

Government of Zimbabwe

**SUB SAHARAN AFRICA TRANSPORT POLICY PROGRAMME
(SSATP)**

**POVERTY AND TRANSPORT STRATEGIES REVIEW PROCESS
(PTSR)**

**REPORT
ON THE ASSESSMENT OF THE POVERTY
REDUCTION STRATEGY**

Workshop 1

12 & 13 May 2005

The Bronte Hotel

Harare

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Table of Contents.

	List of Annexure	
	List of Tables	
	Abbreviations	
	Acknowledgements	
1.0	INTRODUCTION	6
	1.1 Preparation	6
2.0	PROCEEDINGS OF DAY ONE – 12 MAY 2005	6
	2.1 Workshop Opening.	6
	2.2 Review of the Poverty Reduction Strategy.	8
	2.2.1 <i>Session 1:</i> Extraction of Relevant Information in the Poverty Reduction Strategy and Treatment/Provisions on Transport Related Issues.	8
	2.2.2 <i>Session 2:</i> Group Presentation of Findings on Poverty Reduction Strategy and Treatment/ Provisions of Transport Related Issues.	8
3.0	PROCEEDINGS OF DAY TWO – 13 MAY 2005	8
	3.1 Assessment of Poverty Reduction Strategy	8
	3.1.1 <i>Session 3:</i> Assessment of Poverty Reduction Strategy and Its Treatment of Transport Related Issues.	8
	3.1.2 <i>Session 4:</i> Overall Assessment of the Poverty Reduction Strategy	10
4.0	DRAWING OVERALL CONCLUSIONS AND RECOMMENDATIONS	11
	4.1 Overall Conclusions	11
	4.2 Overall Recommendations	12
5.0	ISSUES, CHALLENGES, COMMENTS AND LESSONS	12

LIST OF ANNEXURE

- Annex 1.1 Workshop 1 Programme.
- Annex 1.2. List of Participants
- Annex 2.1: Official Opening Remarks of the Director of Roads.
- Annex 2.2 SSATP Approach, Methods, Objectives and Expected Outputs
- Annex 2.2.1: Matrix of Analysis of the Information Extracted from the Macro Economic Policy Framework (MEPF) and the Enhanced Social Protection Project (ESPP) based on Fig. 12 of the SSATP Guidelines.

LIST OF TABLES

- Table1.1: Key and Support Documents Selected and Assembled for the TSPR Process

LIST OF ABBREVIATIONS & ACRONYMS.

CEDC	Children in Especially Difficult Circumstances	MEPF	Macro-Economic Policy Framework
CHRRA	Combined Harare Residents and Rate Payers Association	NOCZIM	National Oil Company of Zimbabwe
COZCOS	Confederation of Zimbabwe Commuter Omnibus Operators	PTSR	Poverty & Transport Strategy Review
DOTS	Direct Observed Treatment System	SSATP	Sub-Saharan Africa Transport Program
ESPP	Enhanced Social Protection Project	SMEs	Small and Medium Enterprises
GOZ	Government of Zimbabwe	WAG	Women Action Group
LAs	Local Authorities	ZNCC	Zimbabwe Chamber of Commerce

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We give special thanks Mr Tawanda Mdawarima, the SSATP In-Country Coordinator in the Ministry of Transport & Communication for driving the review process well and to Engineer N. Kudenga, Director of Roads in the Ministry of Transport & Communications for officially opening the workshop series and giving the key note paper. Special thanks also go to Messrs Chinhengo and Mupaza, Policy Analysts in the Ministry of Public Service, Labour and Social Welfare for giving anchor presentations on the Poverty Reduction Strategy. We are indebted to Mary Braithwaite, the Lead SSATP Coordinating Consultant and Margaret Ombai, the Regional SSATP Adviser Eastern and Southern Africa, for technical advice and putting us onto our feet before and during the review process.

