

I. SUMMARY OF FEEDER ROADS PROJECT

This feeder road Sector Policy Support Program (SPSP), funded by the EU, has been formulated with the Government of Rwanda (GoR). It is aimed at tackling Millennium Development Goal (MDG) 1c ("Have the proportion of people suffering from hunger") by addressing food security issues through improvement of the rural road network and thus providing accessibility to food. It is also helping tackle the MDG 7a ("Integrate the principles of sustainable development into country policies and program"). This follows the EU Commission's initiative at the UN Millennium Summit of September 2010 to commit €1 billion for the achievement of the MDGs (particularly MDGs 1c, 4, 5 and 7).

Rwanda has a road network of (officially) about 14,000 km, out of which 4,698 km have been classified into paved national roads (1,075 km), unpaved national roads (1,785km) and unpaved district roads (1,838km). The unclassified road network extends to about 9000 km according to the above data but practical estimates put the unclassified road network at about double this figure. In any case, even using the official estimate, rural feeder roads cover at least two thirds of the total network. According to the World Bank 2010 Rwandan Infrastructure Assessment, 100% of all feeder roads are in poor condition.

The proposed SPSP program has the potential to assist with the rehabilitation of up to 700 km of feeder roads all over the country, together with a proposed capacity building program that would create a sustainable maintenance system and reinforce the implementation capacities of local government in the feeder road sub-sector, which is vital for food security.

The objectives of this Program are in line with the current Poverty Reduction Strategy Paper "Economic Development and Poverty Reduction Strategy (EDPRS) 2008-2012" and the country's overall strategy paper "Vision 2020", as well as the National Post-Harvest Staple Crop Strategy (PHSCS), a five-year policy framework approved by cabinet in December 2011, the Transport Policy (December 2008) and the National Decentralization Policy of 2008.

This SPSP will have two components:

- **Component 1**

Direct Sector Budget Support (centralized management): 90% of the total amount of €40m to be disbursed in four fiscal years (in principle 2012-13 to 2015-16), with variable tranches in the 3 and 4 years.

MINECOFIN will forward the funds to the beneficiary districts through MINAGRI. These will be earmarked transfers in accordance with the rural road interventions agreed bilaterally.

• **Component 2**

Capacity building component (decentralized management): 10% of the total amount of €40m, to be contracted by the NAO in the same period.

Especially for HUYE district the budget and target per FY are as follow:

FY	Feeder roads to be rehabilitated		Feeder roads to be maintained	
	Target (Km)	Budget (Frw)	Target (Km)	Budget (Frw)
2013/14	19.10	821,300,000	0	-
2014/15	28.60	1,125,618,857	19.10	28,363,500.00
2015/16	26.50	1,243,681,143	47.7	70,834,500.00
2016/17	25.80	1,062,452,397	74.2	110,187,000.00

II. THE MAIN ACTIVITIES OF FEEDER ROADS PROJECT IN HUYE DISTRICT

- The main activities:
 - ✓ Rehabilitate up to 100 km of feeder roads and at the same time provide community work opportunities for extremely poor households and women.
 - ✓ Address the cross-cutting issues (environment, gender, health and safety and HIV/AIDS) during feasibility study and implementation stages.
 - ✓ Policy dialogue on the development of a specific feeder road policy, and strategy, together with a specific feeder road master plan
 - ✓ Routine maintenance (cleaning works) using labor-intensive techniques and employing local workforce to the maximum extent possible, including participation of women and vulnerable people.

III. LINKAGE OF FEEDER ROADS PROJECT TO EDPRS 2 PRIORITIES AND TARGETS

The objectives of this Program are in line with the current Poverty Reduction Strategy Paper “Economic Development and Poverty Reduction Strategy (EDPRS) 2008-2012” and the country’s overall strategy paper “Vision 2020”, as well as the National Post-Harvest Staple Crop Strategy (PHSCS), a five-year policy framework approved by cabinet in December 2011, the Transport Policy (December 2008) and the National Decentralization Policy of 2008.

