

Overview on Good Practices of Development of Rural Transport Infrastructure

by

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Development:**

Analysis of trends, issues and policy options

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Presentation

- Introduction
- Rural Transport Infrastructure Issues
 - Policy Issues
 - Institutional Responsibilities
 - Funding
 - Technical Capacity
 - Appropriate Technology
 - Maintenance of Infrastructure
 - Provision for Non Motorised Means of Transport
- Recommendations and Conclusion

WHY RURAL TRANSPORT? 1

“The problem of Africa
can be summed up in one word –
TRANSPORT.”

(Lord Luggard)

22 January 1858 – 11 April 1945

WHY RURAL TRANSPORT? 2

“While the great powers are trying to get to the moon, we
are trying to get to the village

While the great powers have been to the moon and back
and are now even communicating with the stars ...

We are still trying to reach the village and the village is
getting even more remote ...”

(Hon. Julius Nyerere)

April 13, 1922 - October 14, 1999

Introduction

- Inadequate rural transport infrastructure and lack of mobility pose important constraints to rural development
- The population of Sub Sahara Africa is mainly rural e.g. Ethiopia and Malawi, 84% of the population lives in rural areas
- This population depends on poor rural transport infrastructure
- But generates 40 percent of the continent's export revenues
- Limited and difficult access reduces the potential for economic growth and retards development
- Lack of rural transport infrastructure brings isolation which leads to poverty



PROBLEMS OF RURAL TRANSPORT



PROBLEMS OF RURAL TRANSPORT

Rural Transport Infrastructure Issues

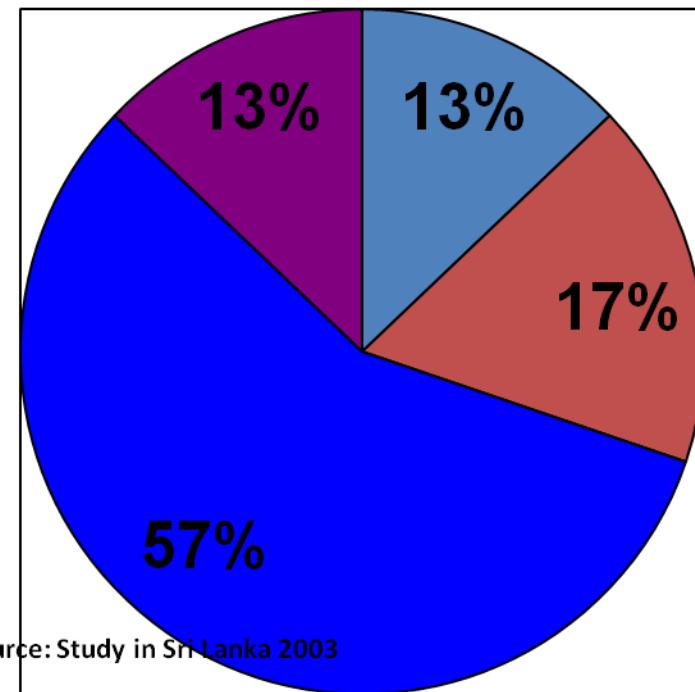
- A lot of projects and programmes have been implemented to address rural transport problems such RTTP
- Good practices have emerged and could be replicated in other countries to spur the required poverty reduction and economic growth
- This paper looks at mainly seven areas

Good Practices

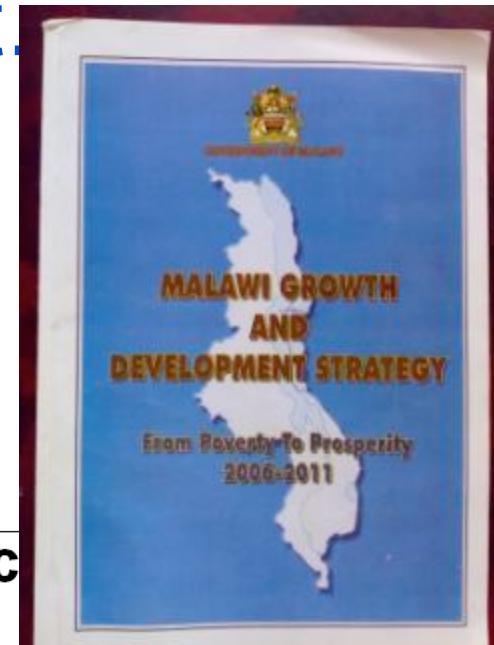
A. Policy Issues -Effective Rural Transport Policies should be:

- Consistent with the government's overall plans for rural development
- provide a conceptual base for the sector reform effort,
- define roles of all stakeholders such as governments, communities, private sector, and donors
- Have a holistic approach of issues including cross cutting issues of Environment, HIV/AIDS and Gender
- Have good implementation plans
- Have period reviews e.g. SSATPs PRTS reviews which were done in 15 countries
- Four countries used the results in formulation of SGPRS

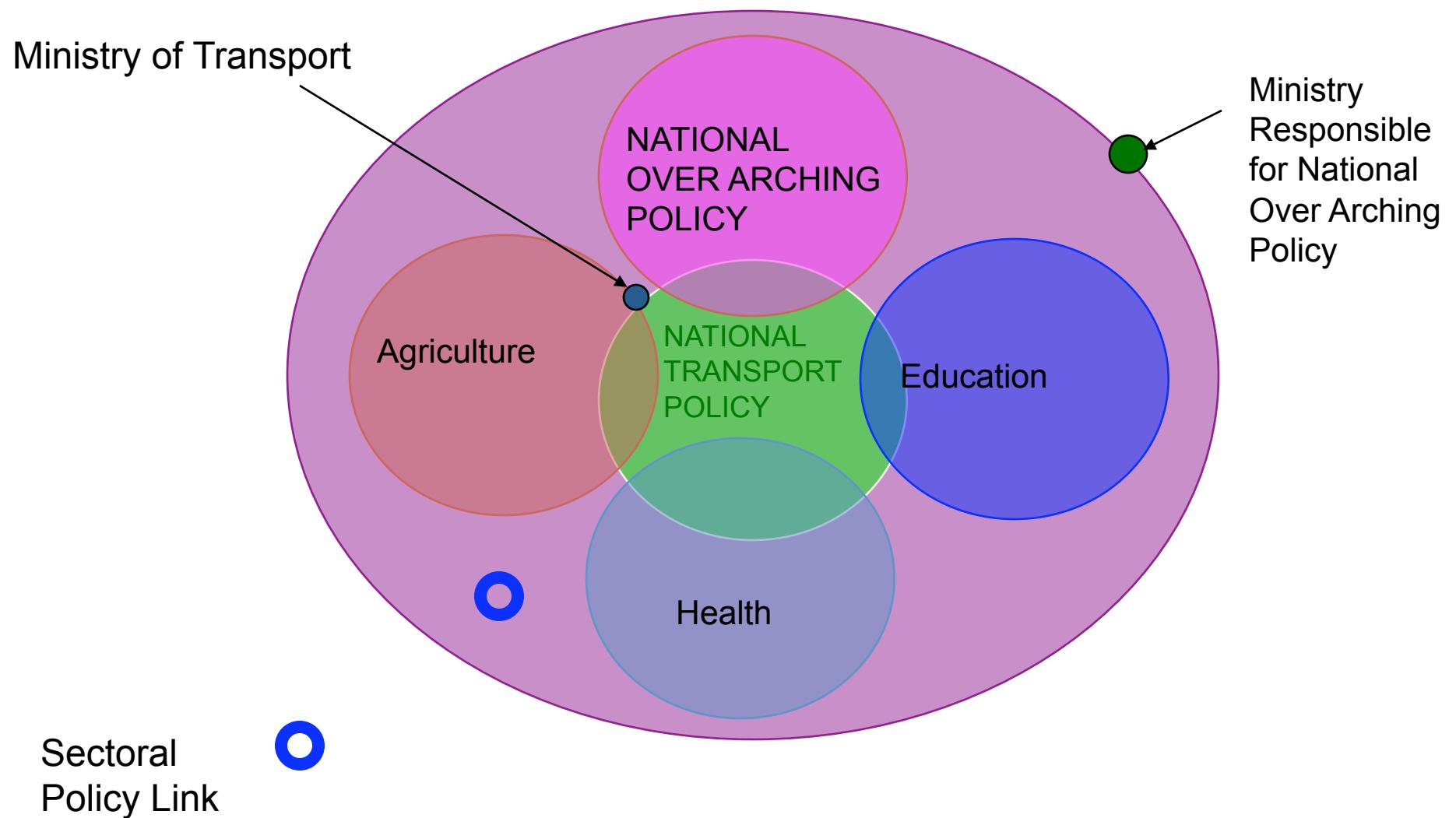
Rural transport is part of integrated rural development.