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

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

1.0 INTRODUCTION

1.1 PREPARATION

Preparation for Workshop 1 was undertaken in accordance with the SSATP Guidelines¹. The Programme for Workshop 1, see *Annex 1.1* and objectives were presented and adopted by the Stakeholder Group at a preparatory meeting held on 28 April 2005 at which selected stakeholders were briefed on the objectives of the workshop and availed documents to be reviewed.

The main purpose of the meeting attended by fifteen (15) members shown in *Annex 1.2* was to help Stakeholder Group develop shared vision and understanding about the impending task and benefits of the SSATP-PTSR process, Programme for Workshop One, methodology to be used, and well as to confirm stakeholders' commitment to the participation. The chairperson of the Steering Group led the briefing and gave stakeholders a background to the Stakeholder Group. The facilitator gave background to the SSATP-PTSR, approach, principles, methodology, process and expected outputs. The resource person briefed on the linkage between transport and poverty issues. Exciting debate and interest in the review process followed as members realised and appreciated the linkage of transport to poverty reduction and livelihoods of people. The meeting resolved to make sure that the pending review process was owned and driven by stakeholders. It was also resolved to follow-up on the outstanding five (5) members to make sure that they participate in the workshops. In addition, it was agreed that effective representation of women be achieved in the pending workshop including invitation to the business sector. This event proved very useful in that it generated a lot of interest, awareness and appreciation of the importance of the review. The core and supplementary documents that were availed before and during the workshop are listed in *Table 1.1* below.

Table 1.1: Key and Support Documents Selected and Assembled for the TSPR Process.

	Key Documents	Supporting Documents
Poverty Reduction Strategy	<ul style="list-style-type: none">• Macro Economic Policy Framework (MEPF), 2005-2006• Enhanced Social Protection Project (ESPP)	<ul style="list-style-type: none">• Millennium Development Goals• The Human Development Report• 1995 Poverty Assessment Study Survey, Main Report• Key Note Paper presented on Poverty Reduction Strategies

2.0 PROCEEDINGS OF DAY ONE: 12 MAY 2005

2.1 Workshop Opening.

The official opening marked an important event and process of the workshop as it set a positive tone and conducive environment for interaction and participation. In this opening session participants were welcome by the Chairperson of Steering Group

¹ SSATP WORKKING PAPER NO.77

following introductions were formally made. The workshop was officially by Engineer N. Kudenga, the Director of Roads in the Ministry of Transport and Communication. This event opened all the three workshops for the SSATP-PTSR process. In his brief opening remarks shown in *Annex 2.1*, the Director of Roads thanked participants for attending and implored them to show commitment throughout the three workshops. Further, he endorsed the mandate of the broad-based multi-disciplinary Stakeholder Group to undertake the review process. He highlighted that the review process was aimed at strengthening the linkage between transport policies and poverty reduction strategies and demanded the review process to produce Findings, Conclusions and Recommendations leading to an Action Plan.

Following the Official Opening, the facilitator highlighted the methodology and tactics of the workshop. The presentation refreshed participants on the SSATP approach, methodology, objectives, expected outputs and stakeholder terms of reference as shown in *Annex 2.2*. It was outlined that the overall aim of the review and assessment, in accordance with the SSATP Guidelines, was to provide the Stakeholder Group members with “a shared understanding of the national transport strategy” covering strategies and interventions that are operational as well as planned for the key economic and social sectors, priority population groups, and cross-cutting issues. Secondly, the process seeks to assess and ascertain how issues relating to transport services and infrastructure are addressed in the poverty reduction strategy.

Mr Chinhengo a Policy Analyst in the Ministry of Public Service, Labour and Social Welfare presented a paper on Poverty Reduction Strategy which set the scene for the review process. At the outset, Mr Chinhengo pointed out that Zimbabwe has no Poverty Reduction Strategy Paper (PRSP) *per se* but has various strategies and frameworks that have been put in place to address poverty. However, he pointed out that the documents that were to be used for the review of the poverty reduction strategy (PRS) are the Macro-Economic Policy Framework (MEPF) and the Enhance Social Protection Project (ESPP).

