



IFRTD The International Forum for Rural Transport and Development
NETWORK REPORT 2005



Dear Friends,

What do you do when you have gone into labour but the nearest clinic is 30 kilometres away and means of transport are scarce or non-existent? How can you complete primary school when you fall asleep during class after walking 15 kilometres to school each day?

In the case of girls' education, what do you do if your parents keep you at home out of fear for your safety while walking? How can women provide for their dependents when the transport burden of domestic tasks eats into time that could be spent on income generating activities? And what do you do as a poor rural farmer when you don't have year-round access to a physical market due to a lack of appropriate transport services or infrastructure?

Reducing maternal mortality, achieving universal primary education, women's empowerment and reducing extreme hunger and poverty by half are just four of the eight Millennium Development Goals (MDGs) that have major access and transport implications. The questions above – by no means exhaustive – are asked to provoke debate and to demonstrate how critical access and mobility issues are, if we are committed to the achievement of the MDGs by 2015.

It is remarkable that transport is not explicitly mentioned by the MDGs as either a cause or potential solution to poverty. Lack of mobility not only impedes the achievement of the MDGs, it also restricts the achievement of basic human rights. The Forum argues that movement is essential if women, men and children are to have the power to be autonomous and to take control over their lives. In this wider sense, improving mobility includes not only developing transport infrastructure and services, but also overcoming the

social, economic, political and physical constraints to movement that women and men face. By describing the Forum's activities and achievements in this report we will demonstrate that transport is a cross-cutting issue and an essential vehicle for accomplishing the MDGs.

On a small yet significant scale the Forum has contributed to achieving the eighth MDG: Develop a global partnership for development. Through tri-lingual information exchange, projects, workshops, and networking the Forum breaks down barriers. It encourages transport ministers to talk to rural farmers, engineers to collaborate with gender specialists, bi- and multi-lateral donors to talk to local stakeholders. In IFRTD's 'glocalised' world Southern stakeholders have opportunities to connect islands of excellence and to contribute to the international fund of knowledge. In doing so the Forum has achieved great things, and the external evaluation (see page 6) described the IFRTD as *"amongst the most effective and efficient networks to have emerged from the development field"*.

None of this would have been possible without the commitment of IFRTD's 3500 members and 30 National Forum Groups, and the confidence entrusted in the Forum by its core supporters – the Swiss Agency for Development Cooperation (SDC), the Swedish International Development Cooperation Agency (Sida), and the UK Department For International Development (DFID). Over the years we have also received support from many other institutions for international, regional or local activities. Our partners' continued support is paramount for the success and longevity of the Forum and we look forward to working together with all of you in finding appropriate

solutions that will not only achieve the Forum's vision of improved accessibility for poor women, men and children, but also the overall MDGs!



Marinke van Riet **Executive Secretary**

- **Front cover photography:**
- *Masaai Cyclists in Magadi Region of Kenya* | ANNIE BUNGEROTH 2005
- Reproduced with kind permission of Practical Action
- *Waterway Community in Peru* | IFRTD
- *Two wheeler in Cambodia*
- PAUL STARKEY 2005

A global network

The International Forum for Rural Transport and Development, known as the **IFRTD**

or **'The Forum'** is a global network of individuals and organisations working together towards improved access and mobility for the rural poor in developing countries. It achieves this aim by identifying gaps in knowledge and capacity and priority issues for change, supporting networking and new research, and pursuing a programme of advocacy work that will influence donors, policy makers and practitioners.

Who is a member?

IFRTD membership is voluntary, flexible and free. Members fall into one or more of the following categories:

- **Members** range from passive subscribers to the IFRTD newsletter to more active participants in IFRTD's regional, national or international projects and activities.
- **National Forum Groups** (NFGs) are autonomous national networks that subscribe to the vision and mission of the IFRTD. They currently form the pillars of IFRTD's self governance.
- **Communities of Practice** (COPs) are autonomous networks of practitioners with a mutual interest in a thematic issue. The IFRTD supports COPs that focus on particular themes within the rural transport agenda.
- **Institutional Members** include organisations that contribute financially to the sustainability of the IFRTD and also those that forge strategic alliances with the network at an institutional level.

Who makes decisions?

IFRTD is a Southern driven network and its mandate comes from an Executive Committee composed of representatives of its membership. *The governance of the network is further explored on page 15.*

The network is facilitated by a small decentralised Secretariat, based in the UK and the network's four focus regions – Latin America, Asia, Francophone Africa and East and Southern Africa.

How do we work?

The IFRTD encourages its constituency in the South to use the network as a means of gathering a critical mass of stakeholders around particular issues to advocate for

improved policy and practice.

IFRTD's networking, information sharing, research and advocacy activities range from the organisation of workshops that will facilitate debate and collaboration, through research programmes that bridge knowledge gaps and build Southern capacity, to the publication and dissemination of new resources that will encourage a fresh approach to mobility and access problems.

A networked research approach

A major challenge for researchers and those supporting research activities related to development and poverty reduction is to ensure that findings are relevant to and taken up by poor people and those who work with them. In response to this challenge the Forum has developed a networked research methodology that brings together people from different countries and contexts, and builds ownership and communication into the design of the research programme itself. This has demonstrated several significant impacts:

- Encourages learning and sharing across geographical and hierarchical boundaries.
- Harnesses local knowledge, experience and latent research skills.
- Creates national ownership of research findings.
- Stimulates debate at local and national level.
- Creates opportunities to raise awareness of the issues and commits a wide range of stakeholders to their resolution.

"IFRTD made conscious what I have had as an intuition for years. That rural transport is vital for rural livelihoods. IFRTD supports my actions. It motivates me to feel, think, say and above all, to do."

Mauricio J Gnecco,
APROTEC/FDTA, Colombia

"I have been enormously influenced by IFRTD because of the way that it chooses to work as a network that is genuinely collectively driven and therefore following a 'Southern Agenda'. I have not found many networks that actually operationalise this rhetoric in the way that IFRTD does. The techniques come neither from rocket science nor some pious evangelical belief, but from some quite determined application of basic principles that are the cornerstone of participative development."

