



Peter O'Neill
Lead Infrastructure Adviser
Energy Transport and Water Department
World Bank

The recently published World Bank Transport Business strategy (2008-2012) advises:

- 1.2 billion of the world's poor still lack access to an all-weather road
- Between 40 and 60 percent of people in developing countries live more than 8 km from a healthcare facility. Few transport services exist
- In some regions less than 15% of roads are paved
Without effective rural transport systems, the MDGs and ALL rural development & poverty initiatives, agriculture & growth are substantially constrained

There are serious concerns that the MDGs may not be achieved, unless radical new initiatives are taken

Sustainable Why Now?

- Priorities are for better approaches to tackle the enormous task
- Value for money solutions needed as funds are insufficient
- Durable , owned and maintained as future funding is uncertain.



Opportunities and Challenges

Challenges

- Lack of rural transport policy and strategy
- Weak management capacity at Local Levels
- Ownership and responsibilities are unclear.
- Inadequate financing
- Planning and selection processes have withered away
- Replacement of force account execution
- Promoting private provision of rural transport services

Opportunities

- Global attention to rural poverty has increased
- While single-intervention approaches have proliferated, renewed attention to transport systems is being embraced by global partners
- Rapid technological development in knowledge of what works and what does not and getting that information distributed has increased

Major constraints include

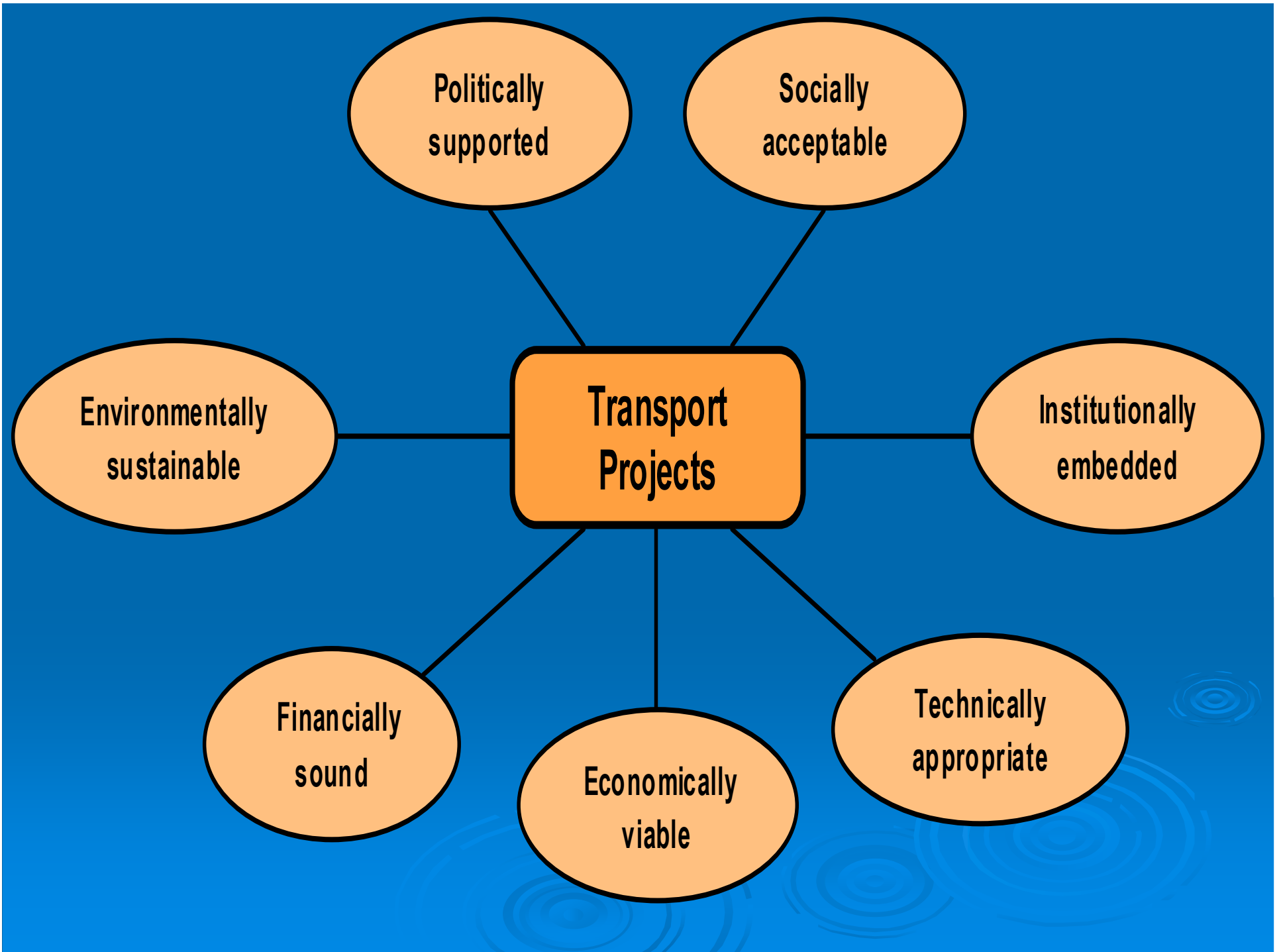
- Majority of rural road networks are only 'built' to earth standard, not maintained, often impassable
- Serious funding constraints exist
- Human Resource capacity & skills base are weak and impacted by AIDs etc.
- Commercialisation and decentralisation policy deficiencies exist
- Transport services are not accessible or affordable

