the Principal Secretary who was unable to come due to other pressing matters. He has however requested me to deliver this speech on his behalf.

I would also like to thank all of us here for sparing your time to be in attendance at this meeting. Your presence is a sign of your commitment to contribute to the success of this initiative.

Ladies and Gentlemen, Malawi is a member of the Sub Saharan Africa Transport Policy Programme (SSATP), which was launched in 1987 to provide a collaborative framework for assisting African countries to formulate and implement improved transport policies and related capacity building in the sector.

SSATP is a joint initiative of the World Bank and the United Nations Economic Commission for Africa (ECA) and is funded by the World Bank and several multilateral and bilateral donor agencies.

The World Bank is the executing agency for the SSATP and is discharging its obligations to Sub Sahara African countries through its component programs.

The formulation of the SSATP was based on assisting member countries to produce sound policies which would lead to safe, reliable and cost effective

transport initiatives hence freeing people to lift themselves out of poverty and helping countries to compete internationally.

The long-term strategic objective of the programme is promotion of integrated transport policies anchored in national poverty reduction strategies.

Ladies and Gentlemen, the Malawi Government developed a National Transport Policy, the document of which was approved by government in 1999 after extensive consultation. Since that time many changes have taken place so that it has necessitated reviewing the NTP. In this regard, 1st Review of the Policy was held from 26th to 28th July 2004 at this place. And I know that some of you were present. Another review is slated to take place in the first week of November this year.

Ladies and Gentlemen, the link of transport to poverty reduction cannot be over-emphasized. We know that transport is a means to access to all facilities for the well being of man. And since Malawi has over 85% of people living in rural areas where poverty is rampant, it is our prerogative to link the transport policy to poverty reduction and this initiative from the SSATP has come at the right time. In this case, urban poverty is another facet of poverty, which we have to consider. Therefore, I believe that these workshops will bring the required recommendations to be taken up to the relevant authorities.

Ladies and Gentlemen, looking at the cross section of participants, I believe this workshop has the required professionals to review the policy in line with the poverty reduction issues and make required recommendations to the authorities.

At this juncture Ladies and Gentlemen, I would like to declare that the SSATP Review of Malawi's National Transport Policy and the Poverty Reduction Strategy officially open and I wish you nice deliberations.

Thank you very much.

Annex 7: Presentation on Malawi's Poverty Reduction Review Process

LINKING TRANSPORT SECTOR STRATEGIES TO POVERTY REDUCTION

DEFINATION OF POVERTYAS IN THE MPRSP

- A STATE OF CONTINOUS DEPRIVATION OR A LACK OF THE BASICS OF LIFE
- POVERTY HAS MANY DIMENSIONS INCLUDING INCOME POVERTYAND HUMAN OR CAPABILITY POVERTY
- POVERTY EXISTS AND IS OBSERVABLE AT VARIOUS LEVELS:

LEVELS OF POVERTY EXISTENCE

- AT INDIVIDUAL
- HOUSEHOLD
- COMMUNITY
- NATIONAL
- HAS A GENDER DIMENSION

BASIC NEEDS

- ECONOMIC REQUIREMENTS
- SOCIAL
- PSYCHOLOGICAL
- PHYSIOLOGICAL

POVERTY PROFILE based on 1998 IHS

- Poverty in Malawi is widespread, deep and severe
- 65.3 % of the population was poor
- 28.7 % of this figure were living in extreme poverty
- The richest 20 % of the population consumed 46.3 % of total goods and services while
- The poorest 20% consumed 6.3% of total goods and services

KEY CAUSES OF POVERTY

- Limited access to land,
- low education,
- poor health status
- Limited off farm employment
- Inadequate access to credit

THE MALAWI POVERTY REDUCTION STRATEGY

- The overarching strategy that will form the basis for all future activities by all stakeholders (Government, Non Governmental Organizations & Private Sector)
- It is built around four pillars

MPRS OVERALL GOAL

- To achieve sustainable poverty reduction through the empowerment of the poor.
- MPRS sees the poor as active participants in economic development
- Not helpless victims of poverty in need of handouts and passive recipients of trickle down growth.