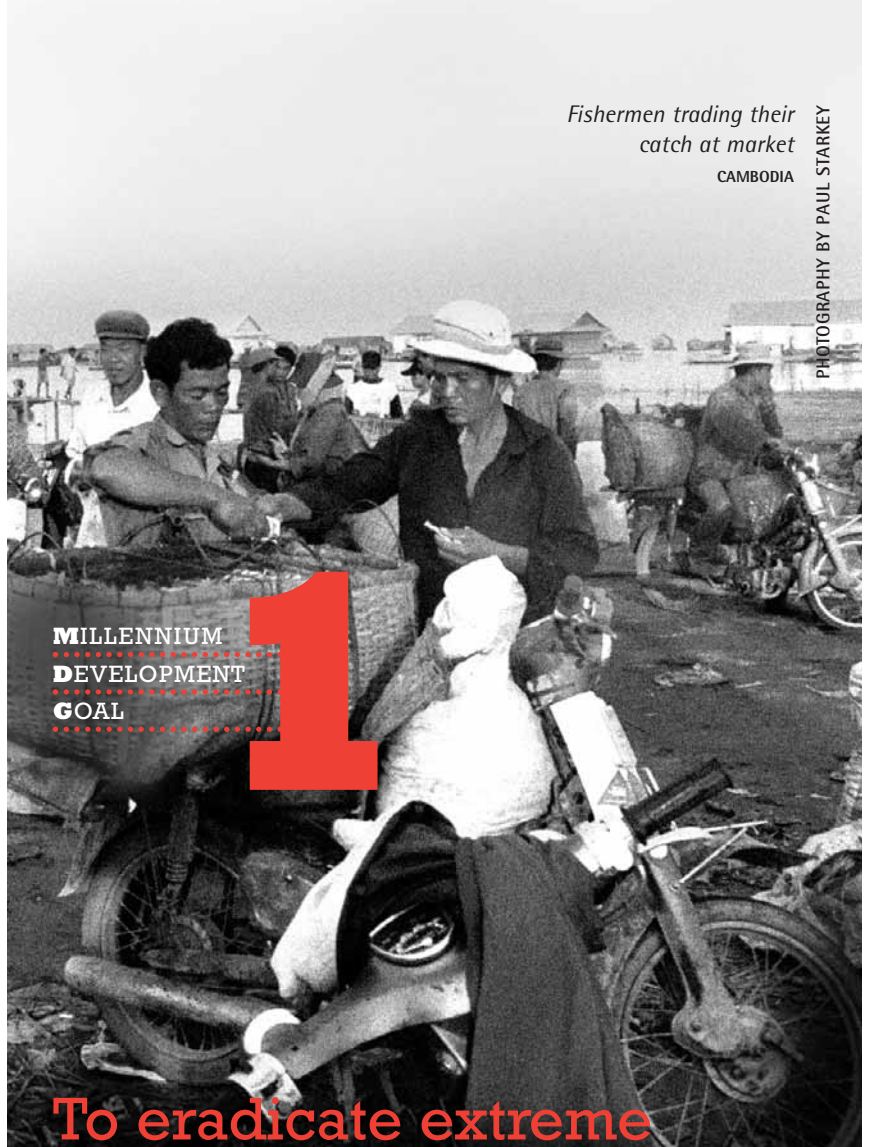
Megan Lloyd Laney,
Communications Consultant

Transport and the MDGs

At the Millennium Summit in September 2000, member States of the United Nations established the **Millennium Development Goals (MDGs)** as an international framework for measuring development progress.

Despite the pervasive influence of transport on the efficiency and effectiveness of other sectors, its contribution to economic growth, and its significance in terms of government and donor spending (transport is the largest sector in EU and World Bank operations), the MDGs make little or no reference to its importance in the development process.

The IFRTD promotes recognition of transport as the hidden catalyst for the realisation of the Millennium Development Goals, and throughout this report we will highlight the critical role that transport plays in creating greater access to employment opportunities, educational and health facilities, agricultural development, social inclusion and networking.



Fishermen trading their catch at market
CAMBODIA

PHOTOGRAPHY BY PAUL STARKEY

MILLENNIUM
DEVELOPMENT
GOAL

1

To eradicate extreme poverty and hunger

Three quarters of the world's chronically hungry live in rural areas, so enabling poor farmers to grow more food is an effective means of reducing hunger and poverty. Investments in improved transport infrastructure and services can be effective in lowering input prices, increasing agricultural production, and reducing the monopoly power of agricultural traders by facilitating better access to markets.

Food security is also determined by purchasing power and therefore by the level and location of employment opportunities. Transport investments not only facilitate access to employment they also create employment.

IFRTD members actively promote labour-based transport technologies and community based micro-enterprise for rural road maintenance or transport service operation. In East and Southern Africa Forum members are participating in an action research project to facilitate the delivery of transport services for improved rural livelihoods. A specific focus of the project is the development of post-harvest practices for food security.

MILLENNIUM
DEVELOPMENT
GOAL

2

To achieve universal primary education

Getting to school in rural areas is costly in time, energy and money. Drop out rates are high and attracting and retaining quality teaching staff in rural schools is difficult.

The distance between home and school, the lack of appropriate, affordable infrastructure and transport services to make the journey, and the time required to do so, are all constraints to this goal. Improved mobility can also relieve the domestic burden that is a barrier to attendance, particularly for girls.

A collaborative initiative between network members in Ghana, India, South Africa and the UK has developed a child-centred methodology for use by transport professionals, policy makers and children themselves to identify children's transport and access needs and constraints in diverse settings.



Local ferry for school children

MADAGASCAR

An external evaluation of the IFRTD

In 2005 the IFRTD published the results of a year long external evaluation. The evaluation team described the IFRTD as a mature network that they believed to be among the most effective and efficient networks to have emerged from the development field of the 1990's.

On a limited budget the Forum has functioned effectively by developing its own methodologies and structure. It has also nurtured a strong ethos of volunteerism among its members who commit time and resources to champion the Forum and its mission.

Proactive not reactive

Rather than follow the dictates of donor financing trends or the traditional engineering interest of the transport sector the evaluation has demonstrated IFRTD's clear leadership in setting a development agenda for rural transportation. Having led the international drive for recognition that "roads are not enough", IFRTD continued to make waves from 1996 through 2004, introducing issues such as gender and rural waterways to the international transport debate. Although some may mistakenly interpret IFRTD's London office as a Northern HQ, the network remains a Southern network following a collectively driven Southern agenda.

