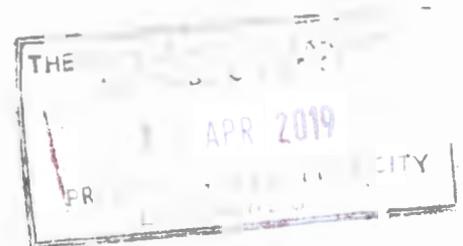




Republic of Malawi

NATIONAL TRANSPORT POLICY



MARCH 2019

Table of Contents

Foreword.....	iii
Preface.....	iv
List of Acronyms and Abbreviations.....	v
1 Introduction.....	1
1.1 Background.....	1
1.2 Status of the Transport Sector.....	2
1.2.1 National Transport System.....	2
1.2.2 Cross-cutting Issues.....	5
1.2.3 Private Sector.....	5
1.2.4 Sector Coordination.....	5
1.2.5 Institutional Reforms.....	5
1.3 Linkages with Other Relevant Policies.....	6
1.3.1 SADC Protocol on Transport and Meteorology.....	7
1.4 Problem Statement.....	7
1.5 Performance Constraints.....	7
1.6 Purpose of the Policy.....	8
2 Broad Policy Directions.....	9
2.1 Policy Goal.....	9
2.2 Policy Outcomes.....	9
2.3 Policy Objectives.....	9
3 Policy Priority Areas.....	10
3.1 Transport Infrastructure.....	10
3.1.1 Road Transport.....	10
3.1.2 Rail Transport.....	12
3.1.3 Air Transport.....	14
3.1.4 Inland Water Transport.....	15
3.1.5 Pipelines.....	16
3.1.6 Rural Transport.....	17
3.1.7 Urban Transport.....	18
3.2 Transport Services Provision.....	19
3.2.1 Road Transport Services.....	19
3.2.2 Rail Transport.....	21
3.2.3 Air Transport.....	22
3.2.4 Inland Water Transport services.....	24
3.2.5 Rural Transport.....	25
3.2.6 Urban Transport.....	25
3.3 Non-Motorised Transport.....	26
3.4 International Transport Corridors.....	27
3.5 Private Sector Participation.....	28
3.6 Good Governance.....	29
3.6.1 Good Governance.....	30
3.6.2 Planning and Coordination.....	31
3.6.3 Legislation and Regulations.....	32
3.6.4 Capacity Development.....	33
3.7 Cross-cutting Issues.....	34



MINISTRY OF TRANSPORT AND PUBLIC WORKS

Private Bag 322
Capital City,
Lilongwe 3
Malawi.

REF. No: TP/400/11/2/34

15th April, 2019.

The Country Director,
World Bank
P.O. Box 300051
Lilongwe 3



Dear Sir,

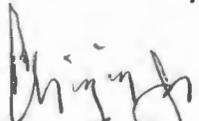
CONFIRMATION OF APPROVAL OF NATIONAL TRANSPORT POLICY

Reference is made to the meeting of the Cabinet of Ministers of the Government of Malawi held on the 02nd April, 2019, at this meeting among other items, discussed the National Transport Policy.

The Ministry of Transport and Public Works by this letter, confirms receipt of formal communication from the Chief Secretary of the Cabinet indicating Cabinet's approval of the National Transport Policy.

The Government through the Ministry of Transport and Public Works, and in consideration of the Cabinet Directive, hereby confirms the approval and adoption of the National Transport Policy and a copy of the Policy is herein enclosed for your attention.

Yours Faithfully,


Francis B. Chinsinga

SECRETARY FOR TRANSPORT AND PUBLIC WORKS

3.7.1	Social and Environmental Management	34
3.7.2	Gender and Disability Mainstreaming	35
3.7.3	HIV and AIDS	36
3.7.4	Nutrition	37
3.7.5	Disaster Risk Management and Developing a Climate-Resilient Public Infrastructure	38
4	Implementation Arrangements.....	38
4.1	Key Government Ministries and Departments.....	39
4.2	Implementation Plan	40
4.3	Monitoring and Evaluation.....	40
	ANNEX 1: IMPLEMENTATION STRATEGY	41
	ANNEX 2: MONITORING AND EVALUATION FRAMEWORK	61

Foreword

The Government recognises the significant role played by the transport sector in the attainment of sustainable economic and social development of the country. The sector is an essential enabling service with proven links to economic growth and poverty reduction which remain the primary objectives of Malawi's national development agenda. It is acknowledged that an integrated transport system is a catalyst for development and is central to improving domestic and international connectivity.

In this vein, the Government has revised the 2015 National Transport Policy to provide a new policy direction and guidance to all stakeholders in the implementation of interventions in the transport sector. This is necessary in the development of the transport sector as directed by the Malawi Growth and Development Strategy (MGDS) III and Sustainable Development Goals (SDGs).

This Policy builds on the 2017 to 2037 National Transport Master Plan (NTMP) and the adopted institutional reforms, which in particular, involves further institutional separation of policy making, (autonomous) regulation and (commercialised, concessioned or privatised) transport network ownership, operation and service provision. The Policy, along with its accompanying Implementation Plan, is a significant advance in the development of the transport sector in Malawi.

However, it is also recognised that in terms of meeting a longer-term vision, there is still some way to go, and that the impetus developed under earlier policies needs to be maintained by the Ministry.

The goal of the National Transport Policy, therefore, is **to ensure the development of a coordinated and efficient transport system that fosters the safe and competitive operation of viable, affordable, equitable and sustainable transport and infrastructure services.**

The scope of the Policy covers all modes of transport, namely: road, rail, air and marine. Therefore, the Policy has seven (7) priority areas, including: Transport Infrastructure, Transport Services, Non-Motorised Transport, International Transport Corridors, Private Sector Participation, Good Governance and Crosscutting Issues.

This Policy has the full commitment of Government, and therefore, all stakeholders are urged to embrace and implement the Policy. Successful implementation of the Policy will ensure that the transport sector makes its full contribution to the achievement of the Malawi's development goals.

Honourable Jappie Mhango, M.P.
Minister of Transport and Public Works

Preface

This National Transport Policy offers opportunities for a range of stakeholders to contribute positively to the overall development objectives of the country. The Government is committed to increasing private sector participation in the provision, management and operation of infrastructure and services, and this Policy is designed to encourage further development of the strategies adopted to date. Furthermore, the Government is committed to improving rural connectivity to facilitate access to public facilities. The major challenge for the Government, however, will be to encourage the private sector to increase their involvement in the transport sector.

The reduction of the country's extremely high transport costs is the key objective of the Policy. The approach adopted to achieve this goal has been to move from a highly controlled transport sector to a more liberalised market-oriented transport sector, in which private sector participation is encouraged, including promotion of effective and fair competition among and within all modes of transport. The role of the Government, therefore, increasingly becomes that of providing an enabling environment in which the private sector or other bodies operating commercially, can significantly lower transport costs and increase the viability of commercial ventures.

The Policy was reviewed through a consultative process that involved a range of stakeholders including Government Ministries, Departments and Agencies with interests in the sector, transport service providers, private sector concessionaires, representation from the national construction industry, academic institutions, development partners, and representation from Non-Government Organisations. As such, this Policy is a product of inputs from all the major stakeholders in the sector.

Francis B. Chinsinga
SECRETARY FOR TRANSPORT AND PUBLIC WORKS



List of Acronyms and Abbreviations

ADL	Airports Development Limited
AIDS	Acquired Immuno Deficiency Syndrome
BASA	Bilateral Air Service Agreement
BBOAM	Big Bus Owners Association of Malawi
CEAR	Central East Africa Railways
CFTC	Competition and Fair-Trading Commission
COMESA	Common Market for Eastern and Southern Africa
DCA	Department of Civil Aviation
DMS	Department of Marine Services
DoB	Department of Buildings
DoDMA	Department of Disaster Management Affairs
DRTSS	Directorate of Road Traffic and Safety Services
GDP	Gross Domestic Product
GoM	Government of Malawi
HIV	Human Immunodeficiency Virus
IAM	Insurance Association of Malawi
ICAO	International Civil Aviation Organization
ILO	International Labour Organization
IMO	International Maritime Organization
IMT	Intermediate Means of Transport
JTC	Joint Technical Committee
JTSR	Joint Transport Sector Review
KIA	Kamuzu International Airport
LA	Local Authority
LDF	Local Development Fund
MAA	Malawi Airports Authority
MRA	Malawi Revenue Authority
MBS	Malawi Bureau of Standards
MCCCI	Malawi Confederation of Chambers of Commerce and Industry
MCCL	Malawi Cargo Centers Limited
MERA	Malawi Energy Regulatory Authority
MGDS	Malawi Growth and Development Strategy
MOAM	Minibus Owners Association of Malawi
MoAI&WD	Ministry of Agriculture, Irrigation and Water Development
MoEST	Ministry of Education, Science and Technology
MoFEP&D	Ministry of Finance, Economic Planning and Development
MoFAIC	Ministry of Foreign Affairs and International Cooperation
MoGCDSW	Ministry of Gender, Children, Disability and Social Welfare

MoH	Ministry of Health
MoJCA	Ministry of Justice and Constitutional Affairs
MoLMD	Ministry of Labour and Manpower Development
MoLHUD	Ministry of Lands, Housing and Urban Development
MoLGRD	Ministry of Local Government and Rural Development
MoNREM	Ministry of Natural Resource, Energy and Mining
MoITT	Ministry of Industry Trade and Tourism
MoTPW	Ministry of Transport and Public Works
MRA	Malawi Revenue Authority
NCIC	National Construction Industry Council
NGO	Non-Governmental Organisation
NTMP	National Transport Master Plan
NTP	National Transport Policy
OPC	Office of the President and Cabinet
OSH	Occupational Safety and Health
PAWA	Passenger Welfare Association
PPP	Public Private Partnership
PSIP	Public Sector Investment Programme
PVHES	Plant and Vehicle Hire and Engineering Services
R&D	Research and Development
RA	Roads Authority
RBM	Reserve Bank of Malawi
RFA	Road Fund Administration
RTOA	Road Transport Operators Association
SADC	Southern Africa Development Community
TSIP	Transport Sector Investment Programme
TSPMIF	Transport Sector Performance Monitoring Indicator Framework
UNFCCC	United Nations Framework Convention on Climate Change
USAID	United States Agency for International Development

1 Introduction

Transport is a service sector whose role is meeting effective consumer demands and stimulating economic growth in the country. Furthermore, the operation and management of multi-modal transport systems¹, along with associated construction work, provide a significant contribution to national employment.

As a land-linked country, Malawi relies on overland transportation to gain access to sea ports for the movement of its imports and exports. For the country to compete favourably in the regional and international markets, the availability of external transport links, which are dependable and less costly, is crucial. At the domestic level, transport is critical in the distribution chain and is a significant factor in the social and economic status of people. In this regard, it is imperative that the transport sector should play its role in contributing to the economic growth of the country.

The National Transport Policy has integrated the overall direction and intent of the Government of Malawi's MDGS III, enabling the development of the transport sector to effectively contribute to the developmental objectives of the country. The Policy will guide the operations in the transport sector by providing a course of action to determine present and future decisions in the sector in response to national development goals. The policy has seven (7) priority areas which are: Transport Infrastructure; Transport Services; Non-Motorised Transport; International Transport Corridors; Private Sector Participation; Good Governance; and Crosscutting Issues.

1.1 Background

The Government, through the Ministry of Transport and Public Works, endeavours to ensure the provision of an efficient and sustainable transport system which not only meets the needs of consumers but also fosters economic growth in a manner that is consistent with the national commitment to effective stewardship and management of the environment. The Government, through the Ministry, therefore, has the following responsibilities, providing: policy development, legislation, regulation of the sector, strategic planning, programming, and monitoring and evaluation.

In view of this, the Government has revised the National Transport Policy for the fourth time in order to ensure the development of a coordinated and efficient transport system that fosters the safe and competitive operation of viable, affordable, equitable and sustainable transport services. The first Policy was developed in 1999 with reviews done in 2004, 2009 and 2015.

The revision of the 2015 Policy has been facilitated by relevant provisions in both, the Malawi Growth and Development Strategy (MGDS) III and the National Transport Master Plan (NTMP). Transport is an essential component of all the key areas identified in the MGDS III for building a productive, competitive and resilient nation and is identified as one of the key focus areas for medium-term interventions. The

¹ Transport systems refers to infrastructure or equipment and the services or logistics of transporting passengers and goods. It covers movement by all forms of transport such as road, rail, air, water and pipelines.

sector facilitates trade in terms of distribution of exports and imports and provides for internal freight and passenger movements.

1.2 Status of the Transport Sector

1.2.1 National Transport System

Malawi has a multi-modal transportation system consisting of road, rail, air and inland water transport. Most of the infrastructure in these four modes of transport forms part of one or more of the international corridors used for the transportation of international freight for the country. The four main corridors that are used for transportation of international freight and passengers are Nacala, Beira, Durban and Dar es Salaam.

1.2.1.1 Road Transport

Malawi has 15,415km of classified roads, out of which approximately 4,405km is of bitumen standard. Road transport remains the major mode of transport in Malawi, handling more than 70 percent of the internal freight traffic and 99 percent of passenger traffic, with an estimate of 75 percent of international cargo traffic also using roads despite the long distances to ports.

The condition of the paved road network is considerably better than that of the unpaved road network, although it exhibits signs of general wear and tear and shoulder degradation. The unpaved road network tends to be characterised by dusty conditions, uneven surfacing and potholes.

The poor condition of the road network poses a road safety challenge. This is exacerbated by the increasing and rapid expansion of motorisation which has not been matched by corresponding improvements in regulations and standards of infrastructure nor infrastructure capacity improvements. Furthermore, there is a lack of provision and maintenance of the facilities, for the high proportion of non-motorised transport using both urban and rural roads.

Road accidents in Malawi for the past five years have been very high, although the rate of accidents has declined by 3 percent as of 2017. This has been due to improvements in drivers' testing and licensing; inspection of vehicles for fitness; upgrades of the Malawi Traffic Information System (MalTIS); enhanced vehicle load control services; and increased traffic law enforcement.

1.2.1.2 Rail Transport

The railway network in Malawi consists of 933km of mainline single cape gauge of which 201km is currently non-operational due to railway infrastructure damages caused by flooding. The network's axle load capacity ranges from 15 to 20.5 tonnes. Recent investments in both infrastructure and rolling stock have improved operations along the Nacala Corridor with speeds increasing from as low as 20kmph on certain sections to 70kmph. The increased train speeds and frequencies have led to an increase in freight traffic as rail transport is relatively cheaper when compared to road transport. The speeds and frequencies have also led to a rise in rail accidents prompting intensive sensitisation of communities along the railway network.

1.2.1.3 Air Transport

The air transport system consists of: two primary international airports (Lilongwe and Blantyre); four secondary airports with paved runways (Likoma, Karonga, Mzuzu, and Club Makokola in Mangochi); and 26 basic airstrips of grass or low-grade material. The Ministry operates all airports except for Kamuzu International Airport (KIA), and Likoma Airport which are co-operated by the Airport Developments Limited (ADL) while Club Makokola is privately owned and operated.

