

**TRANSPORT SECTOR BACKWARD-LOOKING JOINT
SECTOR REVIEW REPORT 2017/18**



October 2018

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SECTION I: BACKGROUND AND RATIONALE

Access to safe, reliable and cost-effective transport infrastructure is essential to achieve the levels of growth defined under the Economic Development and Poverty Reduction Strategy (EDPRS-2). Infrastructure development is a critical productive component that catalyzes broader economic growth and contributes significantly towards the realization of country's ambitious social economic transformation agenda. In order to attain the desired development impact of the 7 Year Government Program, EDPRS-2, Vision 2020 and other strategic interventions, the Transport sector implemented different projects and programs alongside formulation of various institutional frameworks in the fiscal year 2017/18.

The Transport Sector Strategic Plan (TSSP) 2013-2018 for EDPRS-2 was adopted in 2013 and was implemented to improve transport infrastructure and services to ensure policy integration in transport as a whole in nationwide social economic activities. The key objective of the TSSP was to develop an integrated multimodal transport system while ensuring economy, safety, and environment sustainability etcetera.

The 2017/18 Backward-Looking Joint Sector Review (JSR) forum aims at bringing together all the Sector Working Group (SWG) stakeholders to engage in policy dialogue to ensure ownership, accountability and transparency in implementation and monitoring process of EDPRS-2 core and other selected sector indicator focusing on fiscal year 2017/18 achievements. This [Backward Looking JSR report is guided by Terms of Reference issued by the Ministry of Finance and Economic Planning with the following main objectives:](#)

- a) To assess progress in achieving sector objectives with focus on 2017/18 fiscal year EDPRS 2 core and other selected sector indicators targets with their corresponding policy actions which will also include a discussion on catch up plans for sector indicator targets lagging behind;
- b) Presenting and discussing budget execution performance for 2017/18 fiscal year;
- c) Highlighting priority areas (maximum of five) for the 2019/20 fiscal year that will inform the planning and budgeting process for institutions in the sector and;
- d) Review progress against implementation of recommendations from the last JSR meetings.

SECTION II: PERFORMANCE OF THE SECTOR OBJECTIVES FOR THE FY 2017/18 TARGETS

II.1: EDPRS-2 CORE INDICATORS

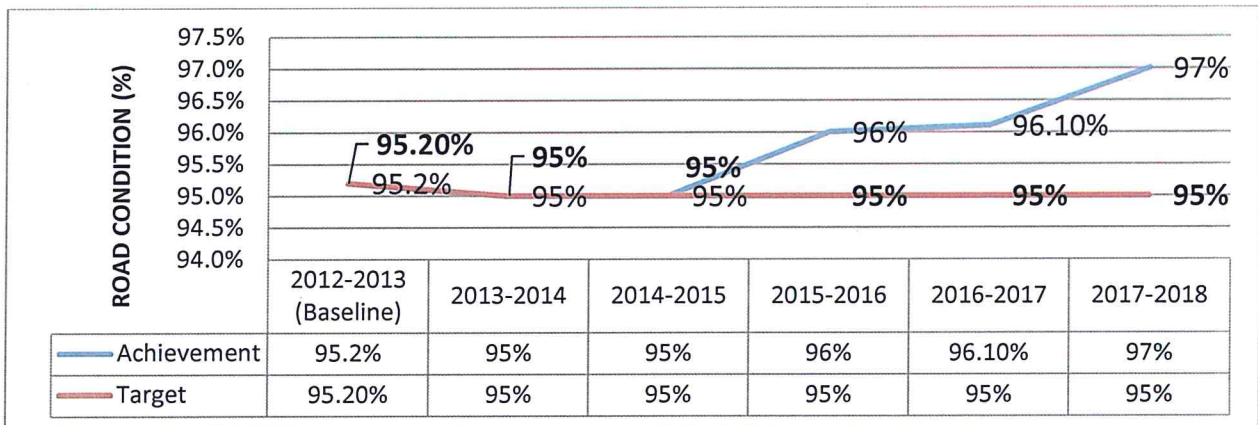
The two transport core indicators pursued during EDPRS-2 period were percentage of national roads (paved and unpaved) in good condition and number of km of district roads Class-2 (Feeder roads) upgraded to gravel roads.