Making an impact?

IFRTD and its members work individually and collectively to seek various changes in their boundary partners – the individuals, groups and organisations with whom the network interacts and seeks to influence. The changes they seek are in:

- **Attitudes and Awareness** – introducing new ideas and ways of thinking into debates.
- **Knowledge** – improving understanding of specific approaches.
- **Relationships and communities** – fostering new relationships of trust and an ethos of sharing.
- **Capacity** – ranging from research to project management and advocacy skills.
- **Policy making and practice** – often the evolution of all the other types of change.

To achieve these changes IFRTD weaves together a strategy of advocacy, research, information sharing, capacity building and networking activities. The evaluation team expected to see greater evidence of IFRTD's contribution to improved awareness than to actual changes in policy and practice. However the evaluation revealed IFRTD contributions to changes at all levels.

Sustainability

The sustainability of the network relies upon its ability to stay relevant and its human, organisational and financial resources. IFRTD has been successful in mobilising human resources, establishing good relationships that have stood the test of time. Members also believe that IFRTD extracts good value from limited funds and are confident in the IFRTD Secretariat as arbiters of quality. The evaluators warned of the tension between IFRTD's agenda setting and its need to be responsive to international issue cycles.

Evaluation methodology

The methodology used for the evaluation was an amalgamation of approaches piloted by the International Institute for Sustainable Development (IISD) and Madeline Church, with an Outcome Mapping Methodology developed by the International Development Research Centre.

Looking forward:

6 key recommendations for the IFRTD emerged from the evaluation:

- Consolidation and expansion.
- Share organisational experiences.
- Improve monitoring and evaluation.
- Beware of network drift.
- Strengthen and advance donor relations.
- Continue to address hosting issues.

"I feel IFRTD's presence has added significantly to the professional community in which I work. It has brought a range of actors into the debate on transport, social development and poverty that may otherwise not have been involved."

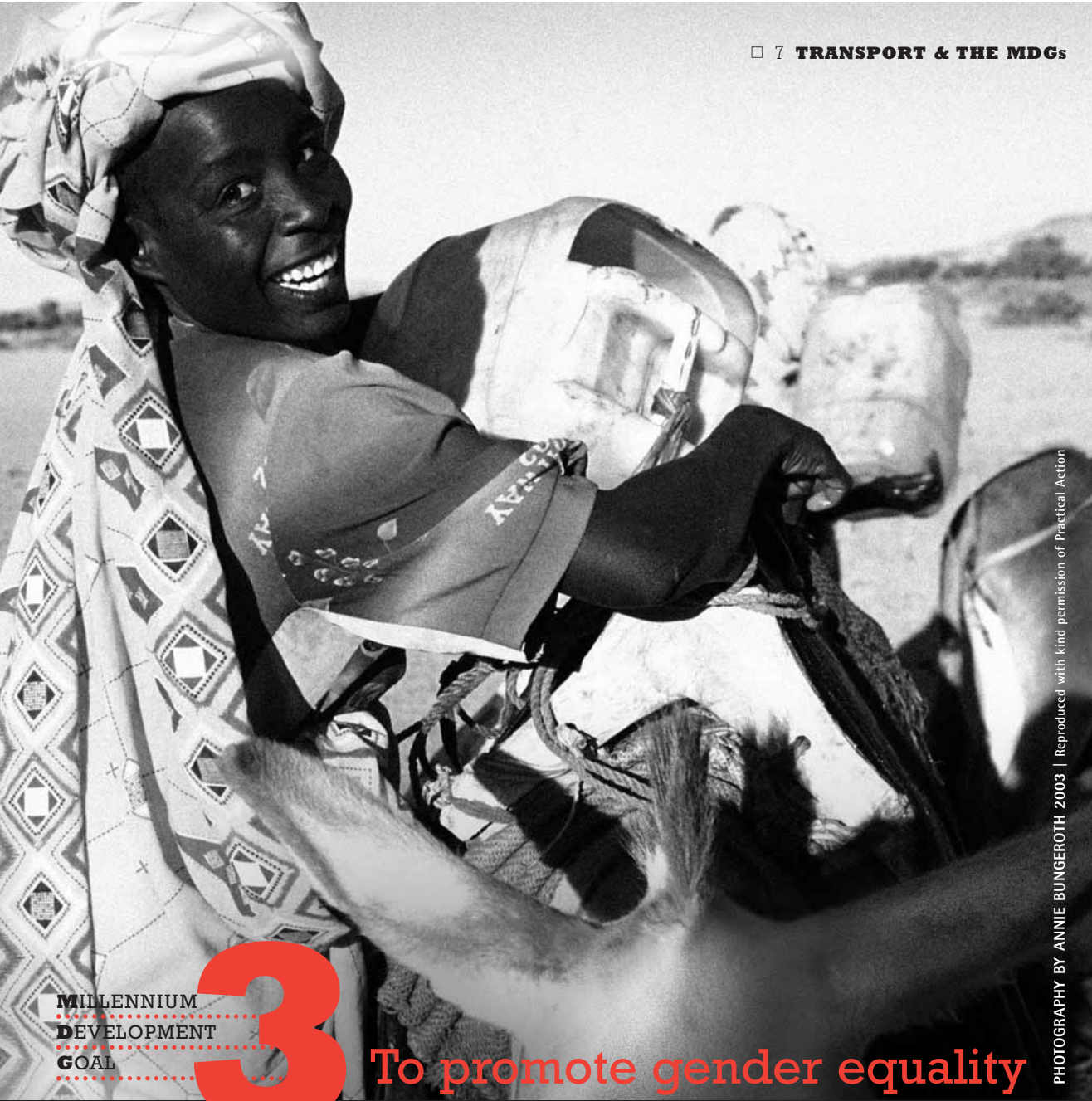
Evaluation Interviewee

"The network gets formidable bang for its buck. I see other agencies working on 5-10 times their budget and make less ripples in the water"

Evaluation Interviewee

THE EXTERNAL EVALUATION TEAM:
Terri Willard, Heather Creech and Kelly Moore of IISD, Rob Vincent and Andrew Cheetley of Exchange, Madeline Church, Independent Consultant.

