



Module 1: Policies and Strategies
**Rural roads projects in Peru: An integral
approach to rural transport, economic
development, and poverty reduction**

Session: 1.2
Part 2 – Case Study (#1)

Presentation: 1.2b (#1)

1. Introduction

Learning Objectives

By the end of the session participants will be able to:

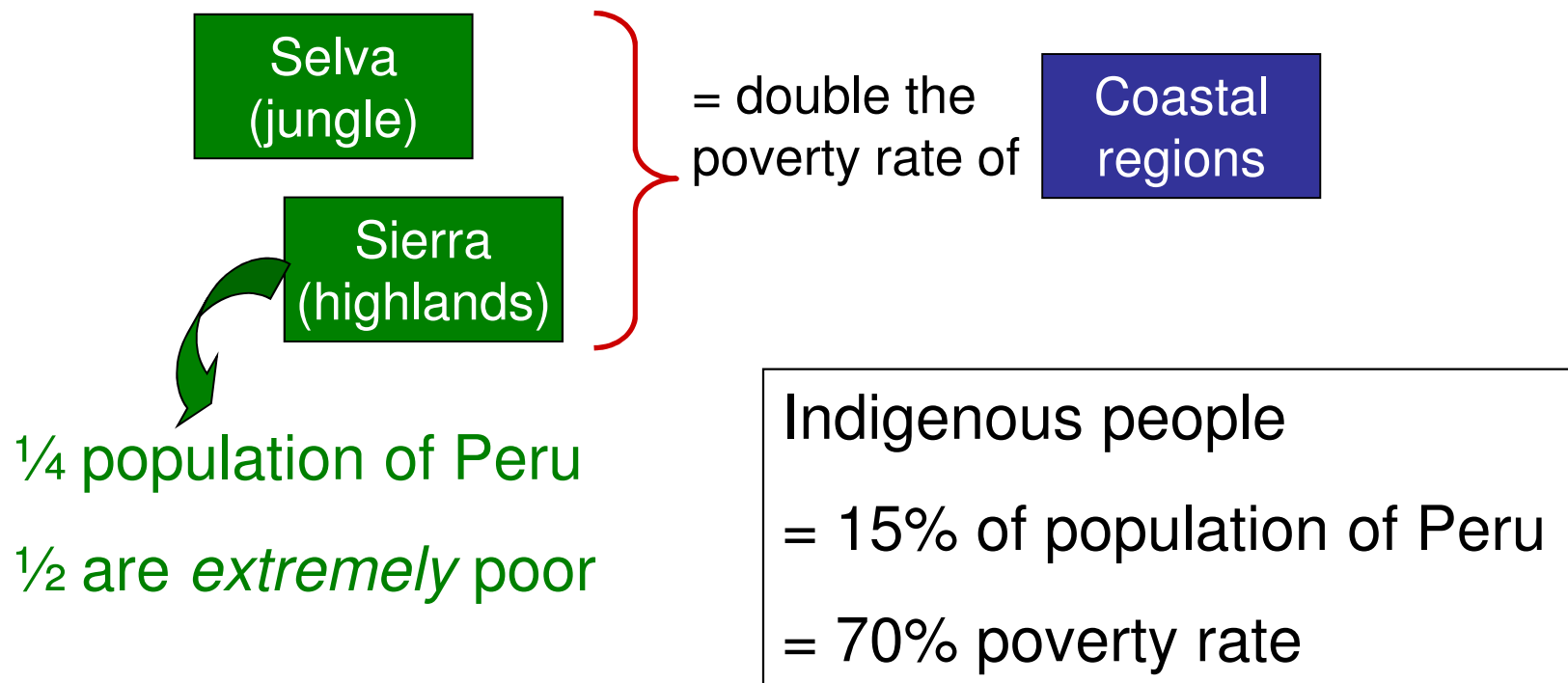
- ③ Link issues of poverty with rural access in Peru
- ③ Explain the approaches taken by the Peru Rural Roads Project
- ③ Identify key lessons from the case study
- ③ Contrast lessons from the case study with their own country context
- ③ Analyse the links between rural access, economic development and poverty alleviation