The surveyed percentage of paved national roads in good condition for 2017/18 fiscal year was 97% as depicted in figure 1; regardless of the torrential rains that significantly affected the roads

infrastructure during the period in review. Notably, among the affected infrastructure were Kigali-Gatuna, Muhanga-Rubengera and Kivu belt roads. However, the intervention of Government to quickly restore the damaged roads has greatly contributed to maintain previous achievements of the roads network in good conditions confirmed after a road condition survey carried out between September and October 2018.

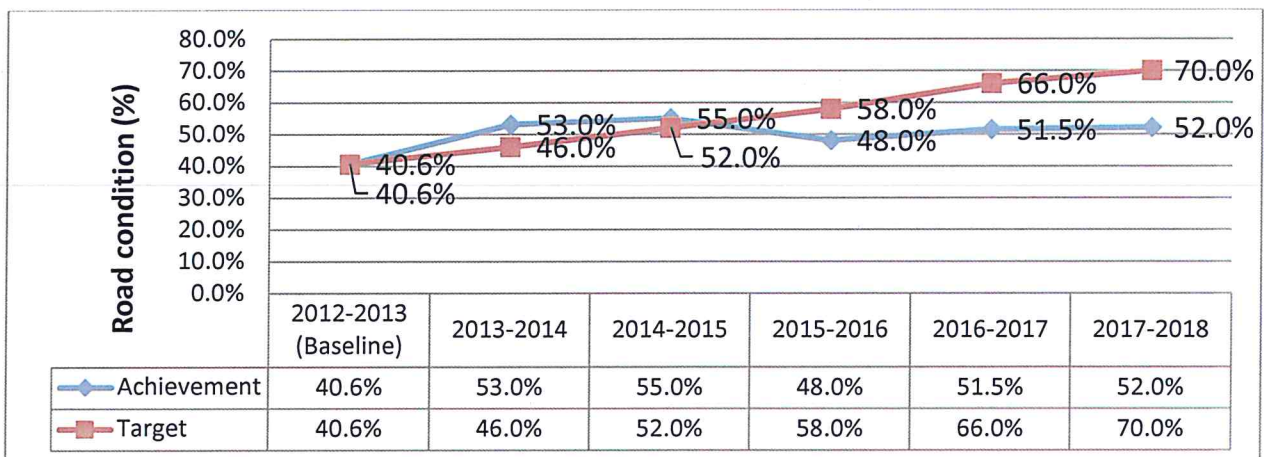
The completion of ongoing projects such as Kagitumba-Kayonza-Rusumo and Huye-Kitabi road rehabilitation projects and Base-Rukomo, Base-Nyagatare road upgrading will further contribute to the increase of roads in good condition.

Figure 1: Surveyed condition (%) of national paved roads



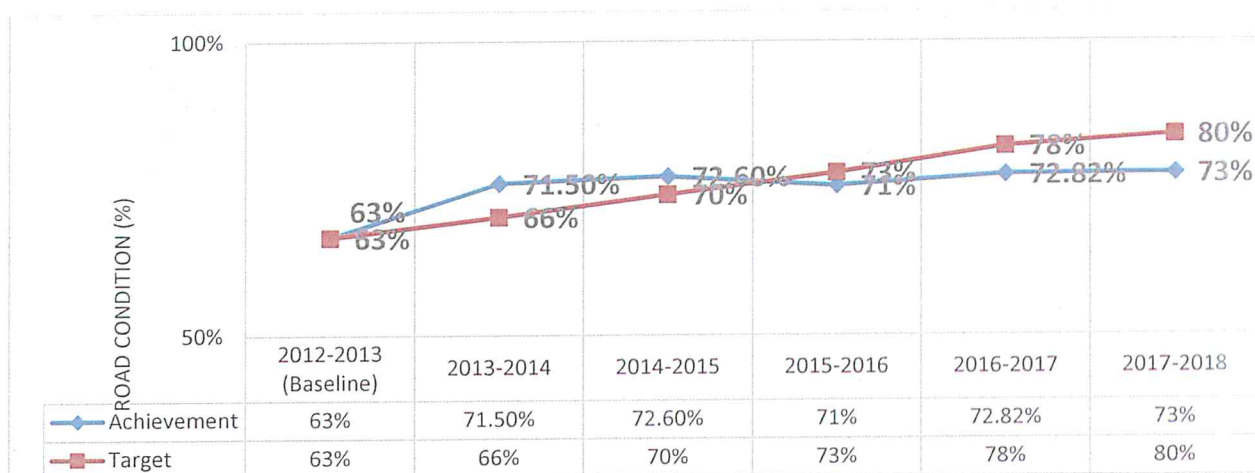
The surveyed percentage of unpaved national roads in good condition for 2017/18 fiscal year was 52% as indicated in figure 2. A number of unpaved roads were affected by recent climate change with heavy rains causing floods and landslides of gravel roads in low altitude and hilly areas respectively.

