

# High Volume Transport

Dr Bernard Obika

July 2018

## Background

The transport sector in low income countries is a very large recipient of aid and public funds for investments because it is fundamental to economic development.

But research activity is minimal, and the evidence base for huge investment decisions is out of date and inadequately specific to requirements.

# DFID HIGH VOLUME TRANSPORT

**Five-year research programme to  
generate evidence that updates  
transport infrastructure practices in low  
income countries**

**2017-2021**

**£17m, of which £14m is for research  
fund**

# Intended outcomes for low income countries in Africa and south Asia

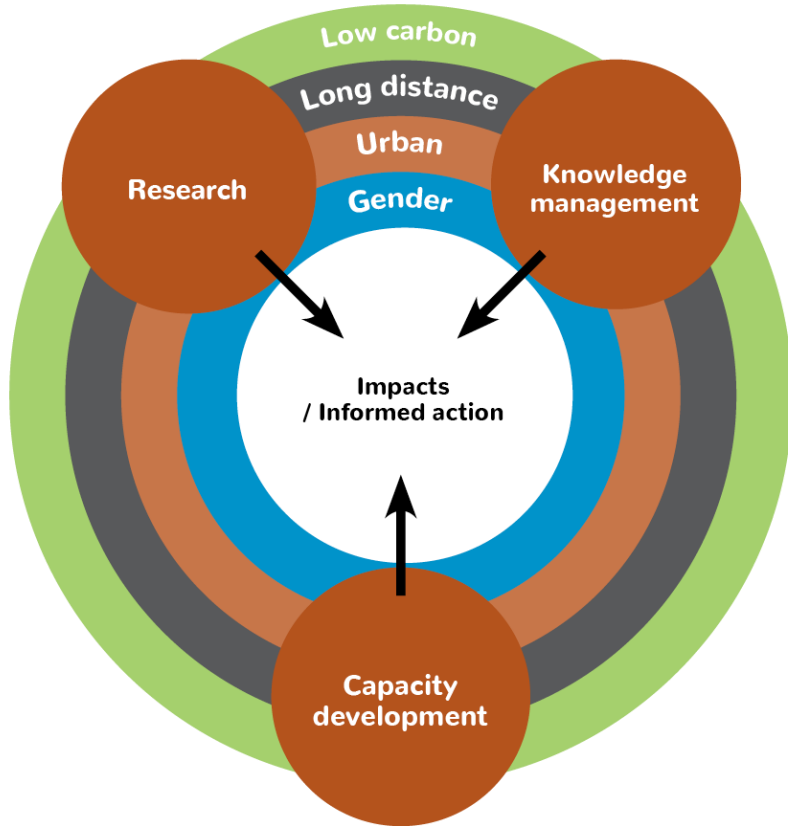
## Recipients

Relevant transport decision makers and development policy makers, central and local government transport practitioners, private sector, and civil society.

**Increased access to transport services**, more affordable trade routes and safer, lower carbon transport

**Evidence base strengthened** on the most strategic and cost effective, safer and lower carbon passenger and freight transport investments and services

**Support to international poverty reduction** by contributing to inclusive economic growth, and supporting uptake of low carbon transport strategies to reduce green house gas emissions and ensure that transport infrastructure is resilient to climate change stresses



## 4 research themes

1. Long distance strategic road and rail transport
2. Urban transport
3. Low carbon transport
4. Gender, vulnerable groups and inclusion in high volume transport

## **3 activities**

- i) Research, ii) knowledge management, iii) capacity development

# TWO-PART PROGRAMME STRUCTURE

**PART 1**, procure 8 ‘State of Knowledge’ papers (2 per research theme) to review available evidence. Prepare research plan for Part 2 based on evidence from Part 1. 15 month-timeframe.

**Other activities** in part 1:

**PART 2**, procure cutting-edge research studies that will update transport infrastructure practices in low income countries. Facilitate communication and evidence uptake.