Session Overview

- ③ Poverty in Peru
- ③ Poverty and rural access
- ③ Nature of road networks and services
- ③ Peru Rural Roads Project
- ③ Lessons
- ③ Critique of the case study

2. Poverty in Peru

- ◎ Poverty: rural > urban
- ◎ 1/2 rural population < \$1 / day



© Poverty is multi-dimensional and also includes:

- loss of rights and dignity, powerlessness, inequality in terms of access to and control over resources, vulnerability, isolation, health, time.

3. Poverty and rural access

Rural access

- ③ 3 million people in remote village with difficult mountain terrain
- ③ No access to
 - Markets
 - Jobs
 - Socio-economic services

Road network

- ◎ Peru road density = 1/3 of Chile and Brazil
- ◎ Total road network = 78,000 km
- ◎ Unknown # of unclassified tracks
 - Connecting dispersed communities
- ◎ Asphalt roads = 6.7 km/ 1000 sq.km
- ◎ 47,000 km rural roads ~ 80% in very bad condition due to
 - Poor maintenance
 - Inadequate drainage

Transport services

- © Poor road network → unreliable transport services
- © Mainly non-motorised vehicles for travel outside villages
 - ... along neglected, unsafe paths

4. Peru Rural Roads Project

Phase 1: 1995

- Goal: alleviate poverty + raise living standards
 - 10 departments in Sierra + 2 in Selva ~ 314 districts
- Strategy:

Rehabilitate
roads

Sustained
maintenance

Rehabilitate
roads



Sustained
maintenance



11,200 km roads + secondary roads

➤ connecting to regional centres

3000 km paths

➤ for non-motorized transport

Community-based organizations

- ✓ Restored basic rural **accessibility**
- ✓ Cost-effective
- ✓ Stimulated poverty alleviation
 - Social and economic livelihoods

Phase 2: 2001 - 2006

Goal: deepen impact in same 12 departments

- Address poverty by improving **access** of rural communities to markets, on- & off-farm opportunities, social services
- Labour-intensive road maintenance - employment

Strategy:

1. Sustainability of **maintenance**
 - Institutional and financial
2. Stimulate economic **growth**
 - Pilot the Local Development Window (LDW) to facilitate productive activities e.g. income generation

Phase 2: 2001 - 2006

- ⊙ Integrated approach, multifaceted ...
- ⊙ Demonstrates:



New Paradigm:
Demand-driven transport
planning + economic growth

Decentralization:
Successful elements

Rehabilitation

Maintenance

Institutional
strengthening

M&E +
organisational
learning

5. Lessons

1. Improved transport conditions
 - Better access to health & education
2. Participatory planning & inclusion
 - Better targeting of resources
 - Better response to community needs

3. Maintenance strategy for transport stimulates private sector & entrepreneurship, + micro-enterprise

- Addresses failure of municipal financing
- Addresses limitations of centrally-managed maintenance of myriad remote roads & tracks
- Cost-effective
- Spill over for local development + employment
- Contact point for extension services
- Mobilize untapped resources for community ventures

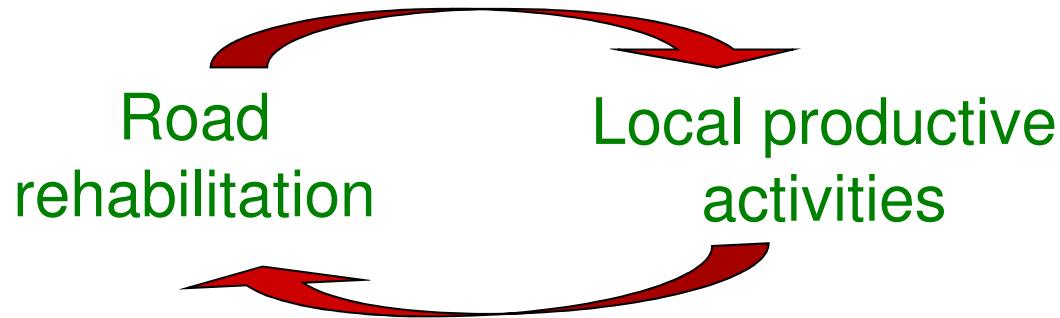
4. Gravel roads ~ effective solution (if approx 50 vehicles/day)