Figure 2: Surveyed condition (%) of national unpaved roads



Hence, the overall percentage of paved and unpaved national roads in good condition is 73% against 80% EDPRS-2 targeted as illustrated in figure 3.

Figure 3: Combined survey condition (%) of national paved and unpaved roads



The set target was not realised due to climatic changes associated with heavy rains that have resulted into deterioration and destruction of the road network as well as derailing on-going projects. For on-going projects, contractors are implementing catch-up plans to overcome delays as Government continues to rehabilitate affected road sections.

Feeder roads play a critical role in transforming rural populace whose livelihoods entirely depend on agriculture. Lack of access to all year round motorable roads and other rural transport facilities strongly hampers agricultural development, depriving the rural population of access to better markets. As a mitigation measure, Government and Development Partners embarked on an ambitious feeder roads development program that has resulted into upgrading a total of 2486.8 km of feeder roads cumulatively from earth to gravel roads in 2017/18 fiscal year against 2,550 km EDPRS-2 target (See Table 1).

This represents 97.5% achievement where 426.55 km were upgraded in 2017/18 fiscal year. The reason of missing the set target was subject to heavy rains which damaged on-going road projects and affected contractors' performance. On completion of on-going feeder road projects in Karongi and Nyamasheke Districts, the target will be achieved.

Table 1: Performance of District earth roads Class-2 upgraded to gravel

S/N	EDPRS-2 Outcome	Indicators	Unit	Baseline value (FY2016-17)	FY2017/18 EDPRS-2 target	Actual performance	TL	Score (%)
RURAL DEVELOPMENT								
1	Improved and sustained quality of road network	District earth road Class 2 (Feeder road) upgraded to gravel road	Km	2,060.5	2,550	2,486.8		96.9

=>100% achievement	>90% achievement	50-90% achievement	<50% achievement	N/A
Achieved	On-Track	On-Watch	Lagging behind	Not due for reporting/or not available

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II.2: PERFORMANCE ON OTHER SECTOR INDICATORS

Of the other Seven (7) sector indicators; three (3) surpassed the target, one (1) is on track, one (2) is on watch and one (1) is lagging behind. The indicators performance for the 2017/18 fiscal year was as follows:

a) Indicators which surpassed the targets:

- **Number of Km of integrated roads created in regional urban areas including disable access facilities:** 316.4 Km were cumulatively created against the 140 Km targeted in EDPRS-2 for fiscal year 2017/18. This records 126% indicator achievement. The latter performance is attributed to high-level guidance to construct these facilities for all road constructions in urban areas.
- **Number of Km of scheduled bus routes (Rural, Intercity and Urban combined):** in total, 13,934 Km were scheduled against 9,290 Km targeted in fiscal year 2017/18, recording 150% indicator achievement.
- **Number of Km of High Quality footpath and pedestrian track including disable access facilities:** 316.4 Km were cumulatively created against 200 Km targeted in fiscal year 2017/18. This also implies that the target was surpassed by 58.2% and this resulted from the high-level guidance to implement high quality footpath on all constructed roads in urban areas.

b) Indicators on track to achieve the targets:

