SWAZILAND PRTSR REPORT

REVIEW OF THE POLICY-MAKING PROCESS AND ACTION PLAN FORMULATION

WORKSHOP 3 REPORT

30 - 31 MAY, 2006
ESIBAYENI LODGE

June, 2006
1 INTRODUCTION

1.1 Background information

This is a report of the third and final workshop on the Transport and Poverty Reduction Strategy Review of the Government of Swaziland in the series of the World Bank Funded project on policy formulation, whose aim is to depict the visibility of the role of transport in poverty alleviation. This was a two day workshop held at Esibayeni Lodge from the 30th to the 31st May 2006. The workshop was attended by a cross section of stakeholders both from the private; public and civil society. Refer to Annexure ‘F’ for the list of participants. A full account of the workshop proceedings is contained in Annexure ‘A’ – “Report of Workshop Proceedings”. The whole process followed the guidelines as laid down in the project process and methodology.

1.2 Official Opening

The workshop was officially opened by Ms Chazile M. Magongo, Chairperson of the SG. She apologized on behalf of the Principal Secretary who was delayed due to other commitments. She welcomed all the participants and briefly explained the objective of the workshop as that of reviewing what has been done in the previous workshops and to validate the facts that have been collected. She also stressed that it is important to use the Guidelines which all participants have for the process and for some clarifications. She further commended the SKG for their continued commitment to the PRTSR. The next task for the SKG is to review the policies with respect to the main objectives and targets; Priority economic, social, priority population groups and cross-cutting issues sectors. Also that the SKG will be working to make conclusions and recommendations on how to improve both the process and the policy/strategy report.

1.3 Workshop Objectives

The Facilitator, drew the attention of the participants to the program of the two-day workshop and led the team through the two day program and explained the objectives of the workshop.

.3.1 Complete the assessment of the links between the National Transport Policy/strategy and the Poverty Reduction Strategy by assessing how policies are currently made and who is involved in decision-making on strategies linking transport and poverty reduction

.3.2 Draw overall recommendations on how to improve the content and process of the policies and strategies on transport and poverty reduction so as to maximize the contribution of transport to poverty reduction

.3.3 Agree the main elements of an action plan to implement the recommendations and develop an action plan

.3.4 Agree on next steps, in particular who will take forward the action plan
1.4 Recap on the previous workshops

The facilitator in an attempt to bring all stakeholders on board and refresh the minds recapped on the proceedings and outcomes of the previous workshops.

1.5 Workshop programme

**DAY 1, 30 May, 2006**

.5.1 To identify the main actors in decision-making and the process of decision-making for both the Poverty Alleviation and Transport policy.

.5.2 To draw conclusions and recommendations on how to improve the Transport Policy so it can best contribute to poverty alleviation and Transport issues.

**DAY 2, 31 May, 2006**

.5.3 Agree on the main elements of the action plan to implement the recommendations.

.5.4 To map a way forward and conclusion.
2 OVERVIEW OF THE TRANSPORT POLICY DEVELOPMENT PROCESS

Prior to groups assessing both the transport and poverty strategy and process, the Chairperson made an overview presentation of the process that was followed when the Transport Policy was formulated.

When this process was discussed another presentation was made to highlight issues depicting the common relationship between transport and poverty reduction in general. It was explained that there is need for Government to consider these issues as they are important to see the relationship and how the Transport sector can contribute to poverty reduction. Consideration of all stakeholders in society has to be involved in policy making by linking mobility and vulnerability or gender and HIV/AIDS issues for example.