MPRS PILLARS

- Sustainable Pro-Poor Growth
- Human Capital Development
- Improving the Quality of Life of The Most Vulnerable
- Good Governance

PILLAR 1: Sustainable Pro-Poor Growth

- Focus is on growth that involves and benefits the poor
- A prerequisite for broadening income distribution and generating employment
- It balances the need to provide the poor with opportunities to generate their own incomes with the need to ensure an enabling environment for the formal private sector to invest.
- It also focuses on creating an enabling environment for pro poor growth through macroeconomic stability, access to credit &

6 Identified Sectors for pro poor growth

- Agriculture
- Natural Resources
- Micro Small and Medium Scale Enterprises
- Manufacturing and Agro processing
- Tourism
- Small scale mining

PILLAR 2: Human Capital Development

- A healthy and educated population leads to increased productivity, better income distribution and better standards of living
- This will be achieved through the provision of quality and relevant education which is equally accessed by all; provision of an Essential Health Package and promotion of good nutrition.

PILLAR 3: Improving the Quality of Life

- MPRS recognizes that there are some segments of the population that will not be able to reduce their poverty unless more direct support is given, hence provision of safety nets
- This is done through targeted input programs, public works programs, targeted nutrition programs and direct welfare transfers

PILLAR 4: Good Governance

- The MPRS recognizes that even with the best strategies in the first 3 Pillars, poverty will not be reduced unless there is development – oriented governance, political will and mindset
- It also highlights the importance of security and access to justice to poverty reduction

Good governance cont..

- Pillar 4 also focuses on improving the effectiveness and responsiveness of public institutions through:
- Improved public expenditure management
- Public sector reform
- Reducing fraud and corruption
- Decentralisation, democracy & human rights

Cross Cutting Issues

- Gender
- HIV/AIDS
- Environment
- Science and Technology

Annex 8: Presentation on Malawi's Transport Policy/Poverty Reduction Review Process

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MALAWI'S TRANSPORT POLICY/POVERTY REDUCTION REVIEW PROCESS

- SUN AND SAND HOLIDAY RESORT
  - MANGOCHI, MALAWI

  - 25TH TO 29TH OCTOBER 2004

THE SSATP

- THE SUB SAHARAN AFRICA TRANSPORT POLICY PROGRAMME (SSATP) WAS LAUNCHED IN 1987 TO PROVIDE A COLLABORATIVE FRAMEWORK FOR ASSISTING AFRICAN COUNTRIES TO FORMULATE AND IMPLEMENT IMPROVED TRANSPORT POLICIES AND RELATED CAPACITY BUILDING IN THE SECTOR.
- IT IS A JOINT INITIATIVE OF THE WORLD BANK AND THE UNITED NATIONS ECONOMIC COMMISSION FOR AFRICA (ECA) AND IS FUNDED BY THE WORLD BANK AND SEVERAL MULTILATERAL AND BILATERAL DONOR AGENCIES.

THE REVIEW PROCESS

- SSATP LONG TERM DEVELOPMENT PLAN – ANCHORING OF TRANSPORT POLICIES AND STRATEGIES INTO THE POVERTY REDUCTION STRATEGIES.
- OVERALL AIM – ENSURE THAT THE TRANSPORT SECTOR CONTRIBUTES FULLY TO PRO-POOR GROWTH AND POVERTY REDUCTION IN SSATP COUNTRIES.

  ▸ Sub-Saharan Africa
  ▸ Transport Policy Program (SSATP)

BACK GROUND OF THE REVIEW PROCESS

- IN LATE 2002, SSATP OUTLINED AN APPROACH FOR A COMPARATIVE ASSESSMENT BY MEMBER COUNTRIES OF THEIR TRANSPORT AND POVERTY REDUCTION STRATEGIES, AS A FIRST STEP IN ALIGNING TRANSPORT STRATEGIES WITH POVERTY REDUCTION GOALS.

CONT'

- IN 2003, THREE COUNTRIES: TANZANIA, RWANDA AND GUINEA CARRIED OUT A PILOT PHASE OF THE EXERCISE.
- THE RESULTS OF THE PHASE WERE PRESENTED AND DISCUSSED AT THE 2003 SSATP STAKEHOLDERS' MEETING IN KIGALI, RWANDA.
- THE STAKEHOLDERS AT THE MEETING AGREED THAT THE PROCESS IS INHERENTLY VALUABLE AND HAD TO BE CONTINUED IN OTHER MEMBER COUNTRIES.

REVIEW PROCESS IN MALAWI

- THEREFORE, TO KICK-START THE PROCESS THE SSATP PROGRAMME MANAGER WAS IN THE COUNTRY IN EARLY MARCH 2004 AND HAD MEETINGS WITH THE MINISTRY OF LOCAL GOVERNMENT AND RURAL DEVELOPMENT AND MINISTRY OF TRANSPORT AND PUBLIC WORKS.
- IN THESE MEETINGS, THE GOVERNMENT AGREED TO START THE EXERCISE IN THE COUNTRY.

