



REPUBLIC OF MALAWI

THE MINISTRY OF TRANSPORT AND PUBLIC WORKS



FINAL REPORT ON RURAL TRANSPORT RESEARCH PRIORITIES WORKSHOP – 23rd JULY 2009, LILONGWE.

Prepared by:
Eng. Jephitar Chagunda, Facilitator
P.O Box 265
Lilongwe
Malawi
Tel: +265-888-832-92
e-mail: jchagunda@yahoo.co.uk

Funded by:



Africa Community Access Programme
Programme Manager: jeff.turner@afcap.org
www.afcap.org

August 2009

Table of Contents

Contents

Acronyms	iii
Executive Summary	iv
1.0 INTRODUCTION AND BACKGROUND	1
1.1 General	1
1.2 Workshop Objectives	2
1.3 Workshop Program	2
1.4 Participants	3
2.0 WORKSHOP PROCEEDINGS	3
2.1 Opening Session	3
2.1.1 Opening Remarks by Eng. Paul Kulemeka, National of AFCAP in Malawi	4
2.1.2 Official Opening Speech by the Guest of Honour, Dr. Macpherson Magwira, Principal Secretary II in the Ministry of Transport and Public Works	5
2.2 Plenary Session I : Presentations	7
2.2.1 Over on AFCAP by Mr. Jeff Turner, Programme Manager - AFCAP	7
2.2.2 Current AFCAP Projects by Mr. Rob Giddes, Technical Manager - AFCAP	9
2.2.3 Rural Transport Policy in Malawi - By Mr. Steve Siwande, Transport Economist in the Roads Authority	11
2.2.4 Plenary Session II: Plenary Discussion	14
2.3 Session Two: Group Discussions I	14
2.4 Plenary Session III : Group Presentations	15
2.5 Plenary Session IV: Presentation by Mr. Jeff Turner	18
2.6 Group Discussions II	19
2.7 Plenary Session III: Report Back from Group Discussions	19
2.8 Closing Session	22
2.8.1 Closing Remarks by the Programme Manager of AFCAP Mr. Jeff Turner	22
2.8.2 Official Closing by AFCAP National Coordinator, Eng. Paul Kulemeka	23
3.0 RECOMMENDATIONS AND CONCLUSIONS	24
3.1 Recommendations	24
3.2 Conclusion	25
Annex I Workshop Program	26
Annex II List of Participants	28

Acronyms

DA	District Assembly
GoM	Government of Malawi
IRAP	Integrated Rural Accessibility Planning
MGDS	Malawi Growth and Development Strategy
MoTPW	Ministry of Transport and Public Works
RA	Roads Authority

EXECUTIVE SUMMARY

The population of Africa is mainly rural. In Malawi about 80% of the population lives in rural areas. Transport is essential to enable communities to access social and economic facilities. It is on this premise that the Africa Community Access Programme (AFCAP) was developed. AFCAP is a programme of research and knowledge dissemination funded by the UK government through the Department for International Development (DFID). The management of AFCAP has been contracted by DFID to the Crown Agents. AFCAP is currently active in Ethiopia, Kenya, Malawi, Mozambique, and Tanzania, and is developing relationships with a number of other countries and regional organisations across Africa.

AFCAP seeks to be a programme owned by its partner countries and responsive to their needs. In order to create country ownership of activities under AFCAP and establish a wider perspective on key challenges in delivering improved community access, AFCAP organized a research priorities workshop in Malawi. The objective of the workshop was to develop a prioritized list of research and knowledge dissemination activities that can be supported by AFCAP in Malawi. The workshop was funded by AFCAP as part of the on-going programme of activities.

The workshop was held in plenary and group discussion to encourage active participation and ensure that all contributions were captured. The workshop came up with very pertinent issues and several recommendations were drawn. The main recommendations being that the prioritized research activities which the groups produced had to be developed into project proposals for submission to AFCAP and other institutions for implementation. Secondly, the AFCAP National Coordinator was mandated to select and approach workshop participants to assist to fully develop the project concept notes in readiness for submission to AFCAP for funding so that activities could commence.

All in all, the workshop achieved the objective of identifying research needs in Malawi for AFCAP as evidenced by the list of project ideas which was developed.

1.0 INTRODUCTION AND BACKGROUND

1.1 GENERAL

The population of Africa is mainly rural and in Malawi about 80% of the population lives in rural areas. Transport is essential to enable communities to access social and economic facilities. Limited and difficult access reduces the potential for economic growth and retards the benefits of investments in other sectors that can improve and sustain the livelihoods of poor communities.

It is on this premise that the Africa Community Access Programme (AFCAP) was developed. AFCAP is a programme of research and knowledge dissemination funded by the UK government through the Department for International Development (DFID). The goal of AFCAP is sustained economic and social development, poverty reduction and improved livelihoods of the rural poor through more effective, efficient and equitable access to socio-economic opportunities. The purpose of AFCAP is to create sustainable access for rural communities to external opportunities and services including health, education, employment, markets and social and political networks. Therefore, to achieve the programme goal and purpose, AFCAP has a vision of delivering an integrated, wide-ranging portfolio of research, dissemination and training activities. The implementation phase of AFCAP commenced in June 2008 and the programme is scheduled to run for five years. The management of AFCAP has been contracted by DFID to the Crown Agents. AFCAP is currently active in Ethiopia, Kenya, Malawi, Mozambique and Tanzania, and is developing relationships with a number of other countries and regional organisations across Africa.