The Civil Aviation Act of 2017 establishes the Civil Aviation Authority (CAA) in order to separate operations from regulatory functions in the sub-sector currently being undertaken by the Department of Civil Aviation. The CAA will, therefore, oversee and regulate all aspects of civil aviation in Malawi while operations will be provided by various entities, either newly established or having respective mandates of existing entities extended.

Presently, international air services are provided by Malawian, Kenyan, Ethiopian, South African and Zambian air carriers to both Kamuzu and Chileka International Airports. Domestic services are provided by local private companies, largely in support of international tourism.

1.2.1.4 Water Transport

Malawi's inland water transport system comprises the Shire River and the three Lakes, Malawi, Malombe, and Chilwa. The entire length of Lake Malawi (587 km) is navigable and has 4 ports designated under the Inland Waters Shipping Act as well as some landing points along the shores. The ports are managed by Malawi Ports Company under a 35-year Concession Agreement signed in 2012 which is subject to 5-year reviews. Additionally, Malawi is developing the Shire-Zambezi water corridor to increase options for access to the sea.

Shipping services are only provided on Lake Malawi by several local and international private operators with the major operator being Malawi Shipping Company which manages ships through a Concession Agreement signed in 2010. The international operators are governed by bilateral agreements with Tanzania and Mozambique.

The Government also operates the Marine Training College at Monkey Bay in Mangochi. The College is the only inland water transport training facility in the SADC Region and trains seafarers. Specifically, the college trains Marine Engineers and Water Navigation Officers.

1.2.1.5 Rural Transport Sub-Sector

Improved rural accessibility has a direct link to reductions in rural poverty and is, therefore, of high importance to the development of Malawi. The coverage of road network in rural areas remains insufficient, in addition to the poor condition of the existing rural road infrastructure. Rural transportation provides connectivity between production areas to markets and accessibility to social services which has a great impact on the livelihoods of the rural poor.

Non-motorised transport, such as bicycles, oxcarts, handcarts, walking and wheelbarrows, is the most common mode of transporting goods and services in rural areas. Low levels of income constrain the ability of people in rural areas to acquire better transport means. Communities along the lake, particularly in those areas that are inaccessible by road, use canoes as a means of transporting people and goods.

Rural roads are generally of earth or gravel standard, and of low quality. Funding for the required levels of maintenance is a challenge and consequently, the levels of motorised public transport services are low. The decentralisation process will assist in improving the condition of rural roads by ensuring that technical advice is provided, and that district councils take on more responsibility of the roads under their jurisdiction.

1.2.1.6 Urban Transport

A total of 2.5 percent of the national population reside in the four major urban areas of Blantyre, Zomba, Lilongwe and Mzuzu. Despite their small number of residents, the combined GDP contribution of the two major cities of Lilongwe and Blantyre is significant at around 31 percent. The four major urban areas are well connected to the national strategic road network; however, non-motorised transport is increasingly being used as well. Walking trips make up to 60 percent of total trips within cities compared to an average of 50 percent in the SADC region.

Public transport services are mainly provided by minibuses, supplemented by cars, motorcycles, and tricycles which operate as taxis. Although the proportion of paved roads is generally higher than in rural areas, the quality and aged state of infrastructure is adversely affected by the higher levels of traffic and the negligible provision of pedestrian traffic infrastructure. The urban unpaved roads, in particular, are of poor quality.

The growth in urban population and numbers of vehicles, combined with poor public transport services and traffic management, is leading to congestion in the major urban centres.

1.2.1.7 International Transport Corridors

As a land-linked country, Malawi is heavily dependent on regional transport corridors across southern and eastern Africa for the movement of people, imports and exports as well as providing access to the sea. These corridors act as conduits for movement and integration in addition to being engines of regional and local economic development. Investment in these corridors is mostly done at the transport mode level.

Malawi's international markets are currently accessed through four key ports: Durban in Republic of South Africa, Beira and Nacala in Mozambique, and Dar es Salaam in Tanzania. Durban and Beira are accessed exclusively by road while Nacala and Dar es Salaam can be accessed by both road and rail.

There has been an effort by Malawi to develop the Nsanje World Inland Port under the Shire Zambezi Waterway Project. This will provide Malawi with a direct link, by sea, to international markets. There is also the Mtwara Corridor which is being

developed by Malawi, Mozambique, Tanzania and Zambia to link to the port of Mtwara in Tanzania.

1.2.2 Cross-cutting Issues

There are several national policies and multilateral agreements which inform the Ministry's obligations to cross-cutting issues such as gender, HIV and AIDS, social and environmental management, disaster risk management, and climate change. Information and Communication Technology (ICT) is a new and emerging cross-cutting area in the transport sector in Malawi. It is being promoted owing to its pivotal nature in accelerating growth in sectors and being an enabler for poverty reduction and wealth creation. ICT is increasingly becoming one of the key factors of economic growth in individual countries and globally.

This policy recognises the cross-cutting issues and will continuously be reviewed to take into account any emerging issues. Further, necessary instruments will be developed to ensure a timely and satisfactory response to the issues by the sub-sectors.

1.2.3 Private Sector

The private sector supports the Government by implementing policies through provision of transport services and building infrastructure. Players in the sector include national and international infrastructure managers, investors, operators, consultants and contractors.

The private sector is increasingly becoming a key partner in meeting the financing gap for development of infrastructure. The Government is looking at different mechanisms for increasing private sector financing for transport and infrastructure.

1.2.4 Sector Coordination

The Government established Sector Working Groups as a mechanism for dialogue between itself, Development Partners, Private Sector and Civil Society Organisations at the sector level. The Sector Working Group and other stakeholders meet at least once a year at a Joint Sector Review meeting to assess the sector wide performance that feeds into the Malawi Growth Development Strategy (MGDS) progress reporting system. It is also the basis for a dialogue on resulting revisions in policy, strategy and programming.

The National Transport Master Plan (NTMP), which was launched in 2018, recognises the importance of better sector coordination for effective implementation of interventions in the transport sector. Stakeholders in the sector include Government Ministries and Departments, Development Partners, Civil Society Organisations, Private Sector and Academia.

1.2.5 Institutional Reforms

The Government embarked on several policy reforms in the transport sector to promote competitive and efficient transport systems. The reforms in aviation, rail, roads and marine culminated into the development of the Malawi National Transport Master Plan.

The Malawi National Transport Master Plan provides the vision that will guide transport for the next 20 years. It identifies a number of challenges with the existing institutional arrangements that may hinder Malawi's ability to fully achieve the objectives set out in the Plan.

The proposals for institutional reform made in the Master Plan will contribute towards improved efficiency and quality in service delivery. They will also clarify the roles and relationships between various actors in the sector.

1.3 Linkages with Other Key Relevant Policies and Legislation

The revision of the National Transport Policy takes cognizance of other key policies and legislation, including:

- i. The Constitution
- ii. The Malawi Growth and Development Strategy III

The MGDS III, which is anchored on Vision 2020, identifies infrastructure development as one of the key priority areas.

Other policies include:

- i. National Agriculture Policy 2015;
- ii. National Disabilities Policy 2006;
- iii. National Disaster Risk Management Policy 2015;
- iv. National Environmental Policy 2004;
- v. National Meteorological Policy 2017;
- vi. National Climate Change Policy 2016;
- vii. National Gender Policy 2008;
- viii. National Employment and Labour Policy 2014;
- ix. National Decentralization Policy 1998;
- x. National Export Strategy 2013;
- xi. National Multi-stakeholder Nutrition Policy 2018;
- xii. Public Private Partnerships Policy 2011;
- xiii. Occupational Health and Safety Policy 2011 ;
- xiv. National HIV and AIDS Policy 2013;
- xv. National Social Protection Policy 2012;
- xvi. National Forestry Policy 2016;
- xvii. National Wildlife Policy 2016;
- xviii. National Mines and Minerals Policy 2013;
- xix. National Lands Policy 2002;
- xx. National Water Policy 2005; and
- xxi. Draft National Tourism Policy 2011

1.4 International instruments

The formulation of the National Transport Policy has also considered Malawi's international obligations, including the International Development Strategies and Frameworks to which Malawi belongs and ascribes.

1.4.1 SADC Protocol on Transport and Meteorology

The SADC Protocol on Transport and Meteorology is a guide for all SADC Member States on transport matters and the aim is to facilitate a smooth flow of traffic in the region and harmonise transport-related matters. The Protocol has also been a conduit for regional investments in transport and meteorological services.

1.4.2 World Meteorological Organisation

The World Meteorological Organisation (WMO) is a specialized agency of the United Nations for meteorology (weather and climate), operational hydrology and related geophysical sciences. It provides leadership and expertise in international cooperation in the delivery and use of high-quality, authoritative weather, climate, hydrological and related environmental services to its members which include Malawi.

1.5 Problem Statement

Transport costs in Malawi are among the highest in the SADC region. This compromises the competitiveness of Malawian products on the international market and increases the costs of imports. The situation is compounded by the fact that Malawi is a land-linked country relying on Mozambique, Tanzania and South Africa to provide access to the sea. The average road-based freight tariff for other land-linked countries in the region is around US\$ 0.07 per ton-km while the cost for Malawi is US\$0.10 cents/ton-km, about 43 percent more than other countries in the region.

The Government's efforts in the sector are therefore geared to the reduction of transport costs to competitive levels in the region while increasing the sector's contribution to the Gross Domestic Product (GDP). The National Transport Master Plan has identified strategies to achieve the objective of reducing transport costs and prices across all modes. The strategies include: promoting a modal shift from road to rail and inland water transport; improving intermodal integration; improving the resilience of transport infrastructure and services; and increasing citizen's access to all-weather roads.

The implementation of the Policy is aimed at: minimising negative environmental and social impacts; addressing the challenges imposed by climate change; and maximising the benefits from improved accessibility whilst meeting the objectives of improved transport systems.

1.6 Performance Constraints

As stated above, high transport costs hinder the sector from effectively contributing to Malawi's economic development. There are number of contributory factors which can be grouped into 5 categories:

i. Geographical position

Malawi's geographical position as a country with no direct access to the sea means that it has to rely on the goodwill of its neighbouring countries and goods must travel long distances to get to major ports and markets. It is,

therefore, susceptible to Non-Tariff Barriers along the route and trade is also affected by inefficiencies at the border posts.

ii. Economy

Malawi's economy is relatively small and mostly agricultural-based when compared to other countries in the region. As a result, there are low traffic volumes both internally and externally. The reliance on agriculture further means that freight traffic is very seasonal causing capacity and scheduling problems during peak periods. This is exacerbated by the fact that there is an imbalance of imports and exports, which means that two-thirds of outbound hauls are empty, making imports even more expensive.

iii. State of Infrastructure

The general quality of transport infrastructure can account for half of the variation in transport costs, and as such, poor infrastructure implies higher transport costs, delays and negative economic consequences.

Although there have been improvements in the state and quality of road and rail infrastructure, there has been damage caused by overloading, natural disasters and vandalism. This is compounded by the lack of adequate investment in infrastructure and equipment due to resource constraints.

iv. Capacity

There are capacity constraints in all key sectors, including the private sector. This includes low capacity and capability of local contractors and consultants due to weak resource base and inadequate experience.

In the public sector, there is a high vacancy rate which is exacerbated by the inability of the Government to retain some of its key and specialised staff. This means public sector bodies are not able to effectively carry out their role of regulation, monitoring and setting of policy.

v. Legislation and Regulations

Key legislation in the sector is outdated and does not reflect or adequately address current challenges, and neither is it in line with international trends. As a result, the Ministry is not able to adequately regulate all modes of transport.

The Government has also not been able to access the full benefits of the Concession Agreements it has entered into due to its inability to effectively monitor them.

1.7 Purpose of the Policy

The purpose of the Transport Policy is to enhance economic growth. The Policy will guide the sector in:

- i. Strengthening the institutional arrangements to enhance intermodal coordination and integration of transport planning;

- ii. Improving access to transport and transport services in rural areas to encourage economic activity;
- iii. Improving transport infrastructure across all modes to meet the demand;
- iv. Encouraging intermodal competition and co-ordination;
- v. Improving safety and security in all modes of transport;
- vi. Encouraging private sector participation through investment in the provision and operation of transport infrastructure and services;
- vii. Providing a framework for the development of an efficient transport system;
- viii. Ensuring that environmental sustainability is enshrined in the policy, planning, operations and general management of the transport sector; and
- ix. Managing operations in a manner which protects and respects the rights of all Malawi's citizens, in particular, vulnerable members of society.

2 Broad Policy Directions

2.1 Policy Goal

The goal of the National Transport Policy is to ensure the development of a coordinated and efficient transport infrastructure and system that fosters safe and competitive operation of viable, affordable, equitable and sustainable transport and infrastructure services.

2.2 Policy Outcomes

The National Transport Policy will contribute to the following broad social and economic imperatives:

- i. Reduced travel times and costs for persons and goods;
- ii. Improved reliability, levels of service and efficiency;
- iii. Improved intermodal competition and coordination;
- iv. Enhanced access to inputs and to local and international markets by producers;
- v. Improved access to social and public services including consideration of walking and cycling;
- vi. Improved transportation services for foreign business and the tourism industry;
- vii. Reduced accidents and their derived human and economic costs;
- viii. Increased private sector investment in the operation and management of infrastructure;
- ix. Improved resilience of transport infrastructure;
- x. Improved medium- and long-term planning for all sub-sectors;
- xi. Improved sector coordination; and
- xii. Nutrition, HIV, gender, ICT, environment and climate change considerations mainstreamed in sectoral strategies and activities.

2.3 Policy Objectives

The main objectives of the National Transport Policy are:

- i. To ensure an integrated, well-managed, viable and sustainable transport system, in line with national, regional and international standards;
- ii. To promote inter-modal competition and complementarity;

- iii. To facilitate resource mobilisation for sustainable and efficient service delivery;
- iv. To ensure the provision of safe, reliable, effective and efficient transport operations which satisfy demand and facilitate economic activity as well as access to social services for rural and urban communities;
- v. To develop transport corridors to improve the competitiveness of Malawian goods and services on the regional and international markets and lower the cost of imports;
- vi. To strategically position Malawi's transport infrastructure as a transit route for the region;
- vii. To continue implementing planned reforms to strengthen the institutional framework and improve coordination to ensure the National Policy is implemented effectively;
- viii. To ensure that nutrition, HIV, gender, disability, ICT, environment and climate change are mainstreamed in sectoral strategies and activities to promote a socially and environmentally-sustainable and climate-resilient transport system; and
- ix. To improve the competitiveness of Malawi's transport system to better meet the needs of different population groups.

3 Policy Priority Areas

The Policy identifies eight priority areas based on the challenges and problems faced by the transport sector in Malawi. It is expected that the implementation of the policy strategies under each of the priority areas will result in the achievement of the goal for this Policy.

