

# Rural Travel and Transport Program

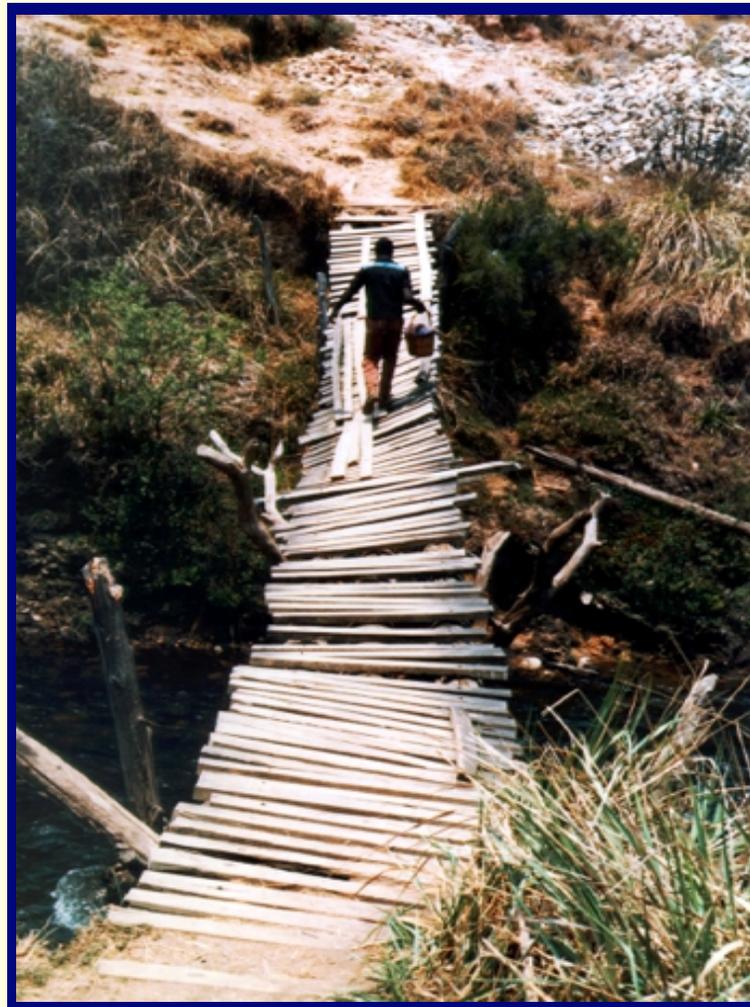


Photo: C Malmberg-Calvo

## Relative accessibility in rural areas has declined since the 1970's.

**“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**

*(former President of Tanzania)*



Around 70 % of the population in Sub-Saharan Africa live in rural areas. Inadequate rural transport infrastructure (RTI) and rural transport services (RTS) constrain their economic and social development.



Photo: A Labeau



Photo: C Malmberg-Calvo

RTI includes rural roads, paths, tracks, bridges, footbridges, and culverts.

RTS is a service to transport passengers and/or goods in the rural areas by a means of transport e.g. bus, truck, tractor, bicycle, donkey or other IMT

Rural transport infrastructure constitutes 85% of all road infrastructure in Sub-Saharan Africa. 33% of Africa's GDP and 40% of its export revenues are generated along this network.

