



Republic of Malawi

NATIONAL TRANSPORT POLICY

APRIL 2015

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Foreword

Government recognises the significant role played by the transport sector in attainment of the 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 are the primary objectives of two of the key national planning documents to which Government has committed – Malawi Growth and Development Strategy (MGDS) II and the Economic Recovery Plan (ERP). It is acknowledged that an integrated transport system is a catalyst for development and is central to improving domestic and international connectivity.

This National Transport Policy builds on a process that started in 1994 when the United States Agency for International Development (USAID) provided the Ministry with Technical Assistance to ensure that policy proposals were taken through the traditional public policy making process that includes consultation and interaction with significant role players regarding issues to be placed on the agenda. The policy that emanated from this assistance and was approved by cabinet in 1999 was further developed on the basis of implementation experience, and a revised policy developed in 2004.

This Policy, along with its accompanying Implementation Plan, provides a further positive step in the development of the transport sector in Malawi and is a necessary update of the policy to meet the expectations of MGDS II and the ERP. However, it is also recognised that in terms of meeting longer-term visions there is still some way to go, and that the impetus developed under earlier policies needs to be maintained by the Ministry.

The Policy goal is **to ensure the provision of a coordinated transport environment that fosters a safe and competitive operation of commercially viable, financially sustainable, and environmentally friendly transport services and enterprises.**

The scope of the Policy covers all modes of transport namely; road, rail, air and marine and is made up of six (6) priority areas which are : Transport Infrastructure, Transport Services, International Transport Corridors, Private Sector Participation, Strengthening of Institutional Framework and Cross-cutting 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.



Hon. Francis L. Kasaila, 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. Government is committed to increasing private sector participation in the provision, management and operation of transport infrastructure and services, and this Policy is designed to encourage further development of the strategies adopted to date in this regard. The major challenge for Government will be to ensure that sufficient funds are available for implementation of the strategies developed under the Policy, and the encouragement of the private sector to increase their involvement in transport is seen as the key to meeting this challenge.

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 Government, therefore, increasingly becomes that of providing an enabling environment in which the private sector or other bodies operating commercially can succeed.

The development and preparation of this policy incorporated consultative meetings with key stakeholders in the sector. These stakeholders included 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 NGOs. As such this Policy is a product of inputs from all the major stakeholders in the sector.

As one way of ensuring continued buy in from key stakeholders the Ministry will be making presentations on the implementation of the Policy at the annual Joint Transport Sector Review meetings. We will continue to welcome any comments and constructive criticism users may wish to submit for further development of the sector.



Moffat J. Chitimbe
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
BOA	Bus Owners Association
CEAR	Central East Africa Railways
CFTC	Competition and Fair Trade 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
ERP	Economic Recovery Plan
GDP	Gross Domestic Product
GoM	Government of Malawi
HIV	Human Immuno-deficiency 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
MCCCI	Malawi Confederation of Chambers of Commerce and Industry
MCCL	Malawi Cargo Centers Limited
MCFTC	Malawi Competition and Fair Trade Commission
MERA	Malawi Energy Regulatory Authority
MGDS II	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
MoTI	Ministry of Trade and Industry
MoTPW	Ministry of Transport and Public Works
MRA	Malawi Revenue Authority
NCIC	National Construction Industry Council
NGO	Non Governmental Organisation
NTP	National Transport Policy
OPC	Office of the President and Cabinet
OSH	Occupational Safety and Health
PAWA	Passenger Welfare Association
PPP	Public Private Partnership
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 Organization
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

This Policy provides the direction and intent of the Government of Malawi in the development of the transport sector for it to effectively contribute towards the development objectives of the country. The Policy will guide operations in the transport sector by providing a course of action to determine present and future decisions in the sector in response national development goals.

1.1 Background

Transport is a service sector whose role is not only one of meeting effective consumer demands, but also stimulating economic growth within the country. In addition, the operation and management of transport systems, along with construction work in the further development of the systems provides a significant contribution to national employment.

As a landlocked country, Malawi relies on overland transportation to gain access to sea ports for the movement of its imports and exports. For Malawi 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 crucial in the distribution chain and is a significant factor in the health, education and economic status of people. It is because of the foregoing that if the Malawi economy is to grow at all, the transport sector must play its full role.

The key documents directing transport policy are the Malawi Growth and Development Strategy (MGDS) II and the Economic Recovery Plan (ERP). Transport is an essential component of all the key areas identified in MGDS II for sustainable economic growth and is identified as a key focus area for medium term interventions in the ERP, contributing directly to three of the other four key focus areas: Tourism, Mining and Agriculture. The sector facilitates trade in terms of distribution of exports and imports and provides for internal freight and passenger movements. It also provides access to social services.

The Ministry of Transport and Public Works is entrusted with the mandate of ensuring 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 Ministry, therefore, has the following responsibilities: providing policy development, legislation, strategic planning, programming, regulation of the sector, and monitoring and evaluation.

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 key infrastructure for the road, rail and inland water transport

modes forms part of one or more of the international corridors used for the transportation of international freight. The four main corridors are Nacala, Beira, Durban and Dar es Salaam.

1.2.1.1 Road Transport

Road transport remains the major mode of transport in Malawi handling more than 70% of the internal freight traffic and 99% of passenger traffic. The general condition of the road network has improved slightly during the past 5 years but recent falls in expenditure on routine and preventative maintenance are putting the network condition at risk.

In addition to concerns over the condition of the road network, road safety poses a major concern. This has been due to the increase and rapid expansion of motorisation which has not been matched by corresponding improvements in regulations and standards of infrastructure. Furthermore, there is still a lack of provision, and maintenance of facilities, for the high proportion of non-motorised transport using both urban and rural roads.

