



Transport Sector Joins Fight Against HIV/AIDS

Across East and Southern Africa the impact of HIV/AIDS is evident in every sector, including transportation. As such the need for a multi-sectoral approach to mitigate the spread and impact of HIV/AIDS is universally acknowledged.

The transport sector has recognised its role as a catalyst for the spread of HIV/AIDS and identifies two key areas of concern;

- areas of transport activity such as transport corridors, stopping places and terminal points that demonstrate increased levels of promiscuous sexual contact, and
- the bringing together of workers in temporary camps for infrastructure construction and maintenance activities, an environment where the absence of normal social networks to regulate behaviour encourages sexual activity between non-regular partners.

Yet communities living along and around areas of intense transport activity also represent a legitimate focus for transport sector strategies to mitigate the spread and impact of HIV/AIDS. On this premise the IFRTD affiliated national forum groups (NFGs) of Kenya, Uganda, Tanzania, and Zimbabwe, led by the South Africa NFG (hosted by CSIR Transportek, Pretoria), have initiated new research. Their programme investigates the types of community based responses and institutions that have emerged along transport corridors, at hubs, and at locations of infrastructure construction or maintenance, as a response to the HIV/AIDS crisis. It seeks to identify the scope for the transport sector to work in partnership with these communities to mitigate impact. The inception phase of the research, a comprehensive review and synthesis of literature on HIV/AIDS in the East and Southern Africa region, was completed in March 2004. This literature review, supported by the UK Department for International Development (DFID), identified key gaps in existing knowledge as a basis for phase two, a detailed study in selected areas with a view to formulating

Typically 80-90% of passengers and freight in this region are transported by road and studies show that mobility increases not only the traveller's risk of contracting HIV/AIDS but that of their partners at home, and that of sexual partners encountered along transport corridors, at transport hubs and termini.



HIV/AIDS awareness poster on Ethiopian roadside

Paul Starkey 2004

recommendations for strengthening the HIV/AIDS coping capacity of local communities.

Generally the higher prevalence of HIV/AIDS among transport operators is an indication of the increased risk that communities living in areas of intense transport activity are exposed to. The available

Missing from Transport Policy

Existing data shows very little integration of HIV/AIDS issues within national transport programmes. Despite general recognition that a highly mobile population falls into a high risk category for HIV/AIDS there is no explicit acknowledgement within transport policies of the need to safeguard people living around areas of transport activity. Numerous programmes target long distance drivers, but there is no evidence of approaches to engage communities living alongside busy corridors and hubs, or to build their capabilities. Most of the programmes that target long distance drivers are in fact initiated & carried out externally to the transport sector.

In this issue:

Continued on page 2

1. Transport Sector Joins Fight Against HIV/AIDS

2. Contribute to the Debate

3. A Pandemic Highlights Poor Access to Health Services; Poverty Watch Update; Transport and Social Responsibility in the World Bank

4. Improving Mobility Workshop Series – Nicaragua; Talking to Parliament – The Tanzania National Forum Group; About Us



Continued from page 1

literature reveals that transport workers face double the risk of other occupations. In Mozambique prevalence levels range from 11 to 14%, a figure that rises to 21% along the Zimbabwe to Malawi corridor. While in Kenya the Kenya Medical Research Institute (KEMRI) reports that one in four truckers test HIV positive. Truckers and prostitutes are now targeted for education and screening by government programmes in some African countries such as Kenya, Tanzania and Nigeria.

A number of ongoing programmes are strengthening the transport sector effort to address the scourge of HIV/AIDS. For example the Canadian International Development Agency (CIDA) have undertaken work to mitigate the effects of HIV/AIDS among mobile populations along high-risk corridors. An example of CIDA's work involves the development and implementation of integrated prevention strategies along two major trucking routes from Ethiopia to Djibouti. Promoting capacity building and the sustainability of existing health institutions and community institutions that serve transport workers, female sex workers and affected communities.

Addressing a wider audience?