1.2 WORKSHOP OBJECTIVES

Due to the need to ensure country ownership of activities under AFCAP and have a wide perspective on key challenges in delivering improved community access in rural area, it was pertinent to bring together national experts to identify knowledge gaps and propose possible research projects that could support AFCAP objectives.

The workshop was funded by AFCAP as part of the on-going programme activities.

1.3 THE WORKSHOP PROGRAM

The workshop programme was for one day, and it was broken down in the following sessions:

Session One

- (i) Opening Session: Speech by the Guest of Honour and Introductions

Session Two

- (ii) Plenary Session I: A paper on AFCAP
- (iii) Group Discussion I:
- (iv) Plenary Session II: Feedback from Group Discussions

Session Three

- (v) Plenary Session III: A paper on current Malawi Projects
- (vi) Group Discussion II:
- (vii) Plenary Session IV: Feedback from Group Discussions

Session Four

(viii) Closing Session: Wrap-up and Closing remarks.

1.4 PARTICIPANTS

The workshop attracted more than 30 participants. These were delegates from different sectors of the Malawi economy that are concerned with rural access. These sectors include the road sector, local government, health, education and agriculture, as well as NGOs and civil society. The list of participants is presented in Annex II.

2.0 WORKSHOP PROCEEDINGS

The workshop took place at Crossroads Hotel in the Bamboo Room. The conference room was spacious and included an indoor public address system for ease of communication among the delegates.

2.1 OPENING SESSION

The opening session was chaired by the facilitator Mr. Jephitar Chagunda, who welcomed the participants to the workshop. A word of prayer was offered by Mr. Gresham Gunda, the Training Director at National Construction Industry Council. Thereafter, the Facilitator requested every participant to introduce themselves, stating their name, designation and organization represented. After this the Facilitator introduced the officials on the high table. After the introductions, the Facilitator called on Eng. Paul Kulemeka, National Coordinator of AFCAP in Malawi who is also the Chief Executive of the Roads Authority, to say some remarks and request the Guest of Honour, Dr. Macpherson Magwira, Principal Secretary II for Ministry of Transport and Public Works to officially open the workshop.

2.1.1 Opening Remarks by Eng. Paul Kulemeka, National Coordinator of AFCAP in Malawi



The National Coordinator informed the participants that the Government, through various interventions, was striving to develop transport infrastructure in rural areas to open areas of economic potential as well as facilitate

accessibility and mobility to socio economic facilities for rural communities. The National Coordinator indicated that the AFCAP interventions are timely to supplement the Government efforts. He also indicated that the workshop would lay a foundation for interventions under AFCAP, as well as at national level, through various stakeholder institutions.

Eng. Kulemeka also highlighted the need for a coordinated approach to rural transport interventions so that the limited resources available are effectively and efficiently used.

In closing, the National Coordinator thanked Crown Agents for funding the workshop and all participants for attending the meeting despite the short notice which was given to them. Then he called upon the Guest of Honour, Dr. Macpherson Magwira, the Principal Secretary II in the Ministry of Transport and Public Works to officially open the workshop.

2.1.2 Official Opening Speech by the Guest of Honour, Dr. Macpherson Magwira, Principal Secretary II in the Ministry of Transport and Public Works



The Guest of Honour started by welcoming all participants and expressed gratitude for their attendance. He then highlighted the relevance of the workshop, considering the importance of rural mobility and accessibility

to the everyday life and development of rural communities across Africa. He also linked this to poverty reduction and economic growth, as well as the role of rural mobility and access in meeting the Millennium Development Goals.

Dr. Magwira then pointed out the link between the improvement of the transport sector and the national overarching policy of Malawi Growth and Development Strategy (MGDS) under Theme 5, sub theme 1, which covers the transport sector. This theme stipulates that accessibility and mobility of the population to key road corridors and for rural communities is a major requirement to support the development of the country. Hence, to respond to this theme of MGDS, transport experts have an important role to play since they are a ‘think tank’ to generate reforms and proper direction for the sector to achieve the required economic growth as stipulated in the MGDS.

The Guest of Honour also emphasized that His Excellency the President has identified infrastructure, which includes the transport sector, as one of six priority areas for Malawi to realize economic growth.. He indicated that this is due to the fact that the transport sector facilitates growth in all

other social economic sectors such as health, education, agriculture, mining, trade and agro-processing. Therefore to achieve economic growth in a country, the transport sector is a catalyst for that development. Malawi's rural transport policy approach is clearly outlined in section 12 of the integrated National Transport Policy.

Then the Guest of Honour pointed out that technocrats need to continue supporting the government's vision of development and economic growth, which is what His Excellency the President is aiming for, so that the country can move out of the current poverty levels. This includes opening up the rural areas, since over 80% of Malawi's population live in these areas which have economic growth potential.

Thereafter, Dr Magwira indicated that research and development is one area which as a country, we have not done a lot. For a country to develop in any sector, we need continuous research and development. Therefore he commended that the workshop was laying a good foundation to bring together transport experts to brain storm on relevant research and development issues in the sector and assist the Ministry of Transport and Public Works to forge ahead with policy implementation.

Finally, the Guest of Honour commended DFID, European Union, African Development Bank, the World Bank, and the Kuwait Fund for their continuous support and interest in the development of the transport sector in the country. He also commended Crown Agents, who are Management Consultants of AFCAP, and the Roads Authority, for coordinating the workshop with the support of the Local Consultant – the facilitator of this workshop. Then he declared that the workshop was officially opened.