RESOURCES:
IFRTD Update 5, January 2005, Evaluating the IFRTD. www.ifrtd.org/new/about/IFRTD_Eval_Synth.htm



PHOTOGRAPHY BY ANNIE BUNGEROTH 2003 | Reproduced with kind permission of Practical Action

MILLENNIUM
DEVELOPMENT
GOAL

3

To promote gender equality and empower women

Women often carry a heavier burden in terms of time and effort spent on transport, they have less access and control over resources and fewer opportunities than men to use transport technologies.

By focusing more investment in the infrastructure and services used by and appropriate to women, their time poverty can be dramatically reduced. Improved mobility empowers women to take more control over their lives by increasing their access to markets, their exposure to education and information, their opportunities to participate in income generation, community and political activities, and by levelling the balance of equality in gender relations.

IFRTD pioneered international research on gender and transport through its Balancing the Load programme (1998–1999) and more recently in collaboration with the World Bank to research the mainstreaming of gender into its transport agenda. The Gatnet gender and transport network emerged from this project.

Fatima Adam Abakar owns one donkey which she uses for farming and water collection.
NORTH DARFUR, SUDAN.

Poverty Watch: Making transport count in poverty reduction

2005 saw the culmination of the first phase of IFRTD's Poverty Watch Programme. Poverty Watch was initiated by the IFRTD to spotlight the interface between transport and poverty reduction. Its aims are twofold:

- To identify, profile and promote the dimensions of transport that are important for poverty reduction.
- To nurture the role of civil society in monitoring and influencing the design of transport sector policies, transport investment programmes and the inclusion of mobility and access issues within key national development policies.

During the first phase of Poverty Watch, operational in 14 countries across Asia, Africa and Latin America, participants carried out



country studies to examine how and whether existing national transport policies and strategies interface with national poverty reduction efforts.

In December a workshop was held in Nairobi, Kenya to present four synthesis papers highlighting key regional issues, and to develop a draft Transport and Poverty Monitoring Framework. This Framework is designed to provide a common reference for the formulation and implementation of more effective pro-poor transport policies and strategies. It encourages the transport sector to explore inter-sectoral linkages that can lead to better delivery of poverty reduction outcomes, and demands wider accountability by involving the government and independent civil society actors.

- Poverty Watch was funded by the DFID Civil Society Challenge Fund

- POVERTY WATCH COUNTRIES: Indonesia; Cambodia; Sri Lanka; Nepal; Kenya; Tanzania; Uganda; Zimbabwe; Burkina Faso; DR Congo; Senegal; Nicaragua; Peru; and Bolivia

- RESOURCES: Outputs from the Poverty Watch programme are available at: www.ifrtd.org/new/proj/pov_watch.php

Transport indicators

“Measurement does matter but do we measure what really matters?”

Paul Barter, Sustran Asia and Pacific

- The Transport and Urban division of the World Bank (TUDTR) is working with various partners and stakeholders to review the measures and indicators that are used in the transport sector. Their aim is to develop a comprehensive draft set of Transport Performance and Impact Indicators which will:
 - Facilitate the management of various sub sectors to enable them to deliver transport services cost effectively and appropriately.
 - Help in the monitoring of the sector's performance with respect to its contribution to the implementation of agreed national policies.
 - Provide better insights into regional and global perspectives of transport activity and trends.
- As part of the ongoing consultations for

this initiative the IFRTD is collaborating with the TUDTR to host a series of regional workshops. The workshops aim to raise awareness of the initiative among key stakeholders and invite contributions to the process to ensure that it accounts for national priorities and long term sustainability.

Following the first workshop in Nairobi in June 2004, a second workshop was held in Sri Lanka in April 2005. The workshop was hosted by the Sri Lankan National Forum Group, and provided opportunities for the Bank to engage with a number of Asian transport professionals who have been working on developing transport indicators in their countries

The IFRTD regional meeting in Burkina Faso included a one-day workshop on Transport Indicators where representatives from West and Central Africa presented an analysis of the capacity and constraints their countries face in collecting, analysing, storing and using high quality data.

Facilitating this dialogue enables IFRTD to bring the perspectives of developing country transport sector professionals to the drawing board and to provide the TUDTR with a 'reality check'.

RESOURCES:

Workshop Reports are available at: www.ifrtd.org/new/proj/transp_ind.php

Priority issues

IFRTD networked research programmes, **Balancing the Load** and **Waterways and Livelihoods**, have led to ongoing commitments to promote and disseminate information on priority issues such as gender and transport and rural

water transport. Similarly the development of the **CD Rom Toolkit to Promote the Sustainability of Rural Transport Infrastructure** has led to an ongoing commitment to disseminate issues relating to rural infrastructure maintenance and community participation.

1. Gatnet

In 2005 IFRTD focused its gender support on the Gatnet Gender and Transport email discussion list. In May and June the IFRTD and Gatnet hosted a 'Virtual Forum' on gender and transport. This Forum provided Southern input to a round table held in July by the United States Transportation Research Board's Women's Committee.

The Virtual Forum was moderated by volunteers from within the Gatnet community who signposted discussions then posted summaries of the main themes:

- The role of transport in the achievement of the MDGs.
- The role of ICTs and technology in supporting gender integration in transport programmes.
- Policy gaps.
- Gendered time poverty.

In 2005 IFRTD members identified a need to put gender back on the transport sector agenda and to generate more gender and transport debate and research in both Latin America and Francophone Africa.

2. Waterways and Livelihoods

In 2005 the Forum filled gaps remaining from the 2001–2003 Waterways and Livelihoods international networked research programme by sharing the outputs with the IFRTD network in Latin America (LA).

The www.ruralwaterways.org website and its contents were translated into Spanish and in October a regional IFRTD Waterways and Livelihoods workshop was hosted by DANIDA in Bluefields, Nicaragua. The workshop attracted participants from community level organisations through to local governments from across the region. International participants from the original research

programme also attended to share their findings, ensuring that the LA community could build upon existing international knowledge and experience.

Over four days workshop participants explored the state of rural water transport in LA, highlighting key issues and potential for change. Interesting points of debate included:

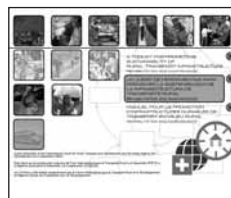
- The positive and negative impacts of regulations on small boat users.
- How to influence policy makers.
- The context of decentralisation.
- Environmentally and economically viable boat technologies.

