



# **Module 1: Policies and Strategies**

## **Rural transport policy development process in Malawi**

**Session: 1.5**  
**Part 2 – Case Study**

**Presentation: 1.5b**

# 1. Introduction

## Learning Objectives

By the end of the session participants will be able to:

- ③ Explain the role of the Malawi Rural Travel and Transport Program (MRTTP)
- ③ Analyse the institutional framework of rural transport activities in Malawi
- ③ Identify lessons from the Malawi experience for other countries

# Session Structure

- ③ The Malawi Rural Travel and Transport Program (MRTTP)
- ③ Policy framework
- ③ Role of the MRTTP in addressing policy issues

# Malawi's experience

## Limited impact of previous efforts

- ⦿ Lack of clear policies to address rural transport problems
- ⦿ Lack of appropriate technologies
- ⦿ Lack of priority to the rural transport sector
- ⦿ Inadequate planning and financing
- ⦿ Weak institutional framework
- ⦿ Inadequate infrastructure development
- ⦿ Lack of co-ordination

## 2. The Malawi Rural Travel and Transport Program (MRTTP)

### © The Government of Malawi (GoM) & Sub-Saharan Africa Transport Program (SSATP)

- joint activities aimed at improving travel & transport
- .... and rural communities' livelihoods

### © The MRTTP

- a new development initiative – 1999
- addresses issues in the transport sector in a coherent manner

# Goal of MRTTP

To contribute to poverty reduction through the improvement of accessibility to socio-economic goods, services & facilities by rural communities

# Objectives of the MRTTP

- ③ Establish a clear rural travel and transport **policy & institutional** framework
- ③ Promote rural travel and transport **programmes**
- ③ Achieve **integrated planning** and rational allocation of resources
- ③ Promote **sustainable** rural & transport infrastructure
- ③ Increase the availability of and improve **access** to means of travel and transport
- ③ Promote **gender equity** in the rural travel & transport

# Intended beneficiaries

Rural communities  
Improved access to  
social & economic  
services

Increased use of  
appropriate means of  
travel & transport

Ministries/ Departments  
and organisations  
involved in rural travel  
and transport

Better coordination  
through policy reforms &  
enabling environment



## Rural transport policy development process in Malawi



### Case study activity

- A. *What recommendations would you give to the Government of Malawi for implementing a pro-poor transport policy based on decentralisation?*
- B. *Suggest possible strategies for addressing the issues related to capacity & existing planning structures.*

# 3. Policy Framework

1. Specific Objectives of Rural Transport Policy

2. Rural Transport Policy Strategies

3. Investment Strategies

4. Regulatory Strategies

5. Pricing Strategies

## 1. Specific Objectives of Rural Transport Policy

- ③ Improve access to socio-economic services & facilities e.g. hospitals, schools, markets, water sources, grinding mills
- ③ Promote an integrated approach to rural transport planning and interventions
- ③ Enforce transport safety standards to minimise loss of life and goods through accidents
- ③ Reduce gender imbalance in rural transport activities

## 2. Rural Transport Policy Strategies

**Strategies will be guided by three principles:**

- ③ Transport interventions will target disadvantaged communities
- ③ Ensure planning of road & waterway infrastructure and services accommodate the requirements of non-motorised transport means
- ③ Involve communities at all levels in the identification and implementation of rural transport interventions