Following the above, there was a plenary discussion in which three issues of concern were raised by participants regarding the comprehensiveness of stakeholder representation. First, although there were women participants, there was stakeholder representing the interests of women because as the Women Action Group (WAG) had not turned up. Second, concern was raised because four key stakeholders who had confirmed participation did not turn up, respectively; City of Harare, Urban Residence and Rate Payers Association, Association of Rural District Councils (ARDC) and the Chiefs’ Council in Parliament of Zimbabwe. Third, participants raised issues of the need for the media to participate as stakeholder. Following some debate, stakeholders resolved that the Ministry of Women’s Affairs, Gender and Community Development be invited to represent women. The Facilitation Team was tasked to follow up participants who had not turned up to ensure that they participate. Following extensive debate on the issue of media participation as stakeholder, it recognised that the media issue was sensitive as some felt that media would sensationalise and trivialise the process while others felt they needed to participate right from the beginning. In the end, it was agreed that the Steering Committee get guidance from the Ministry of Transport & Communications on the possibility of representation and participation of the media as a stakeholder.

In preparation for commencement of the stakeholder review process, the Facilitation Team provided the group with guidelines for breaking into five groups to undertake the review process starting with Extraction of Relevant Information in the Poverty Reduction Strategy and Treatment/ Provisions on Transport Related Issues.

2.2 Review of the Poverty Reduction Strategy.

2.2.1 Session 1: Extraction of Relevant Information in the Poverty Reduction Strategy and Treatment/Provisions on Transport Related Issues.

The Stakeholders Group broke into 5 working groups to identify and extraction relevant information in the Poverty Reduction Strategy and Treatment/ Provisions on Transport Related Issues basing on the MEPF and ESPP documents and in accordance with Fig 11 of the SSATP Guidelines. This exercise was followed by a plenary session in which the five groups presented their outputs.

2.2.2 Session 2: Group Presentation of Findings on Poverty Reduction Strategy and Treatment/ Provisions of Transport Related Issues.

In this session, the meta-plan cards written by the five groups were sorted, assembled and pasted onto charts using Fig 12. The information was summarised recorded on cards by the groups leading to assembly of *Annex 2.2.1*. The five presentations by the groups to plenary were followed a lively discussions effecting clarifications omissions, additions and subtractions to the outputs. Some of the issues that came from this plenary discussion included the following;

- The group that dealt with the Economic Sectors had omitted consideration of Transport and Communications as economic sectors, but the plenary advised the group to include the two.
- Some groups had identified aspects which had no bearing on access and mobility and they were requested exclude them.
- The group that considered cross-cutting issues had omitted safety and security as a cross cutting issue and was requested to include the aspect.

3.0 PROCEEDINGS OF DAY TWO: 13 MAY 2005

3.1 Assessment of Poverty Reduction Strategy

3.1.1 Session 3: Assessment of Poverty Reduction Strategy and Its Treatment of Transport Related Issues.

In this session two groups were formed to make an assessment of the Poverty Reduction Strategy and Its Treatment of Transport Related Issues using questions on Fig 13 of the SSATP Guidelines and Annex 2.2.1 based on Fig 12. Both groups addressed all the six questions in Fig13 and produced *Table 3.1.1* below.

Table 3.1.1: Assessment of Poverty Reduction Strategy Using Key Assessment Questions in Fig. 13 of The SSATP² Guidelines