- More cost-effective than paved roads (for < 200 vehicles/day)
- Sustainable – with appropriate maintenance

5. Municipalities can efficiently manage road assets, with

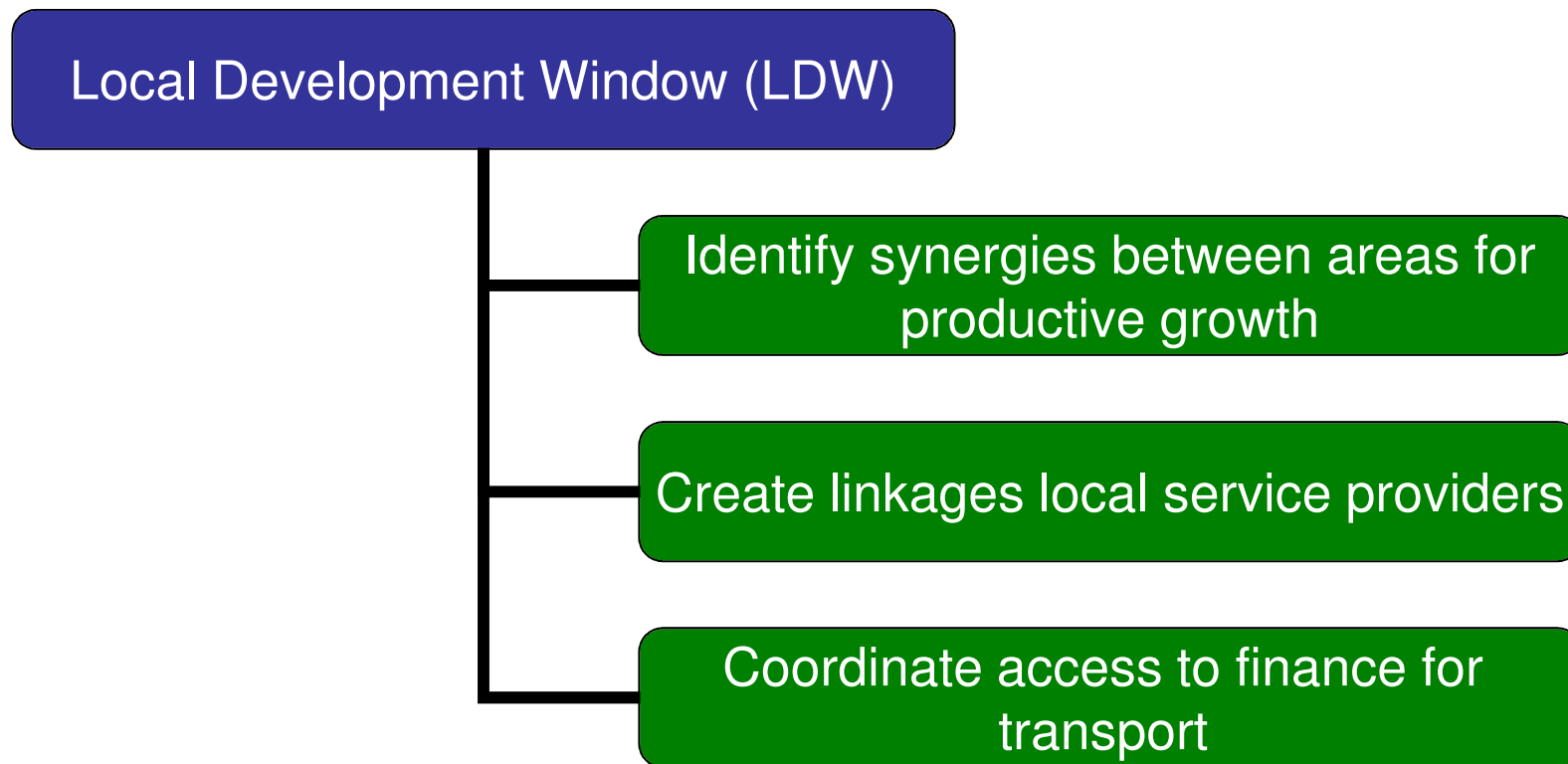
- Technical expertise
- Financial resources