3. The Toolkit for Promoting the Sustainability of Rural Transport Infrastructure.

This was published by the IFRTD in 2003 in collaboration with SDC. Presented as a user friendly tri-lingual CD-Rom (English, French and Spanish), the Toolkit demands a greater understanding of the political and social relationships between stakeholders and promotes recognition of the interdependence of rehabilitation and maintenance as a

condition for sustainability.

The IFRTD has reprinted the CD-Rom once and continues to disseminate it free of charge at events and to members on request.



In 2005 the Secretariat presented to the UK Women's Engineering Society and the World Road Association (PIARC) on these issues.

“IFRTD provides an important opportunity to share experiences, knowledge and technology on rural water transport, particularly the information from newsletters and email discussions (IFRTDAL). It is helping to source solutions to problems faced by the rural population in the Peruvian low jungle where water transport is the only means to access services like health, education, and farming technical assistance.”

Edinson Cardenas Mendoza,
Regional Government of
Loreto, Peru

RESOURCES:

View the Gatnet Virtual Summaries: www.ifrtd.org/new/gender_gat/index2.htm
Nicaragua Workshop report: www.ruralwaterways.org

To request your free copy of the Toolkit email: Toolkit@ifrtd.org
Or write to the Secretariat (see back cover)

Focus on Asia

In Asia there are seven active affiliated National Forum Groups in: Pakistan, India (Rajasthan), Sri Lanka, Nepal, Bangladesh, Cambodia and Indonesia. Most of these NFGs advocate for better rural transport policies at national level and some perform as advisors to national programmes. Here we spotlight the role of the Rajasthan Forum Group in influencing the Prime Minister's Rural Roads Programme (PMGSY) in India.

The PMGSY is India's rural road development programme. It aims to provide all weather road access to villages with a population over 1000 by 2003 and villages with populations of over 500 by 2007.

The Rajasthan Forum Group in India has been involved in this programme through their host institution the Birla Institute of Technology and Science, the Principal

Progress in Asia – how India's Rajasthan Forum Group has influenced the Prime Minister's Rural Roads Programme (PMGSY).

Technical Agency for the National Rural Roads Development Agency (NRRDA) responsible for the implementation of the PMGSY. While primarily involved in training and research, they have also looked beyond technology to highlight the lack of community participation at all stages of the PMGSY including maintenance. To this aim the Rajasthan Forum conducted a workshop on community managed transport projects and invited top officials of the NRRDA and other PMGSY stakeholders. Workshop participants all agreed that effective community participation is a key factor in the sustainability of PMGSY roads and the process must therefore be strengthened in order to ensure the longevity of the programme.

• “A major result of
• interactions with IFRTD
• is that community
• participation in road
• planning and selection
• is high on PMGSY's
• agenda. We are also
• exploring to develop
• models for community
• participation for rural
• road maintenance as
• well as audits.
• Continued interaction
• between IFRTD and
• NRRDA will be of
• mutual benefit to
• achieve these goals.”

• Dr. B.P.Chandrasekhar,
• Director (Technical), National
• Rural Road Development
• Agency (NRRDA) –
• co-ordinating PMGSY for
• the Government of India.

• RESOURCES:
• Asia NFG Web pages:
• [www.ifrtd.org/new/
reg_wrk/asia.php](http://www.ifrtd.org/new/reg_wrk/asia.php)

• CONTACT:
• Ranjith De Silva, Regional
• Coordinator for Asia,
• Email: ranjith@ifrtd.org

Focus on Latin America

Online communication has strengthened the IFRTD network in Latin America.

The network is led by an Executive Committee (EC), a group of active members and organisations who meet once per year to discuss regional issues, progress and future activities. This EC includes representatives of affiliated National Forum Groups in Cuba, Colombia, Uruguay, Nicaragua, Brazil and Argentina.

The IFRTDAL list serv is the primary means of communication across the region. Interests are still largely focused on road infrastructure, although IFRTD members are exploring other

issues. Rural waterways had a high profile in 2005 (see page 9), a regional proposal on safety was prepared, and there has been increased interest in environmentally sustainable transport issues.

In April 2005 IFRTD Latin America collaborated with Soluciones Prácticas ITDG to host an International Workshop on Community Participation in Transport Management. The workshop held in Cajamarca, Peru, aimed to highlight the potential benefits and inherent challenges of ensuring community participation in rural transport interventions.

Key challenges identified included understanding how communities can effectively influence policy-makers, and how to raise awareness at community level of the importance of planning for maintenance. The dearth of good practice case studies available to encourage replication and learning was highlighted and participants proved that useful experiences within the transport sector are yet to be shared. Commitments were made to take the issues forward including information/experience gathering and dissemination, networking and awareness raising activities.

• RESOURCES:
• IFRTD Forum News, Issue
• 12.2 – Transport and
• Community Participation:
• [www.ifrtd.org/new/res/
f_news/f_news_12_2.pdf](http://www.ifrtd.org/new/res/f_news/f_news_12_2.pdf)
• Cajamarca Workshop
• Report (English & Spanish):
• [www.ifrtd.org/new/reg_wrk/
lat_am.htm](http://www.ifrtd.org/new/reg_wrk/lat_am.htm)

• CONTACT:
• Ana Bravo, Regional
• Coordinator for Latin
• America, Email:
• ana.bravo@ifrtd.org

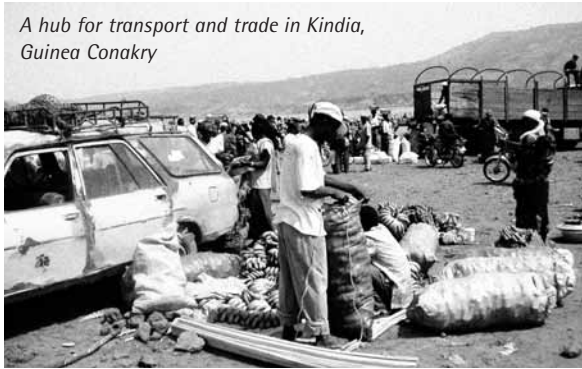


Workshop field visit: Discussing transport needs with the highland community of Huanico, Peru.

Focus on Africa

The IFRTD network in Africa is active in the Francophone and Anglophone sub-regions.