Question	Assessments		
	Group 1	Group 2	Overall Assessment
1. (a) How clear is the place of transport in the poverty strategy? (b) How well does it specify the expected contribution of the transport sector to the overall poverty reduction objectives?	1(a) Not clear 1(b) The linkage and contribution is not made. Implicit reference to role of transport to socio-economic development.	1(a) Not clear 1(b) Both documents are too broad and the place of transport is not adequate and looks only at public programs and transport warrants.	1(a) Not clear 1(b) Issues covered in a broad manner and implicit reference to role of transport to socio-economic development.
2. (a) Are the transport related difficulties of the priority economic sectors well identified in the strategy? (b) Does the strategy indicate clearly how the transport sector can or will contribute to reducing the problems and to developing these priority economic sectors? (c) If not, what aspects are missing?	2(a) Of the 8 priority economic sectors, generally transport related difficulties are well identified. 2(b) It doesn't clearly say how transport will assist these priority economic sectors, however, there are some inferences with regard to the tourism sector 2 (c) Local technological innovations, implementation & integration of land use transportation planning.	2(a) The difficulties in relation to priority economic sectors are well identified. 2(b) The strategy clearly states how transport can contribute to land reform.	2(a) Difficulties are identified 2(b) Strategy states in respect of tourism and land reform 2(c) Missing aspects include technological innovations, implementation & integration of land use transportation planning.
3. (a) Are the transport related difficulties of the priority social sectors well identified in the strategy? (b) Does the strategy indicate clearly how the transport sector can or will contribute in reducing the problems and to developing these priority social sectors? (c) If not, what aspects are missing?	3(a) No 3(b) No 3 (c) Location of social services	3(a) Not well identified 3(b) No 3 (c) Access to social infrastructure and appropriate transport services	3(a) Not well identified 3(b) Strategy does not clearly show how the transport sector can or will contribute to developing these priority social sectors. 3(c) Location of social services and access to social infrastructure and appropriate transport services.
4. (a) Are the access and mobility difficulties of the priority population group and other key actors in reducing poverty well identified in the strategy? (b) 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? (c) If not what aspects are missing?	4(a) No 4(b) Not absolute 4(c) Missing aspects: - Contribution of -transport to poverty alleviation - Appropriate siting of social & economic facilities - Design and manufacture user friendly transport modes especially for the elderly, children & disabled. - Formulating & enforcement of safety enhancement measures - Dynamism & consensus in public transport fare management - Promotion of IMTs and construction of appropriate infrastructure	4(a) Not well identified 4(b) Implied and not clear 4(c) Missing aspects: - prioritisation - appropriate technology - poor enforcement mechanisms - need for more transport services - targeted subsidies.	4(a) Not well identified 4(b) Not absolutely clear 4(c) Missing aspects include prioritisation, appropriate technology, targeted subsidies, appropriate siting of facilities, contribution of transport to poverty, enforcement measures, public transport fare management and promotion of IMTs and provision of appropriate infrastructure.

² Sub-Saharan Africa Transport Policy Programme

5. How well are the geographical dimensions of the issues addressed, such as differences between rural and urban areas, or problems and development opportunities of different regions?	Subtle acknowledgement of disparities in development levels (Quality & Quantity) and also demography between rural & urban areas. Documents are silent on regional disparities	Geographical dimension issues are not well addressed and there is need to take into account geographical disparities and importance of transport in different regions e.g. inland transport for those living along the water shores.	Geographical dimensions are not well addressed and documents are silent on regional disparities.
6. (a) Does the strategy indicate which cross-cutting issues are relevant to the transport sector, and how they might be addressed? (b) To which cross-cutting issues can the transport sector make a contribution?	6(a) It doesn't 6(b) To most of them	6(a) The issues are indicated but their relevance and significance not covered. 6(b) Transport can make a contribution in relation to: - Employment creation - Women empowerment - Reduction of transport burden on women & children - Public safety & security - Spread of HIV & AIDS (negative aspect) - Environment	6(a) Issues merely indicated but their relevance and significance are not covered. 6(b) Numerous and these include employment creation, women empowerment, reduction of transport burden on women & children, public safety & security and the environment.

