

AIR - PRTSR

East and Southern Africa



Objectives of the AIR

1. To assess the application of the Poverty Reduction and Transport Strategy Review (PRTSR) outcomes on the formulation of national transport strategies (NTS) and the 2nd Generation Poverty Reduction Strategies (SGPRS) in East and Southern Africa (ESA).
2. To evaluate the *benefits* derived from the PRTSR exercises (as well as *constraints* encountered).

Key AIR Findings

- The PRTSR process in the five ESA countries is at the stage where recommendations and action plans are being implemented.
- The main recommendations of the PRTSR included:
 - 1) the contribution of transport to other sectors should be explicitly articulated;
 - 2) indicator for transport contribution to poverty reduction and or Millennium Development Goals (MDGs) must be defined and included in the poverty reduction strategy (PRS) of member countries;

Key AIR Findings...

- 3) PRS in turn must clearly define the access and mobility needs of vulnerable groups, including children, women, the elderly, and physically challenged people;
- 4) to the largest degree possible, the PRS to address the needs of rural and urban poor, and of women and men in a balanced manner; and
- 5) PRS must clearly define the objectives and priorities for transport strategies and plans.

Adoption of PRTST Outcomes

- Significant progress has been made in integrating the recommendations and action plans of the PRTSR in second generation PRS and national transport strategies (NTS).
- The PRTSR approach is suitable and relevant for transport policy/strategy and poverty reduction strategy review and development.

Suitability & Relevance of PRTSR

Country	Recommendations and Actions Plan Incorporated into NTS	Recommendations and Action Plans Incorporated into PRS	Overall Relevance
Malawi	Yes	Yes (Fully)	High
Swaziland	No	Yes (Partially)	Moderate
Uganda	Partially (in process)	Yes (Fully)	High
Rwanda	Yes (Fully)	(Yes (Fully))	High
Kenya	Yes (Fully)	(Yes (Fully))	High

Responsiveness

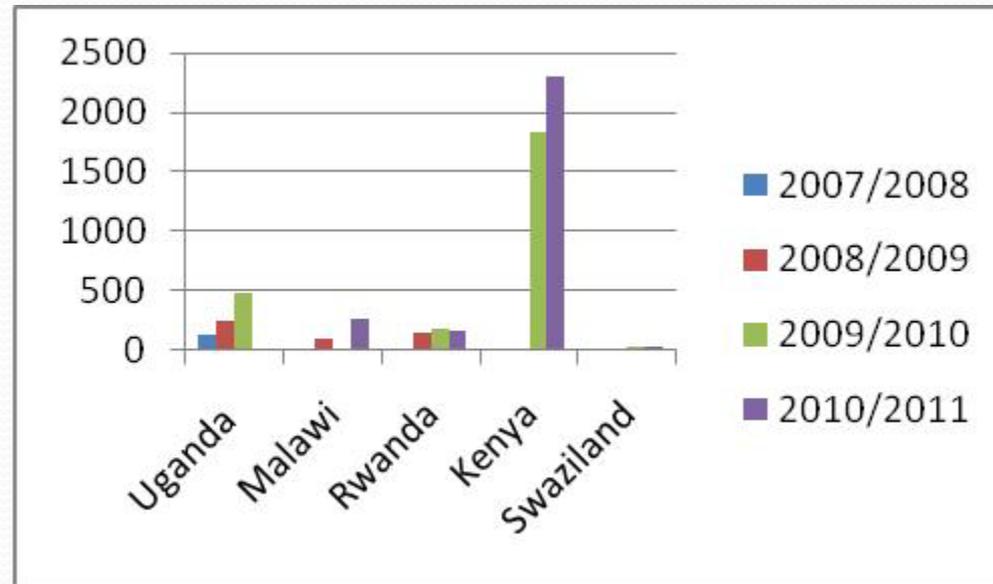
- Transport sector strategies do take into full account the goals and priorities of the poverty reduction strategy – further evidence that the PRTSR recommendations have been to a large extent integrated into the PRS.
- All the five ESA countries have moved to sector program and are currently at various stages of formulating and or implementation sector strategies and programs

Adoption of PRTSR by Country

Country	Implementing PGPTS	Formulating PGPTS	Identifying PGPTS
Kenya	+	+	-
Malawi	+	+	-
Rwanda	+	+	-
Swaziland	-	+	+
Uganda	+	+	-

Impact of Adoption

One of the main impacts of the adoption of the outcomes of the PRTS reviews is the increasing amount of allocations that the transport sector currently receives from the national budgets



Annual Allocations (in millions of \$) to Ministry of Transport by Country, 2007-2011

Overall Assessment & Observation

- The PRTSR recommendations targeted multiple sectors and actors in line with the cross-cutting nature of the approach.
- Measures to set up monitoring and evaluations systems are underway although progress in this area has been relatively slow for a number of reasons including lack of expertise, resources and institutional capacity to undertake adequate poverty diagnostics as a basis for setting achievable policy targets and indicators.

Overall Assessment & Observation...

- Stakeholders are unanimous about the applicability of the PRTSR process. They cite its robustness, flexibility and consensus building characteristics to support their endorsement and recommendation that it be used to review the PRS and other sector strategy document. However, others are cautious that it is a lengthy process that requires experienced facilitators who know the process well to apply it effectively.

Conclusions

- These PRTSR recommendations, together with accompanying action plans have to a large extent been implemented in all the five East and Southern African countries (Kenya, Malawi, Rwanda, Swaziland and Uganda).
- The recommendations on improving poverty reduction strategies have also been integrated in the Second Generation PRS now in place in all countries.
- The SGPRS provide sufficiently clear frameworks to orient transport sector strategies. This is a significant improvement over previous development strategies.

Suggestions

- Some of the ways through which the second generation PRSs could be strengthened include (1) building strong capacity at national level for poverty diagnostics, (2) investing resources in developing accessible and disaggregated databases, and (3) providing opportunities for short-term courses in the analyses and interpretations of poverty trends so that those who have been trained can access reliable data and interpret it accordingly in a manner that can positively inform policy and impact poverty and growth.

Suggestions...

- While the PRTSR Workshops were very useful forum for exchanging ideas and learning, they were also very brief and were held only three times in each country. A more useful arrangement would be to have regular seminars for stakeholder from transport as well as other sectors). This would be a richer and more effective approach to institutionalizing the positive elements of PRTSR and related policy development processes.

End of Presentation

Thank You

