

2013/14

SUMMARY TRANSPORTS BACKWARD-LOOKING JSR
REPORT



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1.0 Back ground and rationale

The EDPRS I (2008 – 2012) implementation registered a high growth of 8.2%, poverty reduction and reduction in inequality. This resulted in more than one million people being lifted out of poverty and made important strides towards the achievement of the Vision 2020 and the Millennium Development Goals (MDGs).

EDPRS 2 targets to transform Rwanda into a middle income economy. These targets are set to be achieved through four thematic areas and foundational issues that include: **Economic Transformation, Rural Development, Productivity and Youth Employment** as well as **Accountable Governance**. The Strategy will put a strong focus on growing the private sector, increasing exports, urbanization and rural development, increasing agriculture productivity, creating jobs especially for the youth and improving efficiency in service delivery in both public and private sectors.

It is in this context that the Government of Rwanda recognizes the transport sector as one of the key drivers of growth. Improving the quality and reliability of sustainable transport system that links centres of economic activity and access to social services is critical to reducing transport costs, and attracting domestic and foreign investment in Rwanda. Transport in Rwanda today is based on the road and aviation modes, with rail linkages, inland waterways, and pipeline modes being planned for the future. Road transport is efficient for local and medium haul distances while rail is cost effective for large freight Volumes over long distances. Air transport is efficient for passenger transport (or for low-weight, high-value commodities) over long distances. Inland waterways are efficient where rivers are not seasonal. Otherwise, water transport serves localized needs only.

Transport Infrastructure in Rwanda is comprised of: (i) Road transport, which until now is the corresponding to a road density of 0.53 km/km², (ii) Air transport, with one international airport six aerodromes within the country, and (iii) water transport, which is limited mainly to Lake Kivu. Rwanda does not yet have a rail transportation system; however some initiatives are under way to connect to sea ports (Mombasa & Dar-Es Salaam)

The Public Transport service sector is no longer informal and uncoordinated. All public transport service providers are operating in Companies and Cooperatives with no one operating on an individual basis. Therefore the whole market share of vehicles come from 12 Cooperatives under Rwanda Federation of Transport Cooperatives (RFTC), and 31 Companies under ATPR (Association des Transporteurs Publics au Rwanda). In terms of total available fleet, RFTC has 1,871 vehicles in total whereas ATPR has 976 vehicles all together.

For the economic growth, it is essential to ensure that an efficient transport system is in place for the movement of its citizens 'for instance, for both intercity and urban public transport. Furthermore, it is also crucial to ensure accessibility and mobility of people in remote rural areas by providing the basic public transport services.

In 2008, the Government of Rwanda launched the second generation of poverty reduction (EDPRS) for the period 2008-2012/2013 to ensure that social and economic development is more streamlined and

harmonized. EDPRS 2 over the period 2013/2014 to 2017/2018; was launched out to provide priorities for public spending, together with key performance targets, projected financing and needs as well as monitoring and evaluation plans. The EDPRS 2 provides a medium term framework for achieving the country's long term development aspiration.

1.1 Transport Infrastructure Vis-à-vis Economic Development

Transport in Rwanda today is based on road and aviation modes, with rail Linkages, Inland waterways, and pipeline modes being planned for the future.

In the a wake of these plans, Rwanda is keen that adequate modern transport infrastructure will contribute in lowering transport costs in addition to reducing the high cost of doing business with other countries specifically as a landlocked country that is still heavily dependent on road transport infrastructure with neighbouring countries to access the ports for her imports and exports.

In the efforts to address the Country's challenges, all efforts have been outlined as elaborated above in the EDPRS 2 thematic areas. The strategy therefore, is to put strong emphasis on growing the Private Sector, Increasing Exports, improvement of agricultural productivity supported by strong service economy, improvement in service delivery and creating jobs especially for the youth.