CONT'

- THEN THE MRTTP WAS GIVEN THE MANDATE TO CALL ALL THE MAJOR STAKEHOLDERS TO FORM A STEERING COMMITTEE TO DIRECT THE PROCESS IN THE COUNTRY.
- THE STEERING HAD THEIR FIRST COMMITTEE MEETING ON 21ST MARCH 2004 AND MRTTP WAS CHOSEN AS THE INTERIM CHAIRMAN FOR THE REVIEW PROCESS.

CONT'

- THE STEERING GROUP IS COMPOSED OF:
- MINISTRY OF ECONOMIC PLANNING AND DEVELOPMENT – POVERTY REDUCTION,
- MINISTRY OF TRANSPORT AND PUBLIC WORKS – TRANSPORT POLICY
- NATIONAL ROADS AUTHORITY – PUBLIC SECTOR/TRANSPORT
- ROAD TRANSPORT ASSOCIATION OF MALAWI – PRIVATE SECTOR
- MALAWI ECONOMIC JUSTICE NETWORK – CIVIL SOCIETY
- MINISTRY OF LOCAL GOVERNMENT AND RURAL DEVELOPMENT (MRTTP) - PUBLIC SECTOR/GOVERNMENT

CONT'

- THIS COMMITTEE HAS HELD SEVERAL MEETINGS AND ATTENDED A TRAINING WORKSHOP WHICH WAS HELD IN NAIROBI, KENYA BY THE WORLD BANK IN MAY 2004 AND ALSO ANNUAL CONFERENCE IN ADDIS ABABA, ETHIOPIA IN SEPTEMBER 2004.
- IN MALAWI THIS REVIEW PROCESS HAS BEEN TIMED TO FEED INTO THE BOTH THE REVIEWS OF THE NATIONAL TRANSPORT POLICY AND THE POVERTY REDUCTION STRATEGY WHICH ARE UNDERWAY.

- **WHY ARE YOU HERE?**

PURPOSE OF THE REVIEW PROCESS

- TO CREATE A SHARED UNDERSTANDING AMONG STAKEHOLDERS ON HOW TO ENSURE THAT NATIONAL POLICIES AND STRATEGIES RECOGNIZE AND OPTIMIZE THE CONTRIBUTION OF TRANSPORT TO POVERTY REDUCTION.

STAKEHOLDERS

- A BALANCED REPRESENTATION OF VARIOUS SECTORS, ISSUES AND INTEREST GROUPS CONCERNED BY TRANSPORT AND POVERTY REDUCTION.

MAJOR STAKEHOLDERS

- ECONOMIC SECTORS
- SOCIAL SECTORS
- TRANSPORT SECTORS
- PRIORITY POPULATION GROUPS
- GENERAL OR CROSS CUTTING ISSUES AND
- OTHER INTERESTED GROUPS IN THE COUNTRY

CONT'

- THE STAKEHOLDER MEMBERS ARE THOSE WHO CAN:
  - CONTRIBUTE TO THE ASSESSMENT OF THE POLICIES AND STRATEGIES AND
  - BE CAPABLE OF TAKING FORWARD ANY RECOMMENDATIONS RESULTING FROM THE ASSESSMENT.

ENVISAGED OUTPUTS

- EVALUATION BY STAKEHOLDERS OF THE STRENGTHS AND WEAKNESSES ON NTP IN RELATION TO PRS AND AGREEMENTS ON IMPROVEMENTS TO BE MADE.
- AGREEMENT BY STAKEHOLDERS ON HOW THE PROCESSES OF FORMULATING THE POLICIES AND STRATEGIES CAN BE IMPROVED TO OPTIMIZE AND BETTER RECOGNIZE THE CONTRIBUTION OF TRANSPORT TO POVERTY REDUCTION

CONT'

- APPROVAL AND IMPLEMENTATION OF PLAN AND ACTION TO MODIFY THE CONTENT AND DESIGN OF POLICIES AND STRATEGIES SO THAT THE TRANSPORT'S CONTRIBUTION TO POVERTY REDUCTION IS OPTIMIZED AND VISIBLE.
- ESTABLISHMENT OF MECHANISMS TO SUSTAIN CROSS-SECTOR DIALOGUE AND TO MONITOR THE STRATEGIES DURING THEIR IMPLEMENTATION

PRINCIPLES OF THE PROCESS

- OWNERSHIP OF THE PROCESS BY THE PEOPLE INVOLVED IS CRUCIAL TO ACHIEVE THE INTENDED RESULTS.
- BROAD BALANCED REPRESENTATION SO THAT THE FINDINGS AND RECOMMENDATIONS ARE A FAIR REFLECTION OF THE VARIOUS NEEDS AND INTERESTS.