3.1.2 Session 4: Overall Assessment of the Poverty Reduction Strategy

In this Session, the groups went into plenary and discussed the groups outputs and produced the following overall assessment of the poverty reduction strategy;

- a. *The PRS does not recognize the contribution of transport to poverty alleviation;* The two documents³ especially, the Macro-economic Policy Framework (MEPF) identify aspects of transport and poverty in broad terms without going into specifics and thus, there is a lack of recognition of the contribution of transport to poverty alleviation. The Stakeholder Group however appreciated the limitations of the document that, in essence, it is a policy framework document and therefore can hardly be expected to cover issues beyond their scope and mandate.
- b. *Transport is well treated as a sector;* Transport is treated as a sector and what it seeks to do is well explained. However, what it will contribute to other sectors is not recognised in the documents, save for some passing references to tourism and agriculture.
- c. *The importance of inland waterways to the livelihoods of communities living on the shores is not recognized;* While the policy document⁴ mentions inland waterways, however the latter's link with poverty reduction is not covered. On the other hand, inland waterways were recognised in the document as important for tourism but there is no recognition of its importance for sustaining the livelihoods of communities living on the shores of water bodies.

³ Macro Economic Policy Framework (MEPF) and Enhanced Social Protection Project (ESPP)

⁴ MEPF

- d. *The Key Questions in the Guidelines Need to be Improved*; The Stakeholder Group raised concern regarding the way the key assessment questions in the Guidelines are phrased, mainly that they assume, in relative terms, that a Poverty Reduction Strategy (PRS) is in place in every country, yet this may not be the case.
- e. *Existing gaps in the PRS present opportunity for improving future PRS*; The gaps identified in the review documents is the basis upon which the Stakeholder Group will develop specific recommendations for drafting the future PRS.

4.0 DRAWING OVERALL CONCLUSIONS AND RECOMMENDATIONS

The group continued in plenary discussions and drew the following overall conclusions and recommendations regarding the Poverty Reduction Strategy and its treatment of transport related issues outlined below.

4.1 Overall Conclusions.

- a. *There is no comprehensive PRS Document in Zimbabwe*; Zimbabwe does not have a single comprehensive Poverty Reduction Strategy Paper (PRSP), however, what is in place are various poverty reduction initiatives in different documents and frameworks.
- b. *The actual contribution of transport to poverty reduction is not made explicit in the PRS*; Although the documents reviewed recognise transport to play a pivotal role in the socio-economic development of the country, the actual contribution of transport to poverty reduction is not made explicit. More importantly, transport is not recognised and treated as a cross cutting issue to other sectors.
- c. *Needs of Priority Groups are not Identified in the PRS*; In relation to poverty reduction, the transport related needs of the priority economic, social and population groups are not well identified in the review documents.
- d. *Geographical dimensions of poverty are not well addressed in the PRS*; The geographical dimensions of poverty and poverty reduction are not adequately addressed in the reviewed documents.
- e. *The relevance of cross-cutting issues is not clearing the PRS*; The relevance of the identified cross cutting issues to the transport sector is not clearly indicated.

4.2 Overall Recommendations.

- a. *A comprehensive PRS is required;* The need for a PRS cannot be overemphasised.
- b. *There is need to Mainstream and articulate role and linkage of transport to poverty reduction;* Besides mainstreaming to other development sectors and strategies, there is need for documents to articulate clearly the role and linkage of transport to poverty reduction.
- c. *There is need to improve targeting;* There is need to build on the strength of existing reviewed documents and the indicators for geographical targeting of poverty reduction from the forthcoming Poverty Assessment Survey (PAS).
- d. *Transport needs to be treated as cross-cutting issue;* In relation to PRS and other development sectors, it is imperative that transport be treated as a cross cutting issue and service.

5.0 ISSUES, CHALLENGES, COMMENTS AND LESSONS

The following issues emerged as lessons from the overall process involving preparation and convening of the workshop.