The implied assumption in the transport sector's focus on transport workers and operators is that the benefits of such interventions will 'spill over' to communities situated on transport corridors or hubs. However just as it would be erroneous to treat one person for a sexually transmitted disease without calling all of their sexual contacts in for treatment, so this assumption can be seen to be flawed. It has also been shown that education campaigns and condom distribution are not always a panacea for unsafe sexual behaviour. Such interventions are often designed with transport sector operators in mind but do not speak to poor, isolated communities situated in areas of intense transport activity, who also have a strong incentive to engage in unsafe sexual activity for monetary reward or status symbolism.

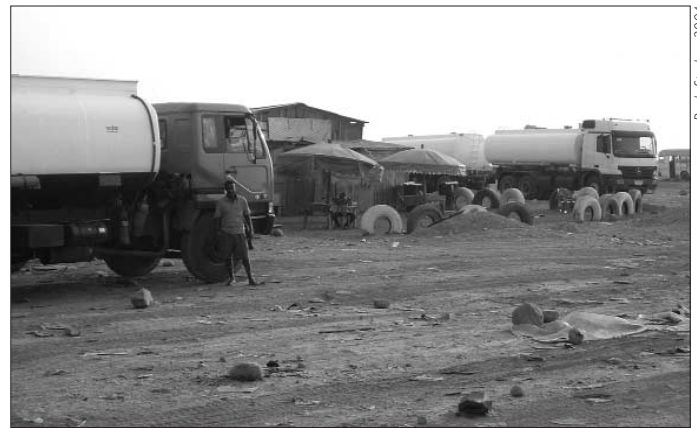
The Swedish International Development Co-operation Agency (SIDA) has been unravelling the socio-economic costs of HIV/AIDS including healthcare, funerals, transport to clinics and hospital, and the impacts on social networks for example increases in child labour, exploitation, prostitution and sexual abuse.

The UNDP's work on HIV/AIDS covers a cross section of themes. For example in Uganda it has commissioned research to look at the socio-economic impact on rural families with particular reference to youth. Prohibitive transport costs are shown to affect the responses to HIV of local communities, for example hindering attendance at pre-testing counselling and information sessions on HIV/AIDS at health centres.

Using Matatu's to speak to communities

A new initiative in Kenya targeting urban commuter taxis (Matatu) is exploring the roles that they could play in the fight against HIV/AIDS. Instead of focusing on role models such as footballers, musicians and athletes, the messages spread on Matatu body paintwork could focus on the dangers of HIV/AIDS. The project hopes the Matatu owners and operators will allow their vehicles to be painted with educative HIV/AIDS materials and slogans promoting morality.

The World Bank through the multi-country HIV/AIDS program for Africa (MAP) has projects in various countries to support their multi-sectoral fight against the epidemic. The overall development objective of these projects is to increase access to HIV/AIDS prevention, treatment and care programs with the emphasis on vulnerable groups. MAP helps to strengthen country's institutional frameworks to



Paul Starkey, 2004

Trucks gathering at a Djibouti transport hub

facilitate prevention and coping efforts at the national and local levels. Plans and funds are specifically identified under MAP to help transport and other sectors confront the epidemic in a variety of ways. Countries with MAP include Burkina Faso, Cameroon, Eritrea, Ethiopia, The Gambia, Kenya, Nigeria, Uganda, and Senegal. At a regional level the World Bank, through its work in the Lagos - Abidjan corridor seeks to increase access to prevention, support and care services by underserved vulnerable groups. Particular focus is given to transport sector workers, the migrant population, commercial sex workers and the local population living along the corridor.

The next step for transport is to contribute to an integrated, sector wide approach to address the increased exposure to HIV/AIDS faced by communities situated on transit corridors or hubs. This will demand a greater understanding of the interface between transport activities and communities in these locations, the articulation of specific roles that community based institutions could play within the context of transport interventions in order to raise awareness and promote behavioural change, and the mainstreaming of these issues within transport policies and planning. This calls for continued networking and joint action, involving stakeholders with different perspectives and capacities but a collaborative agenda that addresses the needs of the most vulnerable.