Below are the main issues and areas covered in the Transport and poverty reduction presentation as in Annexure ‘H’;

a. Transport and Poverty reduction  
b. Mobility and vulnerability  
c. Gender and HIV/AIDS  
d. Promoting SME in the construction Industry  
e. Rural Transport  
f. Rural Transport having Gender Dimensions  
g. Rural Travel Transport Program

The chairperson mentioned that the issues and information was collected from several workshops and because of their importance and relevance to the policy and strategy review process, she wanted to share them with the SKG for more insight on the pertinent issues.
3.0 ASSESSMENT OUTCOMES OF THE POVERTY REDUCTION STRATEGY AND THE TRANSPORT POLICY DEVELOPMENT PROCESS

The SKG was divided into two groups to carry out an assessment of both of the Poverty Reduction Strategy and the Transport Policy in accordance with the guidelines.

**Group 1**
The group focused on the poverty reduction strategy (PRS) and Ms Lonkululeko Sibandze who is also an SG member and the Poverty Strategy Coordinator in the Ministry of Economic Planning and Development chaired this group.

Specifically, Group 1 was to do the following:

a) Within the Poverty Reduction Strategy identify strategy processes linking transport to the PRS.

b) Identify who is involved in the strategy development process and who the key decision-makers were.

c) The group to follow the sector matrix as shown in figure 21 of the guidelines document.

Group 1 report which was discussed at plenary is shown as Annexure ‘B’

**Group 2**
The group focused on the Transport Policy facilitated by Ms Chazile Magongo, the Chairperson of the SG from the Ministry of Public Works and Transport.

Specifically, Group 2 was to do the following:

d) Within the Transport Policy identify strategy processes linking transport to the PRS.

e) Identify who was involved in policy development process and who the key decision-makers were.

f) The group to follow the sector matrix as shown in figure 22 of the guidelines document.

Group 2 outputs as approved in plenary are shown as Annexure ‘C’
4. KEY OBSERVATIONS AND RECOMMENDATIONS

4.1 At plenary, following the presentations from groups, the SKG made the following general observations;

4.2 That government is a regulator whose role is giving policy direction. It collaborates with the private sector in mapping the way forward together with other service providers such as NGOs to drive the process of Policy making.

4.3 Another notable observation was that though the process of consultations in formulating the Poverty Reduction Strategy was quite extensive particularly with regards to external stakeholder consultation, there was a concern that the critical players in the Ministry of Public Works and Transport did not fully participate in the workshops. In particular, the Roads department was not represented though they were invited. The tendency was to either not attend or send junior officer.

4.4 It was observed that Central ministries tend not to honor workshop invitations by line Ministries even though they expect line Ministries to honor their (central) invitation for workshops. The same habit exhibited itself during the development of the Transport Policy where the Central Ministries either did not attend or simply sent junior officers who had minimum mandate. It was concluded that this was a grave concern as they are the key players in providing resources for operationalising the policy.

4.5 It was however noted that that the recorded strategies came from the cross section of the external stakeholders who were consulted and that Principal Secretaries, Chiefs, and the general public were widely consulted and they were also involved in the validation of the strategies.

4.6 That at the beginning the Transport Policy development process, the focus was more on transport reforms and very little attention given to poverty reduction, gender, priority population groups and HIV/AIDS. It is only recently that the Transport Sector is preparing a strategy paper with the assistance of ILO and the National Council on HIV/AIDS to deal with issues of HIV/AIDS in the transport sector.
5. COMPARATIVE ANALYSIS OF THE TRANSPORT POLICY/STRATEGY AND WITH THE POVERTY REDUCTION STRATEGY-DECISION-MAKING OUTCOMES

5.1 The participants, in a plenary session answered key questions for assessing how policies and strategies are made for both the Transport policy and the Poverty Alleviation Strategy.

5.2 The Transport Policy

The key questions in the Transport policy and strategy were seeking outcomes pertaining the following:

5.2.1 How well the interests of;
- the key economic sectors;
- social sectors and
- population groups and key actors targeted by the poverty reduction strategy

are represented in dialogue and formulation of transport policy and strategies.
- Those sectors and groups were well represented/ and those not so well represented.