3.1 Transport Infrastructure

The transport infrastructure covers all equipment, roads networks, railway lines, ports, airport and pipelines. All modes of transport face challenges in maintaining their infrastructure as there has been inadequate financing for rehabilitation and maintenance activities. Some transport infrastructure is dilapidated to such an extent that transport services are restricted. The National Transport Master Plan provides an opportunity for infrastructure improvement and expansion for better access to new markets, tourism attraction points and social amenities.

The Policy Priority area is divided into seven sections that deal with each mode of transport including pipelines, and rural and urban transport.

3.1.1 Road Transport

Road Transport Infrastructure covers the road network, bridges, road furniture, depots, and parking areas for road transportation. Malawi has 15,415km of classified roads, out of which approximately 4,405km is of bitumen standard.

Financing of roads infrastructure continues to be a major challenge as resources are inadequate to cover annual demand for road maintenance, rehabilitation and upgrading. There is a need to strike a balance between new construction and protecting the existing infrastructure to ensure that the latter receives priority. Vandalism of road transport infrastructure is also another challenge in the country.

Axle-load control continues to be a challenge as the country has only one inland weighbridge station besides four additional stations at border posts. The number of the weighbridges is insufficient for the Government to effectively enforce axle-load regulations and thereby protect the road infrastructure.

Policy Statements

The Policy will:

- I. Ensure adequate funding for the implementation of the Annual National Roads Programme (ANRP).

Strategies

- a) Ensure that ANRP is in line with MGDS, PSIP and the NTMP;
- b) Update regularly medium-term plans such as RA strategic Plan;
- c) Lobby for increased funding from Treasury and Development Partners;
- d) Lobby for an increase in the fuel levy to internationally recommended levels; and
- e) Introduce road tolls and other forms of PPPs as source of funds for road infrastructure projects.

- II. Use and enforce appropriate road design standards that consider road safety measures, traffic levels, and provision for non-motorised transport.

Strategies

- a) Review the current road standards for example, standard specifications for roads and bridges (MoTPW 1987), SATCC Design standards, and British Standards;
- b) Review the current standards for resilience as a result of climate change;
- c) Strengthen the Roads Department as the regulator of the roads sub-sector particularly in the enforcement of standards during both design and construction phases for road projects;
- d) Ensure that all road projects (i.e., new and maintenance projects) take into consideration issues of road safety requirements for all road user groups; and
- e) Improve road infrastructure capacity to respond to current traffic demand.

- III. Promote the construction of economically justified domestic and inter-country roads linking areas of production to consumption areas at national, regional and international levels.

Strategies

- a) Undertake feasibility studies before commencing construction of works; and
- b) Implement projects proposed in the National Transport Master Plan.

- IV. Ensure reduction of vehicle overloading to protect road infrastructure.

Strategies

- a) Implement the vehicle weights and axle load control strategy;
 - b) Construct more inland weighbridges along major roads and in the loading sites;
 - c) Sensitise Road Transport Operators on axle load control and encourage self-regulation; and
 - d) Link all weighbridge stations to the upgraded Malawi Traffic Information System (MaTIS).
- V. Ensure the autonomy of Road Transport Agencies such as Road Traffic and Safety Services, Roads Authority and Road Fund Administration to enforce the provisions in the Roads Authority and Road Traffic Acts.

Strategies

- a) Review the regulatory frameworks to ensure they are in line with the prevailing environment;
- b) Devolve some functions to the Local Authorities in Road Infrastructure Management; and
- c) Establish the Road Traffic Authority.

3.1.2 Rail Transport

The railway system in Malawi has the potential to offer an efficient, economic and effective route for Malawi exports, imports and passengers.

In December 2011, the Government signed a concession agreement with Vale Logistics Limited. The concession encompassed the construction of a new line from Kachaso to Nkaya (136.5km) and rehabilitation and upgrade of the existing line from Nkaya Junction to Nayuchi (99km). The axle load of the new and upgraded line is 20.5 tonnes. The investments have improved the condition of the rail infrastructure north of Limbe.

The line south of Limbe remains closed and requires reconstruction and realignment of certain sections. The construction of bridges, culverts, embankments and dykes at Makhanga and Chiromo areas remain critical to the resumption of services from Limbe to Beira Port. This is necessary to address the effects of natural disasters which have changed the course of Ruo River and expanded the Shire River bank.

The Government, in collaboration with the Central East African Railways (CEAR), has commenced the rehabilitation of Nkaya – Mchinji railway section. Under a similar arrangement, the rehabilitation of Limbe – Sandama railway section will also commence in 2018. The Government is also considering options for financing the improvement and restoration of the remaining network between Sandama and Marka to resuscitate railway operations between the port of Beira and Malawi.

Policy Statements

The Policy will:

- I. Ensure adequate and sustainable financing for railway infrastructure improvements

Strategies

- a) Strengthen monitoring of railway concession agreements;
- b) Ensure effective utilisation of the Railways Fund; and
- c) Engage local and international private financing institutions.

II. Ensure that railway infrastructure is safeguarded against vandalism, encroachment and theft.

Strategies

- a) Undertake regular sensitisation programmes;
- b) Improve security for rail infrastructure; and
- c) Undertake comprehensive asset assessment.

III. Ensure appropriate rail infrastructure design standards that consider safety measures, traffic levels and climate change.

Strategies

- a) Revise railway regulatory framework to incorporate regionally agreed standards; and
- b) Promote climate change resilient railway infrastructure.

IV. Ensure that the railway infrastructure is maintained and rehabilitated to the required standards.

Strategies

- a) Provide timely and adequate maintenance and rehabilitation of rail infrastructure;
- b) Monitor adherence to required maintenance and rehabilitations standards;
- c) Strengthen regulatory frameworks and concession agreements; and
- d) Resuscitate Malawi Railways (1994) Limited as manager of the railway infrastructure.

V. Promote sustainable expansion of the railway network to cater for national and regional requirements.

Strategies

- a) Undertake studies to identify areas for expansion; and
- b) Upgrade existing railway line and develop new rail infrastructure.

VI. Ensure compliance of locomotive and rolling stock axle load limits to protect rail infrastructure.

Strategies

- a) Strengthen the regulatory framework; and
- b) Introduce weigh-in-motion scales on the railway line.

VII. Promote railway safety and environmental protection.

Strategies

- a) Monitor adherence to safety standards in rail infrastructure management and operation; and
- b) Monitor adherence to environmental management guidelines.

3.1.3 Air Transport

Air Transport Infrastructure (ATI) encompasses aeronautical and non-aeronautical infrastructure and equipment. Aeronautical infrastructure includes communication, navigation and surveillance (CNS) equipment that facilitates safe flight within the airspace. Non-aeronautical equipment includes fire-fighting equipment, fuel farm infrastructure for refuelling services and ground support equipment which facilitates handling of aircraft on the ground. The various equipment are over 40 years old and no longer appropriate for current demand as well as international safety and security standards. Advancement of the air transport industry calls for installation of systems that will ensure safety and security of passengers and aircraft at all airports.

Infrastructure development has not been rapid enough to meet regional and domestic traffic growth. Existing terminal building infrastructure pose challenges to passenger movement. Further, the failure to maintain and upgrade the existing infrastructure contributes to low usage of secondary international airports. Airport land use is also proving to be limited due to encroachment, and infrastructure is also vandalised affecting the development of the air transport industry.

The Government has endeavoured to improve terminal building infrastructure and aeronautical equipment at Kamuzu and Chileka International Airports to address some of these challenges. This has been done with assistance from the Japanese Government and European Investment Bank. Furthermore, the Government plans to construct a new international airport in the Northern region in a bid to expand air connectivity within the country. The region is developing rapidly in sectors of trade and agriculture and has huge potential for the development of tourism.

Policy Statements

The Policy will:

- I. Ensure the compliance with provisions of the Chicago Convention on International Civil Aviation with reference to its Annexes in the design and construction of airports.

Strategies

- a) Develop airport master plan(s); and
 - b) Adhere to Building regulations.
- II. Ensure the provision of a safe and secure air transport infrastructure in line with international standards.

Strategies

- a) Implement the Global Air Navigation Plan (GANP);
- b) Implement the Global Security Plan (GASEP);
- c) Conduct routine maintenance of airports;

- d) Procure aviation equipment (e.g., Communication, Navigation and Surveillance); and
 - e) Provide airport liability coverage.
- III. Promote private sector participation in the development of airport cities and air transport infrastructure.

Strategies

- a) Lessen restrictions on economic regulation by having provisions that would enable private entities to manage and operate airports for a period allowing return on the investment by the private investors;
- b) Encourage private sector investment in air transport infrastructure; and
- c) Formulate an airport(s) master plan.

3.1.4 Inland Water Transport

The inland water transport infrastructure covers, water channels, aids to navigation, jetties/pontoons, passenger handling facilities, slipway, floating dock, workshops, cargo handling equipment such as gantry cranes, mobile cranes, fork lifts, tractors, and trailers.

The challenges faced by the infrastructure include: low water levels due to climate change resulting in ports becoming non-operational; inadequate maintenance and rehabilitation of the maritime infrastructure; lack of adequate investment in infrastructure and equipment; and human capacity constraints in water sub-sector.

Additionally, the country's inland water transport is not well integrated with road and rail. Chipoka is the only port which is connected to rail and road infrastructure, however, it is not operational due to the low-water levels of Lake Malawi.

The Ministry has endeavoured to improve navigability of Lake Malawi through the installation of new aids to navigation. These are, however, inadequate as low water levels have exposed new navigation hazards.

Policy Statements

The policy will:

- I. Provide safe and climate change-resilient landing facilities for the vessels.

Strategies

- a) Carry out capital dredging on water channels affected by climate change;
 - b) Construct new climate resilient ports; and
 - c) Extend existing landing facilities to deeper waters.
- II. Ensure compliance with International Maritime Conventions and national regulations on construction and safe operation of Malawi Ports and associated facilities.

Strategies

- a) Strengthen monitoring of the Concession on port management and operations;
- b) Modernise port facilities;
- c) Develop safety guidelines; and
- d) Review Malawi Ports and Harbours Regulations.

III. Improve and replace old and dilapidated port cargo handling equipment.

Strategies

- a) Encourage the Concessionaire to invest in new and modern cargo handling equipment; and
- b) Conduct continuous condition survey of port assets.

IV. Improve safe navigation on inland waters.

Strategies

- a) Install new aids to navigation on hazardous areas on inland waters;
- b) Conduct continuous maintenance of aids to navigation; and
- c) Conduct regular maritime safety activities targeting mariners.

V. Improve the inter-modal transport facilities.

Strategies

- a) Liaise with other transport sub-sector for intermodal linkages; and
- b) Construct port infrastructure that provides for intermodal linkages.

VI. Improve institutional capacity including the management of port concession agreement.

Strategies

- a) Enhance capacity building for water transport sub-sector including port concession monitoring officers; and
- b) Conduct regular review of port concession agreements.

3.1.5 Pipelines

Transportation of alternative fuels for transport such as liquid petroleum gas (LPG) is most efficiently done via a pipeline. Malawi does not have pipelines for transportation of gas and LPG. The pipeline, however, would provide an alternative mode of transportation of LPG. Private sector investors have on several occasions expressed interest in constructing pipelines for the transportation of gas and liquid cargo on a Build, Operate and Transfer basis. However, none of the potential investors has conducted full feasibility studies on such an investment to construct a pipeline. The Government remains open to the possibility of construction of a pipeline for transportation of gas and liquid cargo.

Policy Statement

The Policy will:

- I. Facilitate investment in safe and secure pipelines.

Strategies

- a) Coordinate with Ministry of Energy to undertake feasibility study on pipeline transportation of liquid petroleum gas into Malawi; and
- b) Engage investors to invest in pipelines.

3.1.6 Rural Transport

The development of rural transport encompasses construction and maintenance of infrastructure for provision of vehicular access to rural centres, use of safe non-motorised transport equipment, facilitation of safe pedestrian movements and improved physical access to services and facilities.

Malawi has one of the highest primary and secondary road densities in Sub-Saharan Africa. A number of recent programmes have upgraded, rehabilitated and sought to improve the maintenance of rural roads but the condition and state of repair of most rural road networks remains poor. The vast majority of the rural network is unpaved with approximately 20 percent in 'good or fair condition.' Over half of the remaining 80 percent is 'in poor condition' and the remaining network is 'breaking-up, generally.' The coverage of the rural roads is also insufficient and poses an accessibility problem for the rural population, especially during rainy season.

Sustainable development of the rural transport sub-sector hinges on addressing the key policy issues encountered in the execution of the rural transport programmes. These include: inadequate community participation and awareness, particularly of women in rural transport infrastructure planning; inadequate financing; limited use of appropriate technology; and inadequate institutional capacity at the local authority level to implement interventions. These challenges will need to be addressed for the successful implementation of the rural transport programmes in the country.

Policy Statements

The Policy will:

- I. Establish mechanisms for provision and management of local transport infrastructure with emphasis on farm to market connectivity and improved access to social facilities.

Strategies

- a) Enhance institutional capacities at national, district and local levels
- b) Build capacity at district level for community access to social services and markets
- c) Encourage community participation, particularly of women, in infrastructure planning, development and maintenance using labour-based technologies;
- d) Improve the rural road network coverage; and
- e) Devolve financing mechanism for rural road management to Local Authorities.

- II. Ensure that small-scale community contractors have the capacity and opportunity to undertake civil works on district and community roads.

Strategies

- a) Promote the establishment and maintenance of a community contractors' register with full details of resources in all districts; and
- b) Develop and implement training programmes for community contractors.

- III. Promote safe movements of pedestrians and non-motorised vehicles and vessels.

Strategies

- a) Develop simplified prioritisation tools based on traffic flow, social facilities and population served;
- b) Develop standard road safety and Non-Motorised Transport (NMT) provisions for trading centres;
- c) Develop means of segregating and safeguarding NMT in rural areas; and
- d) Conduct regular civic education on safe use of transport systems.

- IV. Increase awareness on integration and increased use of appropriate rural transport activities.

Strategies

- a) Develop local integrated rural planning manuals; and
- b) Establish standard guidelines for project identification.

3.1.7 Urban Transport

Urban transport is wholly road-based. Although there are high numbers of pedestrians and cyclists, facilities for non-motorised transport and pedestrians are limited. The majority of urban road network is unpaved and of poor quality especially in the peri-urban areas. The Government has endeavoured to rectify this by implementing the urban road upgrading programme.

The high rate of urbanisation, and growth in the numbers of vehicles, is leading to congestion in urban centres. The situation is compounded by encroachment on road reserve from markets and minibus stops, which constrain smooth traffic flow and pose a road safety hazard.

Policy Statements

The Policy will:

- I. Improve urban road network and traffic management system for smooth traffic flow and provision for adequate parking facilities.