A hub for transport and trade in Kindia, Guinea Conakry



PHOTOGRAPHY BY PAUL STARKEY

The Francophone sub-region includes active IFRTD membership in DRC Congo, Senegal, Togo, Burkina Faso, Cote d'Ivoire, Cameroon, Mali, Guinea and Madagascar. The Anglophone sub-region covers the Eastern and Southern parts of Africa. Active IFRTD affiliated networks are currently found in seven countries: Uganda, Rwanda, Kenya, Ethiopia, Tanzania, Zimbabwe and South Africa.

IFRTD's work in Africa is driven by the priorities of its members. In Francophone Africa, work has revolved around the following issues:

- **Transport and cross-border trade.** Traditional trading territories do not often coincide with formal national boundaries. Informal cross-border commerce is a well established tradition among many communities in West Africa. However, the transport response to cross-border is often restricted to development of inter-country transit corridors to facilitate formal international trade. Network members in the region are keen to ensure that the transport sector plays a role in supporting the informal, cross-country trade that is the livelihood of many communities interacting across national borders and along traditional cross-country trade routes in the region.
- Supporting Governments and the private

sector to develop market conditions to enable **access to affordable bicycles**.

Network members have had a long-standing interest in identifying fiscal policies and market structures that may help in making bicycles more affordable to users in respective countries. There is ongoing dialogue on a proposal to carry out a study to look at the international and local structures of the bicycle trade.

In Anglophone Africa, key areas of interest have been:

- Looking at the impacts of **long-distance transport corridors** on the safety and security of local communities and their livelihoods. Main areas of concern include the spread of HIV/AIDs, traffic accidents, crime and redundancy of social institutions at transport hubs and nodes along the corridors.
- **Rural transport hubs.** The region is working on developing the concept of local transport hubs as a tool for co-ordinating access improvements within the framework of local planning and service delivery. In 2005, four small-scale studies were carried out to examine the operations of selected rural transport hubs in Ethiopia, Rwanda, Zimbabwe and South Africa. The studies examined the structure and linkages between transport services and other key services in a rural transport hub, and the complementarity between local transport modes and medium-range transport services. The next stage of the initiative will be to build the capacity of local level planners in selected medium-sized towns to plan and pilot a series of interventions, developing a local mobility network – radiating from the hubs supported by appropriate transport modes infrastructure – to link rural hinterlands to local service centres.

“The partnership between KENDAT and IFRTD has developed from infancy through teenage to child bearing age. The first-born child of this partnership is named Community Parliaments. Hopefully this will enable the communities we work with to transport their farm produce through good paths, good roads and across good footbridges.”

Eston Mureithi, KENDAT, 2006

RESOURCES:

The hubs concept:
www.ifrtd.org/new/issues/t_hubs.php

IFRTD East and Southern Africa: www.ifrtd.org/new/reg_wrk/es_af.htm

IFRTD West and Central Africa: www.ifrtd.org/new/reg_wrk/wc_af.htm

CONTACT:

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French: Marinke van Riet, Executive Secretary, Email: Marinke.vanriet@ifrtd.org

Communications: The virtual forum

IFRTD websites provide a wealth of resources for the online visitor – and the number of people joining the **online email discussions** continues to rise.

IFRTD online

The website has been redesigned and now includes a News section and site search tool. A new content management system enables all members of the Secretariat to add news items. In 2006 this will be extended to the NFG pages enabling national networks to update their own news, activities and publications. The Spanish site is now up and running and the French site will go fully live in 2006.

The main IFRTD website has grown in terms of content and the number of visitors it receives. The chart below demonstrates visitor numbers in 2005 and highlights a steady increase since 2003. An analysis of web users reveals the most popular pages to be the Forum News downloads, the Gender and Transport Virtual Discussion summaries and the Spanish site overall.

IFRTD administers two other websites dedicated to particular programmes, both aim to be a focal point for knowledge and experience and a portal through which to access people, organisations, and relevant information resources:

- **www.ruralwaterways.org** This site aims to promote greater visibility of rural water transport issues. In 2005 this site was translated from English to Spanish and is now maintained in both languages.

- **www.mobilityandhealth.org** This site will go live in 2006 as the programme takes shape. It is a tri-lingual site with an interactive content management system enabling uploading of documents, photos and links by the community of researchers involved in this project.

Discussion fora

IFRTD members have established a number of lively email discussion fora focusing on various aspects of rural access and mobility. These lists provide platforms through which participants can engage in debate on relevant issues, seek answers to specific questions, share research findings and project outcomes and make new contacts. These fora, connecting people across geographical and institutional hierarchies, can be crucial in raising the profile of marginal issues.

IFRTDAL provides the hub of communication between members of the IFRTD network in Latin America. The list is moderated by IFRTD's Regional Coordinator for Latin America and discussions in 2005 ranged from gender issues in rural transport interventions, through environmental aspects of rural road construction, to methodologies for rural road prioritisation.

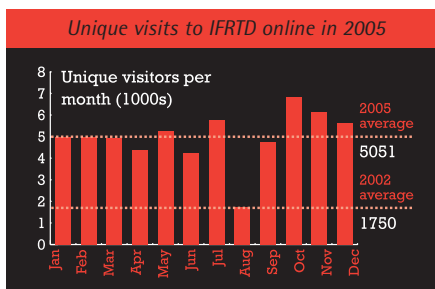
Other lists served supported by the IFRTD include; the Rural Transport Development email list, developed by the Forum in 1998 and now moderated by IT Transport; the Waterways and Livelihoods list on rural water transport; and the Gatnet Gender and Transport email list.

“Thanks to discussions through the IFRTDAL as a university teacher I have been able to transmit to my students a realistic vision of the mobility conditions of our rural population. This has not previously been assessed or compared to other countries within Latin America or other continents. I hope that when students become professionals, they have a better understanding of these issues and can plan accordingly.”

Néstor Sáenz Saavedra,
Colombia

RESOURCES:

- Join email discussion lists
- IFRTDAL: www.dgroups.org/groups/ifrtdal
- Rural Transport Development: www.jiscmail.ac.uk/lists/rural-transport-development.html
- Gatnet: www.dgroups.org/groups/worldbank/gatnet
- Waterways and Livelihoods: <http://finance.groups.yahoo.com/group/ruralwaterways>
- Alternatively please email the IFRTD Secretariat to be subscribed to any of the lists.