- **Number of Km of unpaved road upgraded to paved road:** 1,916 Km were cumulatively upgraded against 2,002 Km targeted in fiscal year 2017/18 and this represents 95.7% achievement. On completion of Base-Rukomo and Rukomo-Nyagatare road upgrading projects, the number of Km of unpaved roads upgraded to paved roads will be increased.

c) Indicators on watch to achieve the target :

- **Percentage of District Road Class 1 in good condition:** The road condition survey is 40.8% (with only 60% of District Road Class 1 total network covered) against targeted 60%. This represents 68% indicator score.
- **Number of passengers transported in air transport per year by all airlines combined:** 926,571 passengers were transported against 1,444,399 passengers targeted in fiscal year 2017/18. This implies 64.1 % indicator achievement. The number of passengers is envisaged to increase significantly on completion and operationalization of the New Bugesera International Airport - phase one currently under construction and operationalization of RwandAir new strategic plan opening new destinations.

d) Indicator lagging behind:

- **Number of Km of formal inland water transport service:** The indicator is lagging behind however, remarkable efforts manifest in contract signature for design review and supervision of port construction works, submission and presentation of draft report on 11th September 2018. On the other hand, the Transaction Advisory (TA) Services is ongoing up to April 2019. The report on Market Sounding was presented at technical level and higher authorities. The contract for Bathymetric Survey was signed on 17th July 2018 for a period of four (4) months. Land acquisition is still on going, after regularization of PAPs files from Rubavu and Karongi Districts, the next step is preparation of beneficiary list for payment. The contract for Nkombo boat construction was awarded to the Ministry of Defence in May 2018. Table 2 summarises progress for other sector indicators.

Table 2: Performance of EDPRS-2 other sector indicators

S/N	Indicators	Unit	Baseline (FY2016/17)	EDPRS-2 (FY2017/18)	Actual performance	TL	Score (%)
1	Percentage of District road Class 1 in Good condition	%	55.04	60	57.23		95.4
2	Number of Km of unpaved road upgraded to paved road	Km	1,525.8	2,002	1,916		95.7
3	Number of Km of integrated roads created in regional urban areas including disable access facilities	Km	256	140	316.4		226
4	Number of Km of scheduled bus routes (Rural, Intercity and Urban combined)	Km	13,934	9,290	13,934		180.96
5	Number of Km of High Quality footpath and pedestrian track including disable access facilities	Km	256	200	316.4		158.2
6	Number of passengers transported in air transport per year by all airlines combined	Numbers	768,968	1,444,399	926,571		64.1
7	Number of Km of formal inland water transport service	Km	0	170	0		0

=>100% achievement	> 90% achievement	50-90% achievement	<50% achievement	N/A
Achieved	On-Track	On-Watch	Lagging behind	Not due for reporting/or not available

II.3: KEY PUBLIC TRANSPORT ACHIEVEMENTS

The public transport service in the CoK has experienced the following achievements, among others: (i) all public transport service providers were grouped under Cooperatives/Companies through routes franchising system; (ii) Daily inspections are carried out in order to record the buses headways and passengers waiting time and the data is used for monitoring the level of service offered to the passengers; (iii) Transport information and regulatory services which include: Electronic Ticketing Systems for inter-city buses, Mobile phone-based Booking Systems in some inter-city bus companies, Automated Fare Collection used in buses in the CoK, Taximeters in taxi cabs, Free Wi-Fi internet in Kigali City Buses, Bus Information System (BIS), Motorcycle Taxis and taxi cabs booking systems, drivers management system, and others. These innovations have brought about an increment in the number of passengers using public transport; and (iv) regarding the cashless payment system; 48 routes among 61 routes operated in CoK are using the TAP&GO system, and the system is expected to cover all routes by end 2018

MAINSTREAMING CROSS CUTTING AREAS

Cross cutting areas are mainstreamed in transport infrastructure development projects especially in road construction, rehabilitation and maintenance works. Cross cutting areas in EDPRS-2 and other sector policies and strategies are capacity building, environment and climate change, gender, regional integration, HIV/AIDS, disaster management, disability and social inclusion.

In all projects/programs implementation, best practices and cross cutting areas are well taken into consideration. These are witnessed with satisfaction by DPs supervision mission teams with mixed skills and captured in their reports.