Table 1: Performance on the status on Transport sector key indicators

TRANSPORT SECTOR: KEY INDICATORS	2012/13 Baseline	2013/14 target	Actual 2013/14
1. Percentage of National Road (paved and unpaved) in Good condition	63.2%	66.1%	71.4%
2. Percentage of District roads class 1 in Good Condition	37.0%	42.0%	25%
3. Number of km of unpaved road upgraded to paved road	1,172	1,338	1,266.2
4. Number of km of District Road Class 2 upgraded to gravel road	71.6	510	495.78
5 Number of km of integrated roads created in regional urban areas including disable access facilities	0	31	59.5
6. Number of km of scheduled bus routes (Rural, Intercity and Urban combined)	1,600	2,900	689.6
7. Number of km of High Quality footpath and pedestrian track including disable access facilities	0	40	99.9
8. Number of new transport modes introduced	0	2 (IWT, NMT)	0
9. Number of passengers transported in air transport per year by all airlines combined	488,903	683,083	558,084
10. Number of km of formal inland water transport service	0	0	332

Like other sectors, the Government has extensively planned for the improvement of the transport sector as elaborated in four thematic areas of EDPRS 2. The document provides clear guideline on the targets to be achieved in every financial year thus allowing proper evaluation. The attached annexes (Annex 1.1) provides details on what has been achieved in fiscal 2013 /2014 under different thematic areas against performance set for 2013/2014.

Table 2: Summary Budget Execution 2013/2014 for RTDA

	Budget	Cumulative disbursements 2013-2014	Balance	Performance
RTDA	138,072,700,699	97,342,962,307	40,729,738,392	70.50%
TOTAL DOMESTIC BUDGET	38,667,481,649	32,674,198,664	5,993,282,985	84.50%
RECURRENT BUDGET	2,018,395,457	1,521,008,387	497,387,070	75.36%
Salaries & Wages	684,504,620	625,611,039	58,893,581	
Goods and services	1,333,890,837	895,397,348	438,493,489	
DEVELOPMENT	36,649,086,192	31,153,190,277	5,495,895,915	85.00%
ROAD INFRASTRUCTURE AND SAFETY	35,431,382,734	29,976,845,311	5,454,537,423	
WATERWAYS INFRASTRUCTURE	489,594,809	489,594,809	-	
SECURITY DEVICES AND REGULATION	728,108,649	686,750,157	41,358,492	
TOTAL EXTERNAL FUND	99,405,219,050	64,668,763,643	34,736,455,407	65.06%
External Grants	68,260,260,000	41,657,044,873	26,603,215,127	61.03%

The low disbursement rate was due to delays in procurement processes. Auditor General's report 2013/14 is not yet at disposal for review of its recommendations on budget execution.

Table 3: Summary Budget Execution 2013/2014 for RCAA

ITEM	BUDGET	CUMULATIVE DISBURSEMENT 2013-2014	BALANCE	PERFORMANCE (%)
KIA Terminal building extension	10,000,000,000	9,650,099,824	349,900,176	96.5

KIA Terminal building extension supervision	700,000,000	467,273,256	232,726,744	66.8
Kamembe runway rehabilitation works	1,535,000,000	0	1,535,000,000	0
NBIA Land compensation (expropriation)	5,704,994,139	4,740,290,704	5,704,994,139	83.1

As indicated in the table 3 above item 3, Kamembe runway execution is zero due to the delays in procurement process and designs for new runway.

2.0 Progress against Implementation and Recommendations from Forward-Looking JSR

The forward joint sector review which was held on the 17th June 2014 made several recommendations, in order to enhance the interconnectedness of both forward looking and backward looking joint sector reviews, it is imperative that the implementation status against recommendations from previous meeting be presented in this report

1. **Feeder Roads:** The forward-looking meeting indicated that there was no clear roadmap showing responsibilities of each institution involved and the operationalization plan for feeder roads thus affecting the implementation process ;

Action taken:

Currently all institution have agreed on the road map and an operationalization plan has been drawn.

2. **National Road Safety:** The concern was to speed up the on-going study on road safety study which is being undertaken and ensure the results are scientific based to reducing high risks of accidents on the road.

Action taken:

The on-going study has been validated and effectively analysed to ensure the conclusion and results provided are scientifically proven and thus providing solution to the challenges

3. **Targets set by RTDA:** The targets highlighted in the reports seemed unrealistic in relation to the budget allocation.

Action taken:

All transport agencies have taken note of this thus has been able to adjust and plan accordingly in setting the targets.