5.2.2 Those sectors and groups that are not well represented, and those which could best represent them.

The outcome of 5.2.1-5.2.2 was that only the economic sector was marginally represented and that all other sectors were not represented at all

5.2.3 How well the cross cutting issues prioritized in the poverty strategy were represented.
Here the outcome was that only governance issues were well covered and that environment and HIV/AIDS issues were marginally covered while gender issues were not covered at all.

5.2.4 The mechanism of dialogue and formation of Transport policy and strategies.

The outcome here was that meetings and workshops were extensively used while research was used just well while the media had been marginally utilized.

5.2.5 The mechanism for consultation and collaboration between different actors responsible for design and implementation of transport policy and strategy.

The outcome here was that only correspondence was used well and that meetings and workshops were marginally used.
5.2.6 Suggested improvements in the arrangements and mechanisms for formulating transport policy and strategy at national level so that transport policy and strategy takes full account of poverty reduction. Below were the outcomes of this issue;

**How arrangements and mechanisms for formulating transport policy/strategy can be improved**

1. More of the grass-roots level and community consultation and involvement especially the all the groups noted in the Guidelines. The new Decentralisation policy has the relevant structures to utilise in the consultation process.

2. Planning tools and processes must be designed such that they foster a linkage between the two

3. understanding of Government policies and linkage to national goals and National Development strategy priorities and align the policy with these

4. Translation and transcribing of communication material into an understandable communication medium by all e.g. language and sign language use

5. Full understanding of the poverty reduction strategy

6. Strengthening the private-public sector partnership in the development of the PRS and make full use of this partnership including opportunities for social responsibility by the private Sector.

7. Consultation for assistance on pertinent issues with the SSATP as the adviser in transport policy issues in the Africa region. The SSATP Coordinator will play this role to get as much support as possible from such international programs.

**5.3 Poverty Reduction Strategy**

The key questions in the PRS were seeking outcomes pertaining the following;

5.3.1 The way in which transport-related issues are addressed in the poverty reduction strategies. Below were outcomes on this issue by the SKG at plenary

a) These are addressed in a very general sense e.g. no focus on special population groups, cross-cutting issues. There is a need to follow a structured approach that will recognize these

b) Roads infrastructure are covered and treated as cross-cutting itself. Need to also identify it with key sectors such as economic, social, population groups, cross-cutting

c) Cost of transport services high and unaffordable for most poor population groups and school-going children.
5.3.1.1 Those who represent transport issues in this process and the mechanisms for taking transport related issues into account.

5.3.2 Ways in which the poverty reduction strategy process could be improved so that transport related issues are fully taken into account.

- Full understanding by the PRS designers of the role of transport and related issues and the contents and spirit of the Transport Policy/Strategy
- Consider subsidies and coupon systems to cater for unaffordable transport costs for transport users who would not afford the high costs
- Government in collaboration with the private sector to consider ways of making transport services affordable to the poor and school children
- Strengthening the private-public sector partnership in the development of the PRS and make full use of this partnership including opportunities for social responsibility by the private Sector

5.3.3 The SKG also raised the following points for improving the linkage between the transport and poverty strategy

- Awareness and buy in from all quarters especially MPs who have a direct representation with communities
- Link transport strategy/policy with job-creation initiatives and other relevant initiatives and policies
- All policies to link up so that there is an alignment of objectives in so far as addressing poverty reduction issues are concerned.
- SSATP should act as an adviser on these issues of linkages. Reference was made to the presentation by the SG chairperson on Mobility and Vulnerability issues which was gathered from some SSATP meetings. The role of SSATP must be strengthened and visible in Swaziland to assist more in the Transport where they can.

5.4 The full presentation of the responses is shown under Annexure A – report of proceedings.

5.5 The SKG went back to their morning groups for the Transport policy and the PRS.

5.5.1 With the aid of answers from the previous session as well as to the previous workshops’ reports, the groups identified problems and observations and drew up conclusions and recommendations on the Transport and the PRS.