Capacity Building

Capacity building activities are expected to: i) strengthen institutional and organizational capacities across institutional staff to deliver development actions; ii) develop pro-active and flexible mechanisms that enable critical skills to be available to address existing or contemporary issues in transport sector; iii) provide a pool of young, fully qualified Rwandan experts in crucial skill areas able to deliver on priority transport development programs. Annually, a priority skills review is performed to assess available skills and match existing and projected demands for critical skills with available supply, as well as prioritize capacity building and how it should be delivered.

Disaster Management and Climate Change

During fiscal year 2017/18, due to exceptional rain season from December 2017 to May 2018, many national, district, and feeder roads and bridges were affected. However, learning from the disaster occurrences and since transport infrastructure is considered among the productive sectors, developing climate resilient infrastructure is one of the strategies undertaken towards mainstreaming climate change and environment.

A study towards development of climate resilient infrastructure is under procurement process. The study will develop measures to incorporate climate change in design and construction of

transport infrastructure. It will also propose early warning mechanisms for climate adaptation. The issuance of environmental impact assessment certificates to all ongoing road development projects is yet another avenue through which climate change in infrastructure development is mainstreamed. This is meant to reduce vulnerability to climate change, preventing and controlling air pollution.

The regulation on importation of third-generation vehicle models helps to combat on emission of chlorofluorocarbons that have active ingredient in wearing away the Ozone layer. Re-forestation to all ongoing road development projects is emphasized to reinstate the environment due to tree-cutting. This is a manifestation of inclusion of Environment Compliance Certificates (ECC) in institutional action plans and projects. There are also efforts to develop an operations procedure manual for conducting environmental assessment for transport infrastructure development projects with support from the African Development Bank under the upgrading and widening of Base-Gicumbi-Rukomo road project. The terms of reference for technical assistance are under review.

Gender mainstreaming

Gender is mainstreamed in performance contracts and ongoing infrastructure capital projects. In works contracts there is balance in activities led by both men and women contributing to sustainable national development. Men and women are actively involved in infrastructure development and maintenance, greening and VUP (public works) projects. The same applies to the support given to young professional engineers and administrators through the professional internship program. In the sector, both men and women hold senior managerial positions right from the Board, the top decision-making organ of the institution. In the overarching transport strategy to action plans and works contracts, gender is reflective for example on the upgrading of Base-Gicumbi-Rukomo-Nyagatare road Project, Phase I: Base-Rukomo road (51.54 km), 52,415 people have been sensitized on HIV/AIDs, environment and road safety; and women inclusion is 46.5% against the expected 52.4% for the entire project duration.

Regional Integration

Regional and International Economic Integration was a sixth (6th) Pillar of Vision 2020, and is also the fourth (4th) cross-cutting issue mainstreamed into EDPRS-2 and all sector strategies and District plans. The vision of connecting Rwanda with the Region and the rest of the world – of shifting our status from a land-locked to a land-linked country is therefore embedded in national policy frameworks that guide the country's vision. The EAC integration agenda provides a platform for socio-economic development of Rwandans. The market size of 160 million people in the EAC as opposed to 12 million in Rwanda, presents an incredible opportunity for trade and economic growth between Rwanda and the Region. Connectivity is central to the country's medium and long-term development agenda also aligned with the EAC agenda. Specifically, the country has prioritized road, railway and inland water transport development and trans-border infrastructure. To this end, Rwanda along with Northern Corridor and Central Corridor partner states are accelerating the implementation of selected EAC projects including the standard gauge railways along the Northern Corridor as well as the Central Corridor. Other mainstreaming areas are the simplification and synchronization of border administration; including avoiding disrup-

tive border practices-cutting red tape, reduced time for cross-border flow of goods, standardized information on trade procedures, simplifying border procedures and customs documentation.