As a result, Malawi's road accident statistics are amongst the highest in the world with the majority of fatal accidents involving cyclists and pedestrians. The poor safety record is a result of weak licencing control (of both vehicles and drivers), poor standards of vehicle inspection and maintenance, and failure to understand the needs for non-motorised traffic. Driver behaviour (for example speeding and drink-driving) through poor levels of driver training is a further major contributory factor to the poor safety record.

1.2.1.2 Rail Transport

The railway network in Malawi consists of 797 km of mainline single cape gauge. Of this network, 101km between Nkaya and Nayuchi is being upgraded by the private sector as part of the route from the coal mines at Moatize in Mozambique to Nacala on the coast. The remaining 696km from Mchinji via Salima to Marka is in poor condition because of a lack of investment by the concessionaire, with 80 km inoperable as a result of bridge and track wash-aways following natural disasters. Locomotive equipment and rolling stock is old and unreliable.

Construction of a new link from Nkaya to the coal mines at Moatize in Western Mozambique commenced in 2012 to provide mainly for coal transit traffic into the Nacala corridor.

1.2.1.3 Air Transport

The aviation infrastructure consists of two international airports at Lilongwe and Blantyre, and four domestic airports with paved runways at Likoma, Karonga, Mzuzu, and Club Makokola in Mangochi. International air services are provided by Malawian, Kenyan, Ethiopian and South African national airlines to both Kamuzu International Airport (KIA) and Chileka International Airport. The national carrier, Malawian Airlines was formed following the liquidation of Air Malawi and it has Ethiopian Airlines as its

strategic partner. The new airline started operations in January 2014 and is expected to expand on the network that was serviced by Air Malawi and improve Malawi's connectivity regionally and internationally. It should be noted that domestic services are provided by small private companies, largely in support of international tourism.

1.2.1.4 Water Transport

Malawi's inland water transport system comprises Lake Malawi, Lake Chilwa and the Shire-Zambezi inland water corridor. Lake Malawi has 4 ports as designated under the Inland Waters Shipping Act and some landing points along the shores.

In order to improve the efficiency in service delivery Malawi ports and shipping services are operated by two private companies (both with the same major shareholder): Malawi Shipping Company for shipping services under a 35 year concession agreement and Malawi Ports Company for the management of ports, also for 35 years.

The Water Transport Subsector is regulated by the Department of Marine Services which also runs the Marine Training College at Monkey Bay. The College trains Marine Engineers and Navigation Officers.

1.2.1.5 Rural Transport Sub-Sector

Improved rural accessibility has a proven direct link to reductions in rural poverty and is therefore of high importance to the development of Malawi. Rural transport includes movement needs in relation to: agricultural production and marketing; to meet domestic requirements for water, firewood and food processing; and to utilise social services such as health care and education.

For the majority of rural households the only means of transport available is walking and head loading. This is very limiting in terms of carrying capacity, range and speed of travel. Rural people are constrained by low levels of income and therefore buy low cost means of non-motorised transport such as bicycles, oxcarts, handcarts, and wheelbarrows which can improve their mobility and provide greater efficiency than head loading.

Rural roads are generally of earth or gravel standard and generally of low quality. Funding for the required levels of maintenance is an issue and as a result, the levels of motorised public transport services are low. Furthermore, the decentralisation process has not taken full effect and this has an impact on the condition of rural roads.

1.2.1.6 Urban Transport

Urban transport is dominated by road transport with services provided by minibus, private car, tricycle and bicycle (including tricycle and bicycle taxi). Walking is also a major transport mode. Although the proportion of paved roads is generally higher than in rural areas, the quality of infrastructure is adversely affected by the higher levels of traffic. Unpaved roads in particular are of poor quality and provision for pedestrian traffic is negligible.

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

1.2.1.7 International Transport Corridors

Malawi's international economic markets are currently accessed through the four key ports of Durban in Republic of South Africa (road), Beira (road) and Nacala (rail) in Mozambique and Dar es Salaam in Tanzania (road/rail). The respective volumes of freight traffic using these corridors are: Durban, 60% (of which only one third is destined for countries beyond South Africa); Beira, 19%; Nacala, 17%; and Dar es Salaam, 4%.

The Governments of Zambia, Malawi and Mozambique are also developing the Nsanje World Inland Port under the Shire Zambezi Waterway Project which will provide Malawi with a direct sea link to international markets, and the shortest route for other land locked countries like Zambia. 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.

Most of Malawi's strategic road network, and rail and inland water transport infrastructure forms part of one or more of the four main and the other minor (or potential) international transport corridors. Investment in these corridors is mostly done at transport mode level.

1.2.1.8 Cross-Cutting Issues

There are a number of national policies and multilateral agreements which frame the Ministry's obligations with respect to cross cutting issues such as gender, HIV and AIDS, social and environmental management, disaster risk management, and climate change. The existing policy and regulatory framework governing cross-cutting issues in the transport sector has gaps and in some cases it is not aligned with national laws and the sector's obligations under multilateral environmental agreements. In this regard, cross-cutting issues are continually being reviewed and the necessary instruments developed to ensure a more satisfactory response to the issues by the sub-sectors.

The ability of the Ministry to effectively manage cross-cutting issues across sectors is severely compromised by the absence of any dedicated technical resource to guide policy, planning and project delivery processes.

1.2.1.9 Private Sector

The private sector is the engine of service provision for the transport sector. Among the private sector operators within the sector are: Road Transport Operators Association, Freight Forwarders association, Malawi Confederation of Chambers of Commerce and Industry, Central East African Railways, Malawian Airlines, Malawi Shipping Company, Minibus Owners Association of Malawi, Bus Owners Association, Passenger Welfare Association (PAWA), and Malawi Cargo Centers Ltd.