3.0 Key Priorities of the Transport Sector in 2015/2016 Fiscal Year

The 2015/16 priorities will contribute a lot to EDPRS 2 indicators especially by increasing the percentage of national road in good condition (paved and unpaved) and improving air and water

transport services. (Details contributing to EDPRS 2 outcome and indicators related to these priority projects are in Annex 1.2)

Land Transport

1. Base-Rukomo-Nyagatare Road
2. Base-Butaro-Kidaho Road
3. Kigali 54 Km + Kigali Ring Road 43km
4. Kagitumba-Kayonza-Rusumo Road (Kagitumba-Kayonza lot 1, AfDB; Kayonza-Rusumo Road Lot 2, JICA.
5. Huye-Kibeho-Ngoma Road
6. Ngororero-Musanze-Cyanika Road
7. Ngoma-Bugesera-Nyanza Road
8. 114 Km of urban roads secondary cities Road
9. Nyanza-Karongi Road
10. Nyacyonga-Mukoto Road
11. Development of Rural roads (Unpaved)
12. Public Transport (Kigali & Rural Public Transport/ONATRACOM)
13. Pollution and Congestion Management.

Air Transport

1. New Bugesera International Airport (NBIA)
2. Expansion of KIA (Expropriation amount, Aircraft parking, etc.)
3. Expansion of Kamembe Airport
4. Expansion of Rubavu Airport
5. Investment in RwandAir

Water Transport

1. Lake Kivu Water Transport; Detailed study is now at 80% completion and will be complete in January 2015.

5.0 Conclusion

In conclusion therefore, of all ten indicators, five were achieved as marked in green color, three were not fully achieved as marked in yellow and two were not achieved due to; delays in the procurement processes and budget constraints.

In general transport sector is among sectors that have implemented EDPRS2 targets with remarkable progress despite of some challenges like;

- Inadequate investment, institutional and human resource capability in air transport infrastructure and service provisions.
- Delay in procurement, construction and project implementation process due to absence of proper mechanism and the shortage of qualified and experienced manpower.
- Private sector that have limited capacity in terms of financial and skills in road construction and project management.
- High transport costs estimated to be about 40% of the value of imports or exports;
- Inadequate Mobility, Connectivity and Accessibility of Urban, Intercity and Rural Road Network;
- Over dependence on road transport and Inadequate priority of sustainable modes of transport;
- Inadequate accident and emergency investigation, mitigation and impact management system in Rwanda; and
- Inadequate Provision for Social Equity and Integration in Transport Infrastructure and Service.

Chairperson:


Christian RWAKUNDA

Permanent Secretary

Ministry of Infrastructure



Co-Chair


Negatu MAKONNEN

Resident Representative

African Development Bank



ANNEX 1.1: Performance Log frame

TRANSPORT SECTOR: KEY INDICATORS	2012/13 Baseline	2013/14 target	Actual 2013/14	Status(achieved/ not achieved)	OBSERVATION
1. Percentage of National Road (paved and unpaved) in Good condition	63.2%	66.1%	71.4%	ACHIEVED	Almost all national roads are in good condition.
2. Percentage of District roads class 1 in Good Condition	37.0%	42.0%	25%	NOT ACHIEVED	The low achievement was due to un realistic targets that were set in EDPRS1. The new scientific measure of using IRI clearly shows the progress as 25% and this can be used in setting reliable baselines in the coming final years.
3. Number of km of unpaved road upgraded to paved road	1,172	1,338	1,266.2	ACHIEVED	The progress is 95% as compared to the target, and other roads are ongoing. We hope for the better results in the next SWG.
4. Number of km of District Road Class 2 upgraded to gravel road	71.6	510	495.78	ACHIEVED	The progress is 97% as compared to the target.
5 Number of km of integrated roads created in regional urban areas including disable access facilities	0	31	59.5	ACHIEVED	All new constructed roads especially in urban centers have foot path facilities and for disabled studies and designs are under way.
6. Number of km of scheduled bus routes (Rural, Intercity and Urban combined)	1,600	2,900	689.6	NOT ACHIEVED	More efforts are under way to increase bus routes. By encouraging private sector to invest in public transport as government reduced taxes on vehicle with capacity to carry 30 people.
7. Number of km of High Quality footpath and pedestrian track including disable access facilities	0	40	99.9	FULLY ACHIEVED	Major roads especially in urban centers have foot path facilities for disabled; the implementation is under way for example on MASAKA –KABUGA road construction.
8. Number of new transport modes introduced	0	2 (TWT, NMT)	0	NOT ACHIEVED	Pipeline shifted to EWSA and consultations are at high-level negotiations TWT the study is underway at 90% NMT still under procurement process.
9. Number of passengers transported in air transport per year by all airlines combined	488,903	683,083	558,084	Not fully achieved	Under performance was due to cancellation of Rwandair operations at Gisenyi Airport and targeted routes were not opened due to unavoidable circumstances.
10. Number of km of formal inland water transport service	0	0	332	FULLY ACHIEVED	This is mainly lake Kivu, feasibility studies is at 80% and will be completed by January 2015. 332 km are the computed distance on the existing water transport from Rusizi to Rubavu with different stopovers at Rusizi, Ijivi etc.