HIV/AIDS

Key interventions for this cross-cutting area include regular sensitization regarding HIV, voluntary counselling and testing, condom distribution, etc. on all on-going transport infrastructure development projects. These sensitizations have had a remarkable contribution to increasing the levels of awareness among the Rwandan adults about the disease. A case in point, on the recently completed Kivu-Belt Lot 7 project, over 1,039 people (men and women) was sensitized on HIV/AIDS. Available statistics indicate that 67% of women and 69% of men adults have comprehensive knowledge of HIV/AIDS prevention and transmission according to the mid-term review of Rwanda Third Health Sector Strategic Plan.

Disability and Social Inclusion

EDPRS-2 factored the inclusion of persons with disabilities (PWDs) in planning its social economic agenda. Key interventions were to legislate and enforce accessibility to infrastructure both private and public sector for PWDs. During the implementation of EDPRS-2, the sector in collaboration with other actors were able to construct 316.4 Km against 200 Km of high quality footpath and pedestrian track with disabled access facilities in City of Kigali and Secondary cities. This registered a 158.2% achievement rate. Disability and social inclusion have also been mainstreamed in transport during construction of bus shelters with facilities for PWDs. All these initiatives are captured in overarching strategies.

SECTION III: BUDGET EXECUTION PERFORMANCE FOR THE FY2017/18

The total budget allocation (Table 3) for 2017/18 fiscal year to all sub-sectors totalled to 145,183,050,920 Frw. The total expenditure at the closure of the 2017/18 fiscal year was 144,054,152,633 Frw representing 99.2% execution rate. On overall, the highly budget utilization achievement of 99.2% is attributed to proper project management by implementing agencies, Development Partners released timely funds, enhanced projects monitoring through daily and weekly reporting, and Ministry's projects quarterly monitoring. The under-utilized gap of 0.8% is attributed to the delayed projects implementation mainly caused by past heavy rains which started in December 2017 up to May 2018 and hindered project progress, expropriation issues, and utilities relocations.

Table 3: Budget execution performance for FY 2017/18

Agency	Description	Allocation (Frw)	Execution (Frw)	Execution rate (%)
RTDA	Domestically funded	40,178,615,306	37,198,697,993	93
	Externally funded	61,273,869,209	60,260,743,068	98
	Sub-total funded	101,452,484,515	97,459,441,061	96
RMF	Domestically funded	43,730,566,405	46,594,711,572	106.5
Total funded		145,183,050,920	144,054,152,633	99.2

Source: Implementing agencies

The total allocated funds for 2017/18 fiscal year was 145,183,050,920 Frw compared to 162,374,504,427 Frw allocated in 2016/17 fiscal year. This represents 10.6% shortfall. This shortfall was due to mainly execution rate which was 94.7% for 2016/17 and 99.2% for 2017/18 fiscal years. Funds allocated for the projects in the previous year (FY2016/17) were carried forward and utilized in the year (FY2017/18) due to the disbursement framework from development partners. Total allocated externally funded project for 2017/18 fiscal year was 61,273,869,209 Frw compared to 86,067,813,927 Frw allocated for 2016/17 fiscal year. This implies 40.5% shortfall. This is also due to the low performance of projects allocated funds but shows good performance for projects progressed in 2017/18 fiscal year.

RWANDA TRANSPORT DEVELOPMENT AGENCY (RTDA)

The Agency budget comprises of both domestic and external support; the domestic budget includes recurrent and non-recurrent budget (development). The approved budget of the RTDA for 2017/2018 fiscal year was 101,452,484,515 Frw. The overall budget execution performance is rated at 96%; with 93% total domestically, funded performance (94% recurrent and 90% non-recurrent or development). The observed variations in expenditure are due to unexpended funds meant for feeder roads staff budgeted to be paid under RTDA structure, the mobile bridges and accessories that were not acquired to the end of the fiscal year.

The budget execution rate for external funds is recorded as 98% (65% and 106% respectively for Grants and Loans). The 65% performance was due to delays in tendering for additional works on Kivu-belt Lot 7 (Rubavu-Gisiza), whereas the exceptional performance of 106% for external loans is attributed to retention money paid on Kivu belt-lots 4 and 5 projects as arrears of the previous fiscal year.

ROAD MAINTENANCE FUND (RMF)

The source of RMF's revenue is fuel levies and road tolls. The target was to collect 43,730,566,405 Frw in fiscal year 2017/18. The total revenue collected was 46,594,711,572 Frw in excess of 2,864,145,167 Frw representing 6.5% increment in the targeted revenue collection.