The transport sector also relies on the private sector to provide design, construction and maintenance services for transport infrastructure. Much of this service is provided by

international consultants and contractors as local construction capacity is weak. The National Construction Industry Council was established in 1996 to address these issues.

1.2.2 Sector Coordination

In January 2009, the Ministry of Transport and Public Works (MoTPW) developed a Transport Sector Performance Monitoring Indicator Framework (TSPMIF) with the objective of monitoring performance of the sector on an annual basis and as a significant component of the criteria governing eligibility for sector budget support. This framework has formed the basis for reviewing performance of the sector at Joint Transport Sector Review (JTSR) meetings which have been held annually since March 2010, and from which an action plan is developed that is monitored on a quarterly basis through meetings of a Joint Technical Committee.

The JTSR meeting is the key forum for dialogue in the sector and is attended by all key stakeholders including Government Ministries and Departments, Development Partners, Civil Society Organisations, Private Sector and Academia. The aim of the meeting is to not only review performance against the agreed targets in the indicator framework but also against agreed policy reforms and sub-sector programmes. The Joint Technical Committee, which meets quarterly, is comprised of government stakeholders in the sector and key Development Partners.

1.2.3 Institutional Reforms

Government has embarked on a number of policy reforms in the transport sector aimed at promoting the operation of a competitive and efficient transport system. These include: separation of implementation, financing and regulatory functions from overall sector strategic policy formulation and management; granting of freedom to the transport industry to set tariffs; and removal of restrictions on entry and exit to passenger and freight transport industry. The reforms have seen the establishment of the Roads Authority in 2006 (road network management), Road Fund Administration in 2006 (mobilisation of funds), National Construction Industry Council in 1999 (registration and management of the construction industry), Railways Division within the MoTPW in 2010 and the concessioning of Malawi Lake Services (2010) as well as Malawi Lake Ports (2012) and the Railways (1999, with a review in 2013).

Despite all these changes, there is need for the Government to continue with the policy reforms with a view of further improving the performance of some modes of transport, particularly rail and water. Pending institutional reforms include the creation of a Civil Aviation Authority and a Road Traffic Authority. As regards infrastructure, the sector has suffered through weak and unsuitable institutional and maintenance policies, and weak control of vehicle overloading, leading to grave deterioration of the infrastructure.

1.2.4 Challenges Facing the Sector

Transport costs in Malawi are among the highest within the SADC region. This compromises the competitive edge for Malawian products on the international market and increases the costs of imports. This is further compounded by the fact that Malawi is

a landlocked country relying on Mozambique, Tanzania and South Africa to provide access to the sea. When last assessed the transport costs of landed imports stood at 56% and 30% for exports. These figures are considered to still be relevant and continue to grow at 7% to 8% annually, providing the main challenge to the transport sector.

In light of the above, Government efforts in the sector are geared towards the reduction of transport costs to regionally competitive levels while increasing the sector's contribution to Gross Domestic Product (GDP). In this light, the National Transport Policy (NTP) drawn up in 1999 promoted a multi-modal approach, maintenance-minded funding of the road network and private sector involvement in the provision of coordinated safe, reliable, efficient, cost effective and affordable transport systems and services.

The Transport Sector Investment Programme (TSIP) was formulated as a tool to coordinate investments in the sector and ensure that they contribute to the goal of reducing transport costs. It was adopted in principal at the third JTSR in April 2012, pending a review of financing figures in the road sub-sector. Continuing significant change in the macro-economic environment since that time has, to date, precluded finalisation of these figures.

Implementation of this Policy will aim to: minimise negative environmental and social impacts; meet the challenges imposed by climate change; and maximise the benefits from improved accessibility whilst meeting the objectives of improved transport systems.

1.3 Linkages with Other Relevant Policies

Vision 2020 stipulates Malawi's long term development aspirations of moving the country from a low-income to a middle-income economy by the year 2020. The Vision identifies developing economic infrastructure as one of the key priorities.

In order to operationalize the Vision 2020, Government implements 5 year development strategies. Currently, Government is implementing MGDS II (2011-2016) which seeks to reduce poverty through sustainable economic growth and infrastructure development. MGDS II identifies infrastructure development as a thematic area and includes it as one of the key priority areas. This is further clarified in the Economic Recovery Plan, developed in 2012 to focus on a select few priorities from the MGDS II that are pro-growth, represent quick wins, and will be highly effective. The plan identifies 5 key sectors (diversified commercial agriculture, tourism, energy, mining and infrastructure development) that can spearhead the economic growth and development of the country for the next 5 years.

The formulation of this Policy, therefore, took into account the strategies stipulated in the above-referenced policy documents. In addition, the nature of the transport sector to facilitate activities across various sectors of the economy necessitated that the Policy should take into account several other policies, and policies under development, that have linkages to the transport sector.

These include:

- i. National Disabilities Policy
- ii. National Disaster Risk Management Policy
- iii. National Environmental Policy
- iv. National Gender Policy
- v. National Employment and Labour Policy
- vi. National Decentralization Policy
- vii. National Export Strategy
- viii. Public Private Partnerships Policy
- ix. Occupational Health and Safety Policy
- x. National HIV and AIDS Policy
- xi. National Social Protection Policy
- xii. National Forestry Policy
- xiii. National Wildlife Policy
- xiv. National Lands Policy
- xv. National Water Policy

1.4 Performance Constraints

As has already been highlighted, the major challenge facing the transport sector is high transport costs which hinder the sector from effectively contributing to economic development. Contributory factors to these high costs include:

- i. Long distance to major ports and markets (Geographical position);
- ii. Low traffic volumes due to a small size of the economy compared to surrounding countries;
- iii. Seasonality causing capacity and scheduling problems during peaks in demand;
- iv. Imbalance of imports and exports generating two thirds empty outwards hauls making imports more expensive;
- v. Lack of adequate investment in infrastructure and equipment;
- vi. Damage to infrastructure caused by overloading, natural disasters and vandalism;
- vii. Unfavourable macroeconomic environment;
- viii. High and unstable fuel prices;
- ix. Capacity constraints in all key institutions including the private sector;
- x. Outdated legislation that does not reflect or adequately address current challenges and is not in line with current international trends;
- xi. Weak regulatory environment and poor management and enforcement of concession agreements; and
- xii. Inadequate and unsustainable sources of funding for sector programmes and operations.
- xiii. Border documentation requirements, clearance times at borders, and other non-tariff barriers;

Whilst a number of these are beyond the scope of the MTPW and MoLGRD to directly address, the Ministries will lobby the relevant stakeholders to include in their policies.