6. Coordination of: -



- Improves effectiveness & efficiency of road project
- Stimulates development
- But! ... rehabilitation alone is not enough to improve access. Also needed: -
 - Available and reliable transport services
 - Reduced travel time & costs

7. A long term perspective needed



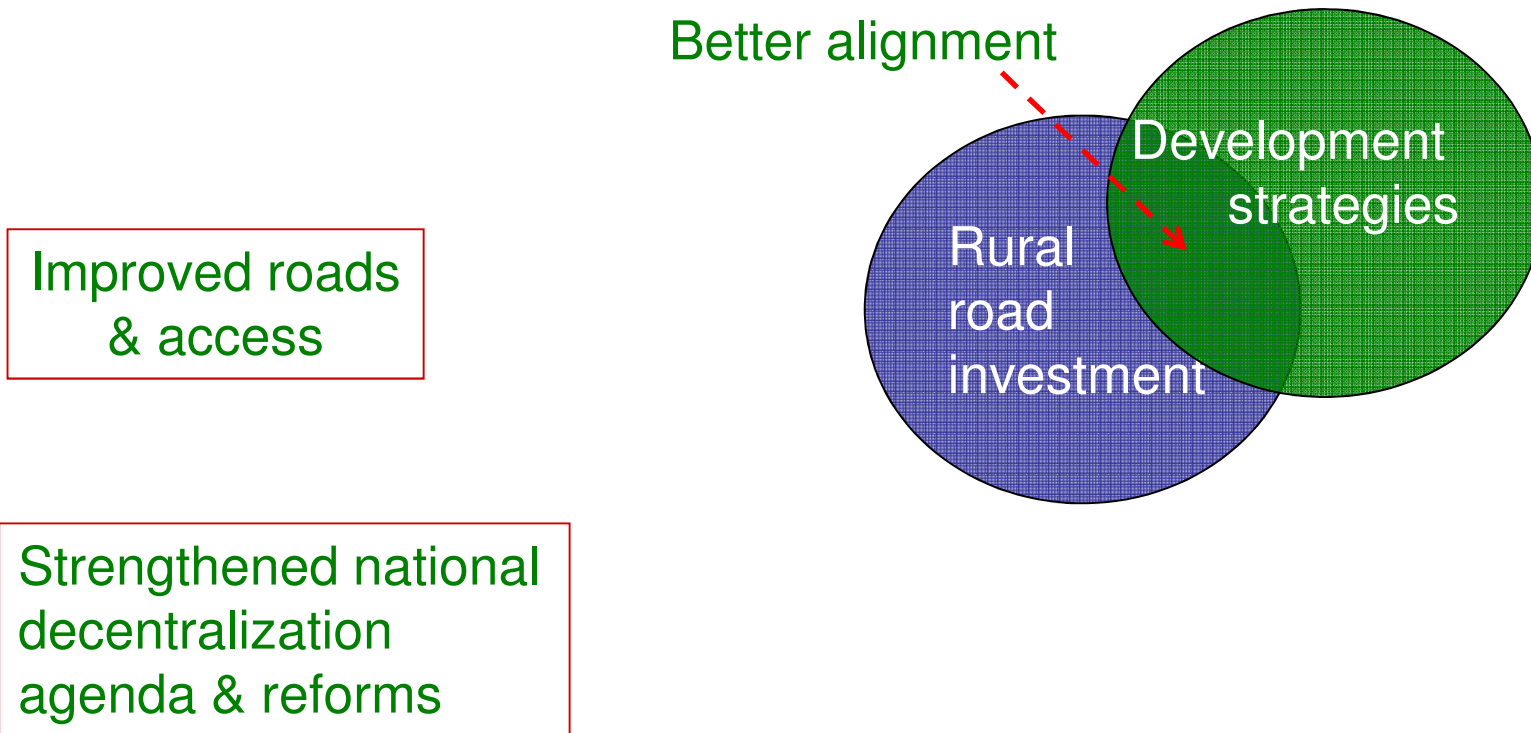
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LDW results