Annex 1.2: Sector Indicators Matrix (For the Selected 10 Sector Indicators)

No.	EDPRS/SECTOR OUTCOME	INDICATOR	UNIT	BASELINE (2012) VALUE	2013/14 Targets	Actual Performance	Policy Actions	Brief Narrative Progress against Policy Actions	Responsibility for Reporting
ECONOMIC TRANSFORMATION									
1	Enhanced Capacity of air transport infrastructure	Total Passenger Carrying Capacity per year (All Airports combined)	No	488, 903	956,718	1,200,000	To develop an efficient and sustainable air transport infrastructure for Rwanda	Achieved beyond the target	RCAA
2	Improved and Scheduled bus service for Kigali City	Number of km of scheduled bus routes	No	0	Publication of Allocated Routes to Different Operators under Route Franchising	To develop an integrated public transport system for Kigali City	Some improvement has been done, and scheduled bus was done for Kigali City and National, regional main corridors for the short term. The study is under procurement for long term solution.	RURA,RTD A, CoK	
3	Greater Priority for Public Transport	Number of km of Bus Priority/BRT Lane in Operation	No	No Bus priority land in Kigali City	7.5 km of extra right of way for bus lane expropriated and road widen	To develop an integrated public transport system for Kigali City	BRT and DBL study under procurement, and the duration for this study is 18months.	RURA,RTD A, CoK	
4	Introduction of Rail network for Rwanda	% progress for implementation of Dar-Es-Salaam-Isaka-Kigali-Keza-Musongati Railway line with a cost of USD 5 billion	Percent	75% of Detailed Design Study completed end of the contract in February, 2013	Transaction Advisor/Funds mobilisation	Study completed and Transaction Advisor started in September 2014	Study completed and Transaction Advisor started in September 2014, and funds to be mobilized.	MININFRA, RTDA	
5	Appropriate overload control strategies for Rwanda	Guidance on Axle Load Control Strategies	No	No Approved Axle Load Control Policy and Strategy	Cabinet Approval of Axle Load Control Policy and Strategy	Procurement for the study on Axle Load to be completed by October 2014.	To improve mobility, riding quality and LoS for Strategic Road Network	Study to start by early November 2014. The duration of the study is Seven (7) months.	RTDA

No.	EDPRS/SECTOR OUTCOME	INDICATOR	UNIT	BASELINE (2012) VALUE	2013/14 Targets	Actual Performance	Policy Actions	Brief Narrative Progress against Policy Actions	Responsibility for Reporting
6	Reduced non-tariff barriers for International Transport	Number of One Stop Border Posts Fully Operational	No	2 One Stop Border Posts in Operation (Nemba & Ruhwa)	Report on Feasibility and Detailed Design Reports on Additional 5 One Stop Border Posts Published	2 OSBPs under construction (Kagitumba and Rusumo). 4 Studies on-going (Gatuna, Akanyaru Haut, Akanyaru Bas and Cyanika)	To transform Rwanda into a Regional Logistics Hub	2 OSBPs were completed (Ruhwa & Nemba), 2 OSBPs are under construction (Rusumo & Kagitumba). La Corniche OSBP, the MoU was signed for implementation. And the studies are on-going for the other 4 (Gatuna, Akanyaru Haut, Akanyaru Bas and Cyanika).	MININFRA, RTDA
7	Introduction of pipeline system for Rwanda	Feasibility Study Report of the Kampala-Kigali-Bujumbura, Kigali-Mughanga-Rubavu and Huye-Rusizi Pipelines		No Pipeline Transport in Rwanda	Feasibility Study and Detailed Design of Kampala-Kigali-Bujumbura Pipeline Completed	Feasibility Study completed. Detailed Design not yet conducted (report from REG)	To conduct feasibility study and detailed design for pipelines	Feasibility Study completed.	EWSA
8	Improved Inland Waterway Transport System and Service (Passenger and Cargo)	% of the GoR funds available for emergency works		No block allocation of funds for emergency work	6.00%	Feasibility study for implementation of 3 ports (Rutsiro, Karongi and Rubavu) along Kivu Lake to be completed by January 2015	To introduce formal IWT service	The study is ongoing (85% progress)	RTDA
RURAL DEVELOPMENT									
9	Maintaining Riding quality of National Paved Roads in Good Condition	% of National Paved Road in Good Condition	KM	95.60%	95.00%	95%	To take adequate road maintenance works	The target was achieved.	MININFRA, RTDA
10	Increased the Riding Quality of District Road Class 1	% of District roads in Good Condition	KM	37.00%	42.00%	25%	To maintain and upgrade National roads	The low achievement was due to unrealistic targets that were set in EDPRS I	MININFRA, RTDA, Districts
11	Improved rural connectivity and standard of District Road Class 2 (Feeder)	No of km of earth District Road Class 2 (Feeder road) upgraded to gravel road		71.6	510	495.78	To improve standard of District Roads Class 2	The Target was achieved	MININFRA, RTDA, Districts