1.5 Purpose of the Policy

Given the major role that the transport sector plays in facilitating economic growth, the National Transport Policy is needed to guide the sector in terms of:

- i. Strengthening the institutional arrangements to enhance intermodal coordination and integration of transport planning across all modes
- ii. Improving access to transport and transport services in rural areas in order to encourage economic activity
- iii. Improving transport infrastructure across all modes to best meet demand and encourage intermodal competition and co-ordination, ensuring that at all times infrastructure and services remain viable
- iv. Encouraging private sector participation through investment in the provision and operation of transport infrastructure and services
- v. Providing a framework for the development of an efficient transport system
- vi. Ensuring that environmental sustainability is enshrined through the policy, planning, operations and general management of the transport sector.
- vii. Managing operations in a manner which protect and respect the rights of all Malawi's citizens; in particular, its most 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 that fosters the safe and competitive operation of viable, affordable, equitable and sustainable transport 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
- iv. Enhanced access to inputs and to local and international markets by producers
- v. Improved access to social and public services for the urban and rural population including consideration of walking and cycling
- vi. Improved transportation services for foreign business and the tourism industry
- vii. Accidents and their derived human and economic costs reduced
- viii. Increased private sector investment in the operation and management of transport infrastructure
- ix. Crosscutting issues are mainstreamed in sectoral strategies and activities
- x. Improved medium and long term planning for all sub-sectors
- xi. Improved sector coordination

2.3 Policy Objectives

The main objectives of the National Transport Policy are:

- i. To ensure an integrated, well- managed, viable and sustainable transport infrastructure meeting national and regional goals including the promotion of inter-modal competition or complementarity, where feasible;
- ii. To ensure sustainable and adequate funding for the sector with prioritisation of interventions based on sound economic principles;
- iii. To ensure the provision of safe, reliable, effective and efficient transport operations which best meet demand and facilitate economic activity;
- iv. To develop transport corridors in order to improve the competitiveness of Malawian goods and services on the regional and international markets and lower the cost of imports;
- v. To broaden economic participation in transport services provision, and improve competition, integration and coordination within the sector;
- vi. To continue implementing planned reform to strengthen the institutional framework and improve coordination to ensure the National Transport Policy is implemented effectively;
- vii. To ensure that crosscutting issues are mainstreamed in sectoral strategies and activities to promote a socially and environmentally sustainable and climate resilient transport system;
- viii. To meet economic demand and socio-political needs while minimising cost to the economy;
- ix. To achieve effective co-ordination in intermodal transport; and
- x. To improve the competitiveness of Malawi's transport system to better meet the needs of different population groups.

3 Policy Priority Areas

Following consultations with stakeholders in the sector, the Policy identifies eight priority areas. These were chosen based on the challenges and problems faced by the transport sector in Malawi as has been highlighted above. It is expected that implementation of the Policy Strategies under each of these priority areas will result in the achievement of the goal for this Policy.

3.1 Transport Infrastructure Issues

All modes of transport face challenges in maintaining their infrastructure as there has been inadequate financing for maintenance activities. This is especially true for rail which has become dilapidated to such an extent that train services are either very slow or have stopped all together in some areas. At the same time, there is also a need to expand the infrastructure in order to provide access to markets, tourist attractions and social amenities.

This Policy Priority area is further sub-divided into areas that deal specifically with each mode of transport as well as pipelines, rural and urban transport.

3.1.1 Road Transport

Malawi has 15,415km classified roads, out of which approximately 4,300km is of bitumen standard. Financing of roads infrastructure continues to be a major setback in meeting annual demand for road maintenance, rehabilitation and upgrading. There is always the need to strike a balance between new construction and protecting the existing infrastructure to ensure that the latter receives priority.

Axle load control continues to be a challenge as the country only has one inland weighbridge and three sets of portable weigh scales, besides the weighbridges at 4 key border posts. These are insufficient for the Government to adequately enforce axle load regulations.

Policy Statements

The Policy will:

- i. Ensure adequate funding for routine and preventative maintenance of the road network;
- ii. Ensure that implementation of the Annual National Roads Programme is based on the prioritisation of roads in accordance with regularly updated medium term plans such that resources will be appropriately allocated;
- iii. Use and enforce appropriate road design standards that take into account road safety measures, traffic levels, and include adequate provision for non-motorised transport;
- iv. Promote the construction of economically justified domestic and inter-country roads capable of meeting current and future traffic demand linking areas of production to areas of consumption at national, sub-regional and international levels;
- v. Ensure reduction of vehicle overloading in order to protect road infrastructure; and
- vi. Ensure the autonomy of Road Agencies and RFA and the existence of a regulatory framework to enforce provisions in the Roads Authority and Road Traffic Acts.

3.1.2 Rail Transport

Despite offering the shortest and cheapest exit route for Malawian commodities, the rail system is mostly unreliable and inefficient. The major constraints include: inadequate rail coverage within the country; poor asset management and maintenance; poor condition of Nacala Port; and weak regulatory environment.