Strategies

- a) Develop simplified analysis tools based on traffic flow and visual assessment of road condition; and
 - b) Ensure adequate routine and periodic maintenance of the urban road network;
 - c) Implement a programme of upgrading unpaved urban roads based on economic viability;
 - d) Improve the provision of public transport infrastructure, including bus terminals, bus stops and transfer facilities;
 - e) Strengthen coordination in urban transport development; and
 - f) Provide adequate parking facilities.
- II. Improve provision for safe non-motorised transport infrastructure, especially for pedestrians and cyclists.

Strategies

- a) Incorporate NMT requirements in all road design standards;
 - b) Include NMT lanes on all new urban roads;
 - c) Develop and implement a prioritised programme of improvements to pedestrian provision; and
 - d) Develop and implement programmes of street light provision.
- III. Enhance institutional capacity for delivery of urban transport.

Strategies

- a) Establish an Urban Areas Transport Authority; and
 - b) Strengthen coordination between key players in the urban transport sub-sector.
- IV. Enhance traffic and safety management in urban transport.

Strategy

- a) Ensure suitable urban planning and designs that would prevent future traffic congestion.

3.2 Transport Services Provision

Transport services in all modes of transport are provided by the private sector. The role of Government is to set policy and guidelines, regulate, and monitor the performance of the sector. The aim is to ensure that transport services are provided in an efficient and equitable manner; in line with Government policy; and do not have negative effects on the infrastructure and environment.

This Policy Priority area has also been further divided to focus on each mode of transport as well as rural and urban transport.

3.2.1 Road Transport Services

Road Transport Services involves provision of logistical services of transporting passengers and goods on roads. The players in this include transport operators and road transport regulators.

The overall trend in road transport services is positive. However, several challenges still persist, especially in relation to transport costs, and road traffic accidents. The challenges related to transport costs include: high cost of capital equipment and related spare parts; poor infrastructure; high insurance premiums; non-tariff barriers; and low turnaround of trucks in both domestic and international markets, among others. With respect to road traffic accidents, the main causes of high fatality rates include deficient road infrastructure, poor driver behaviour, inadequate road safety awareness and weak civic education. The high number of people killed in road traffic accidents has a significant adverse impact on the country's economic and social development, especially given that the economically active segment of the population is the most affected.

Policy Statements

The policy will:

- I. Ensure development of efficient and safe transport services to meet demand.

Strategies

- a) Promote private sector participation in the transport services provision;
- b) Strengthen the domestic trucking industry to reduce transport costs; and
- c) Enhance self-regulation of road transport service providers.

- II. Enforce standards in relation to motor vehicle components as set by Malawi Bureau of Standards.

Strategies

- a) Collaborate with MRA and MBS on importation of vehicle components; and
- b) Provide safety standards for the required vehicle components.

- III. Enforce environmental regulation of vehicle use and disposal as well as promote fuel efficiency.

Strategies

- a) Promote safe disposal of vehicles and components;
- b) Enforce the road traffic regulations on environment to all transport service providers; and
- c) Promote use of fuel-efficient vehicles.

- IV. Ensure the provision of an acceptable level of standards in road traffic management services with an emphasis on road safety.

Strategies

- a) Review and enforce the Road Traffic Act;
- b) Ensure that Malawi complies with agreed obligations arising from bilateral, regional and international road transport and traffic conventions;
- c) Facilitate the provision of post-crash services; and
- d) Conduct periodic road safety assessment.

- V. Ensure road transport users are knowledgeable on road safety rules and regulations.

Strategies

- a) Increase road safety awareness and civic education to the public; and
- b) Enhance provision of road signage and appropriate safety infrastructure.

3.2.2 Rail Transport

Rail Transport Services involves provision of logistical services of transporting passengers and goods on rail. Rail transport services are provided by CEAR and other railway operating companies that have agreements with CEAR and the Government.

Freight movement by rail has significantly increased in the past few years since the completion of the construction of a railway from Kachaso to Nkaya and the rehabilitation of the Nkaya to Nayuchi railway section in 2016. There is, however, underutilisation of available capacity for general freight, particularly, with regard to the Nacala Development Corridor. The low volumes and their seasonality have meant that transportation costs remain high despite improvements in travel and transit times. Transit times can improve further if the delays and inefficiencies at border crossings are dealt with.

The increase in train movement, coupled with encroachment, trespassing, vandalism and theft, has contributed to the high number of accidents relative to the volume. This is compounded by the fact that train operations training is currently being provided by the concessionaires without Government certification. On a related note, security of transit cargo by rail has been undermined by cases of train attacks and tampering of containers at port terminals and stations.

Passenger services are only provided locally on few routes on selected days of the week as a social corporate responsibility of the concessionaire. There is need to exploit other commercially-viable passenger services including international, inter-city and urban train services. Efficient and safe railway station facilities continue to be a challenge, and with the growing demand for the services, there is need to upgrade some halts to stations.

Policy Statements

The Policy will:

- I. Ensure effective preventive measures, preparedness and responsiveness to railway accidents.

Strategies

- a) Develop rail safety guidelines;
- b) Certify train drivers;
- c) Conduct regular sensitisation meetings with communities along the railway line;
- d) Construct appropriate safety structures along the railway alignment; and
- e) Ensure the provision of adequate security for rail cargo.

- II. Facilitate smooth transit of international general freight, especially at borders.

Strategies

- a) Conduct regular meetings of the Tripartite Nacala corridor members; and
- b) Coordinate clearance procedures with MRA and Department of Immigration.

- III. Promote the provision of expansive, commercially-viable international and local passenger train services.

Strategies

- a) Promote investment in rolling stock, locomotives and appropriate technologies; and
- b) Construct and rehabilitate rail passenger shelters.

- IV. Promote economic empowerment for communities along the railway line.

Strategies

- a) Monitor implementation of a Social Action Plan;
- b) Monitor implementation of Corporate Social Responsibility; and
- c) Employ members of local communities during construction, rehabilitation or maintenance works along the railway alignment.

- V. Promote capacity building and the participation of local Malawians in all spheres of railway administration.

Strategies

- a) Re-establish the Railways Training Centre;
- b) Monitor implementation of agreements under the Concession Agreement;
- c) Monitor adherence to Malawi's labour laws by Concessionaire; and
- d) Establish the Rail and Marine Regulatory Authority of Malawi (RAMRAM).

3.2.3 Air Transport

Air transport is of strategic importance as it contributes positively to economic growth. Growth in the air transport sector has been slow over the past few years due to numerous challenges including; weak regulatory framework; the lack of a conducive environment for Malawians to own and operate an airline; lack of modern infrastructure and equipment at the airports; high aviation fuel prices; and the slow growth in other sectors which could create demand for air services.

Current air service agreements, which give the provisions for air services between two or more states, have been seen to be restrictive in terms of routes, frequencies and traffic rights. More liberal air service agreements, particularly, with respect to the granting of air traffic rights for passengers and cargo operations, could be in the

country's best interest with a view to increasing the efficiency and profitability of airlines established in the country.

Airline ownership requirements have also had an adverse effect on the designation of airlines to operate to and from the country. Malawi has retained the right to withhold, revoke, or impose conditions on the operating permission of a foreign carrier that is not "substantially owned and effectively controlled" by the designating State or its nationals. The country should seek agreements which provide for a link between airlines and the designating state to be the principle place of business, incorporation and effective regulatory control, in line with the International Civil Aviation Organisation (ICAO) liberalisation model.

Investments by citizens or private institutions in air transport services such as airports, aircraft maintenance facilities; air carriers, and ground handling are minimal in the country resulting in slow development of the air transport industry. Cross-border investments by citizens/private institutions² should be considered in air transport services.

Adoption of common policies for the development of air transport in the Common Market for East and Southern Africa (COMESA), in collaboration with other relevant international organisations, should also be strongly considered, where such policies are in the country's best interest.

Policy Statements

The Policy will:

- I. Ensure the compliance with provisions of the Chicago Convention on International Civil Aviation with reference to its Annexes in the operation of airports and provision of air transport services.

Strategies

- a) Operationalise the Civil Aviation Authority; and
- b) Enforce Malawi (aerodromes) civil aviation regulations.

- II. Strengthen aviation safety and security regulatory oversight to reduce incidents and accidents.

Strategies

- a) Formulate and implement aviation state security programme;
- b) Formulate and implement aviation state safety programme; and
- c) Strengthen coordinated emergency response.

- III. Adopt common standards for the development of air transport in collaboration with other relevant regional and international organisations.

Strategies

- a) Sign the solemn commitment on implementation of Yamoussoukro

² COMESA member states

- b) Decision and Establishment of the Single African Air Transport Market.
- IV. Promote a liberal operating environment to enhance competitiveness in transporting passengers and cargo, regionally and internationally.

Strategies

- a) Implement provisions of the Antananarivo and Lomé declarations; and
 - b) Revise air service agreements to align with the Yamoussoukro Decision.
- V. Facilitate private sector participation in the provision of air transport services.

Strategies

- a) Use concession model for airports/airfields under a management and operations contracts;
- b) Use concession model for aviation security services, under Build, Maintain and Train (BMT) agreement, to reputable and relevant experienced organisations, who work collaboratively with National Security Agencies;
- c) Promote incentives for participation in PPP arrangements; and
- d) Provide incentives to indigenous start-up airlines.

3.2.4 Inland Water Transport services

Inland water transport service involves: provision of a service to transport cargo and passengers on inland water, fishing vessel operations; and tourism vessels/crafts cruises.

The Government, through the Ministry of Transport and Public Works, has the responsibility of ensuring that safe and efficient transport services are provided on Malawi's lakes and rivers. Shipping and port services are open to any interested player while maritime training continues to be provided by the Government at Marine Training College in Monkey Bay.

Currently, Malawi Shipping Company is the major operator providing freight and passenger transport services on the lake. Other foreign vessels operate on the Lake using bilateral agreements with Mozambique and Tanzania. Port operation services on all designated ports are provided by Malawi Ports Company.

The marine transport services face a number of challenges including: lax safety laws; old and poorly maintained vessels; and capacity constraints.

Policy Statements

The Policy will:

- I. Improve institutional capacity of the sub-sector including the management of shipping concession agreement.

Strategies

- a) Conduct functional review of the Department of Marine Services;
- b) Review the shipping concession agreement; and
- c) Conduct capacity-building for the shipping concession monitoring officers.

II. Ensure compliance with IMO Conventions on design standards, construction and safe operation of vessels on inland waters.

Strategies.

- a) Review the Inland Waters Shipping Act; and
- b) Conduct continuous update of the subsidiary regulations.

III. Enforce safety and environmental regulations in accordance with the Inland Waters Shipping Act.

Strategies

- a) Conduct law enforcement on the inland waters;
- b) Conduct civic education and safety awareness campaigns; and
- c) Conduct scheduled surveys of safety and vessel fitness.

3.2.5 Rural Transport

Rural transport services are provided by minibuses, pickups, lorries, motorbikes, tricycles, ox carts, canoes, and bicycle taxis. Most short journeys are undertaken on foot. Improvements in the quality of road and port infrastructure will encourage expansion of private sector service provision in rural areas.

Policy Statements

The Policy will:

- I. Enhance equitable accessibility of transport facilities to all population groups.

Strategies

- a) Facilitate the provision of transport needs for women, men, children, the elderly, and persons with disabilities; and
- b) Foster safe use of Non-Motorised Transport

II. Promote acceptable and safer mode of transportation.

Strategies

- a) Regulate transport modes in the rural areas;
- b) Promote establishment of local transport committees;
- c) Facilitate production and acquisition of rural transport delivery services; and
- d) Facilitate infrastructure development which enhance rural transport services.

3.2.6 Urban Transport

Urban Transport Services are dominated by minibus and tricycle taxis, with shorter journeys undertaken by bicycle taxis. There are high traffic volumes and traffic mix

which result in congestion and increased accidents. The increased number of vehicles in the cities has affected the enforcement of traffic regulations and management.

There is a lack of coordination between different institutions and agencies that are responsible for transport and transport services in the cities. This lack of coordination, together with unregulated public transport system, has created a clear and present exigency, within the two main cities, of a body that will regulate the public transport system.

Policy Statements

The Policy will:

- I. Ensure that the urban transport needs and priorities of women, men, children, elderly and persons with disabilities are met.

Strategies

- a) Promote urban transport services that meet the priorities of all groups of people; and
 - b) Explore options for improved service provision for both road and rail-based options in the major conurbations.
- II. Improve the quality of private sector service provision to meet demand for transport services.

Strategies

- a) Establish an Urban Areas Transport Authority to regulate public transportation in urban areas; and
 - b) Introduce Bus Rapid Transit infrastructure and services in major cities.
- III. Ensure appropriate traffic and road safety management.

Strategies

- a) Increase awareness of road safety issues for all road users;
- b) Strengthen traffic law enforcement in all urban areas; and
- c) Introduce traffic management measures that would improve flow of traffic on all roads in urban centres.

3.3 Non-Motorised Transport

Malawi's roads are used by large numbers of non-motorised users, primarily pedestrians and cyclists. Bicycles represent 85 percent of wheeled vehicles on tertiary and district roads. Close to 70 percent of all fatal road accidents involve pedestrians and cyclists. There are a number of factors which contribute to the accidents, namely, lack of appropriate quality infrastructure, poor maintenance, and unsafe road behaviour and attitudes.

There is a need to facilitate use of non-motorised transport because it is healthy, sustainable, economical and non-polluting. The people of Malawi have the right to walk and cycle in safety. Use of non-motorised means of transport should not be

viewed as competitive means of transport but complementary to the conventional ones.

Policy Statements

The Policy will:

- I. Raise the profile of non-motorised transport in planning and programming for transport.

Strategies

- a) Promote incorporation of facilities for non-motorised road users including women, children, the elderly and people with disabilities;
 - b) Improve awareness of the social and cultural issues surrounding non-motorised means of transport;
 - c) Mainstream use of non-motorised transport services into the conventional modes of transport;
 - d) Ensure proper maintenance of the facilities provided;
 - e) Increase institutional capacity for delivery and use of non-motorised means of transport at national and local level;
 - f) Enhance capacity for delivery, ownership and affordability of non-motorised means of transport; and
 - g) Promote bicycle commuting campaigns.
- II. Ensure safety of all road users including NMT and all other vulnerable road users.

Strategies

- a) Construct segregated roads that considers motorised and non-motorised users;
- b) Enforce traffic laws including mixed-use streets
- c) Increase awareness on proper use of non-motorised Intermediate Means of Transport {IMTs}; and
- d) Incorporate Universal Design Standards in Design Manuals for roads.

3.4 International Transport Corridors:

Efficient operations of international transport corridors are critical for Malawi, as a land-linked country, to participate in international trade as well as to function as a transit corridor for other countries in the region. The coordination with neighbouring countries in all aspects of corridor development is important to ensure that common goals for corridor improvement are clearly understood. The establishment of Corridor Management Institutions (CMI) being championed by SADC is critical to enhancing coordination and promoting efficiency, integrity and inclusiveness of movement along the corridors.

To facilitate smooth flow of traffic along the corridors, there is need to promote One Stop Border Posts (OSBP) at all border crossings.

Policy Statements

The Policy will:

- I. Promote the establishment of inland dry ports.

