

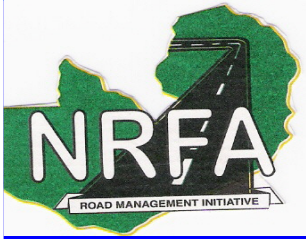
National Road Fund Agency

Presentation to the GAMA conference

17 March 2009

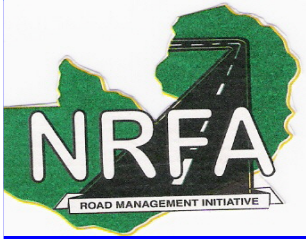
Eng. Raphael Mabenga

By Director/ CEO



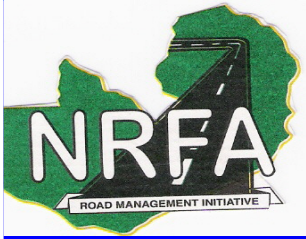
STRUCTURE OF THE PRESENTATION

- Introduction
- Reform process
- ROADSIP I & II
- Challenges
- Conclusion



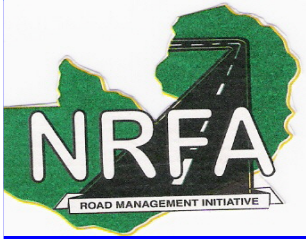
Introduction

- We all know that there is no sector that can survive without a good road network in the World, may it be mining, agriculture, health, education, tourism, governance, etc
- The poor state of the roads was directly affecting the economy and mobility, leading to high poverty levels



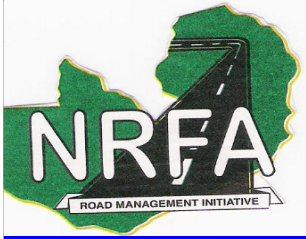
Introduction (contd)

- Since independence in 1964, emphasis was on building new roads countrywide
- No maintenance regime in place, aggravated by support to liberation struggles
- Asset value in the 1970s was US\$2.3 billion
- Asset value shrunk to about US\$1.5 billion in early 1990s and only 20% of road network was in good condition
- Country had no money for rehabilitation/ maintenance



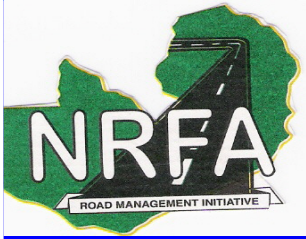
Reform process

- In 1992, Zambia was motivated to join the World Bank under Sub Sahara Africa Transport Policy Programme (SSATP) because of various problems (donor support) to the road sector e.g.
- The road network was being lost, affecting the economy
- Insufficient funding
- Weak management systems and accountability



Reform process (contd)

- Road maintenance Policy reforms seminar was held at Mulungushi International conference from 16-17 February 1993.
- All key players and stakeholders were represented
- Further workshops were held in provincial centres
- Strategic and action plans for the road sector were developed.
- A set of recommendations (10 point action plan) were made and critical ones were:



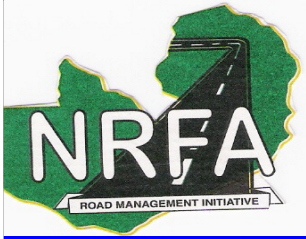
Reform process (contd)

- Creation of the fuel levy for road maintenance, which was above GRZ taxes (dedicated to Road Fund)
- Creation of a Board (PPP) under Cap 464, SI 42 of 1994 to oversee management
- Creation of a lean and efficient secretariat
- Development of a Transport Policy



Reform process (contd)

- Creation of an Autonomous National Road Transport Authority with 5 depts e.g.
 - Infrastructure
 - Finance
 - Licensing and Enforcement
 - Road Safety
 - Information Technology



Reform process (contd)

- Legal reforms to create a Highway Authority
- Institutional reforms to create departments
 - Financing road transport
 - Management of road infrastructure
 - Regulations of road transport
 - Management of road safety in road transport and road infrastructure
 - Provision of integrated management information services



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