Frequent suspension of rail services, as a result of the poor state of both the system permanent way and rolling stock, has affected rail operations (cash flows and revenues). The entire rail track system, which has not been properly maintained for many years, is now badly in need of a major overhaul if services are to be revamped. If substantial rehabilitation works are not carried out on the line, including replacing the Chiromo Bridge, it is expected that freight volumes transported will continue to fall.

In December, 2011, Government signed a concession agreement with Vale Logistics Limited. The concession comprises the construction of a new line (138 km) and rehabilitation and upgrade of the existing line from Nkaya Junction eastwards (101 km) in Malawi. The axle load of the new system will be 20.5 tonnes but the sub structure will enable up to 26 tonnes to be accommodated if required.

The government is also considering options for financing the improvement and restoration of the remaining network and is in the process of reviewing the Railways Act to provide an up to date framework appropriate to the operation of a modern railway. The revised concession agreement also includes provision for some track rehabilitation.

Policy Statements

The Policy will:

- i. Promote sustainable expansion of the railway network to cater for national and regional requirements;
- ii. Ensure that the railway infrastructure is maintained and rehabilitated to the required standards;
- iii. Strengthen regulatory frameworks and concession agreements;
- iv. Promote railway safety and environmental protection; and
- v. Examine the feasibility of developing the rail network within urban areas.

3.1.3 Air Transport

Most of the aeronautical infrastructure and equipment as it is today dates back to more than 25 years and therefore is not appropriate to present day demands. Although recent support in provision of some new equipment has been received from Japan, most of the existing equipment has outlived its useful lifespan, rendering it unreliable for use and costly to maintain. Technological developments in the air navigation industry call for installation of systems that will also ensure safety of aircraft at all airports

Policy Statements

The Policy will:

- i. Provide and improve aviation infrastructure to facilitate economic activity;
- ii. Ensure the compliance with International Civil Aviation Organisation (ICAO) standards in the design, construction and operation of airports and aviation services;
- iii. Ensure that air transport services are operated consistent with international security standards;
- iv. Establish autonomous authorities to operate and manage airports and aviation equipment on commercial principles and to regulate the sector; and
- v. Promote the establishment of appropriate export processing zones in the vicinity of major airports.

3.1.4 Inland Water Transport

The country's water transport system is not fully developed and faces a number of challenges including dilapidated port infrastructure, and capacity problems. Management of ports has been recently concessioned to the Malawi Ports Company and continuation of the development of the Shire-Zambezi Waterway to provide direct access to the Indian Ocean and improvements to the navigability of the upper Shire River are planned.

The concessioning of the lake ports has necessitated a review of the functions of the Department of Marine Services. .

Policy Statements

The policy will:

- i. Ensure compliance with International Maritime Conventions and national regulations on standards in ship design, construction and safe operation;
- ii. Ensure compliance with International Maritime Conventions and national regulations on standards in the design, construction and safe operation of Malawi's Ports and associated facilities;
- iii. Improve the rail and road links to ports and inter-modal transfer facilities; and
- iv. Improve institutional capacity of Department of Marine Services.

3.1.5 Pipelines

Private sector investors have on several occasions expressed interest to construct pipelines for the transportation of liquid cargo on a Build Operate and Transfer basis. However, none of the potential investors have gone ahead to conduct full studies and construct a pipeline. Government remains open to the possibility of constructing a pipeline for transportation of fuel from the sea ports as it provides a cost effective means of transporting liquid cargo.

Policy Statement

The Policy will:

- i. Promote investment in pipelines

3.1.6 Rural Transport

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

Sustainable development of the rural transport sub-sector hinges on addressing the key policy issues encountered in the execution of the rural transport programmes. A number of challenges have been identified and these include: inadequate community participation, particularly of women in infrastructure planning, development and maintenance; inadequate financing; limited alternatives of appropriate technology; lack of attention to differing gender needs and priorities; poor integration of rural transport activities; and inadequate institutional capacity for sustainability of the activities. 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. Promote the improvement of institutional planning capacities in local authorities especially in the use of local level planning tools;
- ii. Establish mechanisms for provision and management of local transport infrastructure with emphasis on farm to market connectivity and improved access to social facilities;
- iii. Encourage community participation, particularly of women, in infrastructure planning, development and maintenance using labour-based technologies;
- iv. Ensure that small scale community contractors have the capacity and opportunity to undertake civil works on district and community roads; and
- v. Provide for safe movements of pedestrians and non-motorised vehicles.

3.1.7 Urban Transport

The continuing trend in urbanisation of the population and growth in the numbers of vehicles is leading to increasing congestion in urban centres. Urban transport is wholly road-based with high numbers of pedestrians and cyclists but limited facilities for non-motorised transport. Urban road networks have an increasing proportion of paved roads but the majority are unpaved and, especially in the peri-urban areas, of poor quality. Encroachment on road space from markets and minibuses is a constraint on smooth traffic flows and a road safety hazard.

Policy Statements

The Policy will:

- i. Ensure adequate funding for routine and periodic maintenance of the urban road network;
- ii. Focus urban road improvements on improving traffic flows;
- iii. Improve provision for non-motorised transport, especially pedestrians;
- iv. Implement a programme of upgrading unpaved urban roads based on economic viability; and
- v. Improve public transport infrastructure, including bus terminals, stopping areas and transfer facilities.

3.2 Transport Services Provision

Transport services are now provided by the private sector in all modes of transport. The role of Government is therefore, one of setting policy, regulation and monitoring the performance of the sector. The aim of this is to ensure that transport services are provided in an efficient manner, are equitable, and are in line with Government policy and do not have negative effects on the infrastructure.