Strategies

- a) Revise the Malawi Cargo Centre Limited Lease Agreement; and
- b) Engage private sector to establish dry ports.

- II. Ensure the establishment of one stop border posts where viable.

Strategies

- a) In liaison with Ministry of Industry, Trade and Tourism, engage and negotiate with relevant authorities in neighboring countries on the establishment of OSBPs; and
- b) Undertake studies to determine operational efficiency options for border posts.

- III. Strengthen Corridor management systems.

Strategies

- a) Operationalise Corridor Management Institutions for all corridors;
- b) Strengthen monitoring and coordination of all transport corridors; and
- c) Facilitate bilateral and multilateral co-operation in the transport sector.

- IV. Remove barriers within the transport sector to facilitate domestic and cross-border trade and travel.

Strategies

- a) Harmonise legislation and simplify documentation to facilitate and accelerate cross-border trade; and
- b) Undertake study on physical and non-physical barriers.

- V. Integrate safeguards into corridor development and operations to prevent adverse impacts such as environmental degradation, social disruption and HIV contraction.

Strategies

- a) Undertake Environmental Impact Assessments when preparing for investments along the corridors;
- b) Establish hub-points along corridors where drivers can rest and be provided with medical help, if necessary; and
- c) Conduct awareness campaigns along corridors.

3.5 Private Sector Participation:

There is a financing gap for investment for infrastructure development and service provision. The Government cannot cover this gap, and hence, there is a vital need to increase private sector investment in the development, operation and management of transport infrastructure.

Local entrepreneurs face challenges as they seek to effectively participate in activities in the transport sector. There is low participation of Malawian firms in construction projects across the sector and road haulage. This is due to the capacity and resource constraints.

In addition, the majority shareholders in the firms that have been given concessions in the rail and water transport sub-sectors are all foreign companies. The Government would like to see more local participation across the sector.

Policy Statements

The Policy will:

- I. Facilitate private sector financing and operation of infrastructure.

Strategies

- a) Promote development of PPPs in the provision of transport services and public infrastructure;
- b) Promote participation of local entrepreneurs in the provision of transport services; and
- c) Train staff in the Ministry of Transport and Public Works on PPP project development, management and monitoring.

- II. Encourage the private sector to develop the human resource and institutional capacity to improve the operation, organisation, and management of transport services.

Strategies

- a) Provide tailor made trainings for local transport industry players;
- b) Encourage/arrange the relevant training for the private sector players; and
- c) Lobby universities and colleges to develop courses relevant for private sector players.

- III. Strengthen the capacity of responsible Government institutions to monitor the performance of concessionaires.

Strategies

- a) Strengthen the regulatory bodies in terms of human and other resources;
- b) Facilitate the development of monitoring systems and tools in the rail and marine industry and ensure their assimilation and adherence; and
- c) Undertake periodic reviews of concessions in line with provisions in the concession agreements.

3.6 Good Governance

Implementation of the Policy will require the existence of well-defined institutional structure that adheres to the principles of good governance. The Government has instituted a number of reforms and introduced measures aimed at improving the performance of government-wide systems as well as at the sectoral level. The success

of the National Transport Policy is, therefore, dependent on the sector's ability to incorporate the reforms and good governance measures including implementation of proposals in the National Transport Master Plan.

This Policy Priority area is sub-divided into 4 sections that deal with various aspects of good governance.

3.6.1 Good Governance

Good governance entails adherence to provisions of legal instruments and laid down regulations such as Public Procurement and Disposal of Assets Act, Audit Act, Public Finance Management Act, Corrupt Practices Act and all Transport Acts. The provision of efficient services and non-corrupt practices in the transport sector will enhance safety and quality of infrastructure and transport services.

Policy Statements

The Policy will:

- I. Promote adherence to principles of good corporate governance in the transport sector.

Strategies

- a) Strengthen MoTPW's Institutional Integrity Committee;
 - b) Ensure that procurement procedures are adhered to in line with the Public Procurement and Disposal of Assets Act;
 - c) Ensure budgetary expenditure adherence in accordance with the Public Finance Management Act 2003; and
 - d) Strengthen Internal Procurement Committees at Ministry, Department and Agency levels.
- II. Ensure that the Ministry of Transport and all its departments focus their mandate and program activities in regulating the sector and delivering the necessary services.

Strategies

- a) Promote compliance to Public Service Charter;
 - b) Develop and implement Strategic Plans at Ministry, Department and Agency level;
 - c) Formulate a communication strategy for MoTPW; and
 - d) Develop MoTPW website with linkages to other departmental websites.
- III. Spearhead the implementation of the National Transport Master Plan in order to enhance stakeholder and public confidence through the provision of a multimodal transport network.

Strategy

- a) Establish a Steering Committee for the implementation of the National Transport Master Plan.

3.6.2 Planning and Coordination

The National Transport Master Plan calls for strengthening the capacity of the Ministry of Transport and Public Works to effectively carry out its mandate. It provides a vision of a modern, rejuvenated, efficient and accountable Ministry with the required skills, processes and systems fit to meet the challenges of the transport sector and coordinate the activities of a more complex stakeholder environment. This will require a major functional, structural, technical and cultural transformation.

Policy Statements

The Policy will:

- I. Ensure that an appropriate organisational framework upon which the roles and responsibilities of all institutions supporting development and performance of the transport sector are clearly defined and their activities are effectively coordinated and implemented.

Strategies

- a) Review organisational structure of the Ministry of Transport and Public Works;
 - b) Undertake institutional reform proposed in the National Transport Master Plan;
 - c) Formulate and operationalise the National Transport Committee;
 - d) Create working links between public and private sector institutions;
 - e) Strengthen coordination and collaboration with local authorities in the development and management of infrastructure projects; and
 - f) Undertake studies on the creation of Regulatory Authorities within the transport sector.
- II. Ensure that Ministry of Transport and Public Works has adequate capacity for effective policy analysis and implementation.

Strategies

- a) Develop the human resource and institutional capacity;
 - b) Ensure adequate staffing and training of officers; and
 - c) Participate in relevant regional and international conferences on transport policy.
- III. Strengthen formal consultative fora and promote interactive participation in the maintenance of an acceptable quality of transport system.

Strategies

- a) Review the structure of the Sector Working Group;
- b) Hold quarterly Joint Technical Committee meetings and annual Joint Transport Sector Review meetings; and
- c) Ensure stakeholder consultations during the reviews of any key documents in the sector.

- IV. Strengthen the development and monitoring of the implementation of short, medium- and long-term strategies to guide the development of the sector.

Strategies

- a) Conduct regular reviews of strategies and programmes; and
- b) Harmonise planning documents in the sector.

- V. Ensure collection and retention of reliable data to facilitate integrated transport operations and decision making, provision and dissemination of accurate and up to date information on the sector.

Strategies

- a) Develop and maintain a database for the sector; and
- b) Disseminate annual statistical bulletins.

- VI. Improve transport intermodal coordination.

Strategies

- a) Amend transport regulations and policies in line with regional and international practices, conventions or protocols which Malawi has ratified;
- b) Participate in relevant regional and international fora regularly; and
- c) Maintain selective membership in international organisations and strengthen bilateral and multilateral agreements.

3.6.3 Legislation and Regulations

From 2014, the Government undertook special reforms in the transport sector covering the Road Traffic, Civil Aviation, Rail, Marine and Plant and Vehicle Hire and Engineering Services (PVHES). The current policy is building on the gains made which have culminated in the development of the National Transport Master Plan. The gains made in the reforms need to be anchored on revised legislation.

Policy Statements

The Policy will:

- I. Ensure that all legislation and other legal instruments relevant to the sector are strengthened and periodically updated to consider current status as well as regional and international practices.

Strategies

- a) Conduct regular reviews of legislation; and
 - b) Harmonise legislation in line with regional and international best practice.
- II. Implement reforms in the sector with clear separation of policy direction and guidance, legislation, regulation and oversight roles from operation and implementation.

Strategies

- a) Undertake studies on the operations of the sector;
- b) Continue carrying out sector reforms; and
- c) Support institutions involved in the process to fulfill their changed roles.

3.6.4 Capacity Development

Due to the dynamism of the transport sector, and the inherent gaps that result, there is a need for continuous capacity building in all aspects of the sector to enable the ministry to carry out its mandate and respond to existing and emerging issues.

Policy Statements

The Policy will:

- I. Develop the human resource and institutional capacity to improve the operation, organisation, and management of the sector, including social and environmental management.

Strategies

- a) Strengthen the capacity of local tertiary institutions to offer graduate and postgraduate degree programmes relevant to the transport sector.
 - b) Identify training programs regionally that are aimed at enhancing the capacity of players in the transport sector.
 - c) Conduct Strategic Environmental Assessment on all projects in the sector.
- II. Develop performance management systems which encourage continuous improvement in every aspect of management and implementation.

Strategies

- a) Formulate and monitor implementation of Strategic Plans at Ministry level as well as in all Departments under the Ministry;
- b) Formulate and monitor implementation of Performance Contracts;
- c) Conduct Annual Performance Assessments of all professional staff; and
- d) Promote the integration of relevant Information and Communication Technologies in sub-sector activities.

III. Promote appropriate and practical research and development in the multi-modal transport undertakings.

Strategies

- a) Encourage strategic alliances with international partners for skills, technology transfer and development;
- b) Provide incentives to relevant companies, institutions and organizations to undertake research in the sector; and
- c) Promote the integration of relevant Information and Communication Technologies in sub-sector activities.

3.7 Cross-cutting Issues

Operations in the transport sector contribute to and are affected by a number of cross-cutting issues. This Policy Priority area covers the cross-cutting issues that pertain to the transport sector. It recognises that the mandates of each of these areas fall under different Ministries or Departments in the Government set-up. As such, implementation of the Policy Statements and their associated Strategies will require coordination and collaboration with the respective Ministries and Departments.

3.7.1 Social and Environmental Management

Infrastructure development and operational activities can have both positive and negative impacts on the environment and surrounding communities. They provide opportunities to enhance the physical and social environment. On the other hand, negative impacts may arise during construction, rehabilitation or maintenance work³. Other effects may arise due to the use of the infrastructure and increased levels of mobility⁴.

Although legislation exists to address social, economic and environmental impacts, the enforcement is weak due to unclear policy direction; lack of institutional capacity; and awareness in the enforcement agencies; and monitoring.

³ Land degradation, heritage destruction, water and air pollution, habitat destruction or fragmentation, spread of HIV and AIDS, accidents and involuntary resettlement are negative impacts, while local employment opportunities and social development and community awareness raising – around HIV and AIDS, for example are potential benefits.

⁴ Environmental incidents, human trafficking, and increased poaching as negatives whilst opportunities for marketing of rural produce, and access to health facilities are positive.

Disenfranchisement and loss of livelihoods through land acquisition processes for road, rail and building works is an issue which requires national attention. Vandalism of transport infrastructure is also an increasing problem that is causing considerable financial losses and contributing significantly to transport safety problems.

Policy Statements

The Policy will:

- I. Mainstream social, economic and environmental issues within the sector.

Strategies

- a) Conduct routine assessment on social impacts of infrastructure projects;
- b) Ensure that all sub-sector agencies and concessionaires conform to national environmental sustainability guidelines and international protocols and agreements on sector cross-cutting themes;
- c) Promote climate change-friendly transport modes and resilient infrastructure across the sector; and
- d) Enforce regulations that prevent negative impacts of construction, rehabilitation and maintenance works.

3.7.2 Gender Mainstreaming

Accessibility and mobility are key development challenges, with a gender dimension. For example, the link between accessibility to healthcare and maternal and infant mortality directly impact gender outcomes. Although there is a gender focal point in the Ministry, the structures for implementing gender mainstreaming activities are not yet fully established.

Society gains by considering gender issues in the development of a modern transport system. Even though studies have shown that the sector is characterized by serious gender inequalities, steps are being taken to address the problem.

Policy Statements

The Policy will:

- I. Ensure inclusion of women in decision making and implementation of programs in the transport sector.

Strategies

- a) Mainstream clear and transparent procedures for recruitment processes and promotion of professionals for affirmative action in the transport sector;
- b) Establish affirmative actions to ensure equal opportunities for women in the transport sector across all levels;
- c) Implement gender responsive budgeting and work plans across the sector
- d) Provide a working environment that gives equitable opportunities in provision and accessibility of services, and that is free from gender-based violence, stigma, and discrimination;

- e) Improve accessibility to social and public services for pregnant women, women with children under-five, girls, physically challenged people and all other vulnerable groups; and
 - f) Establish structures for implementing gender activities in the transport sub-sectors.
- II. Ensure development of policies and mechanisms that will prevent and address sexual harassment and gender-based violence.

Strategies

- a) Establish clear measures and sanctions on prevention of sexual harassment in the work places;
- b) Develop a code of conduct to ensure staff ethical behaviour in the work place and in the project area of influence;
- c) Develop accessible, anonymous and transparent grievance redress mechanisms (GRM);
- d) Disseminate periodically, to each member of staff in the affected communities, pertinent information contained in the code of conduct, using a variety of channels; and
- e) Monitor and evaluate periodically, in partnership with an independent body, the functions of the policy and its mechanisms.

3.7.3 Disability Mainstreaming

The transport sector is characterised by serious structural gaps with respect to the disabled population. Efforts have been undertaken starting from the central office, however, more work needs to be done in the regional and district offices as well.

Policy Statements

The Policy will:

- I. Promote inclusion of needs of people with disabilities in the transport sectoral policies, laws and programmes.

Strategies

- a) Strengthen institutional capacity of sub-sectors to adequately mainstream needs of Malawi's disabled population within policies, laws and programs; and
- b) Undertake assessment on the level at which the needs the disabled population are mainstreamed in sectoral policies, laws and programmes.

3.7.4 HIV and AIDS

Over the last ten years, Malawi has witnessed significant progress in the delivery of effective HIV and AIDS prevention, care, support and treatment interventions. However, the disease burden related to HIV and AIDS remains high and this has adversely affected all sectors of the economy. According to the Demographic Health Survey report of 2016, HIV prevalence was at 9.1 percent with a higher percentage in women than men. To counter the effects of the pandemic, there is a need for more

concerted and accelerated efforts from all stakeholders in the implementation of interventions on prevention, treatment, care and support, and impact mitigation.

Policy Statements

The Policy will:

- I. Scale up HIV and AIDS prevention and management services in the sector.

Strategies

- a) Establish HIV and AIDS wellness centres in the border posts;
 - b) Source and distribute condoms in the strategic locations; and
 - c) Provide awareness on HIV prevention and management.
- II. Strengthen the implementation of HIV and AIDS workplace policies within the sector.

Strategies

- a) Develop transport sector HIV and AIDS work place policy; and
- b) Provide monthly nutrition support to employees living with HIV.