For more information please contact:

Mac Mashiri

Co-ordinator South Africa NFG

Fax: +27 72 122 9394

Email: mmashiri@csir.co.za

And

Kenneth K Odera

Zimbabwe Forum for Rural Transport and Development

Email: Kodero@sociol.uz.ac.zw

The literature review is available at <http://www.ifrtd.org> or by contacting the IFRTD Secretariat see page 4 for contact details.

Contribute to the Debate

The contributions to this edition of Forum News came from a research programme of IFRTD's national networks in East and Southern Africa. The outputs from this research will be shared on the IFRTD website at

<http://www.ifrtd.org>

We would like to hear about similar research in other regions. Please share your experience and activities with the IFRTD Secretariat and help us to collate more knowledge on this vital subject.

Contact:
IFRTD Secretariat. See page 4 for contact details





Pandemic Highlights Poor Access to Health Services

The HIV/AIDS pandemic continues to spread around the countries of Africa like bush fire. Initially slow to deal with the issue, most African governments are now responding with a focused and brave approach. The hitherto consciousness about social morality and inappropriateness in discussion of sexuality has given way to bold messages and open discussions.

The response to HIV has been on two fronts. Firstly, government departments in charge of health and security, in collaboration with governmental and non-governmental agencies, make efforts to get appropriate medication to people infected with the virus. The second front that has received much media attention has been the effort to raise awareness. Now in many parts of Africa communities are aware that HIV/AIDS exists, that it is sexually transmitted, and that it can lead to death.

The hidden front, the one that has received little attention is those people affected by HIV/AIDS - the support providers who care for orphans and the sick and generally perform the social service role within the HIV/AIDS pandemic. Home care of AIDS patients is a very demanding activity. When patients have succumbed to AIDS the number of times they have to visit a health institution or have a medical practitioner visit them increases in frequency and is unpredictable. In countries without an operational ambulance system, like most countries in Africa, public transport is the main way to transport patients to the nearest health institution.

For rural dwellers residing close to a road the challenge is difficult but surmountable, with some form of motorised transport usually available. But for people who live in rural areas far away from main roads (the majority of rural populations) there is a real challenge to transport AIDS sufferers for emergency care at clinics or other health institutions.

The only way that has been used to transport these people has been the use of beds/stretchers, bicycles and various forms of handcarts and wheelbarrows to the nearest main road for onward transport to a health institution. Has the time not come for the thought of public non-motorised ambulance trailers to deal with these eventualities?

Contact:

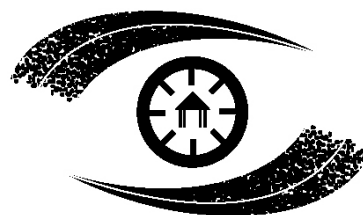
Jeffrey Maganya

Kenya NFG

Email: maganya@hotmail.com

Poverty Watch Update

Poverty Watch is an IFRTD initiated programme that enables civil society to monitor transport investments and encourage pro-poor transport policies. Through this programme IFRTD affiliated networks across Asia, Africa and Latin America review the pro-poor agenda of national transport sector policies and ongoing transport investment programmes, also examining the inclusion of mobility and access issues within key national development policies. Here we highlight some recent activities in Latin America and West and Central Africa.



Observatoire sur la Pauvreté
Poverty Watch
Vigilar la Agenda de Pobreza

In Latin America analyses of transport policy and practice have been carried out in Nicaragua, Bolivia and Peru. These analyses have provided an opportunity for the networks in Nicaragua and Bolivia to 'unlock' government information relevant to the public that is usually treated as confidential, and to reach a wider spectrum of stakeholders. Workshops to debate and develop the analyses are planned to be held in Managua and Cochabamba, although the latter may be postponed due to political problems in Bolivia.

Meanwhile in West Africa a participatory review of transport policies has been completed in Burkina Faso and similar studies are ongoing in the Democratic Republic of the Congo and in Senegal. These reviews will indicate the focus of activities to be undertaken in Poverty Watch's second phase in this region.