SECTION IV: REVIEW OF LAST JSR RECOMMENDATIONS

Table 4 summaries implementation status of Backward Looking JSR meeting recommended actions whereas Table 5 summaries implementation status of Forward Looking JSR meeting recommended actions.

Table 4: Implementation of Backward Looking JSR recommendations

S/N	Recommendations	Implementation status
1	With regard to budget utilization, RTDA was requested to improve and streamline fiduciary processes prior to commencement of works.	Currently, fiduciary processes have been improved and exercised prior to the commencement of works for new projects. For the on-going projects, these processes are being handled to fast-track their completion.
2	Undertake and share socio-economic impact assessment for completed projects	Tendering processes for hiring consultant to conduct socio-economic impact assessments on completed projects are on-going.
3	MININFRA to share draft Public Transport Policy and Strategy document to all Transport Stakeholders for inputs prior to Cabinet approval.	The draft will be shared with stakeholders for inputs and comments before it is submitted to Cabinet for approval.
4	MINAGRI/Feeder road to improve the write up and synchronize with policy.	TSSP for NST-1 projections have been aligned with feeder road policy and strategy.
5	Review and update relevant Air Transport sections including projections in the results monitoring framework for the TSSP.	Relevant sections in TSSP were updated in the results monitoring framework
6	To improve the chapter focusing on different modes of transport in the SSP with clear description of the current status (on-going initiatives).	NST-1 chapter 2 was improved to cater for the current status and ongoing initiatives on different modes of transport.
7	Inclusion of SDGs and road safety indicators and targets in the SSP	SDG indicators for transport and road safety were included into the result monitoring framework and baseline surveys have been commissioned for indicators without baselines.
8	To segregate the TSSP costing model to indicate contributions from Government, DPs, Private Sector, etc.	Contributions of DPs and private sector are well segregated in the TSSP costing model.

Table 5: Implementation status of Forward Looking JSR recommendations

S/N	Recommendations	Implementation status
1	Preparation of Terms of reference and launching of the tender Road Asset Management System Development.	The draft terms of reference for RAMS development are available as the Master plan and Architectural System Design were approved. Discussions are ongoing with Rwandan Information Society Authority (RISA) for authentication and clearance before transmission to the Bank for no objection.
2	Recruitment of consultant to conduct the study on transforming RMF to second generation.	After the failure of the initial recruitment process, the tender has been re-launched. The Requests for Proposals have been sent to the shortlisted consultants and the consultant contract is expected to be signed by December 2018.
3	The meeting requested engagement of DPs to fund the gap on Road Asset Management System(RAMS)	Funding from DPs is still awaited. Considerable funds for 5 modules are earmarked in Kagitumba - Kayonza - Rusumo road project, to be funded by African Development Bank.
4	Formal request for contract extension of RAMS project Manager to be addressed to DPs	The request for extension has been approved by AfDB.
6	The sector is to identify key intervention areas for Development Partners to uplift professional bodies as key industrial players for ensuring quality in infrastructure development projects in the future. This will also reduce on the fly-in and out consultants.	There are initiatives starting with academia. For example, the World Bank is willing to support the establishments of a Center of Excellence for Transport in University of Rwanda.
7	Best performing students will be employed by Contractors and Consulting firms as professional interns on new and on-going RTDA projects for capacity enhancement and skills transfer.	An illustrative working paper on how this initiative can be implemented was prepared and shared with MININFRA affiliated agencies. Currently, young engineers were hired on some projects managed by RTDA.
8	New Bugesera International Airport (NBIA) to be constructed as per International Civil Aviation Organization (ICAO) standards and KIA and Kamembe Airports will keep upgraded to fully attain ICAO recommendations/standards.	ICAO standards are being considered in construction and upgrading of all airports.