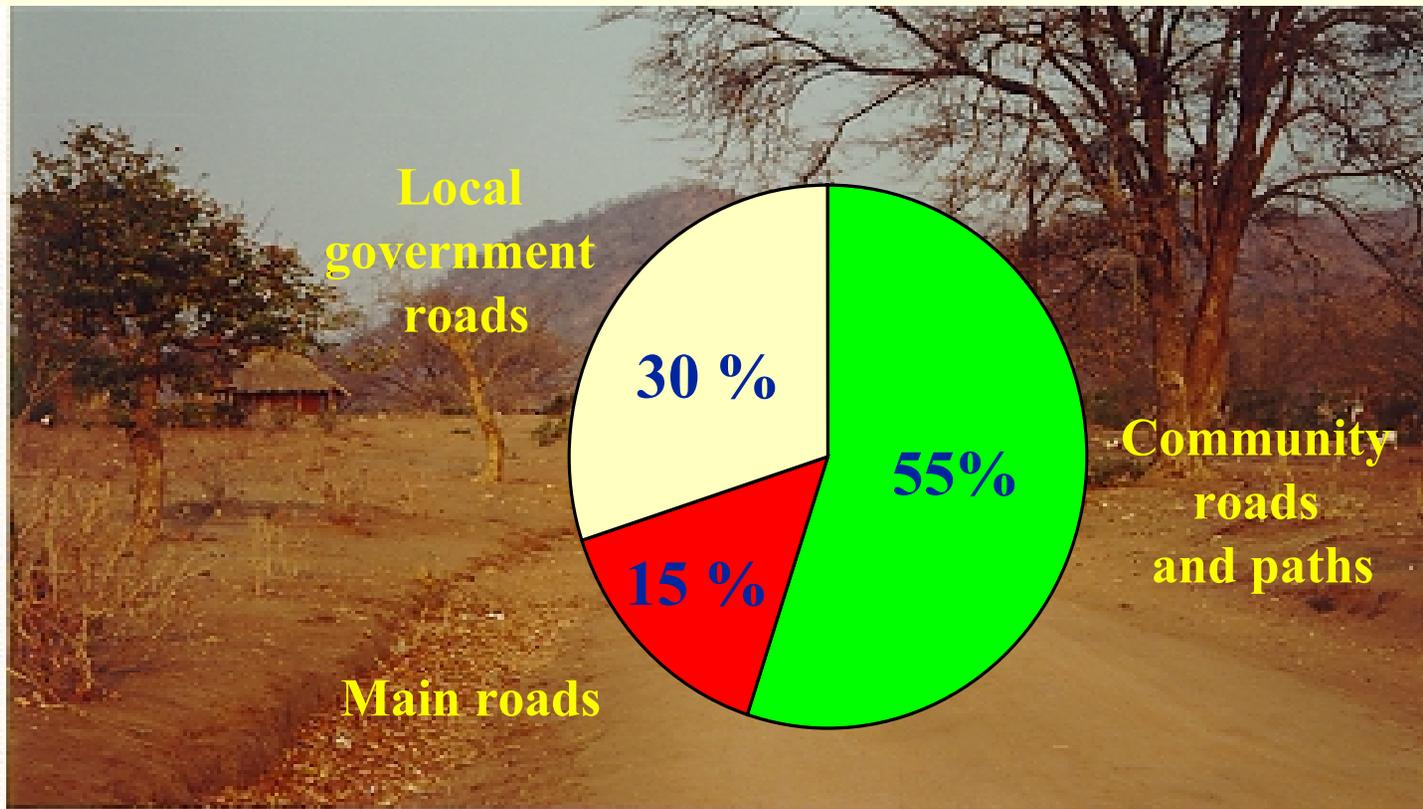


Photo: IT Transport

# Over 50% of the rural transport infrastructure is in poor condition due to:

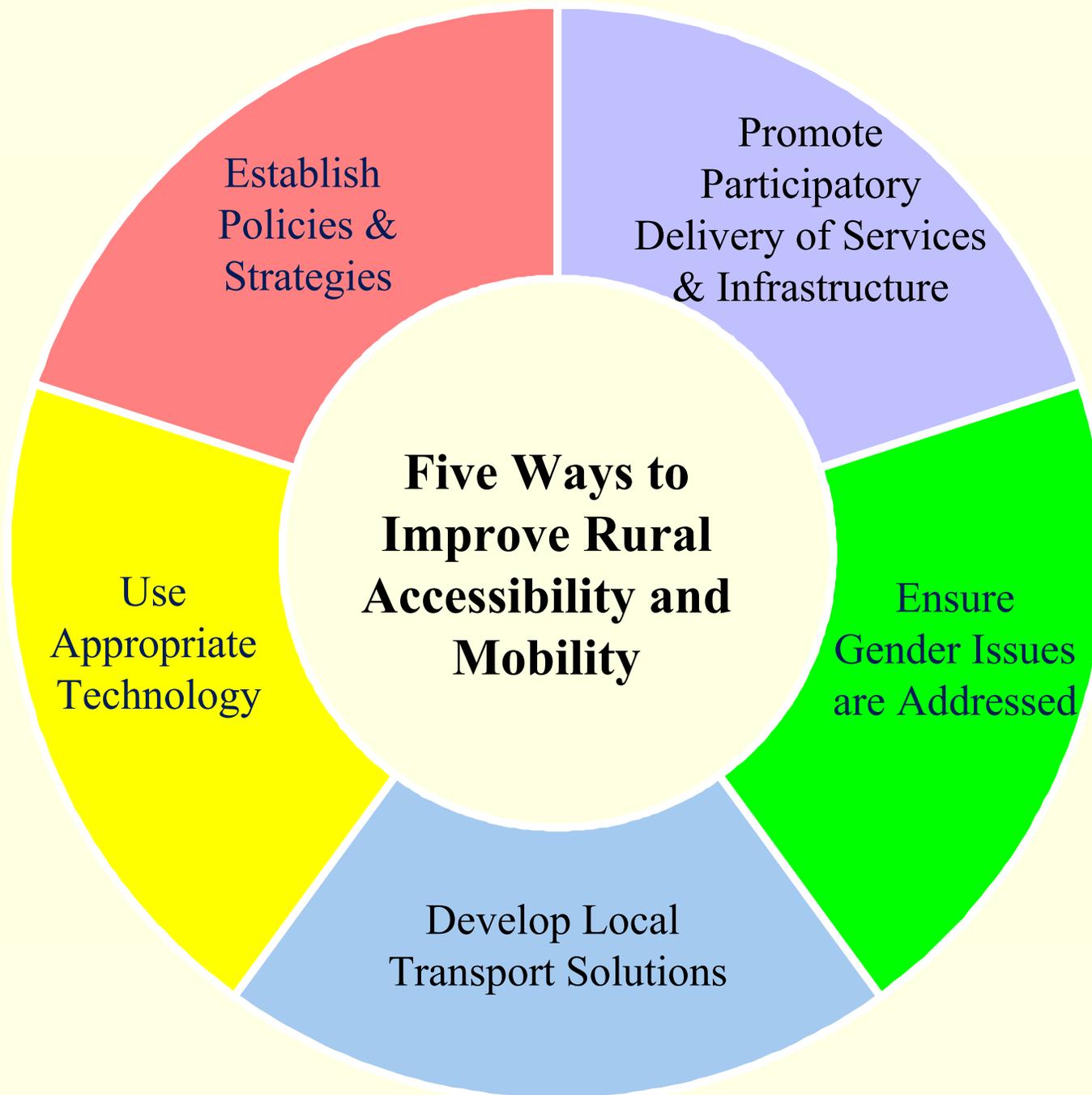
- ◆ unclear ownership and management responsibilities
- ◆ poor coordination at central and local levels
- ◆ inadequate maintenance funding
- ◆ top-down planning frameworks
- ◆ lack of local capacity to plan & manage
- ◆ questionable design standards & construction practices

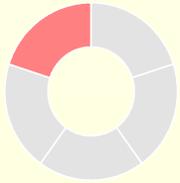


Photo: A Labaeu

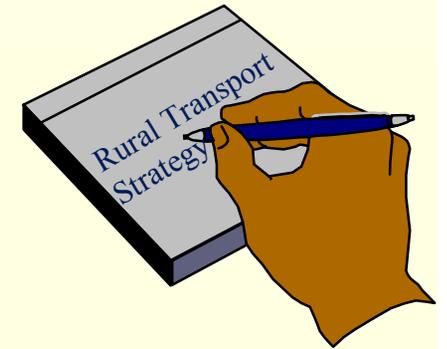
# The Rural Travel and Transport Program (RTTP) supports development of national rural transport policies and strategies to:

- ◆ improve the planning, financing and maintenance of rural transport infrastructure
- ◆ encourage the provision of motorized and non-motorized rural transport services to move people and goods
- ◆ promote the use of least cost methods, local resources and small-scale local contractors





## Establish policies and strategies



- ◆ What is the role of RTI and RTS in the national development policy?
- ◆ Is there a national transport policy and if so, is rural transport given sufficient attention?
- ◆ Which institution is responsible for rural transport policy?
- ◆ How are stakeholders involved in policy development and implementations?