No.	EDPRS/SECTOR OUTCOME	INDICATOR	UNIT	BASELINE (2012) VALUE	2013/14 Targets	Actual Performance	Policy Actions	Brief Narrative Progress against Policy Actions	Responsibility for Reporting
	Road								
12	Enhanced air transport services	number of passenger trips per year (All Airlines Combined))		488,903	683,083	558,084	To improve air transport service to increase passenger patronage	Under performance was due to cancellation of Rwandair operations at Gisenyi Airport	RCAA
13	Increased Riding Quality of National Unpaved Roads	% of National Unpaved Road in Good Condition	KM	40.60%	46.00%	52%	To maintain and upgrade District Road Class 1	The actual performance is beyond the set target.	RTDA, Districts
14	Increased Riding Quality of All National Roads	% of National Road in Good Condition	KM	63.20%	66.10%	71.4%	To maintain and upgrade National roads	The actual performance is beyond the set target.	RTDA
15	Improved road connectivity and Level of Service with International Airports	% of progress for the construction of 4 lane highway	KM	A two lane road connecting Kigali to Bugesera	Final Report on Feasibility Study and Detailed Design on four lane road from Kigali to Bugesera Airport published	Contract signature of the contract for the study is expected by 18 Nov 2014. This study will take 8 months	To widen and upgrade Kigali and Bugesera International Airport	The bids evaluation report will be available by November 2014	RTDA
ACCOUNTABLE GOVERNANCE									
16	Improved emergency work and disaster management	% of the GoR funds available for emergency works	Percent	No block allocation of funds for emergency work	6.00%		To set up emergency and disaster management unit and allocate appropriate budget	The emergency unit is in place, and disaster management plan is available.	RTDA

No.	EDPRS/SECTOR OUTCOME	INDICATOR	UNIT	BASELINE (2012) VALUE	2013/14 Targets	Actual Performance	Policy Actions	Brief Narrative Progress against Policy Actions	Responsibility for Reporting
18	Improved quality control in the construction and maintenance of road/airport infrastructure	% of the work for establishment of a National Reference Lab	Percent	No Reference Lab now	0.00%	There is the National Laboratory and its improvement is planned in the FY 14-15	To establish a Reference Lab for road, bridge and airport works	The national Laboratory rehabilitation works will start by November 2014. Laboratory equipment will be purchased by December 2014.	MININFRA, RTDA, RCAA
19	Improved vehicle inspection and fitness control system	% of the work for establishment of four regional vehicle inspection centres	Percent	There is only one vehicle inspection centre in Kigali under the management of RNP	0.00%	1 vehicle control center is operational, and 2 mobile controls were opened; In the eastern and northern provinces.	To ensure adequate monitoring & evaluation, inspection and quality control of development activities in Transport Sector	One vehicle control center is operational, and 2 mobile controls are also in place.	MININFRA, RTDA, National Police
20	Enhanced Organisational facilities in Land and water Transport to undertake tactical functions	Organisation structure of RTDA		No institutional set up for undertaking tactical functions for public transport	Restructuring of RTDA with Different Functional Units for Tactical Functions	Restructuring completed in September 2014	To train professionals at land and water transport	Restructuring was completed and staff recruitment is in final stages.	RTDA
21	Enhanced Human Resource and Institutional Capacity of Air transport	% of reduction of delay in service delivery with respect to standard time	Percent	Inadequate human resource and institutional capacity for service delivery	10.00%	80%	To improve human resource and institutional capacity for service delivery of Air transport	Several technical trainings were attained hence achieved % beyond the target	RCAA
22	Improved human resources in land and water transport	No of professionals and technicians trained	NO	Inadequate trained professionals and technicians	55		To train professionals at land and water transport	This activity will be performed after the completion of the study of Akagera River and Kivu Lake navigability study.	RTDA