3.7.5 Nutrition

Nutrition disorders continue to be a silent problem in Malawi despite the Government's efforts to improve the situation. This poses a serious challenge to the attainment of the national goals as stipulated in the MGDS III and SDGs. Currently, 37 percent of children under 5 are stunted, 3 percent are wasted and 12 percent are underweight. At the same time, 21 percent of the adult population have non-communicable disorders such as being overweight, obesity and hypertension. Obesity is a common problem and silently contributes to high mortality rates in all the sectors of the country including the transport sector.

Policy Statements

The Policy will:

- I. Nutrition disorders are mitigated and even reduced by improvements in the transport sector.

Strategies

- a) Promote nutritional education and counselling within the sector on good nutrition and healthy eating habits; and
 - b) Promote the consumption of foods rich in micronutrients to reduce micronutrient deficiencies.
- II. Nutrition-related Non-Communicable Diseases (NCDs) are prevented through behaviour change communication focussed on adoption of appropriate diets, promotion of healthy life style and physical activity.

Strategies

- a) Promote awareness on prevention and management of Non-Communicable-Diseases in the sector; and

- b) Promote healthy lifestyle through physical activities.

3.7.6 Disaster Risk Management and Developing a Climate-Resilient Public Infrastructure

Malawi is prone to natural disasters which have in some cases led to loss of infrastructure. These disasters range from earthquakes, landslides, floods and drought, which at times, has led to low water levels on Lake Malawi. The choice of designs and methods of construction should consider the severity of the disasters to minimise and mitigate the negative impacts.

Policy Statements

The Policy will:

- I. Ensure compliance to relevant standards and regulations in the design and methods of construction that mitigate disaster risks and improve climate change resilience.

Strategies

- a) Build the capacity of construction industry players in developing appropriate designs and construction methodologies that consider disaster risks;
 - b) Sensitise transport stakeholders on disaster risks and mitigation measures in design and construction of transport infrastructure; and
 - c) Strengthen the transport sector monitoring capacity to effectively assess construction projects' compliance to relevant standards and regulations for disaster risk mitigation.
- II. Ensure disaster preparedness and contingency planning in all sub-sectors.

Strategies

- a) Conduct a nation-wide study to inform transport designs in disaster-prone areas;
- b) Advocate for disaster preparedness and contingency planning in all transport sub-sectors.
- c) Strengthen transport sub-sector capacity to effectively undertake contingency planning in disaster preparedness.

4 Implementation Arrangements

The stakeholders involved in the implementation of the National Transport Policy include Government ministries, departments, regulatory authorities and boards, professional bodies, training institutions, Development Partners (DPs) and the private sector.

4.1 Key Government Ministries and Departments

The Ministry responsible for Transport and Public Works is the custodian of the overall transport sector policy development through its key departments namely: Roads Department, Rail Transport Services, Road Traffic and Safety Services, Marine Services, Civil Aviation, Buildings Department and Transport Planning.

Other key ministries/departments/authorities involved in the implementation of the Policy are:

- i. Office of the President and Cabinet responsible for providing overall policy guidance and direction;
- ii. Ministry responsible for Local Government and Rural Development in charge of the development and maintenance of District, Urban and Community roads;
- iii. Ministry responsible for Finance in charge of resource mobilisation, budget allocations and overall financial regulations,
- iv. Ministry responsible for Economic Planning and Development in charge of national development strategic planning, coordination of Public Sector Investment Programmes, development and review of macroeconomic policies, Monitoring and Evaluation of development and recurrent programmes;
- v. The Ministry responsible for Agriculture, Irrigation and Water Development, involved in rural roads rehabilitation and one of the major users of transport infrastructure and services;
- vi. The Ministry responsible for Energy in charge of the development of pipelines;
- vii. Ministry responsible for Lands, Housing and Urban Development in charge of the allocation of land;
- viii. Malawi Energy Regulatory Authority responsible for administering the fuel levy;
- ix. Ministry responsible for Tourism, Culture, National Parks and Wildlife, one of the major users of transport infrastructure and services;
- x. The Malawi Revenue Authority responsible for revenue collection and border management;
- xi. Department of Traffic Police responsible for enforcing traffic legislation as well as road safety and security;
- xii. The Ministry responsible for Labour in charge of policy guidance and enforcement of occupational health and safety;
- xiii. Roads Authority responsible for construction, rehabilitation and maintenance of public roads;
- xiv. Roads Fund Administration responsible for mobilisation of and accounting for funds for construction, rehabilitation and maintenance of roads;
- xv. The National Construction Industry Council responsible for promotion and development of the construction industry;
- xvi. Malawi Board of Engineers responsible for the protection, promotion and development of the engineering profession;
- xvii. Airport Developments Limited responsible for management of Kamuzu International Airport;
- xviii. Reserve Bank of Malawi responsible for regulating financial institutions; and

- xix. The National Oil Company of Malawi responsible for management of the country's strategic fuel reserves facilities.

Other Ministries involved in the implementation of the Policy are:

- i. Ministry responsible for Justice in charge of drafting and review of legislation;
- ii. Ministry responsible for Industry and Trade in charge of trade facilitation;
- iii. Ministry responsible for Education, Science and Technology in charge of providing policy guidance and regulating education institutions;
- iv. Environmental Affairs Department responsible for policy guidance on climate change and enforcement of environmental laws;
- v. Ministry responsible for Gender, Children, Disability and Social Welfare in charge of ensuring that gender is mainstreamed in Government policies and programmes; and
- vi. Department of Disaster Management Affairs responsible for coordinating the response to disasters and developing mitigation measures.
- vii. Ministry responsible for Health in charge of health service provision.

4.2 Implementation Plan

The Implementation Plan is attached as an accompanying document to the Policy. The Ministry responsible for Transport will coordinate the implementation of the policy.

4.3 Monitoring and Evaluation

Monitoring of the National Transport Policy is the responsibility of each of the Government departments and agencies in the transport sector. The Ministry will coordinate annual monitoring of the Policy and will be responsible for preparing implementation reports. The monitoring and evaluation framework is included in the Implementation Plan and will form the basis for monitoring the Policy.

The National Transport Policy will be reviewed every five years to ensure alignment with National Plans for the socio-economic development of the country and the region and to feed into the National Transport Master Plan.

ANNEX 1: IMPLEMENTATION STRATEGY

Policy Priority Area 1: Transport Infrastructure

Objective	Strategy	Responsibility	Timeframe
Road Transport			
Policy Statement 1: Ensure adequate funding for the implementation of the Annual National Roads Programme (ANRP)	Ensure that ANRP is in line with the MGDS III, NTMP and PSIP	Roads Department	2019 – 2024
	Regularly update medium term plans such as RA strategic Plan, Lobby for increased funding from Treasury and Development Partners		
	Lobby for an increase in the fuel levy to internationally recommended levels	Roads Authority	
	Introduce road tolls and other forms of PPP as a source of funds for road infrastructure projects		
Policy Statement 2: Use and enforce appropriate road design standards that take into account road safety measures, traffic levels, and provision for non-motorised transport	Review the current road standards e.g. Standard specification for roads and bridges (MoTPW 1987), SATCC Design standards, British Standards	Roads Department	2019 – 2024
	Review the current standards for resilience as a result of Climate Change		
	Strengthen the Roads Department as the regulator of the roads sub-sector particularly in the enforcement of standards during both design and construction phases for road projects	Roads Authority	
	Ensure that all road projects (i.e. new and maintenance projects) take into consideration issues of road safety tackling all road user groups		
	Improve road infrastructure capacity to respond to current traffic demand		
Policy Statement 3: Promote the construction of economically justified domestic and inter-country roads linking areas of production to consumption areas	Undertake feasibility studies before commencing construction of works	Roads Department	2019 – 2024
	Implement projects proposed in the National Transport Master Plan	Roads	

Objective	Strategy	Responsibility	Timeframe
at national, regional and international levels		Authority	
Policy Statement 4: Ensure reduction of vehicle overloading in order to protect road infrastructure	Implement the vehicle weights and axle load control strategy	DRTSS	2019 – 2024
	Construct more inland weighbridges along major roads and in the loading sites;		
	Sensitise Road Transport Operators on axle load control and encourage self-regulation; and		
	Link all weighbridge stations to the upgraded Malawi Traffic Information System (MaTIS).		
Policy Statement 5: Ensure the autonomy of Road Transport Agencies such as Road Traffic and Safety Services, Roads Authority and Road Fund Administration to enforce the provisions in the Roads Authority and Road Traffic Acts	Review the regulatory frameworks to be in line with prevailing environment	Chief Legal Counsel	2019 – 2024
	Devolve some functions to the Local Authorities in Road Infrastructure Management	DRTSS	
	Establish the Road Traffic Authority	Ministry of Local Government and Rural Development	
Rail Transport			
Policy Statement 1: Ensure adequate financing for railway infrastructure improvements	Strengthen monitoring of railway concession agreement	DRS	2019 – 2024
	Ensure effective utilisation of the Railways Fund	DTP	
	Engage local and international private financing institutions		
Policy Statement 2: Ensure that railway infrastructure is safeguarded against vandalism, encroachment and theft	Undertake regular sensitisation programmes	DRS	2019 – 2024
	Improve security for rail infrastructure		
Policy Statement 3: Ensure appropriate rail infrastructure design standards that	Revise railway regulatory framework to incorporate regionally agreed standards	DRS	2019 – 2024

Objective	Strategy	Responsibility	Timeframe
take into account safety measures and traffic levels	Promote climate change resilient railway infrastructure		
Policy Statement 4: Ensure that the railway infrastructure is maintained and rehabilitated to the required standards	Provide timely and adequate maintenance and rehabilitation of rail infrastructure	DRS Chief Legal Counsel	2019 – 2024
	Monitor adherence to required maintenance and rehabilitations standards		
	Strengthen regulatory frameworks and concession agreements		
	Resuscitate Malawi Railways (1994) Limited as manager of the railway infrastructure		
Policy Statement 5: Promote sustainable expansion of the railway network to cater for national and regional requirements	Undertake studies to identify areas for expansion	DRS	2019 – 2024
	Upgrade existing railway line and develop new rail infrastructure	DTP	
Policy statement 6: Ensure compliance of locomotive and rolling stock axle load limits in order to protect rail infrastructure	Strengthen the regulatory framework	DRS	2019 – 2024
	Introduce weigh in motion scales on the railway line	Chief Legal Counsel	
Policy statement 7: Promote railway safety and environmental protection	Monitor adherence to safety standards in rail infrastructure management and operation	DRS	2019 – 2024
	Monitor adherence to environment management guidelines		
Air Transport			
Policy Statement 1: Ensure the compliance with provisions of the Chicago Convention on International Civil Aviation with particular reference to its Annexes in the design and construction of airports	Develop airport master plan(s)	Airports Company	2019 – 2024
	Adhere to Building regulations		
Policy Statement 2: Ensure the provision of	Implement the Global Air Navigation Plan (GANP)	CAA	2019 – 2024

Objective	Strategy	Responsibility	Timeframe
a safe and secure air transport infrastructure in line with international standards	Implement the Global Security Plan (GASEP)		
	Conduct routine maintenance of airports		
	Procure aviation equipment (Communication, Navigation and Surveillance)		
	Provide airport liability coverage		
	Implement the Global Air Navigation Plan (GANP)		
Policy Statement 3: Promote private sector participation in the development of airport cities and air transport infrastructure.	Lessen restrictions on economic regulation by having provisions that would enable private entities manage and operate airports for a period of time allowing return on the investment by the private investors	CAA	2019 – 2024
	Encourage private sector investment in air transport infrastructure	DTP	
	Formulate an airport(s) master plan	PPPC	
Inland Water Transport			
Policy Statement 1: Provide safe and climate change resilient landing facilities for the vessels	Carry out capital dredging on water channels affected by climate change	DMS	2019 – 2024
	Construct new climate resilient ports		
	Extend existing landing facilities to deeper waters		
Policy Statement 2: Ensure compliance with the International Maritime Conventions on standards in the design, construction and safe operation of Malawi Inland Ports and associated facilities	Strengthen monitoring of the Concession on port management and operations	DMS	2019 – 2024
	Modernise port facilities	DTP	
	Develop safety guidelines	Chief Legal Counsel	
	Review Malawi Ports and Harbours Regulations		
Policy Statement 3: Improve and replace old and dilapidated port key cargo handling equipment	Encourage the Concessionaire to invest in new and modern cargo handling equipment.	DMS	2019 – 2024
	Conduct continuous condition survey of port assets.		

Objective	Strategy	Responsibility	Timeframe
Policy Statement 4: Improve safe navigation on inland waters	Install new aids to navigation on hazards areas on inland waters	DMS	2019 – 2024
	Conduct continuous maintenance of aids to navigations		
	Conduct regular maritime safety activities targeting mariners		
	Conduct regular review of port concession agreements		
	Fill key vacant posts.		
Policy Statement 5: Improve the inter-modal transport facilities	Liase with other transport sub-sector for intermodal linkages	DMS	2019 – 2024
	Construct port infrastructure that provides for intermodal linkages	DRS Department of Roads	
Policy Statement 6: Improve institutional capacity including the management of port concession agreement	Enhance capacity building for water transport sub-sector including port concession monitoring officers	DMS	2019 – 2024
	Conduct regular review of port concession agreements		
Pipelines			
Policy Statement: Facilitate investment in safe and secure pipelines	Coordinate with Ministry of Energy on feasibility study on pipeline transportation of liquid petroleum gas transportation into Malawi	DTP Department of Energy	2019 – 2024
	Engage investors who want to invest in pipelines		
Rural Transport			
Policy Statement 1: Establish mechanisms for provision and management of local transport infrastructure with emphasis on farm to market connectivity and improved access to social facilities	Enhance institutional capacities at national, district and local level;	DTP Ministry of Local Government	2019 – 2024
	Build capacity at district level for community access to social services and markets		

Objective	Strategy	Responsibility	Timeframe
	Encourage community participation, particularly of women, in infrastructure planning, development and maintenance using labour-based technologies	and Rural Development	
Policy Statement 2: Ensure that small scale community contractors have the capacity and opportunity to undertake civil works on district and community roads	Establish and maintain register of community contractors with full details of resources in all districts	NCIC	2019 – 2024
	Develop and implement training programmes for community contractors		
Policy Statement 3: Promote safe movements of pedestrians and non-motorised vehicles and vessels	Develop simplified prioritisation tools based on traffic flow, social facilities and population served	Department of Roads Roads Authority	2019 – 2024
	Develop standard road safety and NMT provisions for trading centres		
	Develop means of segregating and safeguarding NMT in rural areas		
Policy Statement 4: Increase awareness on integration and increased use of appropriate rural transport activities.	Develop local integrated rural planning manuals	Department of Roads Roads Authority	2019 – 2024
	Establish standard guidelines for project identification		
Urban Transport			
Policy Statement 1: Improve urban road network and traffic management system for smooth traffic flow and provision for adequate parking facilities	Develop simplified analysis tools based on traffic flow and visual assessment of road condition	Department of Roads Roads Authority City Councils	2019 – 2024
	Ensure adequate routine and periodic maintenance of the urban road network		
	Implement a programme of upgrading unpaved urban roads based on economic viability		
	Improve and provide public transport infrastructure, including bus terminals, bus stops and transfer facilities		
	Strengthen coordination in urban transport development		
	Provide adequate parking facilities		