- HAVE GOOD DELIBERATIONS

THANK YOU.

Annex 9: Brief overview of the Malawi National Transport Policy

By. Mr. Chikapusa

- The government recognizes the significant role-played by the transport sector in attainment of he sustainable economic and social development of the country hence the formulation of the National Transport Policy (NTP), which is covering all modes of transport.

- The development of the NTP document started way back in 1994 and the cabinet approval was obtained in 1999.

- The goal of this policy is to ensure the provision of a coordinated transport environment that fosters a safe and competitive operation of commercially viable financially sustainable and environmentally friendly transport services and enterprises.

- The approach adopted is to move from a highly controlled transport sector to a more liberalized market oriented transport sector.

- This policy document will be reviewed after every five years in line with the social economic development of the country and the region and just recently there was already a review of it in the month of July 2004.

- As one way of promoting the operation of a competitive and efficient transport sector the policy provides freedom to the transport industry to set tariffs and removal of restrictions on entry and exit to passenger and freight transport industry.

- Ministry of Transport and Public Works has the overall responsibility for the national transport planning and policy. Other government agencies like National Roads Authority and Ministry of Local Government and Rural

Development are responsible for implementing the policy and maintaining and improving transport infrastructure.

Among other objectives, the policy seek to achieve the following:

1. to meet economic demand and socio-political needs while minimizing cost to the economy
2. to improve availability and maximize utilization of transport infrastructure and equipment in both urban and rural areas
3. to provide for the needs of the disadvantaged including people with disabilities, the aged, women and children
4. to promote private sector investment and operations, wherever possible and o promote a more business minded approach of public sector bodies.

Underlying these policy objectives, below are key principles to guide the policy development and implementation strategies:

1. The government shall refrain from instituting regulations, which restrict the ability of any mode to respond to markets forces or to compete freely with any other mode of transport.
2. Each mode shall bear the full cost of resources, facilities and services provided.
3. Each mode of transport shall conform to the environmental and other laws of Malawi
4. Each mode of transport shall recognize and respect the needs of people with disabilities, the aged, women and children.

Each mode of transport has its own sub-sectoral objectives and strategies though the broad objectives of this policy apply to each of the transport sub-sectors.

Thank You.

Annex 10: Workshop Evaluation

SSATP Review of Malawi's National Transport Policy and Poverty Reduction Strategy
October 25th to 29th 2004
End of Meeting Evaluation

Please indicate your assessment of the SSATP Review of Malawi's National Transport Policy and Poverty Reduction Strategy by placing X in the box that best describes your feelings.

Please handover the filled form to the administrative assistant,. Thank you for your co-operation.

		😊😊	😊	😐	☹	☹☹
1.	**Pre-meeting arrangements and reception on arrival**					
	▪ Registration at the hotel	29%	50%	7%	14%	0%
	▪ Registration for the Workshop	36%	50%	7%	0%	7%
2.	**Meeting arrangements**					
	▪ Accommodation	54%	31%	8%	8%	0%
	▪ Meeting venue	67%	17%	8%	8%	0%
3.	**Relevance of issues and themes discussed**					
	▪ Plenary presentations	71%	29%	0%	0%	0%
	▪ Working group sessions	79%	21%	0%	0%	0%
4.	**The process**					
	▪ Balance between plenary and working group sessions	53%	43%	4%	0%	0%
	▪ Organisation of working group sessions	62%	31%	7%	0%	0%
	▪ Usefulness of outputs	57%	36%	7%	0%	0%

The participants made the following comments on the workshop;

1. The workshop was too technical and would have been much more participative if the people who were invited for the workshop came. The workshop would have been very much participative. For those who came contributed very much.
2. There should be a better organization of resources to be used for the workshop. Every participant is supposed to have all the relevant documentations e.g. the SSATP Guidelines.
3. Please make sure that the agenda for the next review process should be sent earlier and everything pertaining to the arrangements should be done before our arrival.
4. Increased number of stakeholders could enhance group work sessions and provide accurate information relating to those unrepresented sectors (Ministries/Departments) and increased number of private sector stakeholders.
5. The document that describes guidelines should be circulated to the participants
6. Reception (first day of arrival) has to be improved so that participants are not stranded.
7. By widening the scope of stakeholders
8. Try to improve more on the balance between plenary and group works.
9. Questions and matrix in the guidelines have to be synchronized.