

AFCAP



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economic growth

1st AFCAP PRACTITIONERS CONFERENCE

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THE ROADS SECTOR IN MALAWI

Presented by:

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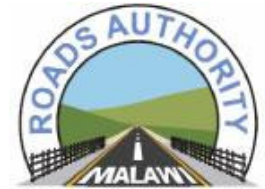


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- Overview of the Transport Sector
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- Challenges
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Scope and Purpose

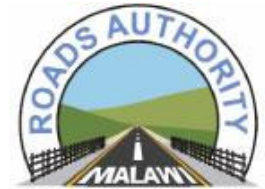


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- The scope of this presentation a brief description of the transport sector and more detailed outline of the roads sector, describing its functions and the role it plays in the Malawi economy.
- The presentation outlines the roles and responsibilities of the critical stakeholders in policy formulation, financing, programme development, implementation, monitoring and evaluation.
- Thereafter the presentation discusses the critical issues affecting the sector performance and hence the ability to ensure access to communities makes some recommendations.



Overview of Transport Sector



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Malawi is served by four transport modes namely **road, rail, lake and air** transport.

- Roads comprises about 15,451 km of public road network plus about 9,478 of undesignated community roads
- Rail is 810 km linking Mchinji on the Zambian border to Nsanje and Nayuchi on the southern and eastern borders with Mozambique respectively, through Lilongwe.
- There are four major lake harbours
- Two international airports in Lilongwe and Blantyre, and three other commercial airports.
- Transport is an important sector of the national economy. Over the past five years, its share of GDP at constant prices was, on average, 4.4% per year.

Road Sector Reforms



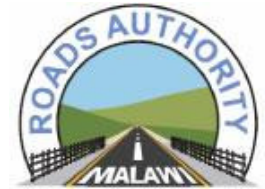
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Prior to 1998, road maintenance and construction was largely under the Ministry of Works and Supplies (now Ministry of Transport and Public Infrastructure) with funding based on appropriations from the Ministry of Finance.

However, allocation of financial resources to the road sector did not match with the maintenance requirements on the ground due to poor state of the country's economy and competing demands from other sectors. As a result, service delivery on road infrastructure development and management deteriorated considerably, a situation that manifested in the poor state of the road infrastructure during the early 1990s.



Road Sector Reforms cont..



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This led to road sector reforms, which were set in motion by Road Maintenance Initiative (RMI) Studies in 1995 following Government decision to effectively address road infrastructure development, management, and funding problems.

The principle was to sustain the road network investment through a targeted approach to revenue generation from the road users and the establishment of an agency outside the public service to manage the road network and account for the resources against tangible achievements in road infrastructure development and management



Road Sector Reforms cont..

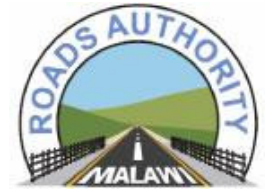


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These reforms led to the creation of the National Roads Authority (NRA) in 1998 through the National Roads Authority Act 13 of 1997. The mandate of the Authority under this Act was to:

- a) Ensure that public roads are maintained and rehabilitated at all times;
- b) Raise funds for the maintenance and rehabilitation of public roads;
- c) Advise the Minister and, where appropriate, the Minister responsible for local government on:
 - i. The preparation and efficient and effective implementation of the annual national roads programme; and
 - ii. The control of overloading of vehicles on public roads

Road Sector Reforms cont..



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Continuing reforms in 2006, aimed at improving accountability and transparency, resulted in the separation of the National Roads Authority into Roads Authority (Act No. 3 of 2006) and Roads Fund Administration (Act No. 4 of 2006).

The purpose of the Roads Authority is to:

- Ensure that public roads are constructed, maintained or rehabilitated at all times
- Advise the Minister and, where appropriate, the Minister responsible for Local Government on the preparation and the efficient and effective implementation of the annual national roads programmes referred to in section 22 of Roads Authority Act.



Road Sector Reforms cont..



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The purpose of the Roads Fund Administration is to:

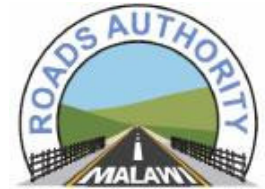
- Raise, administer and account for funds for construction, maintenance and rehabilitation of public roads.

The Boards for these organisations were appointed in November 2006. The RA and RFA Boards report to Ministry of Transport and Public Infrastructure and Ministry of Finance respectively.

The two new institutions became operational in July 2007.

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Malawi Growth & Development Strategy



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The MGDS is the overarching development strategy for Malawi for the next five years from 2006/07 to 2010/2011 fiscal year.

- It presents a policy framework that articulates issues related to both economic growth and development.
- The purpose of MGDS is to serve as a single reference document for policy makers in government, the private sector, and cooperating partners on government's socio-economic development policies.



Malawi Growth & Development Strategy

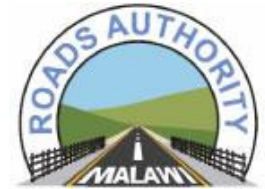


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- Infrastructure is critical to achieving the growth and social objectives of government.
 - Investment in the transport infrastructure such as roads, rail, air and water has direct impact in linking production and markets as well as improving access to social services
 - Improved transportation reduces transport cost and leads to creation of marketing network
 - Construction of infrastructures will create employment of people, thereby contributing to poverty reduction



National Transport Policy



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- The National Transport goal 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
- With respect to roads the National Transport Policy seeks to provide an adequate network of roads for the movement of goods and people within, into and out of Malawi, and facilitate the continued development of the country's rural areas. Through this policy areas of production would be linked to areas of consumption at national, sub-regional and international levels.