Objective	Strategy	Responsibility	Timeframe
Policy Statement 2: Improve provision for non-motorised transport infrastructure, especially for pedestrians and cyclists	Incorporate NMT requirements in all road design standards	Department of Roads Roads Authority City Councils	2019 – 2024
	Include NMT lanes on all new urban roads		
	Develop and implement a prioritised programme of improvements to pedestrian provision		
	Develop and implement programmes of street light provision		
Policy Statement 3: Enhance institutional capacity for delivery of urban transport	Establish an Urban Areas Transport Authority	DTP Department of Roads	2019 – 2024
	Strengthen coordination between key players in the urban transport sub-sector	Roads Authority	
		City Councils	
Policy Statement 4: Enhance traffic and safety management in urban transport	Ensure suitable urban planning and designs that would prevent future traffic congestion	Department of Roads Roads Authority City Councils	2019 – 2024

Policy Priority Area 2: Transport Services Provision

Objective	Strategy	Responsibility	Timeframe
Road Transport			
Policy Statement 1: Ensure development of efficient and safe transport services to meet demand	Promote private sector promotion in the transport services provision	DRTSS	2019 – 2024
	Strengthen the domestic trucking industry to reduce transport		

Objective	Strategy	Responsibility	Timeframe
	costs		
	Enhance self-regulation of road transport service providers		
Policy Statement 2: Enforce standards in relation to motor vehicle components as set by Malawi Bureau of Standards	Collaborate with MRA and MBS on importation of vehicle components	DRTSS	2019 – 2024
	Provide safety standards for the required vehicle components	MBS MRA	
Policy Statement 3: Enforce environmental regulation of vehicle use and disposal as well as promote fuel efficiency	Promote safe disposal of vehicle and its components	DRTSS EAD	2019 – 2024
	Enforce the road traffic regulations on environment to all transport service providers		
	Promote use of fuel-efficient vehicles		
Policy Statement 4: Ensure the provision of an acceptable level of standards in road traffic management services with an emphasis on road safety	Review and enforce the Road Traffic Act	DRTSS Ministry of Health	2019 – 2024
	Ensure that Malawi complies with agreed obligations arising from bilateral, regional and international road transport and traffic conventions		
	Facilitate the provision of post-crash services		
	Conduct periodic road safety assessment		
Policy Statement 5: Ensure road transport users are knowledgeable on road safety rules and regulations	Increase road safety awareness and civic education to the public	DRTSS	2019 – 2024
	Enhance provision of road signage and appropriate safety infrastructure	Roads Authority	
Rail Transport			
Policy Statement 1: Ensure effective preventive measures, preparedness and responsiveness to railway accidents	Develop rail safety guidelines	DRS	2019 – 2024
	Certify train drivers		
	Conduct regular sensitisation meetings with communities along the railway line		
	Construct appropriate structures along the railway line		

Objective	Strategy	Responsibility	Timeframe
	Ensure the provision of adequate security for rail cargo		
Policy Statement 2: Facilitate smooth transit of international general freight especially at borders	Conduct regular meetings of the Tripartite	DRS	2019 – 2022
	Coordinate clearance procedures with MRA and Department of Immigration	DTP MRA Immigration	
Policy Statement 3: Promote the provision of expansive commercially viable international and local passenger train services	Promote investment in rolling stock, locomotives and appropriate technologies	DRS	2019 – 2022
	Construct and rehabilitate rail passenger shelters	CEAR	
Policy Statement 4: Promote economic empowerment for communities along the railway line	Monitor implementation of Social Action Plan	DRS	2019 – 2022
	Employ locals during construction, rehabilitation or maintenance works along the railway line	DTP	
Policy Statement 5: Promote capacity building and the participation of local Malawians in all spheres of railway administration	Re-establish the Railways Training Center	DRS	2019 – 2022
	Monitor implementation of agreements under the Concession Agreement		
	Monitor adherence to Malawi's labour laws by Concessionaire	DTP	
	Establish the Rail and Marine Regulatory Authority of Malawi (RAMRAM)		
Air Transport			
Policy Statement 1: Ensure the compliance with provisions of the Chicago Convention on International Civil Aviation with particular reference to its Annexes in the operation of airports and provision of air transport services	Operationalise the Civil Aviation Authority	Chief Legal Counsel	2019 – 2022
	Enforce Malawi (aerodromes) civil aviation regulations	CAA	
Policy Statement 2: Strengthen aviation	Formulate and implement aviation state security programmes	CAA	2019 – 2022

Objective	Strategy	Responsibility	Timeframe
safety and security regulatory oversight to reduce incidents and accidents			
	Formulate and implement aviation state safety programme		
	Strengthen coordinated emergency response		
Policy Statement 3: Adopt common standards for the development of air transport in collaboration with other relevant regional and international organisations	Sign and implement the solemn commitment to join the Single African Air Transport Market initiative	Ministry of Transport and Public Works	2019 – 2022
Policy Statement 4: Promote a liberal operating environment to enhance competitiveness in transporting passengers and cargo, regionally and internationally	Implement provisions of the Antananarivo and Lomé declarations	CAA	2019 – 2022
	Revision of air service agreements to align with the Yamoussoukro Decision		
Policy Statement 5: Facilitate private sector participation in the provision of air transport services	Concession out airports/airfields under a management and operations contracts	Ministry of Transport and Public Works	2019 – 2022
	Concession out aviation security services, under Build, Maintain and Train (BMT) agreement, to reputable and relevant experienced organisations, whom to collaboratively work with National Security Agencies.		
	Promote incentives for participation in PPP arrangements	PPPC	
	Provide incentives to indigenous' start-up airlines		
Inland Water Transport			
Policy Statement 1: Improve institutional capacity of the sub-sector including the management of shipping concession agreement	Conduct functional review of the Department of Marine Services.	DMS	2019 – 2022
	Implement the National Transport Master Plan.		
	Review the shipping concession agreement.		
	Conduct capacity building for the shipping concession monitoring officers.		
Policy Statement 2: Ensure compliance with IMO Conventions on designs standards, construction and safe operation	Review of the Inland Waters Shipping Act	DMS	2019 – 2022
	Continuous updating of the subsidiary regulations	Chief Legal	

Objective	Strategy	Responsibility	Timeframe
of vessels on inland waters		Counsel	
Policy Statement 3: Enforce safety and environmental regulations in accordance with the Inland Waters Shipping Act	Conduct law enforcement on the inland waters	DMS	2019 – 2022
	Conduct civic education and safety awareness campaigns		
	Conduct schedule surveys		
	Lobby for more funding		
Rural Transport			
Policy Statement 1: Enhance equitable accessibility of transport facilities to social amenities for all population groups	Facilitate the provision of transport needs for women, men, children, elderly and persons with disabilities	Ministry of Local Government and Rural Development	2019 – 2022
	Foster safe use of Non-Motorised Transport		
Policy Statement 2: Promote acceptable and safer mode of transportation	Regulate transport modes in the rural areas	DTP Local Councils	2019 – 2022
	Establish local transport committees		
	Facilitate production and acquisition of rural transport delivery services		
	Facilitate infrastructure development which enhance rural transport services		
Urban Transport			
Policy Statement 1: Ensure that the urban transport needs and priorities of women, men, children, elderly and persons with disabilities are met	Promote the design and construction of roads safe for all users	City Councils	2019 – 2022
	Explore options for improved service provision for both road and rail-based options in the major conurbations		
Policy Statement 2: Improve the quality of private sector service provision to meet demand for transport services	Establish an Urban Areas Transport Authority to regulate public transportation in urban areas	Ministry of Transport and Public Works	2019 – 2022
	Introduce Bus Rapid Transit infrastructure and services in major cities	City Councils	

Objective	Strategy	Responsibility	Timeframe
Policy Statement 3: Ensure appropriate traffic and road safety management	Increase awareness of road safety issues for all road users	DRTSS	2019 – 2022
	Strengthen traffic law enforcement in all urban areas	City Councils	

Policy Priority Area 3: Non-Motorized Transport

Objective	Strategy	Responsibility	Timeframe
Policy Statement 1: Raise the profile of non-motorised transport in planning and programming for transport	Promote incorporation of facilities for non-motorised road users including women, children, the elderly and persons with disability	Department of Roads	2019 – 2022
	Improve awareness of the social and cultural issues surrounding non-motorised means of transport		
	Mainstream use of non-motorised transport services into the conventional modes of transport Ensure proper maintenance of the facilities provided		
	Increase institutional capacity for delivery and use of non-motorised means of transport at national and local level		
	Enhance capacity for delivery, ownership and affordability of non-motorised means of transport		
	Promote bicycle commuting campaigns		
Policy Statement 2: Ensure safety of all road users including NMT and all other vulnerable road users	Construct segregated roads that considers motorised and non-motorised users	DRTSS	2019 – 2022
	Enforce traffic laws including mixed use streets	Department of Roads	
	Increase awareness on proper use of non-motorised Intermediate Means of Transport {IMTs}		
	Incorporate Universal Design Standards in Design Manuals for roads		

Policy Priority Area 4: International Transport Corridors

Objective	Strategy	Responsibility	Timeframe
Policy Statement 1: Promote the establishment of inland dry ports	Revise the Malawi Cargo Centre Limited Lease Agreement	DTP	2019 – 2022
	Engage private sector to establish dry ports		
Policy Statement 2: Ensure the establishment of one stop border posts where viable	In liaison with Ministry of Industry, Trade and Tourism, engage and negotiate with relevant authorities in neighbouring countries on the establishment of OSBPs.	DTP	2019 – 2022
	Undertake studies to determine options for remaining border posts.	DTP	2019 – 2022
Policy Statement 3: Strengthen Corridor management systems	Operationalise Corridor Management Institutions for all Corridors	DTP	2019 – 2022
	Strengthen monitoring and coordination of all transport corridors		
	Facilitate bilateral and multilateral co-operation in the transport sector		
Policy Statement 4: Remove barriers within the transport sector to facilitate domestic and cross-border trade and travel	Harmonise legislation and simplify documentation to facilitate and accelerate cross-border trade.	DTP	2019 – 2022
	Undertake study on physical and non-physical barriers		2019 – 2022
Policy Statement 5: Integrate safeguards into corridor development and operations to prevent adverse impacts such as environmental degradation, social disruption and HIV	Undertake Environmental Impact Assessments when preparing for investments along the corridors.	DTP	2019 – 2022
	Establish hub-points along corridors where drivers can rest and be provided with medical help if necessary.		
	Conduct awareness campaigns along corridors		

Policy Priority Area 5: Private Sector Participation

Objective	Strategy	Responsibility	Timeframe
Policy Statement 1: Facilitate private sector financing and operation of	Promote development of PPPs in the provision of transport services and public infrastructure	DTP	2019 – 2022

Objective	Strategy	Responsibility	Timeframe
infrastructure	Promote participation of local entrepreneurs in the provision of transport services	PPPC	
	Train staff in the Ministry of Transport and Public Works on PPP development, management and monitoring		
Policy Statement 2: Encourage the private sector to develop the human resource and institutional capacity to improve the operation, organisation, and management of the services	Provide tailor made trainings for local transport industry players	MOTPW	2019 – 2022
	Encourage/arrange the relevant training for the private sector players	NCIC	
	Lobby Universities and Colleges to develop courses relevant for private sector players	UNIMA	
Policy Statement 3: Strengthen the capacity of responsible Government institutions to monitor the performance of concessionaires	Strengthen the regulatory bodies in terms of human and other resources.	MOTPW	2019 – 2022
	Facilitate the development of monitoring systems and tools in the rail industry and ensure their incorporation and adherence.		
	Undertake periodic reviews of concessions in line with provisions in the concession agreements.		

Policy Priority Area 6: Good Governance

Objective	Strategy	Responsibility	Timeframe
Policy Statement 1: Promote adherence to principles of good corporate governance to transport and public works sector	Strengthen MoTPW's Institutional Integrity Committee.	Department of Administration	2019 – 2024
	Ensure that procurement procedures are adhered to in line with the Public Procurement and Disposal of Assets Act\		
	Ensure that a budgetary expenditure adhere to the Public Finance Management Act 2003		
	Strengthen Internal Procurement Committees at Ministry, Department and Agency levels		
Policy Statement 2: Ensure that the	Promote compliance to Public Service Charter	Department of	2019 – 2022

Objective	Strategy	Responsibility	Timeframe
Ministry of Transport and Public Works and all its departments focus their mandate and program activities in regulating the sector; and delivering the necessary services.	Development and implement Strategic Plans at Ministry, Department and Agency level.	Administration	
	Formulate a communication strategy for MoTPW	DTP	
	Develop MoTPW website with linkages to other departmental websites.		
Policy Statement 3: Spearhead the implementation of the national transport master plan in order to enhance stakeholder and public confidence through the provision of a multimodal transport network.	Establish Steering Committee for the implementation of the National Transport Master Plan	DTP	2019 – 2022
Planning and Coordination			
Policy Statement 1: Ensure that an appropriate organisational framework upon which the roles and responsibilities of all institutions supporting development and performance of the transport and public works sector are clearly defined and their activities are effectively coordinated and implemented	Review organisational structure of the Ministry of Transport and Public Works.	Human Resource	2019
	Undertake institutional reform proposed in the National Transport Master Plan	DTP	2019 – 2022
	Formulate and operationalise the National Transport Committee		
	Create working links between the public and private sector institutions.		
	Strengthen coordination and collaboration with local authorities in the development and management of infrastructure projects		
	Undertake studies on the creation of a Regulatory Authorities within the transport and public works sector		
Policy Statement 2: Ensure that Ministry of Transport and Public Works has adequate capacity for effective policy analysis and implementation	Develop the human resource and institutional capacity	Human Resource	2019 – 2022
	Ensure adequate staffing and training of officers	DTP	
	Participate in relevant regional and international conferences on transport policy analysis.		
Policy Statement 3: Strengthen formal	Review the structure of the Sector Working Group	DTP	2019

Objective	Strategy	Responsibility	Timeframe
consultative fora and promote interactive participation in the maintenance of an acceptable quality of transport system and public works	Hold quarterly Joint Technical Committee meetings and annual Joint Sector Review meetings		2019 – 2022-
	Ensure stakeholder consultations during the reviews of any key documents in the sector		
Policy Statement 4: Strengthen the development and monitoring of the implementation of short, medium and long-term strategies to guide the development of the sector	Conduct regular reviews of strategies and programmes	DTP	2019 – 2022
	Harmonise planning documents in the sector		
Policy Statement 5: Ensure collection and retention of reliable data to facilitate integrated transport and public works operations and decision making, provision and dissemination of accurate and up to date information on the sector	Develop and maintain a database for the sector	DTP	2019 – 2022
	Disseminate annual statistical bulletins		
Policy Statement 6: Improve transport intermodal coordination	Amend transport regulations and policies in line with regional and international practices, conventions or protocols which Malawi has ratified	DTP	2019 – 2022
	Regular participation at relevant regional and international fora	Chief Legal Counsel	
	Maintain selective membership in international organisations and strengthen bilateral and multilateral agreements		
Legislation and Regulations			
Policy Statement 1: Ensure that all legislation and other legal instruments relevant to the sector are strengthened and periodically updated to take into account current status as well as regional and international practises	Conduct regular reviews of legislation	Chief Legal Counsel	2019 – 2022
	Harmonise legislation with regional and international best practice.		
Policy Statement 2: Implement reforms in the sector with clear separation of policy	Undertake studies on the operations of the sector	DTP	2019 – 2022
	Continue carrying out sector reforms		