Opportunities and Challenges

- Aid effectiveness could be Improved:
 - Often not aligned with government priorities
 - Can be unpredictable, short-term and volatile
 - May be poorly harmonized, increasing transaction costs for clients
 - Assisting projects and policies with good practice

Facilitate Growth through improved, informed infrastructure management decision making

- Apply Sustainable Solutions for Universal Basic Access & Spot Improvements ($<US\$10,000/km$ *NOT* $>US\$100,000/km$)
- Establish sustainable asset maintenance on existing roads to ensure all-year access to farms, markets, health & education, with reduced unit transport costs
- Improve utilisation of local resources, appropriate standards and specifications, governance
- Promote affordable IMT transport services options
- Exploit transport & agriculture sector synergies more output
- Urgently tackle local capacity gaps through training, demonstration and mentoring for improved sector performance
- Spend existing funds better, justify and seek new sources such as NGOs, Faith Groups, Business, Benefactors, Community ‘twinning’
- Engage all stakeholders, work with community & cultural values



Politically supported

Socially acceptable

Environmentally sustainable

Transport Projects

Institutionally embedded

Financially sound

Economically viable

Technically appropriate

Typical Policy and Strategy Documents

- Statements and documents published by public administration bodies.
- Relevant laws and statutes, especially their preambles and announcements.
- Decisions of the courts and regulatory bodies on important issues.
- Guidelines and procedure manuals issued by relevant organizations concerned with the management of sector activities.



Help Programs

- Sub Saharan Africa Transport Policy Programme - SSATP
- African Community Access Programme AFCAP
- South East Asia Community Access Program - SEACAP
- Global Transport Knowledge Partnership gTKP
- Transport Research Support

SSATP



SSATP OBJECTIVES

Established by the initiative of the World Bank and UNECA in 1987, to improve the performance of the transport sector by promoting policy reforms and institutional changes in Sub Saharan African (SSA) countries

- Currently engaged in implementing a long term development plan with an over all objective of facilitating the provision of “Cost effective transport and affordable access and mobility contributing to poverty reduction and economic growth”

SSATP Themes

- Responsive Transport Strategies to Poverty
- Reduction and Pro-poor Growth Objectives
- Transport Sector Performance Indicators
- Appropriate Transport Services
- Road Management and Financing (RMF)
- Transport and Regional Integration



THE RURAL TRAVEL AND TRANSPORT PROGRAM (RTTP)

- Initiated in 1992 as component of SSATP to undertake analytical work on Rural Transport. This resulted in four approach papers on key issues and how to address those issues.
- Transformed in 1997 to focus on assisting governments in SSA develop policies and strategies to address their rural transport problems based on the messages from the approach papers.
- Nineteen Anglo & Francophone countries participating in program by 2000 and was largest component of SSATP with dedicated funding from DFID, Ireland Aid, Danida, Sida, and Norad.
- Of the 19 countries, by 2003, ten had formally adopted RT policy and six finalizing. Of ten adopted, seven being implemented.



RTTP ASSISTANCE AT COUNTRY LEVEL

- Principally to assist countries develop RT policy and strategy and involved the 3 steps of diagnosis, policy development & policy implementation as follows:
 - Initial consultation and needs assessment to determine country interest
 - Establishment of National Steering Committee & Lead Agency
 - Commissioning of diagnostic case studies, key findings of which used to prepare ‘policy issues and options paper’
 - Stakeholder workshops involving all tiers of governments and civil society to discuss the case studies and the issues and options paper towards agreement on the viable options
 - Preparation of draft policy and strategy based on outcome of consultative workshop which is then subjected to stakeholder review
 - Revision of the draft policy and strategy to incorporate feedback
 - Presentation of draft policy for adoption by government
- **Facilitation of resource mobilization for policy implementation (e.g. in Ethiopia, Malawi, Nigeria, Tanzania, Zambia, etc.)**

THE BASIC MESSAGES AND LESSONS FROM RTTP

- Rural transport policy to be linked to rural development objectives
- Need for effective management and financing frameworks for RT
- Decentralized decision-making with community participation
- Promote creation of effective choice in available means of travel and transport
- Give priority to needs of most vulnerable groups, the females
- RT construction and maintenance activities should promote rural economy
- Position implementation in a Rural Development Framework

AFCAP

Evidence based influencing
of good practice

Activities

- Demonstration sites
- Technical Monitoring
- Design standards
- Specifications
- Training



AFCAP 4-Way Test for project selection

**Does the project
have strong
local
ownership?**

**Does the project
include mainly
research,
knowledge
dissemination or
training?**

**Will the project
contribute to
sustainable
improvements to
rural transport?**

**Will the project
contribute to
building national
or regional
capacity?**

SEACAP

- Evidence based influencing of good practice
- 1. Knowledge/application gaps
- 2. Sustainability
- 3. Appropriate standards & specifications
- 4. Quality assurance
- 5. Capacities
- 6. Benefits of research



Action: Spot Improvement Strategies

SEACAP

Problem sections on earth roads (e.g. weak soils/dust/hill/swamp/drainage/erosion) should be tackled using a wide range of proven low cost, labour based spot improvement options & low cost structures.