### 3. Investment Strategies

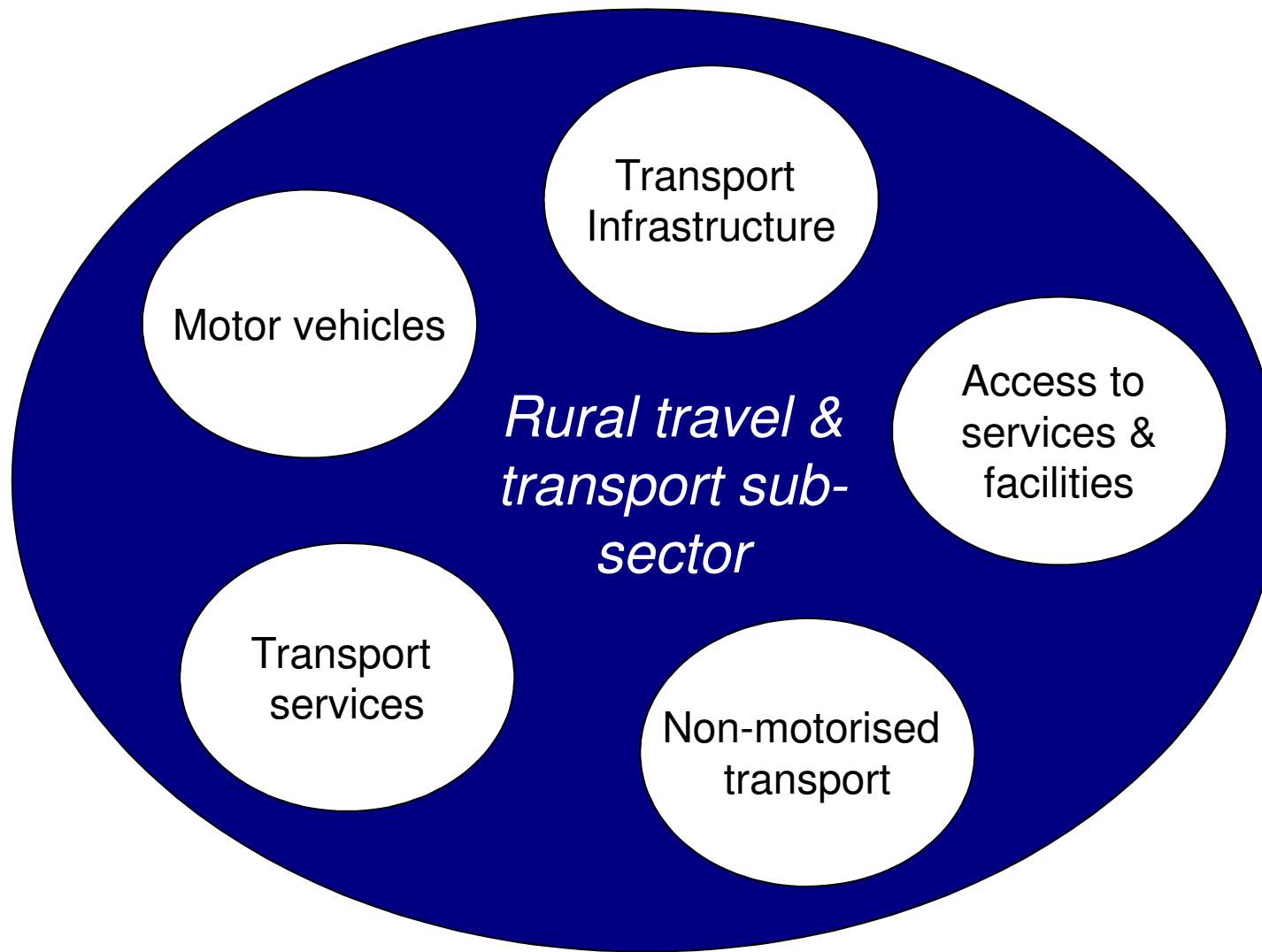
- ③ **Fiscal policy** measures continually reviewed to stimulate development of rural transport industry
- ③ **Incentives to encourage investment & ownership** of rural transport in local communities
- ③ **Training** in appropriate rural transport technologies to rural artisans
- ③ **Establish credit facilities** to enable entrepreneurs procure transport means, manufacture and maintain them
- ③ **Civic education** within local communities for continued participation in self-help activities with the aim of improving maintenance by creating a sense of ownership
- ③ **Capacity building** in rural transport supported by GoM and the private sector
- ③ **Gender and decision making**: women and girls encouraged to invest and take part in the decision making process relating to rural transport matters