S/N	Recommendations	Implementation status
9	JICA has committed to conduct a detailed study on how to improve CoK urban mobility which will include ways of improving the junctions and Dedicated bus Lanes (DBL) and installation of Traffic Control Centre (TCC).	JICA hired a survey team to conduct a detailed study on urban mobility improvement in CoK and installation of TCC. The team has presented the draft report and the final report will be available by end December 2018.
10	The meeting recommended the new transport law under elaboration to address gaps identified by the road safety gaps analysis findings presented by the World Bank.	This recommendation has been considered in the traffic law under development.
11	It was recommended that RTDA embarks on implementing road safety gap analysis findings on new and on-going projects (Huye-Kitabi, Kagitumba-Kayonza-Rusumo, and Ngoma-Nyanza and Base-Rukomo-Nyagatare projects).	This recommendation is being implemented on all on-going road construction projects.

SECTION V: PRIORITY AREAS FOR THE FY 2019/2020

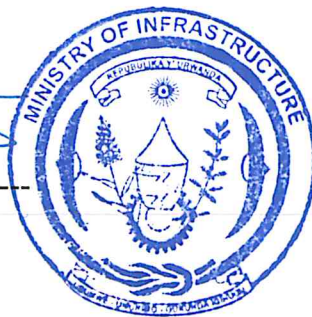

- 1) **Air Transport Infrastructure Development:** Bugesera International Airport (NBIA) will continue to be constructed with a target to complete it before the end second Quarter 2019/20. More destinations will continue to be pursued by the National Carrier as well as continue to provide trainings to the pilots and technical personnel.
- 2) **Develop new modes of transport:**
 - (a) Isaka-Kigali Standard Gauge Railway: The primary objective of the project is to reduce transport costs and enhance economic development. The construction of a Standard Gauge Railway (SGR) line from Isaka to Kigali will improve connection of Rwanda to Dar-es-Salaam sea port. The project is being implemented jointly by Rwanda and Tanzania. This project is a main gateway for exports and imports to the port of Dar es Salaam on the Tanzanian coast not only for Rwanda but other landlocked Eastern African nations of Uganda, Burundi, and Eastern DRC.
 - (b) Lake Kivu ports construction works: This project will enhance the navigability of Lake Kivu. The construction of these ports will increase the attractiveness of tourism and waterways transport of passengers and goods between Rwanda and DRC and hence reduce overdependence on road transport thereby prolonging the life span of the surrounding road infrastructure.
- 3) **Improve and sustain quality of road network:**
 - (a) National roads upgraded to paved roads: These road projects include: Ngoma-Nyanza (120km), Huye-Kibeho-Ngoma/Munini (66km), Base-Rukomo-Nyagatare (125.2km) and Base-Butaro-Kidaho (63km).

- (b) National paved roads rehabilitated: These road projects include the following: Huye-Kitabi (53km) and Kagitumba-Kayonza-Rusumo (208km).

These roads aim to reduce vehicle operating costs and poverty reduction. They will be an asset in facilitating trade, boosting agricultural productivity in the area due to increased accessibility to agricultural production zones and collection centres and other sectors of the economy.

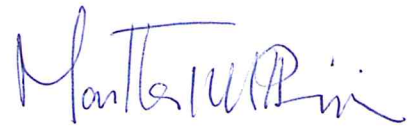
- (c) Rehabilitation and maintenance of Feeder Roads: Feeder roads are very important to dwellers in rural areas as they provide transport access to rural farmers and enable them to move their agricultural produces from farm gates to transformation and marketing centres. To this end, feeder road program will continue to cover the six districts namely: Gatsibo, Nyagatare, Nyaruguru, Gakenke, Rutsiro and Nyabihu with support from the World Bank through Multi-Donor Trust Fund (MDTF).
- 4) **Promotion of Public Transport including green Transport**: Promoting public transport to include green transportation will focus on Bus Rapid Transit (BRT) System, Dedicated Bus Lane (DBL), Cable Cars and Electric Vehicles (EVs).
- 5) **Road Asset Management System (RAMS)**: RAMS will ensure the availability of cost-effective and safe transport services, access to infrastructure and participation in the supply of transport services to all citizens. More specifically, RAMS will provide the necessary decision support to ensure cost-effective maintenance of existing roads, and provision of new road infrastructure, making the most efficient possible use of scarce resources.

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