1. *Unavailability of Important Documents:* There was a constraint in that the Millennium Development Goals (MDG) document and the Poverty Assessment Survey were not available to inform the review process. The MDG document is not officially launched while the Poverty Assessment Study (PAS) is about to be completed. The importance of the two documents lies in the fact that they would provide a framework for prioritisation.
2. *Availing of Supporting Documents:* The MEPF and ESPP acknowledged and make references to other documents which were not available for cross reference during the review. The case in point were the Youth and Gender Policy documents for which it was agreed that they be availed in Workshop 2.
3. *Representation and Participation:* Concern arose regarding non-attendance of the following key stakeholder representatives, ZNCC (business traders), WAG (Women), COZCOS (Commuter operators), PTA (Passenger transport operators), Cities (Harare), and CHRRA (Urban residents) despite pledging to do so. Efforts will be made to ensure that the sectors are represented in the next Workshops. In addition, participants emphasised the importance of media representation because the issue raised was that policies are not known as both the public and media are not involved. Participants agreed on; the need for policy practitioners to change their attitudes towards the media; the need for input of the community and media, and setting clear terms for media role play in the process.

4. *Ministry of Finance:* It was recognised that the Ministry of Finance is a key cross sector service provider who are authors of policy frameworks and thus need to be involved in the review process. It was resolving that the Chairperson of the Steering Committee makes a follow up.

Annex 2.2.1

Annex 2.2.1: Matrix of Analysis of the Information Extracted from the Macro Economic Policy Framework (MEPF) and the Enhanced Social Protection Project (ESPP) based on Fig. 12 of the SSATP Guidelines.

	<i>Poverty reduction strategy (general issues) as written in the MEPF and the ESPP</i>	<i>Main difficulties to be overcome as written in the MEPF and the ESPP</i>	<i>Issues relating to transport Infrastructure as written in the MEPF and the ESPP</i>	<i>Issues relating to transport services as written in the MEPF and the ESPP</i>
Macro-Economic Policy Framework	<ul style="list-style-type: none"> - Mobilisation of funds for infrastructure investment - HIV & AIDS - Health Delivery - Creating alternative energy sources - Education services delivery - Transport infrastructure & services - Youth development & gender balance - Economic stabilisation - Poverty reduction - Improved service delivery by local authorities - Improving the country's image - Housing delivery - Provision of quality basic social services - Foreign currency generation - Rural development - Strengthening institutional capacity - Restructuring public enterprises - Putting in place a pricing & income policy - Economic Empowerment - Transport services - Private Public Partnerships for financing infrastructure development - Rationalisation to create a single Transport Regulatory Authority - Special programmes for the vulnerable - Income generation projects - Transport & Health legislation review - Water & sanitation supply 	<ul style="list-style-type: none"> - Supply of drugs & medical equipment - Downturn in air pax. services - Reduction of regional disparities between rural & urban areas - Low moral of health service staff - Inadequate finance - Lack of access & infrastructure in rural areas - Maintenance of transport infrastructure - Traffic delays & accidents - High cost of borrowing - Socio-economic exclusion of poor from mainstream economy 	<ul style="list-style-type: none"> - PPP for financing transport infrastructure - Servicing housing stands - Infrastructure development & maintenance by LAs. - Insufficient infrastructure - Improved public service delivery - Capacity building for procurement in the public sector - Infrastructure development for poverty reduction - Upgrading transport infrastructure & networks to facilitate export trade - Rural capital development fund - Infrastructure for peri-urban & growth points - Provision of adequate infrastructure in rural areas 	<ul style="list-style-type: none"> - Capacity building for procurement - Development of skilled manpower - Railways & aviation - Transport ventures through indigenisation - Affordable & accessible housing - Appropriate facilities for the disabled, children in schools - Standardisation procurement procedures - Transport legislation & regulations - Provision of infrastructure in newly resettled areas - Cargo & courier services - Ambulances - Public transport - Liquid fuels & oils - Public enterprises to charge economic prices & rates - Improved public service delivery & infrastructure - Low taxation & increased budgetary allocation for pro-poor programmes - Performance monitoring of public enterprises - Price controls in relation to service