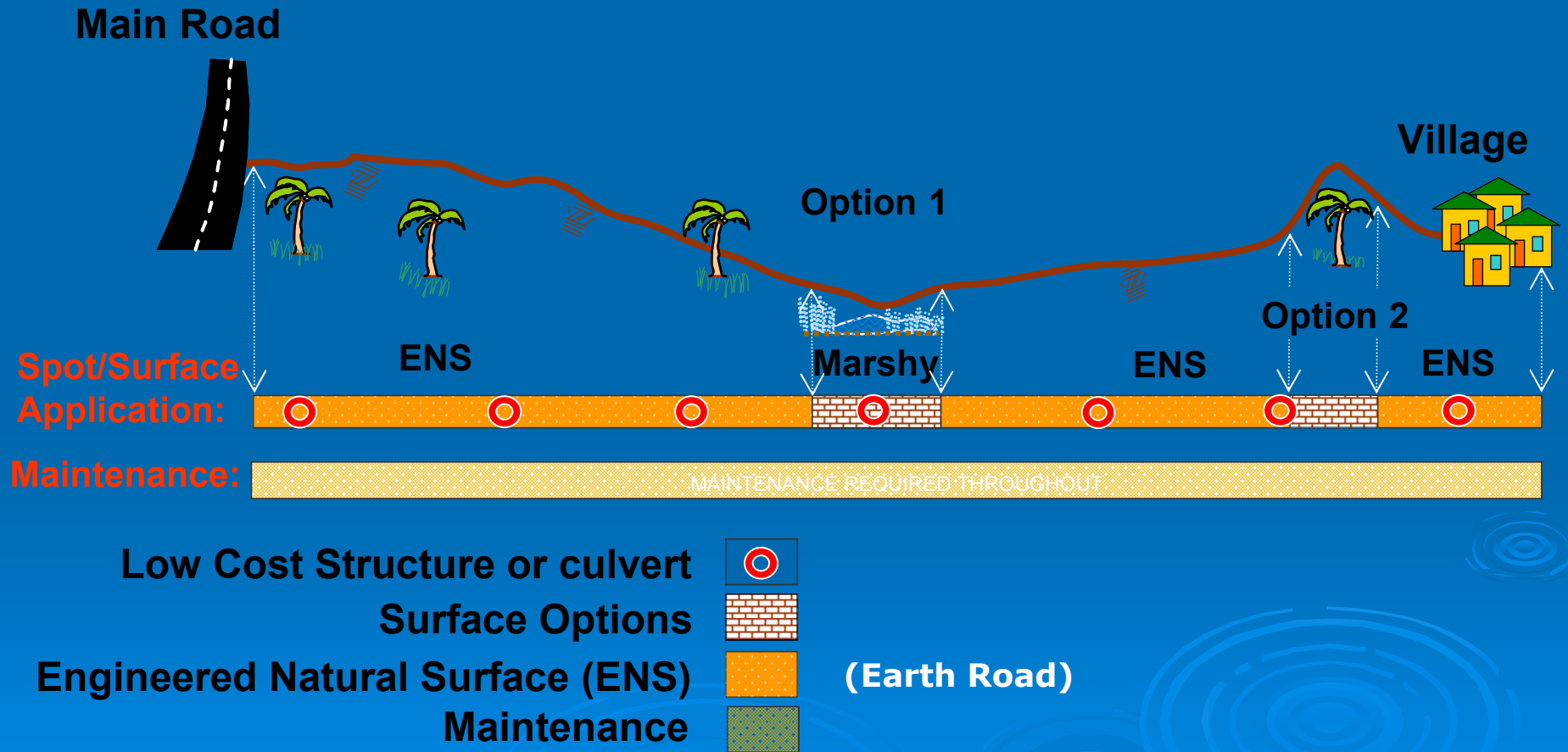


REAAA LVR Workshop: Eco Roads & Rural Road Surfacing



Spot improvement strategy

Example application over a typical rural route



Further Information

The following dissemination forums support Low Traffic Volume Rural Roads (LVRR) knowledge :



global Transport Knowledge Partnership:

www.gtkp.com

SEACAP Southeast Asia Community Access Partnership:

www.seacap-info.org



Transport Research support

- Future thinking
- Labour based what worked what did not
- Greener Infrastructure incentives and opportunities
- Multi modal infrastructure, is it efficient
- Sustainability Audit for planners
- Dust - the silent killer

Thank you
poneill@worldbank.org