This Policy Priority area has also been further divided to focus on each sub-sector.

3.2.1 Road Transport

The overall trend in road transport is positive growth. However a number of challenges still persist, especially in relation to transport costs, and these inhibit the full potential of the subsector. These challenges include: high cost of capital equipment and related spare parts; high insurance premiums; shortage of skilled technical and managerial manpower necessary to maintain the equipment in line with ever advancing technology; and low turnaround of trucks on the domestic market among others.

The accident rate per vehicle in Malawi is regarded as one of the highest in the world despite low traffic volumes and good climatic conditions. The high number of people killed in road traffic accidents has a significant adverse impact on the country's economic and social development.

Policy Statements

The policy will:

- i. Ensure the provision of an acceptable level of standards in road traffic management services with an emphasis on road safety;
- ii. Review and promote enforcement of the Road Traffic Act;
- iii. Ensure that Malawi complies with agreed national obligations arising from bilateral, regional and international road transport and traffic conventions;
- iv. Reduce the number and severity of traffic accidents;
- v. Ensure that road transport operators abide by vehicle load limits;
- vi. Ensure the efficient development of transport services to meet demand;
- vii. Effectively regulate and monitor road passenger transport provision;
- viii. Promote competitive insurance regimes;
- ix. Promote the establishment of appropriate training institutions to build capacity of transport operators; and
- x. Enforce environmental regulation of vehicle use and disposal and promote fuel efficiency.

3.2.2 Rail Transport

Rail transport services are provided by CEAR through a 20 year concession agreement that was signed in 1999. However, CEAR's ability to plan, coordinate, and organise with regard to customer care and to put to use the available limited resources needs improvement. The concession agreement with CEAR has been recently reviewed in order to address these challenges.

Under Vale's 30 year Concession Agreement, the Concessionaire agrees to the development of the capacity of the Nacala Corridor in order to guarantee access and transportation services comprising two trains in each direction for Malawian general freight and one train per day in each direction for Malawian passengers within the Nacala Corridor, including to the commercial port of Nacala.

Policy Statements

The Policy will:

- i. Promote private sector participation in railway operations under concessionary arrangements;
- ii. Ensure that railway companies provide efficient services of a quality that meets demand and are compliant with the required safety standards; and
- iii. Ensure effective monitoring of the sub-sector.

3.2.3 Air Transport

Air transport continues to be of strategic importance to Malawi owing to her geographical positioning. Growth in the air transport sector has been minimal over the years due to a number of challenges including the lack of a deliberate policy to enhance competition among air operators, lack of modern and appropriate infrastructure and equipment in the airports, high aviation fuel prices and the slow growth in other sectors which could create demand for air services. The continued use of traditional Bilateral Air Service Agreements (BASAs) has prevented the opening up of the air transport markets thereby stifling competition. The result has been inadequate services and high air fares leading to reduced demand for air services.

Policy Statements

The Policy will:

- i. Ensure the implementation of the 1988 Yamoussoukro Declaration on African Air Transport Policy and other conventions that may be deemed of benefit to Malawi;
- ii. Promote private sector participation in the provision of air transport services;
- iii. Strengthen the safety enforcement provisions in the Aviation Act, and in accordance with international civil aviation standards; and
- iv. Ensure effective monitoring of the sub-sector and compliance with environmental standards

3.2.4 Inland Water Transport

MoTPW has the responsibility for ensuring that safe and effective transport services are provided on Malawi's lakes and rivers. Shipping services have been concessioned to the Malawi Shipping Company (MSC) which is managing and operating ships owned by Government.

Currently MSC is the major operator providing freight and passenger transport services on the lake. However, there is need to promote participation of other service providers in order to have competition in the sub-sector.

Policy Statements

The Policy will:

- i. Encourage increased private sector participation and investment in the provision of safe and efficient shipping and port services;
- ii. Ensure effective monitoring and regulation of the sub-sector;

- iii. Ensure that free market forces dictate the entry and exit of players and the setting of price structures in the provision of shipping and port services; and
- iv. Ensure that ports provide facilities for reception of shipping waste and that vessels comply with environmental regulations, particularly regarding solid and liquid waste disposal.

3.2.5 Rural Transport

Rural transport services are provided primarily through minibus and bicycle taxi. Large numbers of shorter journeys are undertaken on foot. Minibus services are generally poor as a result of operators being unwilling to travel on poor quality road infrastructure. Improvements in the quality of infrastructure will encourage expansion of private sector service provision

Policy Statements

The Policy will:

- i. Enhance equitable accessibility to social amenities for all population groups;
- ii. Promote rural transport services including use of Intermediate Means of Transport which are appropriate and sustainable for rural households' transport needs; and
- iii. Ensure that the rural transport needs of women and other vulnerable groups are met.

3.2.6 Urban Transport

Urban Transport Services are dominated by minibus and tricycle taxi with shorter journeys undertaken by bicycle taxi and there are high levels of traffic congestion and high pedestrian traffic in most urban roads. Traffic congestion results in slower speeds, longer trip times, and increased vehicular queuing. Vehicular movement is also hampered by poor traffic management and enforcement of traffic regulations.

Policy Statements

The Policy will:

- i. Explore options for improved service provision including both road and rail-based options in the major conurbations;
- ii. Increase awareness of road safety issues for all road users;
- iii. Ensure that the urban transport needs and priorities of women and other vulnerable groups are met.
- iv. Improve the quality of private sector service provision to meet demand
- v. Ensure appropriate traffic management
- vi. Ensure suitable urban planning and designs that would prevent future traffic congestion

3.3 Non-Motorised Transport

Malawi's roads are used by large numbers of non-motorised users, primarily pedestrians and cyclists, for which little provision is made. Bicycles alone represent between 80%

and 90% of wheeled vehicles on tertiary and district roads and 70% of all fatal accidents involve pedestrians or cyclists. There is a range of factors that contribute to these accidents that include a lack of appropriate infrastructure, lack of maintenance of provisions (where these are made), road user behaviour and attitudes of motorists to non-motorised users.