<p>Enhanced Social Protection Project</p>	<ul style="list-style-type: none"> - Child & maternal mortality - Financing of infrastructure - The poor in rural areas - Improved GoZ's capacity for implementing poverty reduction programmes - Reduction of poverty in poorer hhd's through better access to growth - Strengthening formal & informal social protection mechanisms - Sustainability of social protection mechanisms - Access to social protection mechanisms by the poor - Provision of safety nets - Rationalisation of GoZ social protection strategies for coherence & efficient delivery - Strengthening the community capacity to support disadvantaged children - Children - Better targeting of poor & vulnerable HHDs - Community participation at monitoring & evaluation levels - Responsiveness to major shocks 	<ul style="list-style-type: none"> - Increasing poverty - Worsening economic hardships - Ineffective coordination of social safety programs - Inaccurate targeting of beneficiaries - Lack of evaluation programs - Capacity to respond to needs of the poor 	<ul style="list-style-type: none"> - Public Works Program 	<p>delivery</p> <p>- Nil</p>
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<i>Priority economic sectors</i>	<i>Objectives and main components of the sector strategy as written in the MEPF and the ESPP</i>	<i>Difficulties in relation to access and mobility as written in the MEPF and the ESPP</i>	<i>Interventions relating to transport infrastructure as written in the MEPF and the ESPP</i>	<i>Interventions relating to transport services as written in the MEPF and the ESPP</i>
Agriculture	<ul style="list-style-type: none"> - Efficient agric, system - I - O Delivery - Marketing - Mkt. Integration 	<ul style="list-style-type: none"> - Land reform - Drought mitigation 	<ul style="list-style-type: none"> - Collection points - Depots 	<ul style="list-style-type: none"> - Coordination
Manufacturing & Industry	<ul style="list-style-type: none"> - Development & extension of industry - Creation of forex, employment & growth - Modernisation - SMEs - Revival of companies 	<ul style="list-style-type: none"> - Transport logistics - - 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Trade promotion
Construction	<ul style="list-style-type: none"> - Revive sector - Finance - Coordination - Retooling 		<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing
Mining	<ul style="list-style-type: none"> - Increase beneficiation through value addition - Investment in Platinum - Indigenisation - Marketing 		<ul style="list-style-type: none"> - Marketing 	<ul style="list-style-type: none"> - Marketing
Tourism	<ul style="list-style-type: none"> - Promote domestic & Int. Tourism - Forge strategic alliances with tour operators - Aggressive marketing - Incentives to encourage increased air traffic - Funding for tourism infrastructure 	<ul style="list-style-type: none"> - Inadequate domestic air services - Deteriorating infrastructure 	<ul style="list-style-type: none"> - Financing tourism infrastructure development 	<ul style="list-style-type: none"> - Marketing - Financing
Energy	<ul style="list-style-type: none"> - Ensure availability of adequate energy - Ensure availability of adequate energy - Increase energy generation - Rural electrification - Explore alternative energy sources - Restructure NOCZIM 	<ul style="list-style-type: none"> - Coordinating fuel imports - Inadequate investment in diversification 	<ul style="list-style-type: none"> - Utilisation of existing infrastructure 	<ul style="list-style-type: none"> - Coordination of fuel imports - Reviving national oil strategic reserves

Transport	<ul style="list-style-type: none"> - Improve sector efficiency - Un-bundle UNZ - New cargo airline 	<ul style="list-style-type: none"> - Fares - Fuel shortages - Unreliable public transport - Poor rail 	<ul style="list-style-type: none"> - Recapitalise - Poor rail - Maintenance 	<ul style="list-style-type: none"> - Finance 9bot approach)
Communication	<ul style="list-style-type: none"> - Efficiency & modernisation - New base stations - Single gateway facility 	<ul style="list-style-type: none"> - Inadequate communication facilities 	<ul style="list-style-type: none"> - Silent 	<ul style="list-style-type: none"> - Silent