Communications: Resources in print

The network has two ongoing flagship print publications: **Forum News** and the **IFRTD Update Series**. In 2005 IFRTD also completed the publication of the proceedings of the **Improving Mobility Workshop Series**.

Forum News

Forum News is IFRTD's regular thematic bulletin presenting news on the latest trends, research and initiatives in an attractive and easily digestible format. Each issue explores a theme prioritised by IFRTD members and is distributed online and in print in three languages: English, French and Spanish. Free print distribution enables the Forum to reach members who do not necessarily have access to the internet. Currently around 3300 members receive Forum News but its reach is far wider. The 2004 evaluation indicated that the majority of readers share their copy with five or more readers.

Forum News is a networking tool, giving members the opportunity to disseminate their own research and activities. Contributions are actively encouraged and each article contains contact information to encourage readers to follow up on issues that interest them. Most evaluation respondents indicated that they had at one time or another used Forum News for this purpose.

During 2005 the key themes explored were:

- Transport and Disasters – In response to the Asian Tsunami.
- Community Participation in Transport Management – Collating the experiences shared at the international workshop hosted by IFRTD Latin America.
- Rural Transport and the Environment – An emerging interest among IFRTD members particularly in Asia and Latin America.

Through capacity building with NFGs, for example the Lanka Forum for Rural Transport

and development (LFRTD), network newsletters are also being published and distributed at national level.

IFRTD updates

IFRTD Updates are an occasional series profiling specific activities and initiatives carried out by members of the IFRTD network. Updates are an opportunity for IFRTD to focus in on the key learning generated by specific projects, and to share these results with our wider membership.

They enable practitioners to extract and build upon the good practice of others, and facilitate South-South exchange.

In 2005 the Forum published IFRTD Update 5 entitled 'Evaluating the IFRTD' which highlighted the key issues raised by the external evaluation of the IFRTD. As the evaluation assessed both the impacts of the Forum and where it could be most effective in the future it was essential that these

results were widely communicated. The Update was published as a four page brief and disseminated to all IFRTD members.

In 2006 it is anticipated that IFRTD Updates will become a regular platform to showcase project learning that is shaping the transport sector. Forthcoming Updates include:

- A review of the Toolkit for Promoting the Sustainability of Rural Transport Infrastructure since its publication in 2003.
- An assessment of the pioneering integrated rural transport pilot project in Makete, Tanzania.
- An evaluation of a gravity ropeways programme in Nepal.



“What I most appreciate about it (Forum News) are the user friendly articles – they are long enough to give you the required information without going into unnecessary details. I have used the information to prepare case studies for teaching two graduate courses: Economics of Developing Countries and Development Management”

Nite Tanzam, Makerere University, Uganda

RESOURCES:

Forum News Online:
www.ifrtd.org/new/res/i_fnews.htm

IFRTD Updates Online:
www.ifrtd.org/new/updates/list.htm

To subscribe or contribute to IFRTD Publications please contact: Kate Czuczman, Editor and Communications Coordinator, Email: kate.czuczman@ifrtd.org

MILLENNIUM
DEVELOPMENT
GOALS

4 & 5

A mother and child taking the cyclotaxi to the health centre
SAN BENITO, NICARAGUA

Reduce child mortality and improve maternal health

More than 60% of people in poor countries live more than eight kilometres from a healthcare facility and there is a clear association between infant, child and maternal mortality rates and distances to health care services. Improvements in mobility have shown measurable impacts such as a rise in the immunisation of children.

Factors conducive to good maternal and child health such as antenatal and postpartum care, birth in the presence of a skilled attendant, and the availability of emergency obstetric services are compromised by distances to reach referral health services, and limited, inappropriate, expensive transport services. Long, slow journeys act as a deterrent to healthcare seeking behaviour by enforcing breaks in subsistence activities and loss of wages. Meanwhile the poor handling and positioning of patients, particularly pregnant women, during transportation can lead to critical secondary injuries.

Mobility and Health, IFRTD's new two year international networked research programme, will address knowledge gaps in both the transport and health sectors, with particular focus on the links between maternal health and mobility.

Network accountability

Accountability within the network and between the network and its supporters and collaborators is one of IFRTD's core values. As such IFRTD's governance structure is 'bottom-up' and vertical, adhering to a participative, consultative process.

Decision making

The governing body that defines the Secretariat's mandate and represents the highest rung of IFRTD's accountability ladder, is its Executive Committee (EC). The EC consists of representatives from IFRTD's affiliated NFGs, donors, host charity, and co-opted individuals from the wider network. The EC meets annually and has the responsibility to provide direction to the international activities of the network, based on regional and international plans and advice which are presented at the meeting.

More specifically the EC is responsible for:

- Approving and adopting the strategy.
- Reviewing the appropriateness of the institutional status and decision-making structure of the network.
- Identifying priority areas for advocacy, information production and research.
- Providing guidance on the development of internal mechanisms for monitoring and evaluation.
- Ensuring that funding for the Forum is appropriate to its strategic and operational needs.

In 2005 the EC meeting was held in Stockholm hosted by the Swedish International Development Cooperation Agency, one of IFRTD's core donors. It attracted a wide range of representatives from both North and South and proved once again to be a

great opportunity for face-to-face dialogue between IFRTD's Southern stakeholders and donors.

The regional representatives for the EC are elected through Regional Governance Meetings held in each region with affiliated NFGs and institutional members. These annual meetings set the priorities for the region, suggest international priorities for research, advocacy, and information production, and elect at least two representatives for the EC.

Accountability in action

The Secretariat facilitates the international network; providing support to the NFGs and members, co-ordinating and carrying out the Forum's international activities and raising and managing funds for international and regional programmes. The Forum takes a participatory approach to everything it does from project formulation and management, through involving members in its planning and operations, to engaging donors and host in its strategic thinking and annual planning. This ensures that whatever the Forum proposes to do is appropriate, feasible and accountable from the bottom up.

The network host

The Forum is an unincorporated association without a legal entity. The decentralised Secretariat is therefore hosted by the Intermediate Technology Development Group (ITDG) now called Practical Action, to enable contracting between the network and donors.

“They [IFRTD] are more of a partnership and doing things together. They are very ‘reachable’ it feels as though they will listen and will take up issues. We feel we can influence their agenda.”