- electric
- education
- rural
transport
- health



TRANSPORT POLICY FRAMEWORK LINKAGE



Good Practices Cont'

B. Clear Institutional Responsibilities – to create ownership and efficiency

- specific institutions have to be assigned responsibilities for specific infrastructure e.g. Road Funds, Road Authorities and Local Governments
- SSATP assisted 18 Road Agencies and 27 Roads Funds in member countries
- Challenges –
 - lack of full transfer of responsibilities from previous responsible ministries,
 - lack of enough funding to cover the maintenance of the network,
 - limited capacity and
 - lack of legal frame works for regulating lower category infrastructure such as community roads, tracks and paths

Good Practices Cont'

C. Funding – steady funding systems

- Sensitize policy makers on need of rural transport through dissemination of study or review results e.g. PRTS Review
- Creation of Road Fund Agencies
- Tools and systems for analysing and determining allocation of resources e.g IRAP, HDM4 and Road Mentor
- Formulae allocation funds between various categories of roads e.g. 65 % to 35% for main and rural roads respectively
- Sector Wide Approach (SWAp) funding system

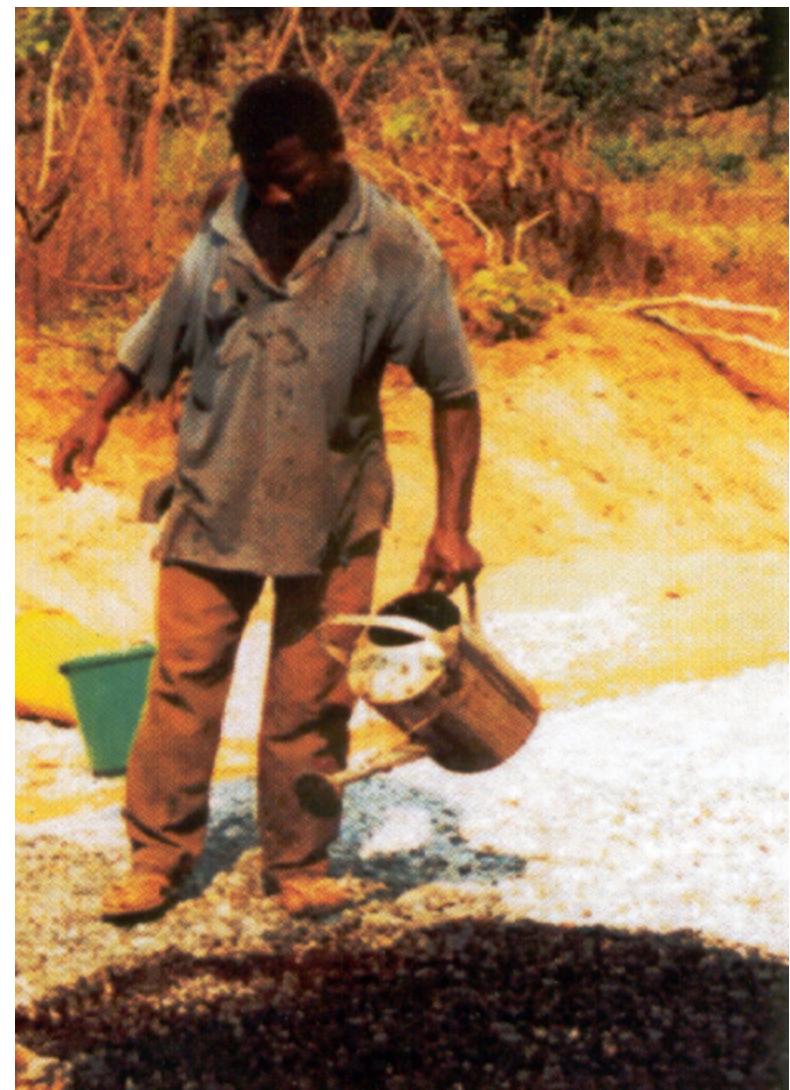
- D. Technical Capacity –
 - Continuous capacity building
 - Gradual transfer of responsibilities until the capacity is developed
 - Planning and Monitoring Tools e.g. IRAP and RED Model
 - Use of technical assistance from private sector e.g. use of Consultants for design and supervision works
 - Proper packaging of contracts to attract local contractors
 - Use of community contractors for labour based works on local roads