2.2 PLENARY SESSION I: PRESENTATIONS

The facilitator informed the participants that there were three papers to be presented; and thereafter there will be discussions on issues arising from the presentations in session I.

2.2.1 Overview on AFCAP by Mr. Jeff Turner, Programme Manager - AFCAP



Mr. Jeff Turner started his presentation by defining community access. He indicated that community access allows rural communities to get to services and economic opportunities as well as integrates both the infrastructure and transport services to allow people to get to their destinations.

He noted that community transport includes walking and Intermediate means of Transport (IMTs), as well as by motor vehicles, and ultimately is key to delivering on the Millennium Development Goals (MDGs).

Then the Programme Manager indicated some directions of change which would assist the rural transport sector to move forward. These are:

- Decentralisation of responsibilities for community access to lower levels of local government
- New materials and techniques for low-volume roads
- Labour-intensive approaches to create employment
- Increasing investment of China and India in rural roads
- Increasing rural infrastructure development

- The rise of the mobile phone is changing the nature of communications in rural areas
- Impact of climate change and the adaptation to its effects.

Thereafter, Mr. Turner focused on the AFCAP programme. He mentioned that AFCAP is a five year programme funded by the UK government, with a budget of £7.5 million. It is an initiative to use research evidence to promote the development of sustainable, least-cost, all-weather, locally-owned access for poor rural communities. AFCAP's main focus areas for funding are research, knowledge-exchange and training.

The Programme Manager indicated that in Malawi, AFCAP activities were being implemented under an agreement with the Ministry of Transport & Public Works. To ensure smooth implementation of activities, a National AFCAP Coordinator was appointed who is Eng. Paul Kulemeka, the Chief Executive Officer of Roads Authority. Policy direction and advice would be through an AFCAP National Steering Group which would be the Transport Forum which is composed of transport sector stakeholders at policy level.

Then the Programme Manager tackled issues which affect achieving sustainable improvement in access infrastructure namely; models of best practice, development and dissemination of best practice, national ownership, research capacity to champion



best practice, scaling up and mainstreaming. The other area identified was the promotion of rural transport services. In this area, the Programme Manager discussed issues that affect the successful promotion of rural transport services such as; marketing, social, economic and institutional factors. Ways of improving rural freight transport were also highlighted.

The Programme Manager also raised issues concerning the interaction between mobility and other policy areas. This covered policies of gender, agriculture, health, and decentralisation. Another interesting issue was the concept of 'Beyond Roads', in particular what complimentary initiatives are effective in supporting the rural transport sector.

Thereafter, the Programme Manager raised issues required to get research into practice in the sector. This looked into the development of effective knowledge mainstreaming mechanisms and the support environment for rural transport initiatives. This included professionalism and ways of mainstreaming Rural Transport Knowledge in Training and Education as well as ways to promote the production of rural transport knowledge.

Finally, the Programme Manager presented the AFCAP four way test for project selection. It was explained that each project proposal is examined against the four criteria, which are; local ownership, inclusion of research, knowledge dissemination or training, proposal's contribution to sustainable improvements to rural transport and also its contribution to building national or regional capacity.

2.2.2 Current AFCAP Projects by Mr. Rob Geddes, Technical Manager - AFCAP

The presentation of Mr. Rob Geddes included an update of AFCAP progress. He started by presenting what Mozambique was doing in using labour intensive methods for paving low volume roads. This project component is being carried out through demonstration sites in some of the project areas. Technical monitoring of the sites was also being carried



out in order to develop design standards and specifications. A study is also being carried out in Mozambique to examine the role of road ponds created as a result of road works to store rain water which can be used by communities during the dry season.

The Technical Manager also indicated that in Ethiopia, as part of capacity building in readiness of a US\$2 billion rural transport investment project, AFCAP funded study tours to South Africa, Botswana, India and Australia. The objective of the study tours was to enable the Ethiopian delegates to learn from how other countries, with large rural road networks, were managing their roads. This component was spiced with workshops and seminars to enrich the experience.

Lastly, the Technical Manager indicated that there were a lot of opportunities for Malawi to benefit from AFCAP due to the country's interest in the use of the SATCC Low Volume Sealed Roads (LVSr) standards, and the experience which Malawi has in the construction of low volume sealed roads. Two projects were identified that are currently being supported as a way of developing momentum for the AFCAP initiative in Malawi.

Mr. Geddes indicated that the first project was on Low Volume Sealed Roads in Malawi. AFCAP will support the institutionalising of the SADC LVSR Guideline recommendations in Malawi through an evidence-based review of existing Low Volume Sealed Road standards. This could lead to the preparation of a Design Manual for LVSRs specific to Malawi.

The second project was on area based road maintenance systems. The Malawi Government is discussing with DFID support to the Malawi Unpaved Rural Roads Programme, which aims to upgrade 10,000km district roads to engineered earth standard and install a maintenance system based on tractor technologies. AFCAP is funding a study tour to maintenance camps in Mozambique to assist in the learning process attached to this major investment programme.

2.2.3 Rural Transport Policy in Malawi – by Mr. Steve Siwande, Transport Economist in the Roads Authority

Mr. Steve Siwande started by conveying apologies from Mr. Victor Lungu, the Director of Transport Planning in the MoTPW who was initially supposed to make the presentation but was not available due to other circumstances beyond his control.



The Transport Economist indicated that the Rural Transport Policy is a sub set of the integrated National Transport Policy, which was published in 2001 and was revised in 2006. He indicated that the policy goal is to nurture and promote a sustained improvement of standards of living of rural communities through increased access to facilities and socio-economic services.