## 4. Regulatory Strategies

- ⊙ Review the Road and Marine Traffic Acts
- ⊙ Equal access to credit for women and men
- ⊙ Introduce legislation to include non-motorised transport as part of the normal traffic on roads
- ⊙ Minimum safety standards for pick-ups & fare paying passenger vehicles
  - stipulated in the amended Road Traffic Act
- ⊙ Strictly enforce vehicle axle load limits on rural roads to avoid degradation of the rural road infrastructure
- ⊙ Appropriate use of standards in road infrastructure construction, rehabilitation and maintenance to minimise environmental degradation and accidents

## 5. Pricing Strategies

- ③ **Encourage investment** through the promotion of competition to
  - avoid cartels on fare charges and freight rates
- ③ **Monitor effects of liberalisation** on fares and freight rates
- ③ **Calculate vehicle operating costs** to effectively review the rural transport policies
- ③ **Encourage competition** among the rural transporters to
  - stabilise the fare charges and freight rates



Line ministries/ departments implement rural transport strategies through district offices and development committees at district, area, village level.



# Institutional Framework

## New measures as the decentralisation policy is implemented

- ◎ Old Development Committees replaced by
  - **elected Assemblies** at district, area & ward levels
- ◎ Previously investment focused on infrastructure for road, rail and air in urban areas. To address this:
  - **coherent rural transport planning & implementation** approach initiated in 1994
  - **improvements in data collection** on rural transport problems/ issues
  - **development of Integrated Rural Accessibility Planning (IRAP)** tool for planning interventions

## Problem

- © Capacity at district level is limited

## Proposed solution

- © Develop capacity to plan and manage development programmes

## Problem

### © **Inadequate Funds** to finance Rural Travel & Transport Programs

- supported by donors up to now
- sustainability issues, due to
  - lack of capacity and reliable sources of revenue for maintenance

## Solution

### © The creation of the **National Roads Authority** (NRA) and

- ### © The **Road Fund** for maintaining the road network - access roads, trails, tracks & paths
- promises a bright future

## Problem

- ③ No appropriate representation at grass-root level to
  - adequately articulate rural travel & transport problems
  - build local capacity on a sustainable basis

## Proposed solution

- ③ Decentralise functions and devolve powers to
  - local authorities through the creation of elected District, Area and Ward Assemblies
- ③ The decentralisation policy will provide the legal framework for
  - re-arranging rural development priorities
  - an enabling environment for the creation and provision of RTT infrastructure and services

# At the end of the program it is envisaged that ...

- ③ There will be **enhanced awareness** and understanding of the rural travel and transport sub-sector
- ③ **Policy and Institutional Framework** on rural travel and transport will be established
  - the Malawi Government will adopt the National Transport Policy
  - Transport Act reviewed
  - framework for implementation of MRTTP established
- ③ **Integrated planning** will be institutionalised and the rational allocation of resources
  - through the implementation of the district planning system
  - establishment of mechanisms for capital and recurrent funding for rural travel & transport interventions

# The existing top-down centralised planning structure is not ideal .....

- ③ **Diverse** transport requirements at community level
  - central planners find it difficult to appreciate divergent needs and aggregate them to satisfy rural transport requirements
- ③ **Complexity** of the rural transport network
  - difficult for central government to gather & process information for planning purposes
- ③ **Time lag** for resources to move from central government to community level
  - influences effectiveness of the programmes
- ③ Need for **non-transport interventions** was not recognised (to improve accessibility)
  - ineffective and inefficient inter-sectoral consultations from central level

# To overcome these problems ....

- ◎ MRTTP will assign responsibilities for the implementation of programme activities to
  - grassroots organisations at community level
- ◎ Will be supported centrally through
  - policy guidance
  - co-ordination by the Department of District and Local Government Administration