These reviews and the reports from other regions can be accessed on the IFRTD website <http://www.ifrtd.org> just follow the Poverty Watch logos.

Contact:

Please contact the IFRTD Co-ordinator in your region for more information. See page 4 for contact details

Transport and Social Responsibility in the World Bank

The World Bank Transport Sector has recently established a Thematic Group for Transport and Social Responsibility (TSR). This constitutes the forum for a community of practice that extends outside the World Bank and beyond the transport fraternity to discuss, exchange ideas and share experience on key social issues related to and impacted by the transport sector. The group aims to identify and facilitate access to proven good practice for optimising the social impacts of the sector's policies and investments. Where key gaps in knowledge are identified the TSR may help to develop appropriate guidance. The thematic group responds to increased recognition within the international community that transport services and the associated infrastructure are inter-related with and mutually supportive of positive social outcomes.

The TSR focuses on the balance between public and private sector roles to address social issues related to the transport sector, with special emphasis on poverty alleviation. It will initially review work in the transport sector that seeks to face the challenges of

access and inclusion (in respect of gender, disability, age etc), employment related issues (equity, health) and mitigating the transmission of communicable diseases such as HIV/AIDS. Overarching these streams of work, the Group is providing consultative support to finalise the Transport Sector Guidelines for Social Analysis, which are being prepared by the World Bank network for Environment and Socially Sustainable Development. It is intended that these guidelines will incorporate key sector-level indicators and that they will complement the Social Analysis Sourcebook which was recently published. The thematic group holds monthly meetings to raise awareness and stimulate discussion of good practice related to its objectives and it welcomes development practitioners working within and outside the Bank. The aim is to increasingly facilitate virtual interaction in the TSR.

For further information on the thematic group, please contact:

Peter Roberts

Email: proberts@worldbank.org



News and Events

Improving Mobility Workshop Series – Nicaragua

In February 2004 the final workshop in IFRTD's improving Mobility Workshop Series was held in Managua, Nicaragua. The overall aim of the workshop was to strengthen the capacity of local and national government to plan sustainable interventions focused on improving mobility as a means of reducing poverty and isolation. All 24 participants were part of, or working with, local government.

The workshop discussion was stimulated by five themed presentations on:

- Mainstreaming gender
- Integrated rural accessibility planning (IRAP)
- Access for disabled people
- Water transport and intermediate means of transport
- Green Roads

Participative sessions took the attendees through four stages of: situation review and problem analysis; the prioritisation of intervention opportunities; consideration of the local context/practicalities; and finally the impact of their interventions.

Field visits took participants to five different communities outside Managua, each representing a different context; water transport, agriculture and livestock produce, the development of non motorised transport, or particular geographic characteristics. Among the issues raised from the visits were; limited access to water; limited public transport services; security, fishing; access to markets and the ability to influence national policy making.

All workshops in this series have had a strong focus on encouraging participants to follow up the issues raised within their own work. Among the commitments made by participants at this session were:

- The consideration of disability issues within the DANIDA supported water transport infrastructure programme in Nicaragua
- The establishment of a SUSTRAN network, similar to the transport and environment networks in Africa and Asia, to focus on the sustainability aspects of transport development.
- The initiation of a pilot project to demonstrate the use of IMTs
- And sharing the learning from this workshop with other colleagues.

For more information please contact: Ana Bravo, IFRTD Regional Co-ordinator Latin America (see 'About Us' box)

- the lack of ownership of rural transport infrastructure that has led to inequitable transport investments focusing primarily on trunk and regional roads.
- the need to incorporate externalities such as gender, the mitigation of HIV/AIDS, and the promotion of labour based construction, within Tanzania's transport policies.
- the need for multi-sectoral approaches and improved communication between ministries to effectively address access and mobility issues.
- the need to improve institutional capacity, particularly with respect to road maintenance.