The overall policy objective is to improve the mobility and accessibility of rural communities to goods and services in the rural areas at low cost to the economy. The general objectives are to promote the provision of vehicular access to rural centres, the use of non-motorised vehicles, and improved physical access to services and facilities.

Mr. Siwande indicated that the policy has five specific objectives, and each specific objective has strategies to assist in the implementation of the policy. The five specific objectives are:

- a. to improve coordination of rural transport initiatives.
- b. ensure that basic socio-economic services are easily accessible to promote the livelihoods of the rural communities
- c. promote sustainable rural travel and transport Infrastructure
- d. foster an increase in the ownership of non-motorised and motorized means of transport by appropriate fiscal measures; and

- e. ensure cross-cutting issues (Gender, Environment, HIV/AIDs, Safety etc) are mainstreamed in the Rural Travel and Transport (RTT) initiatives.

Thereafter, the Transport Economist presented the strategies under each specific objective. He indicated that strategies under specific objective one on improving coordination looks at issues of enhancing capacity at both national and district level, enhanced awareness of rural transport issues and the provision of information on rural transport at all levels. Specific objective two looks at issues concerning the improvement of planning and management of transport infrastructure and services at national, district and local level. It also includes the establishment of a data base on the scope of rural transport needs and access to socio-economic services, as well as mechanisms for capital and recurrent funding for rural transport initiatives. It also encourages community participation in infrastructure planning, management and ownership.

Under specific objective three, Mr. Siwande indicated that the strategies will facilitate the adoption of appropriate methods for the construction and maintenance of rural transport infrastructure and the improvement of local capacity to construct and maintain rural travel and transport infrastructure. The strategies also address the issues of improving the infrastructure network available to inaccessible rural communities, and the provision of funding for on-going programmes of spot improvements to achieve all year round accessibility.

Specific objective four, which concerns fostering an increase in the ownership of non-motorised and motorized means of transport, looks at issues of increasing access to credit facilities for purchasing non-motorised and motorized means of transport, provision of mechanisms for localizing

manufacturing, and maintenance of non-motorised means of transport. The other strategies include the introduction of appropriate non-motorised means of transport and the provision of mechanisms for reducing transport costs.

Finally, Mr. Siwande presented strategies for specific objective five, which ensures that cross-cutting issues are mainstreamed in rural transport initiatives. The strategies look at increasing grass roots participation in mainstreaming gender issues, HIV/AIDs and environment, as well as management and employment within the rural transport sub-sector.

2.2.4 Plenary Session II: Plenary Discussions

After the paper presentations, the Facilitator made a summary of each paper presented and opened the floor for discussions. The participants commended all the presenters for the well articulated presentations and the following issues emerged from the floor.

Could the copies of the presentations be made available to the participants?

It was indicated that hard copies of the presentations would be distributed during the meeting to assist the participants during group discussions and electronic copies would be sent to all participants together with the Workshop Report.

2.3 SESSION TWO: GROUP DISCUSSIONS I

The Facilitator introduced the topics to be discussed in the groups. The composition of the groups was pre-arranged to ensure a blend of different professional experts in each group. A total of four groups were established

according to thematic issues to be discussed, and each group was provided with guideline questions for their discussions. The four groups were as follows:

- a. Group One - Rural Transport Infrastructure
- b. Group Two - Transport Services
- c. Group Three - Community Based Planning ' Last Mile'
- d. Group Four - Mobility and Development Policies

The Facilitator explained that each Group was required to first come up with a list of knowledge gaps according to the theme which they were looking at, then secondly come up with a list of gaps related to implementation of interventions according to the theme under discussion. It was indicated that



these gaps were to be in relation to financing, capacity, institutional arrangements and sustainability issues.

2.4 PLENARY SESSION III: GROUP PRESENTATIONS

The feedback session was chaired by Eng. Paul Kulemeka, AFCAP National Coordinator. The Chairperson informed the participants that each Group Representative would make a presentation and thereafter additions from members of the presenting group would be welcome before opening the floor for comments from other participants.

The presentation started with Group One up to Four and below, in Table 1.0 is a summary of issues which were highlighted by the Groups.

Table 1: Summary of Session 1 Group Discussion Feedback

Group	Gaps in Knowledge	Gap in implementation of Interventions
1. Transport Infrastructure	<ul style="list-style-type: none"> a. Lack of tailor made training for rural roads b. Appropriate technology e.g. manual chip spreader c. Road safety <ul style="list-style-type: none"> - vandalism of signs - sensitization d. Grassroot level interventions (what, when, how, why) maintenance should be done at different levels e. Lack of Malawi specific design standards for LVSR f. Gaps in design standard recognizing non-motorised transport and need to review the actual standards. g. Lack of Policy Material such as Specifications h. Lack of appraisal tools to be used as a guide on intervention measures for LVSR 	<ul style="list-style-type: none"> a. Design standards need to be gazette (Manuals/Guidelines that are available are not fully used/not known by others as well as not officially accepted. b. Capacity Skills gaps <ul style="list-style-type: none"> • Contractors (Financial/Tech/Equipment/Foremen) • Local Authorities • Engineers c. Priority (funding) d. Construction Equipment e. Lack of ownership/community participation in road safety issues such as Road signs vandalism
2. Transport Services	<ul style="list-style-type: none"> a. Roads Safety such as reflectors on oxcarts b. Lack of information of rural transport costs <ul style="list-style-type: none"> o Fares, Freight charges c. Transport operators in rural areas 	<ul style="list-style-type: none"> a. Lack of facilities for physically challenged b. Lack of funding for training etc c. Centralisation of government institutions