No.	EDPRS/SECTOR OUTCOME	INDICATOR	UNIT	BASELINE (2012) VALUE	2013/14 Targets	Actual Performance	Policy Actions	Brief Narrative Progress against Policy Actions	Responsibility for Reporting
23	Improved procurement, contract and project management process	Annual list of registered conductors in different category on the basis of technical and financial capabilities	Percent	No process available for screening of non-qualified contractors from the bidding process	Procurement Law regarding categorization and registration of conductors on the basis of technical and financial capabilities	90%	To improve procurement and project implementation process	The Internal tender committee(ITC) works in conformity with RPPA guidance	RTDA, RCAA
24	Improved accident investigation and management System;	% of the work for establishment of an advanced accident investigation, database and auditing system	Percent	Existing accident investigating and auditing systems are inadequate without any standard database	0		To develop accident investigation and auditing system	The study of road safety auditing is ongoing and will be completed by December 2014. This will facilitate the creation of database system and set up the action plan.	RNP, RTDA,
25	Improved post-accident response management	% of work for the establishment of two Trauma Centres	Percent	2 Trauma Centres at Kigali and Huye	10%		To improve emergency work, disaster and accident management	The plan is for City of Kigali, and Southern Province. The study will be initiated by 2015.	
26	Effective Strategies for reduction of fuel costs for motor vehicle in Rwanda	Report of Study on Reduction of Fuel Costs for Motor Vehicles in Rwanda		Fuel Cost for Motor Vehicles is very high in Rwanda	Final Report of Study on Reduction of Fuel Costs for Motor Vehicles in Rwanda Published		To promote innovation and development in the transport sector	Procurement for the study is underway.	MININFRA, RTDA
27	Improved Postgraduate research facilities in Transport sector of Rwanda	Number of professionals with Postgraduate Research Degree in Transport		No Postgraduate Research Degree in Transport in Rwanda	4	10 people completed the studies.	To introduce postgraduate research in transport in higher learning institutions	Postgraduate Research in Transportation was completed, and 10 people were graduated.	MININFRA, KIST, NUR
FOUNDATIONAL AND CROSSCUTTING ISSUES									

No.	EDPRS/SECTOR OUTCOME	INDICATOR	UNIT	BASELINE (2012) VALUE	2013/14 Targets	Actual Performance	Policy Actions	Brief Narrative Progress against Policy Actions	Responsibility for Reporting
28	To improve gender equality	% of women employed in public and private transport companies	Percent	28.4% F and 71.6% M	31% F and 69% M	23% F and 77% M	To ensure greater gender equality in transport sector	The percentage of women is low due to technical and manpower involvement of infrastructure activities.	MININFRA, RTDA, RCAA
29	To improve access to transport for disabled	% of Bus/Taxi operators with disabled access facilities	Percent	No Bus/Taxi with disabled access facility	5.00%	80%	To ensure access for disabled in public transport	We have now facilities such as lifts and escalators	MININFRA, RTDA, RCAA

Annex 1.3. : Conducted Studies in line with EDPRS 2 Implementation

Policy	Status	Time frame
Road and Bridge Design Manual	Progress is at 30%. Road Geometric Design will be submitted on 4th November, 2014	Final Report to be available by December, 2014.
Axle Load Control Policy and Strategy	Contract to be signed by end of October, 2014.	Final Report to be available by December, 2014.
Rwanda Driving Side Option Study (RDSOP)	Validation of Inception Report was done.	Draft Report comments are under review by the consultant and the final report is expected to be submitted by 30th October, 2014.
Road Maintenance Management	Preparation of tender documents is underway.	Draft Report to be available by April 2015
Transport Law	Under consultation.	1st Draft Report is expected to be presented by December 2014
Road Safety Study	Validation of Inception Report was done.	Final Report to be available by December, 2014.