# PROGRAMME STATUS AND SOME CURRENT ACTIVITIES

**Part 1: Commenced 30<sup>th</sup> October  
2017 (8 months in) -30<sup>th</sup> Jan 2019**

- **Governance structures**
- **Sok procurement**
- **Innovation Grant (DfT)**
- **Inclusive Transport –Disability**
- **Anthropological perspective and  
Political Economy**
- **Road Investment appraisal and  
Asset Management (HDM-4)**
- **Transport – Energy Nexus**
- **Transport Links/ RoadNotes**

Example:  
Anthropological  
Perspective and  
Political  
Economy  
by  
ED Simpson

- Addresses some of the underlying assumptions of the Global Mobility Report (2017) to ask why the need for mobility itself is not questioned.
- Is there need to redefine the relationship between infrastructure and development particularly in the urban context?
- “Personal transport preferences and decision making are part of broader cultural systems and do not exist in isolation as a straight-forward form of rational choice”
- When these values and norms are understood in a broad sense and amalgamated only then can we understand mobility systems in and given urban context”



## Anthropological Perspective and Political Economy

For anthropology cultural and social norms and political representation may influence all manner of reasoning about travel that are unrelated by rational choice”

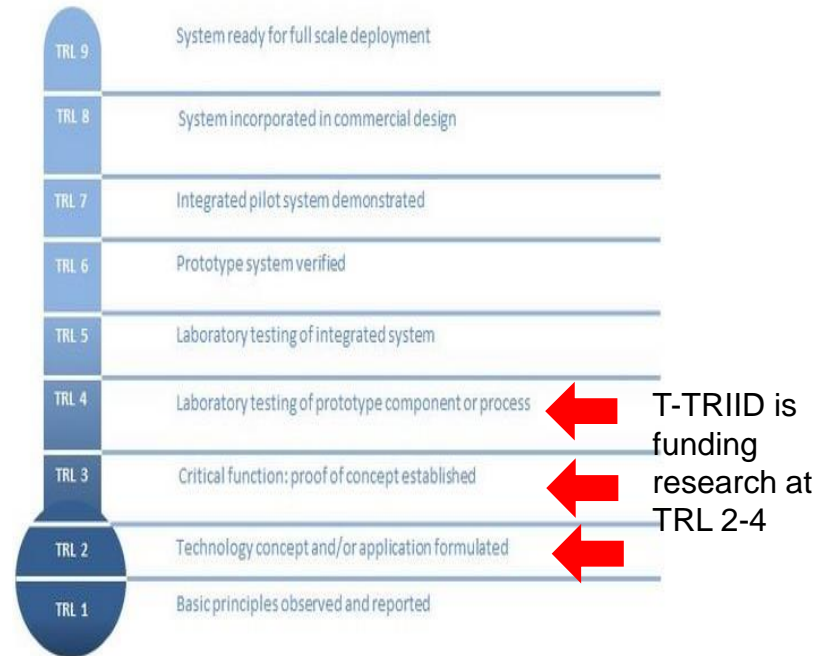
Significantly there has been complete absence of from the sustainable transport literature of the type of self – reflexive research that has dominated the academic fields of sociology, geography and social anthropology for the last three decades.

### ASPIRATION

What does it mean for the way we look at mobility if aspirations are cultural rather than driven by rational choices?

## Example 2: T-TRIID

- Fund Innovative ideas to address Transport challenges in South Asia and Africa
- Open to all companies esp. SMEs and Academia
- Open to all countries particularly beneficiary countries
- [Early-stage ideas TRL 2-4 – proof of concept or feasibility studies](#)
- between levels 3 to 5 on the Innovation Readiness Level (IRL) scale
- Big picture – pilot, learning exercise for HVT



# Transport-Technology Research Innovation for International Development (T-TRIID):

## Webinar presentation

**10<sup>th</sup> and 12<sup>th</sup> July 2018**



## Programme Management

SC, TAP

Bernard Obika - Team Leader;

Bruce Thompson – Theme 1,

Gary Haq – Theme 3

John Brownlee - Capacity & Knowledge management

Louise Cathro – Programme Manager

Holger Daltmann – Theme 2

Jeff Turner – Theme 4

# High Volume Transport Programme Management & Contacts

Bernard Obika Team Leader	Email: <a href="mailto:bernard.obika@imcworldwide.com">bernard.obika@imcworldwide.com</a> Tel: +44 (0)7900 480505 Skype: bernardobika
Louise Cathro Programme Manager	Email: <a href="mailto:Louise.Cathro@imcworldwide.com">Louise.Cathro@imcworldwide.com</a> Tel: +44 (0)1737 236540/ 07969 930078 Skype: louise.cathro

July 2018