E. Use of Appropriate Technology -
appropriate technology is specific for an
area and environment in which a particular
activity is carried out

Labour intensive approach to cut overheads and increase local employment

- About 40% cheaper than the conventional methods.
- 65% of the total cost goes to labour
- Labour taken from the same village, no migration
- Involvement of women in the works

Source: Frances Klatzel, Best Practice Report, Spring 2000
GTZ Food for Work, Nepal



- Labour based technology – job creation and encourages local community ownership



Use of appropriate materials that are environmentally friendly and locally available



**Hand packed stone pavements
In China and Ethiopia**



**Bamboo reinforced concrete pavement,
50: 50 agri. Waste + cement - Cambodia**

Use of small appropriate machinery



F. Good Maintenance Procedures - Sustainability of all rural transport infrastructure hinges on timely execution of routine maintenance

- ***Proper tools for planning and prioritizing*** road maintenance e.g Road Mentor
- ***Involve all agencies and institutions*** associated with roads at national, regional, district, and local community level
- ***Determine required level of funding***
- ***Develop standards for improving roads*** such SATTC Low Volume Sealed Guidelines
- ***Assess capacity to fund, manage, and supervise*** road maintenance



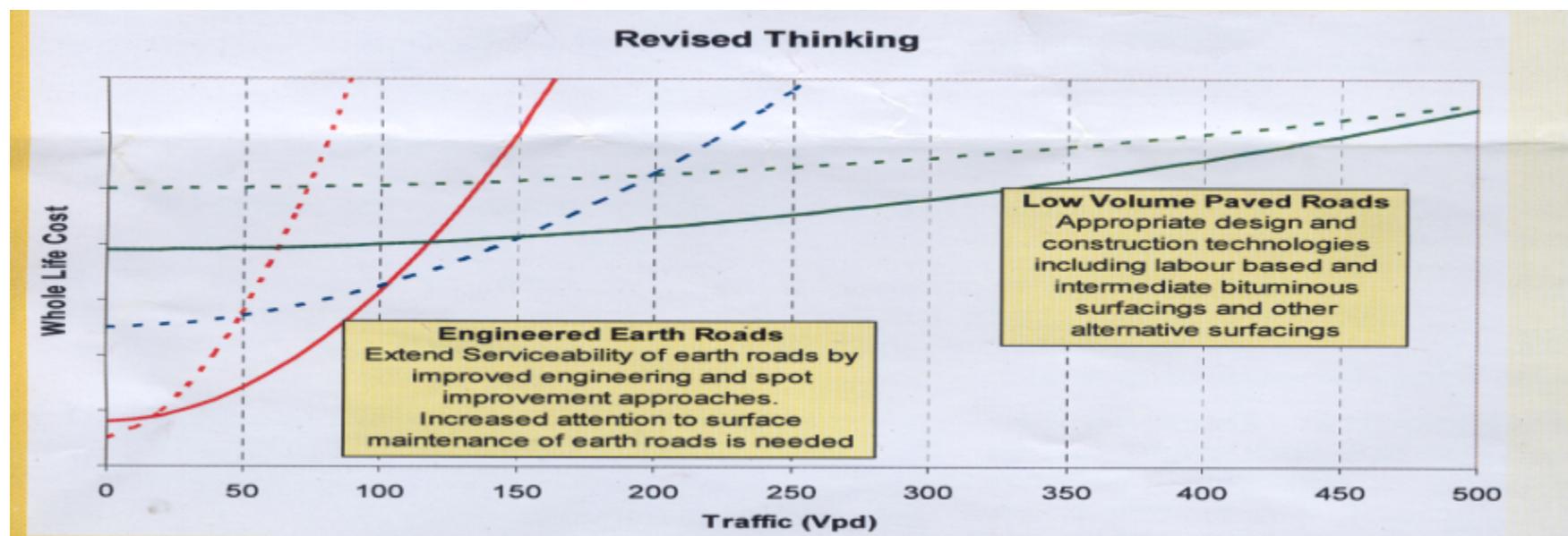
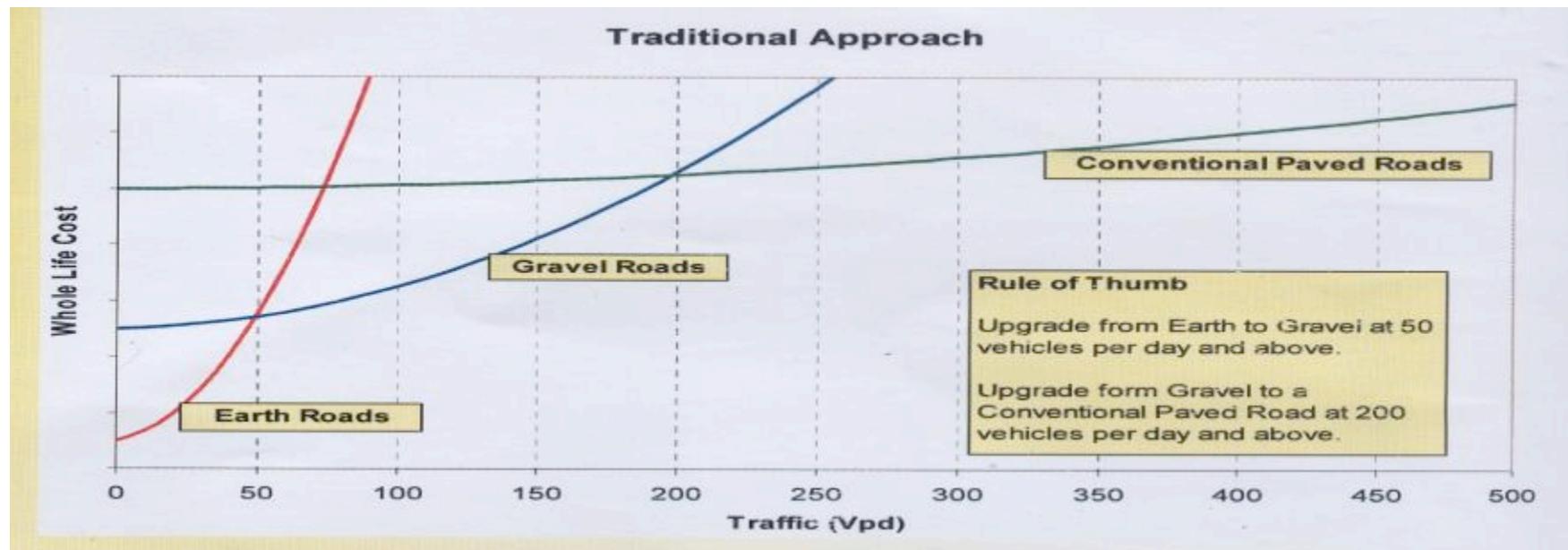
Guideline

Low-volume Sealed Roads

LOW VOLUME SEALED ROADS IN SOUTHERN AFRICA



Use of gravel for road building



Source: IFG Newsletter July, 2002

G. Infrastructure for Intermediate Means of Transport – IMT relieve the burden of walking and head loading in rural areas