There is a need for specific consideration of non-motorised road users to ensure that walking and cycling are promoted as healthy, sustainable, economical and non-polluting means of transport in both rural and urban areas, and that the people of Malawi have the right to walk and cycle in safety.

Policy Statements

The Policy will:

- i. Raise the profile of non-motorised transport in planning and programming for transport
- ii. Promote incorporation of facilities for non-motorised road users including women, children, the elderly and disabled
- iii. Promote equality among all road users
- iv. Improve awareness of the social and cultural issues surrounding non-motorised means of transport
- v. Ensure proper maintenance of the facilities provided

3.4 International Transport Corridors:

As a landlocked country, efficient operations of international transport corridors are critical for Malawi's participation in international trade. There is a need for coordination with neighbouring countries in all aspects of corridor development to ensure that common goals for corridor improvement are clearly understood and complementary investment made on both sides of borders and at border crossings.

The absence of a Shipper's Council in Malawi has meant that shipping services are not coordinated in such a way that the interests of shippers in Malawi are protected and advanced. As such the shipping services are characterized by high costs which are pushed on to the client and, ultimately, the general public.

Policy Statements

The Policy will:

- i. Promote the establishment of inland dry ports
- ii. Ensure the establishment of one stop border posts where viable
- iii. Ensure the existence and operation of Malawi Shipper's Council
- iv. Ensure that infrastructure along the major corridors is maintained and rehabilitated to improve access to ports
- v. Promote efficiency in the operations of Malawi Cargo Centre Limited
- vi. Develop a database of statistics on corridor operations

- vii. Remove barriers within the transport sector to facilitate domestic and cross-border trade and travel, and ensure provision of efficient transport services.
- viii. Integrate safeguards into corridor development and operations to prevent adverse impacts such as environmental degradation, social disruption and HIV and AIDS

3.5 Private Sector Participation:

Local entrepreneurs continue to 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 as well as in road haulage. This is largely due to the capacity constraints they face.

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. Government would like to see more local participation and will encourage increased participation from domestic transport service providers.

The local construction industry has persistently remained weak despite the various initiatives undertaken by Government directed at developing and strengthening the industry. The implementation of the National Construction Industry Policy is expected to go some way towards addressing the challenges that are currently facing the industry.

Policy Statements

The Policy will:

- i. Promote development of PPPs in the provision of road, rail, water, air transport services and pipeline;
- ii. Promote participation of local entrepreneurs in the provision of transport services
- iii. Encourage the private sector to develop the human resource and institutional capacity to improve the operation, organisation, and management of their staff
- iv. Strengthen the capacity of Government to monitor the performance of concessionaires
- v. Strengthen the capacity of the local construction industry
- vi. Promote private sector financing and operation of infrastructure
- vii. Improve access to financing for private sector players in the sector

3.6 Good Governance

Public bodies in the transport sector have frequent interactions with the general public. For some of these bodies, there has been an outcry from the public concerning the delivery of services. This has been due to inefficiencies in providing services, perceived corruption and a general sense that officers have changed focus from enforcing regulations to revenue generation.

Policy Statement

The Policy will:

- i. Promote adherence to principles of good corporate governance in the transport sector
- ii. Ensure that DRTSS and traffic police focus their activities on regulating the sector
- iii. Enhance stakeholder and public confidence in public bodies in the sector

3.7 Strengthening of Institutional Framework:

3.7.1 Planning and Coordination

Although MoTPW leads sector coordination efforts, it has been noted that the Policy and Planning Division in the Ministry does not have adequate capacity to effectively carry out this role. Furthermore, there is need to strengthen intermodal coordination and planning.

Policy Statements

The Policy will:

- i. Ensure that MoTPW has adequate capacity for effective policy analysis
- ii. Establish formal consultative fora to promote interactive participation in the maintenance of an acceptable quality of transport system
- iii. Strengthen the development and monitoring of the implementation of short, medium and long term strategies to guide the development of the sector
- iv. Ensure the development of reliable data to facilitate integrated transport operations and decision making as well as provision and dissemination of accurate and up to date information on the sector
- v. Promote bilateral and multilateral co-operation in the sector
- vi. Improve intermodal coordination
- vii. 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

3.7.2 Legislation and Regulations

Since the late 1990s, the Government of Malawi has embarked on a number of policy reforms in the transport sector aimed at promoting the operation of a competitive and efficient transport system. The reforms have resulted in changes in the role and relationships of the main sector institutions with the main purpose of separating implementation, financing and regulatory functions from overall sector management.

However, there is need for continued reforms in the sector in line with regional and international developments as well as with commitments made by Government. The reforms also necessitate reviews of the legislation and regulations governing the sector, since some of this legislation and regulation does not make appropriate provision for the reforms undertaken and proposed.

Policy Statements

The Policy will:

- i. Ensure that all legislation and other legal instruments relevant to the sector are updated periodically and strengthened to take into account current status as well as regional and international trends.
- ii. Continue the reform of the sector to separate legislative, policy, regulation and oversight roles from operation and implementation.
- iii. Review and strengthen the Railways Division to enable it to properly fulfil its regulatory mandate

3.7.3 Capacity Development

Capacity constraints exist in all key institutions, and shortcomings at project implementation level have had a negative impact on the effectiveness of works, including progress of clearing the existing maintenance backlog in all sub-sectors.