	<ul style="list-style-type: none"> d. Lack of information on rural transport services e. Road Safety issues - <ul style="list-style-type: none"> • Observance of 'Keep Left' rule by cyclists. ○ Training for drivers, road users, schools ○ Visibility f. Transport Operators g. Lack of availability of Information. h. Gap is knowledge on other forms of transport. 	<ul style="list-style-type: none"> d. Harmonisation of standards e. Lack of road Safety Audits f. Policy Enforcement g. Membership to transport organizations e.g. RTOA h. Unclear knowledge of 'Take off'
3. Community Based Planning 'Last Mile'	<ul style="list-style-type: none"> a. Literacy e.g. ability to plan and understand available tools e.g. IRAP b. Awareness of Technologies e.g. Road Construction and Transport facilities c. Maintenance Abilities e.g. drainage infrastructure d. Finance Potentials e.g. Banks, NGO, Government, Donors, Microfinance e. Socio Economic Impact e.g. Benefits f. Ownership e.g. Care Factor g. Sustainability h. Demand Services e.g. Community Empowerment, Decentralization i. Knowledge of Design Standards j. Priority of interventions 	<ul style="list-style-type: none"> a. Attitude b. Sensitization/mobilization c. Marketing of services to 'last mile' (Proactive) d. Introduction of Appropriate Technologies (& Identification) e. Champion of implementation both in Community and Organizations f. Front line staff g. Bottom Up/Participatory Planning
4. Mobility and Development Policies	<ul style="list-style-type: none"> a. Lack of coordinated policies to address rural transport issues in various sectors b. Lack sensitization of rural transport policy for authorities to address rural transport issues c. Insufficient development of appropriate technology equipment d. Inadequate priority to rural travel and transport e. Inadequate planning and financing f. Weak institutional framework 	<ul style="list-style-type: none"> a. Lack of funding b. Lack of coordination in Private Public Partnership c. Lack of Policy Enforcement

	<p>g. Lack of coordination, underdevelopment of the transport section</p> <p>h. Analysis of policy options and strategies for rural transport even for urban transport</p>	
--	--	--

2.5 PLENARY SESSION IV: CURRENT PROJECTS FOR MALAWI BY MR. JEFF TURNER

During this session, Mr. Jeff Turner presented two of the current proposals received for projects for Malawi so that participants could be aware of them. The Programme Manager indicated that the presentation was made so that the participants would be aware of the current projects in Malawi, so that when they were developing research proposals, they could bear in mind possible links between the different projects.. The first proposal was to reassess the nature of rural mobility in light of the changing policy, environmental and technological context. It proposed to highlight the linkages between mobility and wider development policy. The proposal also recommended an output of practical measures that will improve the nature of rural mobility in this changing environment.

The second proposal was to identify the key factors that influence changes in rural accessibility. It would demonstrate the feasibility of assessing changes in rural accessibility and identify the causes of those changes. The proposal was to identify the changes in rural travel and transport patterns in two Districts in Malawi and undertake an analysis of the factors that have contributed to the accessibility change. Furthermore, the proposed project would provide an evaluation of the contribution of IRAP and other procedures to assess the changes in rural accessibility in Malawi over the last two decades

2.6 GROUP DISCUSSIONS II

The Facilitator indicated that Session Two for group discussions would be based on the list of gaps which were highlighted in Session One. The exercise was conducted in two parts, firstly to prioritize the issues which the groups had developed in session one, and secondly, from the priority list, the group had to choose three issues which could be developed into projects. Hence the composition of the four groups was maintained to ensure continuity of the discussions.

2.7 PLENARY SESSION III: REPORT BACK FROM GROUP DISCUSSIONS

The final feedback session was also chaired by Eng. Paul Kulemeka, AFCAP National Coordinator. The mode of feedback was the same as in the first session. Each Group Representative made a presentation, thereafter other members from the same group made contributions before opening the floor for comments from other participants.

Below in Table 2.0 is a summary of results of the discussions.