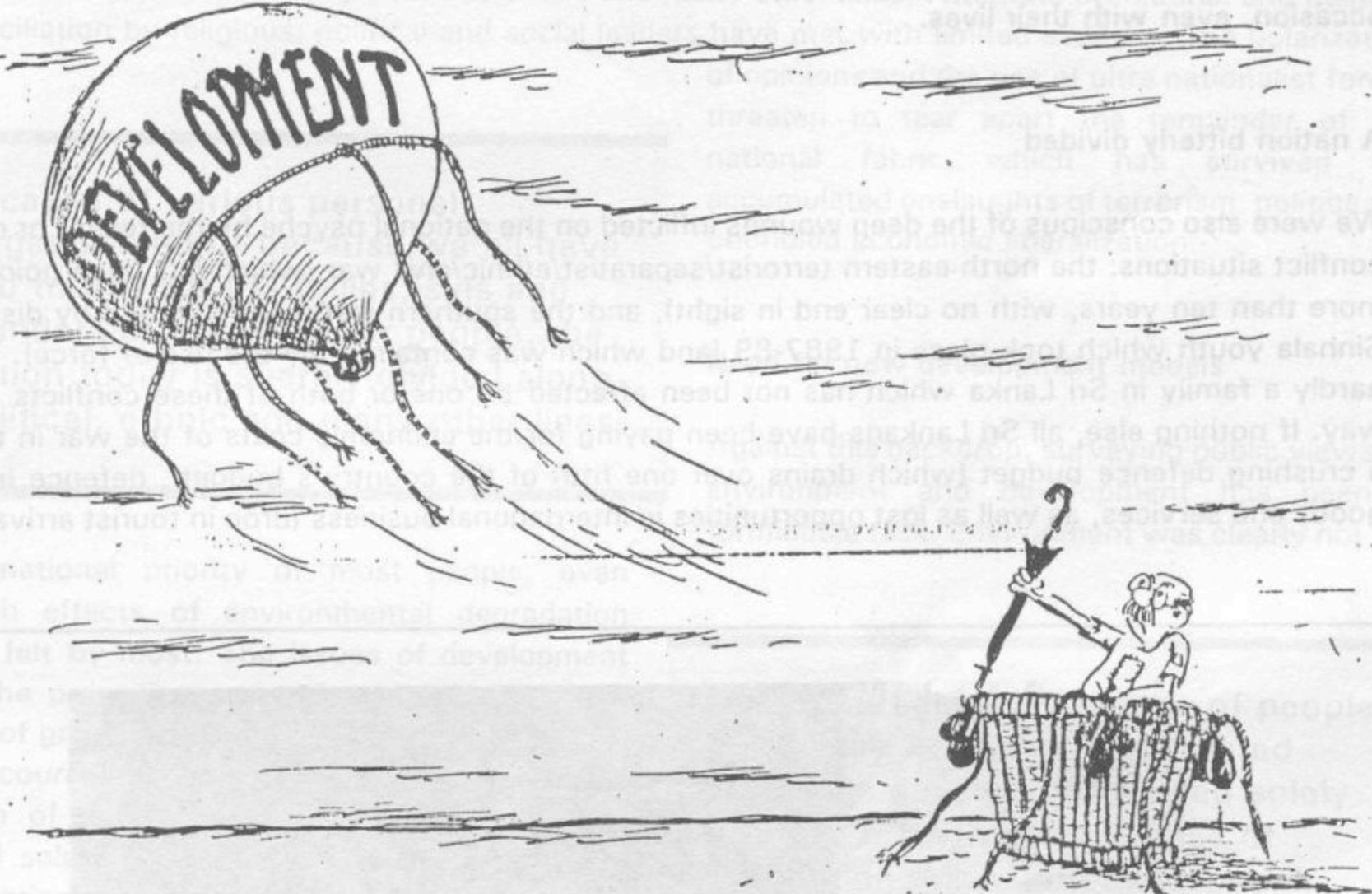
- Common IMT are bicycles and animal drawn carts
- Motorcycle ambulances are utilised in maternal healthcare
- Provision of infrastructure for IMT, quite important
- Alleviates the transport burdens and ease of mobility



**INTERMEDIATE MEANS OF
TRANSPORT**

Conclusion

- Transport is an essential means of enhancing economic and social development.
- Since a lot of population in developing countries live in rural areas, good practices must therefore be disseminated
- Transport interventions have a major role in meeting MGDs since development of transport interventions have a direct impact on all indicators of MGDs.
- Government commitment and political will, is essential for achievement of the goals of rural transport interventions.



Wibisoma
12-4-92

Have the majority of poor people missed out in development?

Is this the case in developing Countries??

THANK YOU VERY MUCH