## A rural transport policy and strategy should answer the following questions:

**Ownership:** *Who should have ownership responsibility over the RTI network?*

**Capacity Building:** *How can this be cost-effectively developed at national, local and community levels?*

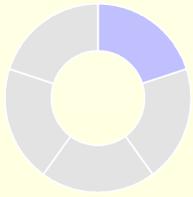
**Financing:** *Who will provide the adequate and stable funding needed for development and maintenance of RTI?*

**Transport services:** *How are the policy and strategy going to promote the provision of adequate and affordable services?*

**Intermediate means of transport:** *A key element in providing affordable local transport solutions. How is its greater use expected to be promoted?*

**Implementation:** *Many stakeholders are involved. Who are they? Do they know their roles? Are they adequately mandated and do they have sufficient resources to play the role?*

**Rural Development:** *How are the policy and strategy being used explicitly to help reduce rural poverty?*

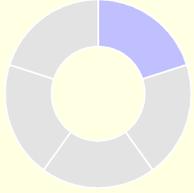


Given hard budget constraints and when consulted local people will make appropriate choices.

### Participatory planning:

- ◆ promotes local ownership necessary for sustainable maintenance
- ◆ involves those who have to suffer the consequences of poor maintenance



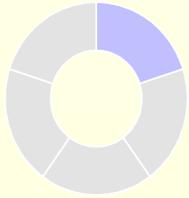


## Local government roads

- ◆ Are best planned and managed by local institutions.
- ◆ Require public financing (central & local government).
- ◆ Should rely on private sector capacity for works and selected management tasks.

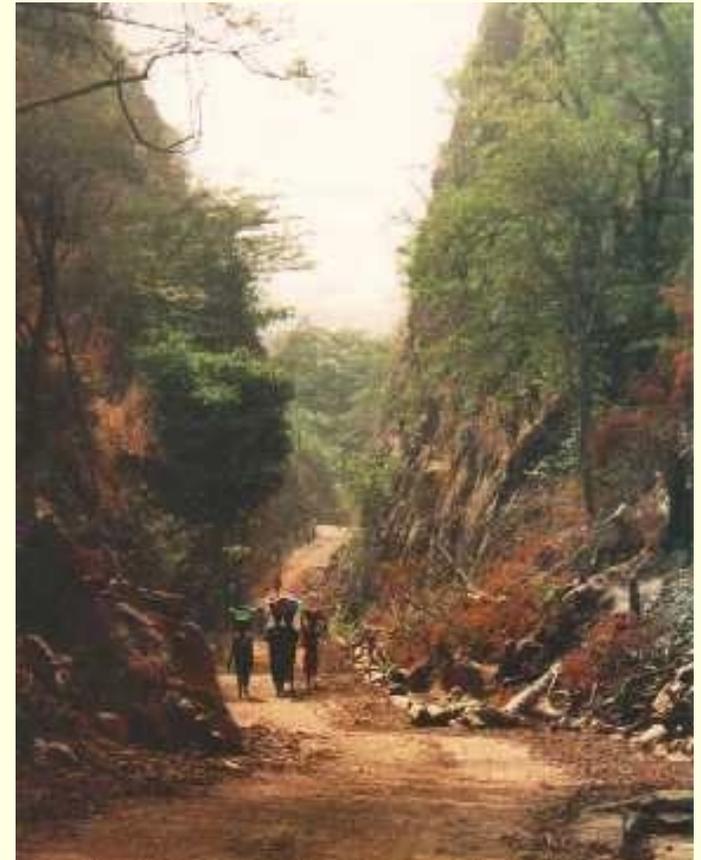


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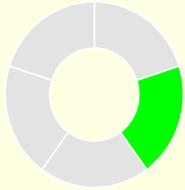
## Community roads and paths

- ◆ Build public-private partnership between Government and communities to maintain community roads and paths.
- ◆ Empower rural communities to assume responsibility for community roads and paths.
- ◆ Develop a legal and financial framework which encourages local communities to assume ownership of their roads and paths.