Table 2.0: Summary of Group Discussions

Group	Priorities	Top Three Priorities to be Developed into Project Proposals
<p>1. Transport Infrastructure</p>	<p>a. Lack of Malawi specific design standards for LVSR</p> <p>b. Capacity Skills gaps</p> <ul style="list-style-type: none"> • Contractors (Financial/Tech/Equipment/ Foremen) • Local Authorities • Engineers <p>c. Lack of tailor made training for rural roads</p> <p>d. Gaps in design standard recognizing non-motorised transport and need to review the actual standards.</p> <p>e. Lack of Policy /Material such as Specifications</p> <p>f. Lack of appraisal tools to be used as a guide on intervention measures for LVSR</p> <p>g. Lack of ownership/community participation in road safety issues such as Road signs vandalism</p>	<p>1. Design standards and manuals</p> <ul style="list-style-type: none"> • Non motorized transport • Road safety • Material specification • Planning tools <p>2. Capacity building</p> <ul style="list-style-type: none"> • Tailor made training <ol style="list-style-type: none"> i. Contractors ii. Clients iii. Consultants iv. Communities • Interventions (what, when, why, how) maintenance should be done as different levels • Capacity building of planning tools e.g. IRAP • Explore means of accessing construction equipment <p>3. Dissemination of information</p>
<p>2. Transport Services</p>	<p>a. Roads Safety such as reflectors on oxcarts</p> <p>b. Lack of information of rural transport costs</p> <ul style="list-style-type: none"> o Fares, Freight charges <p>c. Transport operators in rural areas</p> <p>d. Lack of facilities for physically challenged</p> <p>e. Lack of funding for training etc</p> <p>f. Centralisation of government institutions</p> <p>g. Harmonisation of standards</p> <p>h. Policy Enforcement</p>	<p>1. Road safety issues</p> <ul style="list-style-type: none"> • making public transport safer in rural areas • improved safety in non motorized transport <p>2. Transport costs</p> <ul style="list-style-type: none"> • The impact of deregation of fares/tariffs <p>3. Diversification</p> <ul style="list-style-type: none"> • Promotion of bicycle taxis in rural areas
<p>3. Community Based Planning 'Last Mile'</p>	<p>a. Development of Suitable systems for prioritization of community roads improvement.</p> <p>b. Improvement of harnessing for donkeys and oxen for rural transportation.</p> <p>c. Evaluation of roadside water harvesting to reduce road degradation and improve water supply status for the rural communities of Malawi.</p> <p>d. Identification and Development of appropriate local level road/track maintenance technologies (Skills and Tools) to encourage community participation.</p>	<p>1. Development of Suitable systems for prioritization and maintenance of community roads e.g. IRAP and community based constructors.</p> <p>2. Identifying sustainable measures for financing rural transport infrastructure and services programs including IMTs</p> <p>3. Evaluation of roadside water harvesting to reduce road degradation and improve water supply status for the rural communities of Malawi.</p>

	<ul style="list-style-type: none"> e. Investigation into potential intermediaries between village level and District level concerning transport and road development/maintenance. (e.g. like health and agriculture) f. Identifying sustainable measures for financing community transport infrastructure and services programs g. Investigating into suitable technologies for farm equipment, inputs and produce using hand operated carts for smallholder farmers in Malawi 	
4. Mobility and Development Policies	<ul style="list-style-type: none"> a. Weak Instructional framework b. In adequate policies, prioritising rural transport c. Insufficient PPP in rural transport 	<ol style="list-style-type: none"> 1. Review of institutional framework of the social and economic sectors to rural transport. 2. Review the rural transport policy in response to the socio economic sectors and vice versa in order to produce procedures to formulate transport responsive policies and strategies 3. Review how to strengthen PPP in rural transport

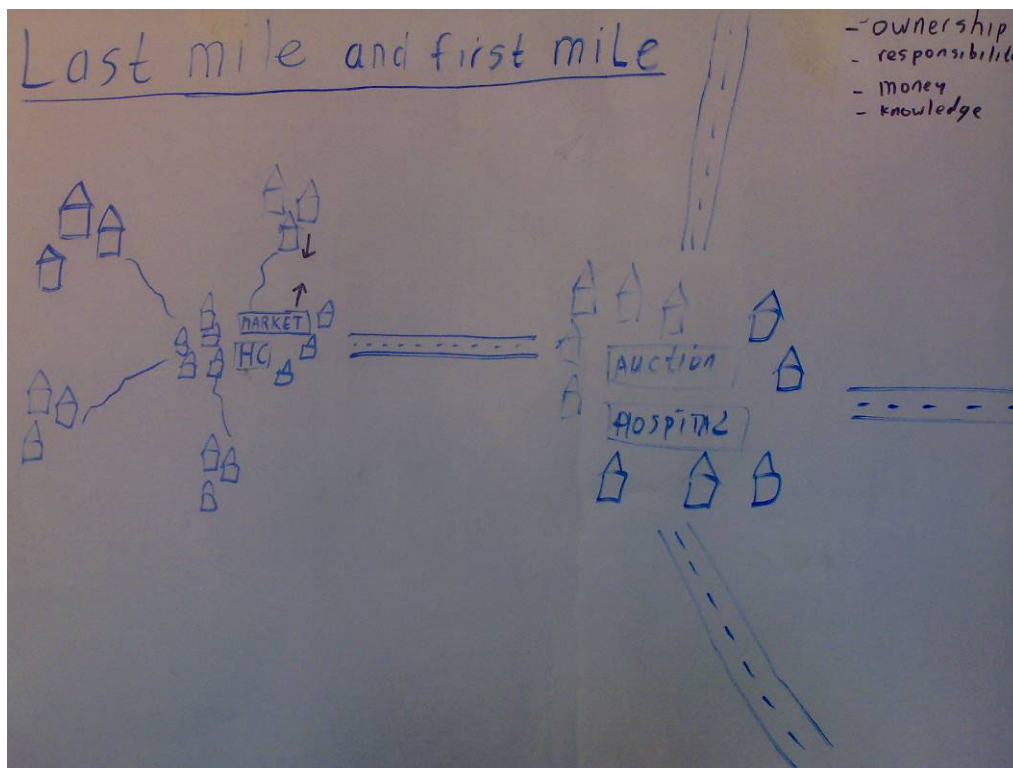


Figure 1: Graphic presentation of 'Last Mile' concept produced during group discussion by the members

2.8 CLOSING SESSION

The Facilitator thanked all participants for their active participation during the workshop and the tangible outputs which had been generated. He also thanked the AFCAP National Coordinator for the guidance during the preparation of the workshop as well as his dedication to AFCAP as evidenced by his presence at the workshop for the whole day despite his busy schedule. Finally, the Mr. Jephitar

Chagunda conveyed his gratitude to the AFCAP Management Team for the support during the assignment. Then the Facilitator handed over to the Programme Manager of AFCAP, Mr. Jeff Turner for some closing remarks before the AFCAP National Coordinator, Eng. Paul Kulemeka could officially close the workshop.