Policy Statements

The Policy will:

- i. Develop the human resource and institutional capacity to improve the operation, organisation, and management of the transport system, including management of environmental and social issues, through structured training programmes
- ii. Develop performance management systems which encourage continuous improvement in every aspect of management and implementation
- iii. Improve the Ministry's capacity to address social and environmental issues
- iv. Promote appropriate and practical research and development across all sub-sectors
- v. Improve the Ministry's capacity for oversight of private sector operators

3.8 Crosscutting Issues

3.8.1 Social and Environmental Management

Transport infrastructure developments and operational activities can have negative impacts on the environment and surrounding communities. They may also provide opportunities to enhance the physical and social environment. Some of these impacts may arise during construction, rehabilitation or maintenance works (e.g. 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/AIDS, for example are potential benefits). Other effects may arise due to the use of the infrastructure and increased levels of mobility (e.g. environmental incidents, human trafficking, and increased poaching as negatives whilst opportunities for marketing of rural produce, and access to health facilities are positive).

Although the basic legislation exists to take account of social and environmental impacts, the enforcement of this legislation is weak due to unclear policy provision, lack of

institutional capacity in the sector, lack of awareness in enforcement agencies and lack of monitoring.

Disenfranchisement and loss of livelihoods through land acquisition processes for road and rail 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. Ensure that full provision is made in sub-sector policies and strategies for management of social and environmental issues within the transport sector
- ii. Ensure that all modes of transport, sub-sector agencies and concessionaires conform to national environmental laws and international protocols and agreements on transport sector crosscutting themes

3.8.2 Gender Mainstreaming

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

Society gains by taking into account gender in the development of a modern transport system. However, studies have shown that the transport sector is characterized by serious gender inequality issues and it is among those that have introduced minimal gender mainstreaming at all levels. Among others, this is evident with male domination in senior positions in the sector. Given that the sector is vast and impacts on all sectors of the society, the Ministry's capacity to address gender needs and issues is inadequate

Policy Statements

The Policy will:

- i. Ensure a working environment that gives equitable opportunities in provision and accessibility of transport services and that is free from gender based violence, stigma, and discrimination
- ii. Improve accessibility of pregnant women, women with children under-five, girls, physically challenged people and all other vulnerable groups to social and public services
- iii. Take affirmative action in the recruitment and promotion of professionals in the transport sector

3.8.3 Disaster Risk Management and Developing a Climate Resilient Transport Network

Malawi has been prone to a number of natural disasters which have in some cases led to loss of transport infrastructure. These disasters range from earthquakes like the Karonga earthquake, to landslides like the Phalombe disaster and floods like the Lower Shire floods. The choice of designs and methods of construction should take into account the increasing severity of these events and the need to minimise such risks and mitigate such impacts where they occur.

Policy Statements

The Policy will:

- i. Ensure disaster preparedness and contingency planning in all transport sub-sectors
- ii. Ensure compliance to relevant standards and regulations that mitigate disaster risks and climate change within the sector

4 Implementation Arrangements

The principal stakeholders involved in one form or another in the implementation of the National Transport Policy include Government ministries, departments, regulatory authorities and boards, training institutions, development partners and the private sector.

4.1 Key Government Ministries and Departments

Ministry of Transport and Public Works is the custodian of the overall transport sector policy development and has the following departments:

- i. Department of Roads: responsible for policy direction on construction and maintenance standards and monitoring of quality control of construction and maintenance of roads
- ii. Department of Road Transport and Safety Services: responsible for all matters relating to road transportation operations and services as well as promotion of all aspects of road safety.
- iii. Department of Marine Services: responsible for oversight and regulation of ports and shipping services including monitoring of those which are under concession, maritime training and certification, and for navigational aids and equipment
- iv. Department of Civil Aviation: currently responsible for regulation of air services, air navigation and safety and operation of airports (with the exclusion of KIA)
- v. Railways Regulatory Unit: responsible for regulation of the rail sector and oversight and monitoring of operations and infrastructure management which are under concession.
- vi. Department of Transport Planning: responsible for long and medium term planning, policy direction and sector performance monitoring

- vii. Finance and Administration: responsible for maintaining the management systems, administrative support to all line departments, financial and operational policy and co-ordination of the budgetary process.

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

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

Other Ministries 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 Justice responsible for drafting and review of legislation;
- iii. Ministry responsible for Industry and Trade responsible for trade facilitation;
- iv. Ministry responsible for Education, Science and Technology responsible for providing policy guidance and regulating education institutions;
- v. Environmental Affairs Department responsible for policy guidance and enforcement of environmental laws;
- vi. Ministry responsible for Lands, Housing, and Urban Development responsible for administering public land; and
- vii. Ministry responsible for Gender, Children and Social Welfare responsible for ensuring that gender is mainstreamed in Government policies and programmes.
- viii. Department of Disaster Management Affairs responsible for coordinating the response to disasters and developing mitigation measures.

Transport regulatory authorities and boards involved in the implementation of the National Transport Policy include: National Construction Industry Council, the Malawi Institution of Engineers, and the Malawi Board of Engineers among others.

4.2 Implementation Plan

The Implementation Plan is attached as an accompanying document to this Policy. The Ministry of Transport and Public Works will be responsible for coordination of implementation of the policy while other Ministries, Departments and transport sector organisations will play a supporting role.

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 Department of Transport Planning in the Ministry of Transport and Public Works will coordinate annual monitoring of the Policy and will be responsible for preparing implementation reports that will be presented at the annual Joint Transport Sector Review meetings and submitted to Government through the OPC. The monitoring and evaluation framework is included in the Implementation Plan and will form the basis for monitoring the Policy.

As with previous versions of the Policy, the National Transport Policy and Implementation Plan will be reviewed periodically to ensure alignment with National Plans for the socio economic development of the country and the region. It is expected that a comprehensive revision will be carried out after five years of implementation.