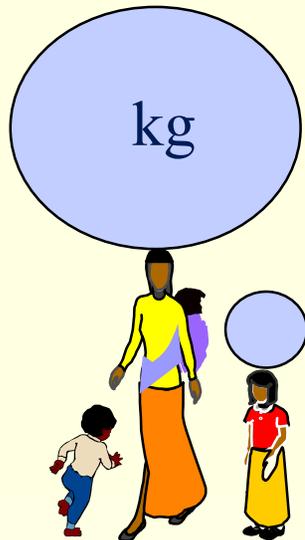
Kassama Road in Mali entirely built by hand by villagers.(Mission Française de Coopération - photo F. Muller)

Ensure gender issues are addressed



## Rural transport is a gender issue

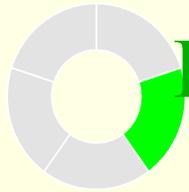
Transporting goods is primarily a female responsibility.  
Women spend several hours per day traveling on foot to transport e.g. fuel, water, firewood and produce.



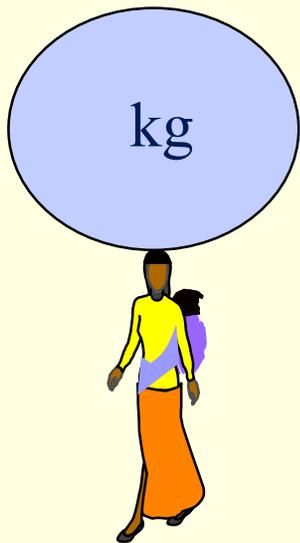
### Female versus male

Women and children carry the major load.

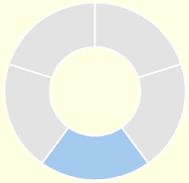




## Reducing the transport burden of women would release time and energy for productive and socially beneficial activities.



- ◆ Increase awareness of the amount of time and effort spent on transport.
- ◆ Incorporate components to address gender concerns.
- ◆ Involve women in planning and implementation.
- ◆ Promote use of intermediate means of transport (IMT) by women.
- ◆ Improve access to domestic facilities and social services.



## What use are roads without vehicles?



**Consider solutions other than just providing roads.**



# Improve access to means of transport

- ◆ Remove disincentives in tax structure.
- ◆ Use regulation to promote competition, and improve efficiency and service frequency.
- ◆ Provide credit to small operators to increase their vehicle fleet.
- ◆ Promote enhanced use of low cost means of transport and transport services.



Photo: C Malmberg-Calvo



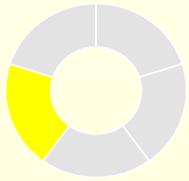


Some transport problems can be solved through the better location of services.



Reduced time spent on transport will allow more time on productive and household tasks.

Use appropriate technology



## Given resource constraints use need-based standards.



### **Need-based standards promotes:**

- ◆ approaches that better satisfy local needs for movement and development
- ◆ interventions that are more affordable thus more widely available
- ◆ increased use of local resources including labor
- ◆ development of local businesses, e.g. small scale contractors

Use appropriate technology



## Labor-intensive work methods



A hand-made road in the Manggarai district in Indonesia. (Swiss Organization for Development and Cooperation - Photo P. Winkelman)

- ◆ are less expensive than equipment-intensive work methods when labor cost is less than \$4 a day
- ◆ enable to transfer income to the local economy
- ◆ reduce need for foreign exchange
- ◆ help develop local capacity for construction and maintenance
- ◆ are more environment-friendly

Use appropriate technology



## Promote small scale contractors

To promote small scale local contractors, one should:

- ◆ divide the works in small, conveniently-sized work lots
- ◆ have a transparent bidding process
- ◆ allow fast payments
- ◆ if need be, grant them access to a heavy construction equipment rental system