Following their discussions the participants of the seminar put forward a number of recommendations for the future including:

- the establishment of a road agency specifically responsible for the management of rural roads.
- A review of road fund allocation criteria to allow for more investment in rural transport infrastructure
- the initiation of the VTTP in all districts and the provision of expertise and equipment to local authorities for the construction and maintenance of bridges.
- the development of TFG's advocacy capacity and the expansion of its mandate to include both rural and urban transport issues.
- TFG to assist in the implementation of Tanzania's National Transport Policy.

Financial support to this Seminar was provided by UNDP's small grants programme, the International Forum for Rural Transport and Development (IFRTD) and SDC (through their Morogorro VTTP component).

For more information please contact:

Abdul Awadh

Email: awadh@kicheko.com

An extended version of this report is available on the TFG page of the IFRTD website www.ifrtd.org

Talking to Parliament – The Tanzania National Forum Group

13 Ministers and 10 deputy ministers were among 229 members of the Tanzania parliament attending a seminar to address problems of access and mobility in rural areas. The seminar held on 14th February 2004 and organised by the Tanzania Forum Group for Rural Transport and Development (TFG), aimed to sensitise MPs on the problems of accessibility and mobility in rural areas of Tanzania, and to enable TFG to make inputs into related policies and reforms.

The Prime Minister's opening speech noted the impact of poorly integrated transport planning on the poor (women particularly), and the significance of transport as a major cost component of marketed commodities – highlighting the consequences of poor transport for the nation's efforts to eradicate poverty. He commended the achievements of VTTP (Tanzania's Village Travel and Transport Programme established in 6 districts in 1994), indicating the government's intention to initiate the programme in all districts. He also called for changes in attitude, for example challenging the cultural norms that forbid women from riding bicycles. The Prime Minister concluded by pledging the Government's commitment to addressing Tanzania's rural transport problems using its own available resources, and requested the support of other stakeholders.

Papers introducing the TFG, the situation of rural accessibility in Tanzania, the contribution of transport to poverty reduction and the institutional and financial framework of rural transport infrastructure were presented and given in hard copy to MPs.

These presentations highlighted the critical relationship between rural accessibility and mobility, income generation and social welfare in Tanzania. Key observations included;

About Us:

The IFRTD is a global network of individuals and organisations working towards improved access and mobility for the rural poor. It provides a framework for collaboration, information sharing, debate and advocacy that bridges traditional geographic, academic and institutional boundaries.

Membership of the IFRTD is free. All members receive *Forum News* and any other publications that are made available to the network. In over 20 countries autonomous networks that subscribe to the vision of the international network have become affiliated to the IFRTD as National Forum Groups (NFGs).

The IFRTD is facilitated by a small, decentralised Secretariat based in the UK, Kenya, Perú, Senegal and Sri Lanka. Please contact the IFRTD Secretariat as follows:

Priyanthi Fernando (International);
Kate Czuczman (Communications)
& Anita Wiafe (Administration),
IFRTD Secretariat, 113 Spitfire
Studios, 63–71 Collier Street,
London N1 9BE, United Kingdom

Tel: +44 (0)20 7713 6699
Fax: +44 (0)20 7713 8290
Email: ifrtd@ifrtd.org

Bamba Thioye (West & Central Africa), 20, TP SOM-Hann, BP 63 84, Dakar Etoile, Senegal
Tel: +221 639 3033/832 1732
Fax: +221 827 9497
Email: bamba.thioye@ifrtd.org

Peter Njenga (East & Southern Africa), PO Box 314, 00502 Karen, Nairobi, Kenya
Tel/fax: +254 2 883323
Email: peter.njenga@ifrtd.org

Ana Bravo (Latin America), Av. General Garzon 852, Lima 11, Jesús Maria, Perú
Tel/fax: +51 1 431 1754
Email: ana.bravo@ifrtd.org

Ranjith De Silva (Asia), 319/110, Ramanayaka Mawatha, Erawwala, Pannipitiya, Sri Lanka
Tel: +94 (0)11 2842972
Fax: +94 11 2856188
Email: ranjith@ifrtd.org

IFRTD website
www.ifrtd.org

This issue
edited by Kate Czuczman
Typeset by My Word!