5.5.2 The full presentation of the Conclusions and recommendations for the Transport policy and strategies is in Annexure ‘D’
5.5.3 The full presentation of the Conclusions, recommendations for the Poverty reduction strategy is in Annexure ‘E’

6. OVERALL CONCLUSIONS AND RECOMMENDATIONS

6.1 In the process of ensuring full participation of all stakeholders it would be prudent to ensure that all components of the sector are well represented e.g. all relevant sections of a ministry should be involved rather than having one representative for the entire ministry.

6.2 It was stressed and recommended that relevant departments such as that of Road Infrastructure and Road Transport within the MOPWT should be in the forefront of the Transport Policy as such a policy as owners of such a policy. The Central Ministries should be seen to support such essential workshops as their absence greatly defeats the implementation process.

6.3 The exclusion of the civil society groups and priority groups such as the Federation of the Disabled persons in Swaziland and LutsangoLakaNgwane a women’s group in the policy formulation was a serious omission as it defeated the purpose of linking transport to poverty.

6.4 It is recommended that there should be a full understanding of the two areas of concern and the important areas of linkage in the transport policy and strategies and poverty alleviation strategies in order to effectively foster the improvement of the livelihood of the poor.

6.5 It is observed that in the process of linking transport and poverty alleviation, there is a possibility of losing sight of the fact that the private sector is in business and operates in a competitive environment. It is therefore recommended that government seeks avenues of compensating other operators for any losses in the name of cushioning the vulnerable.

6.6 The role of SSATP must be strengthened and visible in Swaziland to assist more where they can in issues of transport and poverty as they are a resource centre and can professionally advise on transport policy in Africa.
7. IMPLEMENTING THE ACTION PLAN TO INFLUENCE POLICY AND STRATEGY CHANGE

7.1 The participants together developed the action plan but agreed to leave the issue of start and finish dates to the SG and then circulate the final draft action plan to the SKG together with the report for workshop 3 for comments.

The SG Chairperson proposed that there may be need for a final one day SKG meeting to make a final resolution on the way forward and how the SKG will assist Government in the implementation of the action plan, the Transport Policy review, strengthening of the Poverty Reduction Strategy and monitoring of the agreed upon activities.
8. **OBSERVATIONS ON THE PROCESS BY THE FACILITATOR**

It is the Facilitator’s view that the process and methodology of the PRTSR was user-friendly and a very useful tool for workshops. The only concern was trying to fit all the work in two days as the SG was informed by SSATP that there was only a budget for two days. However, since the ministry will continue from where the SSATP has left off some of the issues will be dealt with.
9. WAY FORWARD

9.1 Finalisation of the report

The Facilitators would prepare the report and distribute it through the SG Chairperson to the stakeholders for verification by the close of Wednesday the following week (7th June).

9.2 Allowances for participants

At the end of the workshop on 31 May, the allowances for workshop 2 was issued to the SKG and Ms Magongo apologized to participants for the delay in getting re-imbursed for the costs of their travel and other incidentals on time as promised. She also mentioned that they will be given the allowance for workshop 3 as soon as SSATP deposits it into the service provider account hopefully by the middle of June, 2006.

9.3 Responsibility for Recommendations

It was agreed that the Ministry of Public Works and Transport will be initiating the review of the National Transport Policy as soon as all issues are put together. The SKG will be invited to workshops when the plan for the review to incorporate all the issues agreed upon at the PRTSR workshops has been discussed at the ministry level. The same will apply with the Poverty Reduction Strategy under the Ministry of Economic Planning and Development.
10. OFFICIAL CLOSING

The workshop was officially closed by the Ms. Lonkululeko Sibandze SG member from the Ministry of Economic Planning and Development.

She thanked all SKG members for their dedication and requested them to provide comments to the report of this final Workshop as it is the last one. The SG will prepare a report for the whole PRTSR to be submitted to the SSATP for endorsement. Once agreement on completion is made, the ministry will let them know of approval and a formal way forward for Government to take in terms of reviewing the PRS and the Transport Policy.