<i>Priority Social sectors</i>	<i>Objectives and main components of the sector strategy as written in the MEPF and the ESPP</i>	<i>Difficulties in relation to access and mobility as written in the MEPF and the ESPP</i>	<i>Interventions relating to transport infrastructure as written in the MEPF and the ESPP</i>	<i>Interventions relating to transport services as written in the MEPF and the ESPP</i>
Education	<ul style="list-style-type: none"> - Phasing out of “hot sitting” system - Development of schools improvement programme - Procurement of affordable educational material - Consultation of SFP & other educ. support programmes - Dept. of a comprehensive school fees policy - Expansion of teacher training prog. - Provision of competitive package & better working conditions - Strengthen technical colleges & universities 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing

Health	<ul style="list-style-type: none"> - Establishment of a specialised fund for poor with disabilities - Establishment of model health care centres - Provision of funds acquiring ambulances & equipment - Improving remuneration and staff working conditions - Rehab. & provision of health infrastructure in newly resettled areas - Strengthening regulatory & monitoring mechanisms - Increase use of DOTS 	<ul style="list-style-type: none"> - Inadequate financial resources 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Procurement of ambulances
Water and sanitation	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing
Sport & Recreation	<ul style="list-style-type: none"> - Culture & sport exchange programmes - Support systems to N.A.P.S 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing

<i>Priority population groups</i>	<i>Intended improvements to their situation as written in the MEPF and the ESPP</i>	<i>Key difficulties relating to access and mobility as written in the MEPF and the ESPP</i>	<i>Main intervention identified in the MEPF and the ESPP relating to transport infrastructure</i>	<i>Main interventions identified in the MEPF and the ESPP relating to transport services</i>
Disabled	<ul style="list-style-type: none"> - Economic empowerment 	<ul style="list-style-type: none"> - Physical barriers 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing
C.E.D.C	<ul style="list-style-type: none"> - Provision of social safety nets - Provision of education 	<ul style="list-style-type: none"> - Lack of funds 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Travel warrants
Women	<ul style="list-style-type: none"> - Promote gender equality 		<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing
Homeless	<ul style="list-style-type: none"> - Provision of adequate & affordable shelter 	<ul style="list-style-type: none"> - Lack of infrastructure 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing
People living with HIV & AIDS	<ul style="list-style-type: none"> - Reverse the spread of HIV & AIDS 	<ul style="list-style-type: none"> - Inadequate funds 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing

<i>Key cross-cutting issues</i>	<i>Objectives to be achieved</i>	<i>Key difficulties to be overcome that concern the transport sector</i>	<i>Main actions to be taken that are relevant to transport infrastructure interventions</i>	<i>Main actions to be taken that are relevant to the management of transport services</i>

Governance	<ul style="list-style-type: none"> - Delegation of decision making to beneficiaries - Political Will - Standardised codes of conduct & enforcement of regulations - Protection of consumer interests 	<ul style="list-style-type: none"> - Nothing - Nothing - Weak regulatory institutions 	<ul style="list-style-type: none"> - Nothing - Nothing - Setting & strengthening of regulatory authorities - Nothing 	<ul style="list-style-type: none"> - Enforcement of safety regulations - Nothing - Nothing
Capacity Building	<ul style="list-style-type: none"> - Capacity building to respond to needs of the vulnerable 	<ul style="list-style-type: none"> - Lack of capacity building to respond to need of the vulnerable 	<ul style="list-style-type: none"> - Road maintenance including potholes repairs & rehabilitation 	<ul style="list-style-type: none"> - Nothing
Employment Creation	<ul style="list-style-type: none"> - To improve standard of living 	<ul style="list-style-type: none"> - Access to basic social services affected by bad road network 	<ul style="list-style-type: none"> - Nothing 	<ul style="list-style-type: none"> - Nothing
Gender Equity	<ul style="list-style-type: none"> - Implement gender policy - Prevent gender based violence - Empower women 	<ul style="list-style-type: none"> - Nothing - Nothing 	<ul style="list-style-type: none"> - Nothing - Nothing 	<ul style="list-style-type: none"> - Nothing - Nothing