IV. THE MAIN ACHIEVEMENTS

✓ Form the beginning of our program in HUYE District achievement are the following:

Road Name	Length (km)	Contracted amount	Physical Progress in %
Lot 1: NKUNGU-MWOGO BRIDGE (FEEDER ROAD)	18.81	708,383,800	100%
Lot 2: MWOGO BRIDGE - RUGARAMA (FEEDER ROAD)	13.349	568,000,000	100%
BANDAGURE-MUGOGWE-CYIRI	11.7	766,905,500	100%
CYEGERA-NYAMIZI	6.7	409,181,519	100%
NGOMA-NYAKIBANDA-NDAGO	12.3	745,531,240	100%
SIMBI - KABAKOBWA - DIGUE MWOGO-KIGOMA ROADS (11.417 km)	11.417	612,255,847	65%
GAKO-SIMBI	4.083	282,178,370	100%
SIMBI-KIZI	3.439	267,153,330	100%

Due the above achievement, HUYE District was in good progress (77.8 Km) to achieve the whole target of the program;

V. STRATEGIES THAT WILL BE USED TO ACHIEVE THE PC

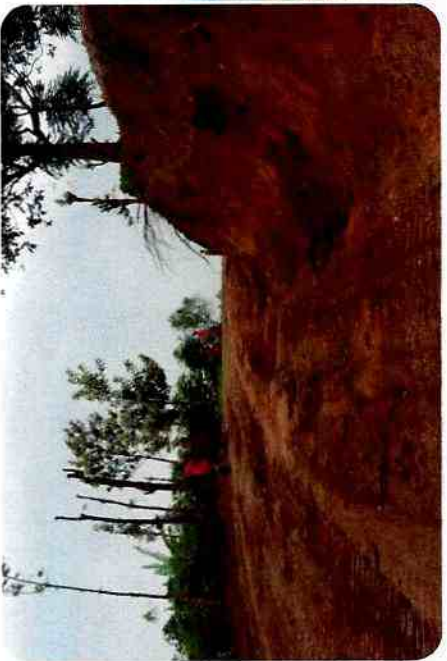
The contacts was singed between ELOHIM Ltd with HUYE District and GEMT Company Ltd with HUYE District, the main purposes of those contract was to rehabilitate 25 km of feeder roads rehabilitated in Maraba, Simbi and Karama Sectorsat 100% during 2016/2017 FY

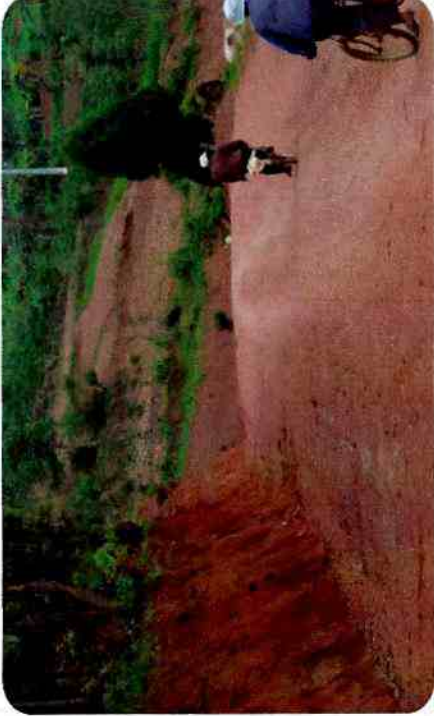
VI. EXPECTED RESULTS

- ✓ 25km feeder road rehabilitated at 100% during 2015/2016 FY.
- ✓ 25km feeder road will passable all year by two-wheel drive pick-ups.
- ✓ Improvement of district capacities for road interventions, as well as provision of technical support to building the capacities of local private operators.

Particularly for this performance contract the main expected results was 25km feeder road rehabilitated at 100% during 2016/2017 FY







Actual status , GAKO-SIMBI-KIZI Feeder roads



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