2.8.1 Remarks by the Programme Manager of AFCAP, Mr. Jeff Turner

Mr. Jeff Turner indicated that he was overwhelmed by the feedback from the participants on the discussions held during the workshop. He therefore, thanked all participants for their contributions which had made the workshop a success.

Then he indicated that after the workshop, a report would be compiled which would capture all issues which had been discussed. Thereafter, the National Steering Committee would take forward issues which could be developed into full projects so that the project proposals could be prepared. Then the AFCAP National Coordinator would officially submit the proposals to AFCAP for funding consideration.

2.8.2 Official Closing by AFCAP National Coordinator, Eng. Paul Kulemeka

Eng. Paul Kulemeka closed the workshop but before doing so he made some comments.

Firstly, he commended all delegates for the lively discussions in the workshop. He indicated that it was really a time of brain storming and sharing ideas. A lot of pertinent issues had been discussed and research ideas had been brought up which showed that transport experts are available to take the lead in contributing to the country's development agenda. He also commended the AFCAP Management Team for the presentations which laid a good foundation for the discussions of the day, as well as the Facilitator for moderating the proceedings with a professional approach.

Then AFCAP National Coordinator indicated that the workshop had been an eye opener on the need of research and development in the rural transport sector so that various stakeholders could assist the Government to implement its policies and strategies. Since the objective of the workshop was to come up with research priorities, this objective was met and further activities would follow this workshop. He also recommended that the participants should continue to network so that information sharing would be enhanced amongst the experts since research was about information sharing.

As indicated by the AFCAP Programme Manager, a report would be circulated for all experts to appreciate the extent of the discussions carried out in the day as well as to follow up on the activities. Eng. Kulemeka also indicated that his office would ensure that the proposed projects were fully developed so that the required activities should be implemented as agreed in the workshop. Therefore, he indicated that some of the workshop members would be contacted to work with his office to fully develop the proposals in readiness for funding. He also indicated that his office was open for suggestions and advice on the research ideas to be pursued.

Finally, the National Coordinator wished a safe journey to all participants for those travelling back to their duty stations and he then declared the workshop officially closed.

3.0 RECOMMENDATIONS AND CONCLUSIONS

3.1 RECOMMENDATIONS

Following the discussions in the workshop, the following issues were recommended to be pursued:

- a. The prioritized research activities which the groups produced should be developed into project proposals for submission to AFCAP and other institutions for funding and implementation
- b. The AFCAP National Coordinating Office was mandated to select and approach some members to assist to fully develop the project proposals in readiness for submission to AFCAP for funding
- c. The two current proposals which were already submitted to AFCAP have to be considered for funding so that activities could commence
- d. A network of rural transport exerts has to be enhanced through the AFCAP activities
- e. The AFCAP national coordinating office will facilitate continuous research and development in the sector
- f. Since rural transport has an impact on all other socio economic sectors, there is need to raise awareness so that all sectors can contribute to the plight of rural transport in a coordinated way.

3.2 CONCLUSIONS

In conclusion, it can be observed that the workshop achieved its aim of prioritizing research proposals for AFCAP as evidenced by the list of project proposals which had been developed during the workshop.

Furthermore, the workshop had raised a lot of pertinent issues which require to be put into action, such as the need of enhancing networking within rural transport experts and continuous research and development in the sector.

Finally, it was concluded that the current projects for Malawi which were submitted to AFCAP be considered for funding. The newly proposed projects should be fully developed by a few experts to be coordinated by the office of the AFCAP National Coordinator in readiness for submission for funding by AFCAP or other sources available to the stakeholders.

ANNEX I

PROGRAMME OF THE WORKSHOP

**AFRICA COMMUNITY ACCESS PROGRAMME (AFCAP) IN MALAWI: RURAL
TRANSPORT RESEARCH PRIORITIES WORKSHOP TO BE HELD ON THURSDAY 23RD**

JULY 2009 IN BAMBOO ROOM AT CROSSROADS HOTEL, LILONGWE FROM 8.30

AM.

AGENDA

08.30 – 9.00	Registration of Participants
09.00 – 09.05	Opening Remarks by Eng. Paul Kulemeka Chief Executive Officer for Roads Authority and National Coordinator, AFCAP
09.05 – 9.20	Official Opening by the Principal Secretary II for Ministry of Transport and Public Works (MoTPW); Dr. Magwira
09.20 – 09.40	Presentation on AFCAP by Mr. Jeff Turner, Project Manager
09.40 – 09.50	Presentation on Rural Transport Policy in Malawi – by Mr. Victor Lungu, Director of Transport Planning (MoTPW).
09.50 - 10.00	Plenary Discussion
10.00 – 10.20	Coffee/Tea Break/Group Photograph
10.20 – 12.00	Group Discussions I
12.00 – 12.30	Presentation of Group Discussions
12.30 – 13.45	Lunch
13.45 – 14.00	Presentation on Current Projects for Malawi by Jeff Turner
14.00 – 15.00	Group Discussions II
15.00 – 15.30	Presentation of Group Discussions
15.30 – 15.45	Coffee/Tea Break
15.45 – 16.00	Closing Remarks By Jeff Turner
16.00 – 16.30	Official Closing.