Road Sector Programme



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The Roads Sector Programme (RSP) is a twenty-year investment plan for the classified road network of Malawi designed to meet the policy objectives of the Malawi Growth and Development Strategy and the National Transport Policy. Furthermore, the RSP is aimed at bringing the road network into maintainable state, such that intervention costs in the following five years would prove to be much lower.

Hence RA's five year business and strategic plan aims at fulfilling the agenda set up in the RSP

Road Transport



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- Road transport is the main mode of transport in Malawi
 - Road handles more than 70% of internal freight and 99% of passenger traffic
 - Road transport handles more than 90% of international freight and passenger traffic
 - It is due to this large volume on internal freight and passenger traffic that Malawi government has given high priority to maintenance and construction of roads in Malawi.



Malawi Public Road Network



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Road Class	Pavement Type		Total (km)
	<i>Paved (km)</i>	<i>Unpaved (km)</i>	
Main	2,809	548	3,357
Secondary	407	2,718	3,125
Tertiary	44	4,077	4,121
District	15	3,485	3,500
Urban	770	578	1,348
Total	4,045	11,406	15,451



Stakeholders in Roads Sector



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1. Ministry of Transport and Public Infrastructure

Responsible for:

- Transport policy
- Roads and bridges design standards and specifications
- Overseeing Roads Authority, National Road Safety Council, National Construction Industry Council
- Department of Road Traffic and Plant and Vehicle Hire Organisation (PVHO)
- Central Materials Laboratory
- Ownership of main, secondary and tertiary road

2. Ministry of Local Govt and Rural Development

Responsible for:

- Overseeing City, Municipal and District Councils
- Ownership urban and district Roads

Stakeholders in Road Sector



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3. Ministry of Finance

Responsible for:

- Financial resources mobilization
- Budgeting and budget control
- Financial management and accountability
- Overseeing Roads Fund Administration

4. Ministry of Development Planning and Cooperation

Responsible for:

- Coordination of development programmes
- Economic management
- Monitoring and evaluation.



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Stakeholders in Roads Sector

5. Roads Authority

Plans, prepares road works programmes for construction, rehabilitation and maintenance annually.

6. Roads Fund Administration

Manages, administers and accounts for the Roads Fund (comprising of proceeds from fuel levy and transit fees)

7. National Road Safety Council

Public awareness of road safety issues

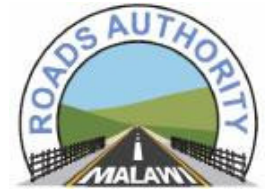
8. Road Traffic Department

Manages and operates weighbridges and has axle load control function

9. Central Materials Laboratory

Department under MoTPI which test road works materials and works.

Stakeholders in Roads Sector



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10. City, Municipal, District Councils
Responsible for implementation of Urban, District and Community roads.
11. Office of the Director of Public Procurement
Oversees public procurement
Sets thresholds above which public procurement entities should seek 'no objection' before awarding contract.
12. National Construction Industry Council (NCIC)
Registration, promoting and training of persons engaged in construction.
13. Consultants carry out studies, designs and supervision of road works and related projects. Only those registered with NCIC.
14. Carry out all construction projects. Only those registered with NCIC.
15. PVHO hires out construction plant and equipment to contractors.

Stakeholders in Roads Sector

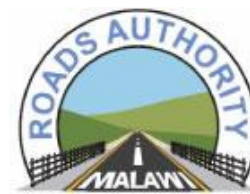


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Management Responsibility for Road Network

Road Class	Length (km)	Organisation responsible for road management	Source of funding
Main	3,357	RA	Roads Fund
Secondary	3,125	RA	Roads Fund
Tertiary	4,121	RA	Roads Fund
District	3,500	RA/Council	Roads Fund /Council
Urban	1,348	RA/Council	Roads Fund /Council
TOTAL	15,451		

Challenges



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- a) The role of the Councils in the management and financing of the road assets under their jurisdiction is a major area of concern. Most Councils are yet to recruit engineers and other technical staff manage road programmes;
- b) Most of the unpaved rural roads, which include some of the tertiary, district, and community roads are in poor state and are in need of rehabilitation but lack funding and yet these are the roads that service the agricultural productive areas which feed the country and produce major export crops for Malawi such as maize, tobacco, coffee, tea among others. These roads are at the core of providing access to rural communities.

Challenges



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- c) Generally the construction industry in Malawi is underperforming:
- There is acute shortage of technician engineers (diploma in engineering certificate holders because the course was discontinued at University of Malawi.
 - The equipment for hire is not enough to cater for the ongoing projects.
 - There is apathy on foreign consultants and contractors in participating in tenders for projects that are financed 100% by local resources.
- d) Vandalism of road furniture
- e) Scarcity of naturally occurring road construction materials

Recommendations



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Studies and research:

- Review the functions and status of some of stakeholders
- Identify new stakeholders – University of Malawi
- Capacity of developing countries to conduct sustainable research

Introduce policy on research in construction industry





END OF PRESENTATION
Thank you for your attention

Zikomo