85 districts of 12
poorest provinces

- Improved transport
 - Access to markets easier & more reliable
- Opportunities for employment + income generated locally and regionally
- Identified best productive initiatives ~ reduced transaction costs for potential sponsors
 - 850 prefeasibility stage ... 167 feasibility stage
 - 72 sponsored
- Organised 8 regional and 1 national 'project fairs' ~ leveraged SDR 7.2 million
- Project examples
 - Yacon production project - Junín Department
 - Fish farms - Sauce, San Martín Department

8. Decentralization of rural transport program



9. Gender

Role of women: -

- 24% micro-enterprise members
- 20% road committee members

Outcomes for women



- Express how lack of transport services affect women
- Economic opportunities in road maintenance for women (micro-enterprise)
- Project also improved non-motorized tracks to meet women's needs
- More openness from communities to women using health centres, going to markets.

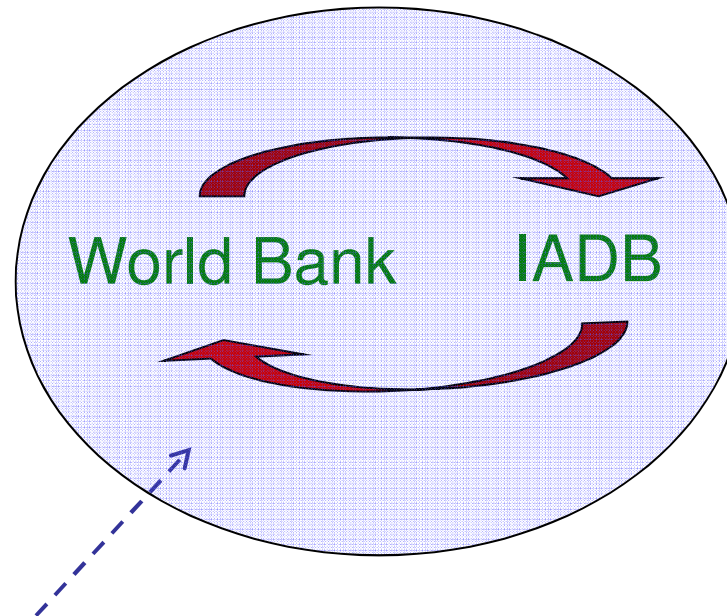
9. Gender

Social and personal impact for women & their families

- For women: -
 - ✓ New skills, knowledge, confidence
 - ✓ Improved self-image
 - ✓ Increased income
- Domestic & community work more gender balanced
- New image of gender relations in social & cultural life
 - ✓ Community decision making by women
 - ✓ Women in leadership positions

Note: Gender issues and transport do not relate only to women and girls, but also include men and boys.

10. Cooperation between development organisations, e.g.



Working within one framework enabled: -

- comparative value of both organizations'
- open approach
- resolution of conflict
- common interest for harmonization policies

Peru case study



Group Activity 1

Working in groups discuss: -

- A. *How do the lessons from the Peru experience compare with rural roads projects in your country - in terms of similarities & differences?*
- B. *What are the reasons for the similarities and differences?*

Peru case study



Group Activity 2

Working in groups discuss and create a flow diagram that show:

the links between rural transport, economic development, and poverty alleviation.