ANNEX II

LIST OF PARTICIPANTS

No	NAME	DESIGNATION	ADDRESS	PHONE	E-MAIL ADDRESS
----	------	-------------	---------	-------	----------------

1	Dr Macpherson Magwira	Principal Secretary II	MoTPW, Blantyre	01789377	
2	Paul J Kulemeka	CEO Roads Authority	RA, P/Bag 346, LL	0888836561 0999836561	pkulemeka@nramw.com
3	Noel Wilson	Sadzi workshop volunteer designer	Mponda river kamuzu highway-Zomba	+265 995 927 472	dundidit@gmail.com
4	Jonny Perrot	Africycle Country Director	Mponda river Kamuzu highway-Zomba	+265 884 517 655	Jonny@afriicycle.com
5	Peter Meijer	Sakramento Bicycle Trailer director	Po box 3309-Blantyre	+265 999 027 045	info@sakramenta.com
6	Rob Geddes	AFCAP	Harare	+263 347 086 24	rgeddes@africaonline.co.za
7	James Agingu	INSTAPTA	Roads Authority	+265 995 473 535	joagingu@yahoo.com
8	Funio Hakamada	RFA	P/Bag 369, Lilongwe	+265 888207 361	fhakamada@gmail.com
9	Pempho Mwinjiro	Economist (MoDPC)	Box 30136, Lilongwe	+265 999 610 109	Pempho2@yahoo.com
10	G.E Gunda	Training Director	P/Bag A416, LL	+265 888 964 299	ggunda@ncic.org.mw
11	Sangwani Gondwe	Technical Auditor	Roads Fund Board, Box 869, Lilongwe	+265 888 302 833	sgondwe@rfamw.com
12	James E Gumulira	Road Safety manager (C)	Box 30024, Lilongwe	+265 888 526 286	gumulirajames@yahoo.co.uk
13	K W Msonda	Principal Strategic Officer	NRCM, box 30745, LL	+265 888 895 410	wmsonda@yahoo.com
14	Darwin Dodoma Singa	Sen. Lecturer & Dep. Dean (Faculty of Agriculture)	Bunda College of Agriculture, Box 219, LL	+265 999 808 900	Dodoma1mwasinga@yahoo.com
15	Dorothy Kanongodza	Regional Manager	DEMAT, Box 555, LL	0999510271	dorothykanongodza@yahoo.com
16	Wilfred Banda	WFP Logistics Officer	Box 30571, LL	0999972302	Wilfred.banda@wfp.org
17	Boniface Kumwenda	Skills and livelihood Programme Manager	CCODE, box 2109 LL	0999246475	Bonifacekamwenda@ccodemw.org
18	Henry Mbeza	Director of Science	Dept of Science & Tech	0888345913	lmbeza@anistmw.org

		&technology	P/Bag B203, LL3		
19	Wainright Chihana	Construction Engineer - RA	Roads Authority, P/Bag 346, LL	0888843911	wchihana@nramw.com
20	Steve Siwande	Transport Specialist	Roads Authority, P/Bag B346, LL	0888844348	ssiwande@nramw.com
21	Adrian Mthini	Director of Maintenance	Roads Authority, P/Bag B346, LL	0888843190	amthini@nramw.com
22	Harris M Kumwenda	P/ Engineer	MoLG & Rural Dev, Box 30312, LL	0999913694	harriskumwenda@yahoo.co.uk
23	Witness Kuotcha	Lecturer	University of Malawi, Poly, P/Bag 303, BT 3	0888379070	wkuotcha@poly.ac.mw
24	Dr. Ignasio Ngoma	Director, T2 Center	Malawi Transport Technology Transfer center, Box 303, BT	01 870 411 0888841947	ingoma@poly.ac.mw
25	Joseph Kazima	Directorate of Gender Affairs	Ministry of gender, P/Bag 330, LL3	0999665481	jskazima@yahoo.co.uk
26	Gerald Khonje	Technical Director	National Construction industry Council	0888205008	gkhonje@ncic.org.mw ncic@malawi.net
27	Lemekeza Mokiwa	Project Manager	Care Malawi, P/Bag A89, Lilongwe.	+265 999754307	lemekeza@caremalawi.org
28	John Ng'ambi	Social Development	MASAF, P/Bag 352,LL	0995411475	jng'ambi@masaf.org
29	Sharmey Banda	Senior Engineer	RA, P/Bag 346, LL	0888843907	sbanda@nramw.com
30	Francis Dimu	RDM Engineer	RA, P/Bag 346, LL	0888843906	fdimu@nramw.com
31	Snowden Mmadi	Program Officer	ASANRA P.O Box 754, Lilongwe	0999557997	smmadi@asanra.com
32	Joey Malota	Senior Engineer	RA P/Bag B 346, LL	0888843924	jmalota@nramw.com
33	Jephitar Chagunda	Facilitator	Pamodzi Consulting Engineers, Box 265, Lilongwe	0888832092/0 999832092	jchagunda@yahoo.co.uk
34	E. D Msiska	RA	RA, P/Bag 346, LL	0888209690	
35	Charlotte Mwakasungula	PA	RA, P/Bag 346, LL	0999948654	cmwakasungula@nramw.com
36	Nancy Chagunda	Administrative	PCE, P.O Box	08 88 384 006	nancychagunda@yahoo.co.uk

		Assistant	265, Lilongwe		
37	J M Banda	PA	Local Government P.O Box 30312, LL	0999936633	