Objective	Strategy	Responsibility	Timeframe
direction and guidance, legislation, regulation and oversight roles from operation and implementation	Support institutions involved in the process to fulfil their changed roles.		
Capacity Development			
Policy Statement 1: Develop the human resource and institutional capacity to improve the operation, organisation, and management of the sector, including social and environmental management	Strengthen the capacity of local tertiary institutions to offer graduate and postgraduate degree programmes relevant to the transport sector	DTP	2019 – 2022
	Identify training programs regionally that are aimed at enhancing the capacity of players in the transport sector.		
	Conduct Strategic Environmental Assessment		
Policy Statement 2: Develop performance management systems which encourage continuous improvement in every aspect of management and implementation	Formulate and monitor implementation of Strategic Plans at Ministry level as well as in all Departments under the Ministry	DTP	2019 – 2022
	Formulate and monitor implementation of Performance Contract		
	Conduct Annual Performance Assessments of all professional staff		
	Promote the integration of relevant Information and Communication Technologies in sub-sector activities	Human Resource	
Policy Statement 3: Promote appropriate and practical research and development in the multi modal transport and public works undertakings	Encourage strategic alliances with international partners for skills, technology transfer and development.	DTP	2019 – 2022
	Provide incentives to relevant companies, institutions and organizations to undertake research in the sector.		
	Promote the integration of relevant Information and Communication Technologies in sub-sector activities		

Policy Priority Area 7: Cross-cutting Issues

Objective	Strategy	Responsibility	Timeframe
-----------	----------	----------------	-----------

Objective	Strategy	Responsibility	Timeframe
Social and Environmental Management			
Policy Statement 1: Mainstream social, economic and environmental issues within the sector	Conduct routine assessment on social impacts of infrastructure projects	DTP	2019 – 2022
	Ensure that all sub-sector agencies and concessionaires conform to national environmental sustainability guidelines and international protocols and agreements on sector cross-cutting themes		
	Promote climate change friendly transport modes and resilient infrastructure across the sector		
	Enforce regulations that prevent negative impacts of construction, rehabilitation and maintenance works		
Gender Mainstreaming			
Policy Statement 1: Ensure inclusion of women in decision making and implementation of programs in the transport sector	Mainstream clear and transparent procedures for recruitment processes and promotion of professionals for affirmative action in the transport sector	Nutrition DTP Human Resource	2019 – 2022
	Establish affirmative actions to ensure equal opportunities for women in the transport sector across all levels		
	Implement gender-responsive budgeting and work plans across the sector		
	Provide a working environment that gives equitable opportunities in provision and accessibility of services and that is free from gender-based violence, stigma, and discrimination;		
	Improve accessibility of pregnant women, women with children under-five, girls, physically challenged people and all other vulnerable groups to social and public services		
Establish structures for implementing gender activities in the transport sub-sectors			
Policy Statement 2: Ensure development of policies and mechanisms that will prevent and address sexual harassment	Establish clear measures and sanctions on prevention of sexual harassment in the work places	Nutrition	2019 – 2024
	Develop code of conduct to ensure staff's ethical behaviour in	DTP	

Objective	Strategy	Responsibility	Timeframe
and gender-based violence	the work place and in the project area of influence	Human Resource	
	Develop accessible, anonymous and transparent grievance redress mechanisms (GRM)		
	Disseminate periodically, to each member of staff in the affected communities, information contained in the code of conduct using a variety of channels		
	Monitor and evaluate periodically, in partnership with an independent body, the functions of the policy and its mechanisms		
Disability Mainstreaming			
Policy Statement 1: Promote inclusion of needs of persons with disability in the transport and public works sectoral policies, laws and programs	Strengthen institutional capacity of sub-sectors to adequately mainstream needs of persons with disability in policies, laws and programs	Nutrition DTP	2019 – 2022
	Undertake assessment on the level to which needs of persons with disability are mainstreamed in sectoral policies, laws and programs	Human Resource	
Disaster Risk Management and Developing a Climate Resilient Transport Network			
Policy Statement 1: Ensure compliance to relevant standards and regulations in the designs and methods of construction that mitigate disaster risks and improve climate change resilience	Build the capacity of construction industry players in developing appropriate designs and construction methodologies that take into account various disaster risks	MOTPW DODMA	2019 – 2022
	Sensitise all transport stakeholders on disaster risks and mitigation measures in design and construction of various infrastructure		
	Strengthen the transport sectoral monitoring capacity to effectively assess construction projects' compliance to relevant standards and regulations for disaster risks mitigation		
Policy Statement 2: Ensure disaster preparedness and contingency planning in all sub-sectors	Conduct a national wide study to inform the transport and public works designs in disaster prone areas	MOTPW	2019 – 2022
	Advocate for disaster preparedness and contingency planning in all Transport sub-sectors	DODMA	

Objective	Strategy	Responsibility	Timeframe
	Strengthen Transport sub-sectors capacity to effectively do contingency planning in preparedness for disasters		
HIV and AIDS			
Policy statement 1: Scale up HIV and AIDS prevention and management services in the sector	Establish HIV and AIDS wellness centres in the border posts	MOTPW	2019 – 2022
	Source and distribute condoms in the strategic points	Department of Nutrition	
	Provide awareness on HIV prevention and management	NAC	
Policy statement 2: Strengthen the implementation of HIV and AIDS workplace policies within the sector	Develop transport sector HIV and AIDS work place policy	MOTPW	2019 – 2022
	Provide monthly nutrition support to employees living with HIV	Department of Nutrition NAC	
Nutrition			
Policy Statement 1: Under nutrition is reduced in the transport sector	Promote nutritional education and counselling within the sector on good nutrition and healthy eating habits	MOTPW	2019 – 2022
	Promote the consumption of foods rich in micronutrients to reduce micronutrient deficiencies	Department of Nutrition	
Policy statement 2: Nutrition related NCDs are prevented through behaviour change communication focussed on consumption of appropriate diets, promotion of healthy life style and physical activity	Promote awareness on prevention and management of Non-Communicable Diseases in the sector	MOTPW	2019 – 2022
	Promote healthy lifestyle through physical activities	Department of Nutrition	

ANNEX 2: MONITORING AND EVALUATION FRAMEWORK*

Policy Priority Area 1: Transport Infrastructure

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
Road Transport							
Road condition improved and maintained	Condition of paved road network improved	Paved road network Good to fair condition of the	%	76	90	RA Annual report	Adequate funding available
	Increased funding to road programs	Funding coverage for routine and periodic maintenance	%			Ra Annual National Roads Programme	Adequate funding available
	Increase in fuel levy allocation to road maintenance	Fuel levy build-up	% of pump price	10	12	RA Annual report	Political will
	Improved planning for road projects	Roads Authority Business and Strategic Plan	Number	1	1	RA Annual report	
	Operational portable weighbridges	Number of portable weighbridges	Number	4	8	Report	Funding

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
		Axle load Control Strategy	Number	1	1	Strategy Document	Funding, implementation of the strategy
Rail Transport							
Reduced travel times and costs for persons and goods	Railway infrastructure in good and fair condition	Total length of the railway infrastructure in Malawi assessed to be in good and fair condition.	%	55.83	705	Sector Report	Maintaining according to standards
Air Transport							
Improved aviation infrastructure that facilitates economic activity	Condition of primary international airports and navigation equipment	Rating of the condition of main airport infrastructure and navigation equipment against international standards	%	57.4	80	DCA reports	Adequate funding available for maintaining and rehabilitating infrastructure
Inland Water Transport							
Improved competitiveness of inland water transport	Port operational capacity improved	Annual average of the port ship handling capacity (tph)	tph	12	28	DMS reports	Compliance of concessionaire to Concession Agreement
	Condition of	Rating of	%	41	75	DMS reports	Compliance of

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
	port infrastructure improved	condition of main port infrastructure and equipment against international standards					concessionaire to Concession Agreement
Rural Transport							
Improved access to social and public services for the rural population	Condition of unpaved road network in good and fair condition	Unpaved road network in good to fair condition	%	-	70	RA Annual report	Adequate funding available
Capacity building enhanced at all levels	Planning skills of officers improved	Total number of officers trained	Number	-	60	Training reports	Funding
Urban Transport							
Improved access to social and public services for the urban population	Condition of urban road network improved	% of urban road network in good and fair condition	%	-	90	Sector Report	Funding
	Parking facilities improved	Number of parking facilities improved or developed	Number	-		*Ministry of Lands and Urban Development	

Policy Priority Area 2: Transport Services

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
Road Transport							
Improved performance of road transport services	Improved regulation of road transport services	Reviewed Road Traffic Act	Number	1	1	Act	Political will
	Reduction in road accidents	Total number of fatal road accidents	Number	1372	600	Sector Report	Funding and capacity to implement road safety awareness programmes
		Total number of fatalities resulting from road accidents	Number	1599	610	Sector report	Funding and capacity to implement road safety awareness programmes
Rail Transport							
Improved rail transport service provision	Total Freight Traffic by rail	Total mass of goods (Tonnes) transported by rail multiplied by the distance travelled within Malawi (km)	tkm	2,275,789,000	4,410,000,000	CEAR Reports	Availability of goods and rolling stock
	Total Passengers Traffic by rail	Total number of passengers (P) transported by rail multiplied by	Pkm	21,228,000	30,000,000	CEAR Reports	Availability of passengers and passenger coaches

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
		the distance travelled within Malawi (km) as reported by operators					
Air Transport							
Improved performance of air transport services	Aviation Act and subsidiary legislations amended	Percentage of aviation legislation amended	%	31%	100%	Government Gazette	Adequate funding
	BASAs and multilateral air services agreements reviewed	BASA and ASAs reviewed	%	40%	100%	Air transport reports	Min of Foreign Affairs
Inland Water Transport							
Improved inland water transport services	Concession agreements reviewed and monitored.	Review meetings	Number	1	1 annually	Reports	Funding
	Malawi Inland Waters Shipping Act 1995 and its subsidiary regulations reviewed	Reviewed Act	Number	0	1 legal instrument reviewed	Government Gazette	Funding
Rural Transport							
Effective planning for rural transport	Transport needs disaggregated by gender	Study Report	Number	0	1	Report	Funding

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
services							

Policy Priority Area 3: Non-Motorised Transport

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
Improved access to social and public services for the urban and rural population including consideration of walking and cycling	Baseline study on NMT	Study Report	Number	1	3	Report	Funding
	NMT infrastructure maintenance strategy	Strategy Document	Number	0	1	Document	Funding
	NMT incorporated into urban roads design standards	Revised design standards	Number	0	1	Guidelines	

Policy Priority Area 4: International Transport Corridors

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
Reduced transport costs	Inland Dry Port established	Feasibility Study	Number	0	1	Study Report	Funding
		Inland Dry Port	Number	0	1	Sector report	Availability of private sector investors
	One Stop Border Posts	Number of OSBPs	Number	0	4	Sector report	Willingness of neighbouring countries to establish OSBPs,

							funding
	Availability of data on transport costs	Database	Number	4	5	Sector report	Capacity for data collection and analysis
		Transport Cost Study	Number	1	3	Study Report	Funding
		NTB Study	Number	1	1	Study Report	Funding

Policy Priority Area 5: Private Sector Participation

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
Improved private sector participation in the transport sector	New PPPs in transport sector	PPP Scoping Study Report	Number	1	4	Sector Reports	Funding
	Improved performance of concessions	Concession reviews	Number	3	5	Sector Reports	Capacity

Policy Priority Area 6: Good Governance

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
Strengthened Institutional Capacity	Capacity developed across the sector	Technical and professional posts filled	Number	3	5	Human resource records	Funding
		Training Needs Assessment	Number	0	1	Report	Funding

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
		New sector specific training programs developed by tertiary institutions	Number	1	5	Sector Report	Capacity of tertiary institutions to run the programs
	Sector Coordination improved	Annual JTSR Aide Memoire	Number	1	1	Aide Memoire	
		National Transport Committee operational	Number	0	6	Semi-annual Minutes	
	Medium to long-term planning improved	Transport Sector Investment Programme	Number	1	1	Transport Sector Investment Programme	Funding
		Sub-sector Strategic Plans	Number	0	5	Sector Report	Funding
	Monitoring system in place	Database	Number	0	1	Sector Report	Funding
		Annual Statistical Bulletin	Number	1	4	Sector Report	Funding
	Legislation reviewed	Updated Railways Act	Number	0	1	Railways Act	Political Will
		Updated Inland Waters Shipping Act	Number	0	1	Inland Waters Shipping Act	Political Will

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
		Updated Public Roads Act	Number	0	1	Public Roads Act	Political Will
		Road Traffic Act	Number	0	1	Road Traffic Act	Political Will
	Improved capacity to handle cross-cutting issues	SEA Report	Number	0	1	Report	Funding

Policy Priority Area 7: Cross-cutting Issues

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
Social and Environmental Management							
Increased sectoral commitment towards social and environmental management in the Transport sector	Social and environmental issues mainstreamed in the sub-sectors	Percentage of sub-sectors mainstreaming	%	30%	100%	Sub_sectoral reports	Sub sectoral willingness to have social and environmental issues mainstreamed, Funding available for management of the social and environmental issues
	Social and environmental management systems (SEMS) established in the	Percentage of sectors with SEMS	%	30%	100%	Actual system in Place	Funding available

Outcome	Output	Performance Indicator	Unit	Baseline (2018)	Target (2024)	Source of verification	Assumptions/Risks
	sub-sectors						
Gender Mainstreaming and HIV and AIDS Management							
Increased sectoral commitment towards mainstreaming of gender, HIV and AIDS and the plight of marginalised and vulnerable groups in all sectoral programmes and projects	Gender, HIV and AIDs Policy for MoTPW	Policy document	Number	1	2	Actual Gender, HIV and AIDS policy	Funding available
	Increased number of officers managing gender and HIV and AIDS issues in the MoTPW	Number of officer	Number	1	4	Staff return reports	Technical expertise available
Disaster Risk Management and Developing a Climate Resilient Transport Network							
Increased sectoral commitment towards Disaster Risk and Climate Change Management	Sub sectoral planners trained in contingency planning and M&E	Number of planers trained	Number	0	20	Training report	Funding available

*The Ministry of Transport and Public Works will undertake studies to provide details for those indicators that do not have baseline and target information.