Angela Kabiru-Kang'ethe,
ILO ASIST Africa

RESOURCES:

The minutes of the 2005 ECM are available at:
www.ifrtd.org/new/about/gov.php

Website of the host charity:
www.practicalaction.org

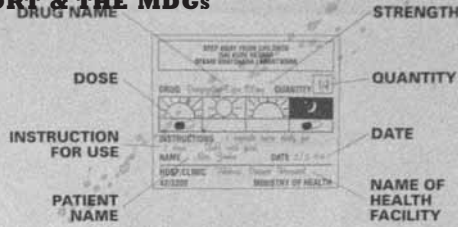
CONTACT:

Marinke van Riet,
Executive Secretary, Email:
marinke.vanriet@ifrtd.org

“SDC is proud to be a core-funder of IFRTD. IFRTD provides a unique platform to share information and good practices, to advocate for more poor people centred transport policies and to shape, enrich and influence these policies. Accountability is the most important value of IFRTD's management and members and thus a good pre-condition to lobby for more pro-poor and accountable transport policies.”

Thomas Zeller, Co-Head Social Development Division, Swiss Agency for Development Cooperation

Your label should always include:



- Always label completely
- Explain any special instructions
- Explain important side effects
- Check that the patient understands

Proper dispensing takes time

*Medicine cabinet
at the health clinic*
NYAFARU, NYANGA,
ZIMBABWE

**MILLENNIUM
DEVELOPMENT
GOAL**

6



To combat HIV/AIDS, malaria and other diseases

Transport costs are a major impediment to anyone seeking or supplying sustained healthcare treatment. Immunisation and disease control programmes are compromised by disruption to the safe and timely delivery of vaccines, and poor access prohibits the repeat attendance of patients.

The spread of HIV/AIDS has been exacerbated by the increased mobility of individuals and transport employees. Transport hubs, road corridors, and locations of infrastructure construction and maintenance represent locations of high HIV/AIDS risk.

Existing data shows very little integration of HIV/AIDS issues within national transport programmes and no explicit acknowledgment within transport policies of the need to safeguard people living around areas of transport activity. IFRTD networks in Africa are reviewing the crucial role that the transport sector could play in educating and counselling transport personnel and affected communities.

Financial information

IFRTD Statement of Income and Expenditure for fiscal year 1 April 2004-31 March 2005.

Figures are taken from the Certified Audit Report. More information is available on request.

Income	£
Core Donors (DFID, SDC, Sida)	391,986.14
Other Core Income and Interest Earned	3,313.31
Sida Non-Core Grant	38,376.46
Project Income	93,035.68
Consultancy (World Bank, DFID)	33,278.13
Total income	559,989.72

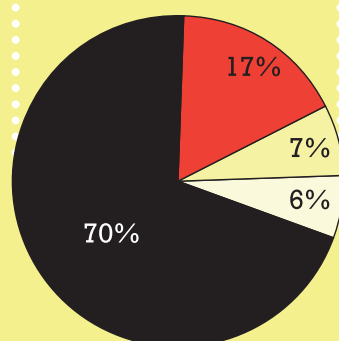
Expenditure	£
IFRTD Staff/Consultants/Subcontractors costs	311,357.47
IFRTD Executive Committee Meeting	19,908.79
NFG Activities/ Workshops/Seminars	61,568.77
Information Dissemination (inc. Forum News etc.)	21,189.17
SDC Toolkits	25,608.92
IFRTD Evaluation – Contribution from Core	9,048.75
Office Facilities and Support	50,229.64
Host Management Fee and other services	28,917.29
Legal fees/bank charges	2,458.63
Total Expenditures	530,287.43
Surplus of income over expenditure	29,702.29

Sources of income

TOTAL INCOME:

£559,989.72

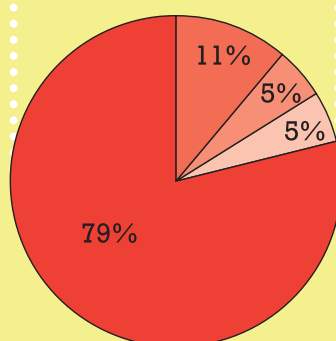
- Core
- Project
- Consultancy
- Non-core (Sida)



PROJECT INCOME:

£93,035.68

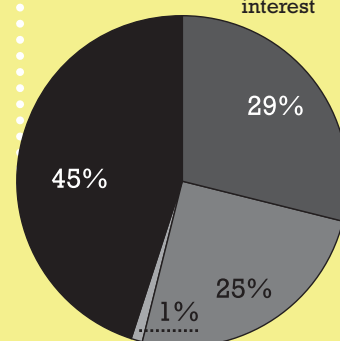
- CSCF (DFID)
- Evaluation – SDC
- Evaluation – other
- KAR (DFID)



CORE INCOME:

£395,299.45

- SDC
- Sida
- DFID
- Other core income & interest



Moving forward in 2006

2005 was a transition year for the IFRTD with changes in Secretariat staff, the initiation of the development process for a new five-year strategy, the culmination of the first phase of the Poverty Watch programme, and the initiation of a major new networked research project. Here we present a snapshot of how the Forum will move forward in 2006.

As this Annual Report goes to press the Forum will have initiated a new networked research programme, called Mobility and Health. A two-year international programme carried out in partnership with the Swiss Agency for Development Cooperation (SDC), the Swiss Resource Centre and Consultancies for Development (Skat), the Swiss Tropical Institute, and Southern health institutions.



**Mobility
Health**
www.mobilityandhealth.org

The Mobility and Health programme aims to carry out between 20-30 case-studies from Asia, Latin America and Africa, demonstrating the existing and potential links between mobility and health, particularly in rural areas. Tools will be developed to enable transport

professionals to include holistic health impact assessments and mitigation measures in the planning, design and implementation of transport interventions. The programme will also include an advocacy strategy to sensitise the health sector to mobility and health issues.

Amongst other activities planned for 2006, IFRTD aims to undertake a post-evaluation of the Makete Integrated Rural Transport Project which became a major influence in transport policy and practice in Tanzania and beyond. Revisiting the Makete District itself the project will be able to examine, 20 years later, the residual impacts of the project on poverty reduction, including the impact on women and girls, and the institutional framework for rural access planning in the district.

A strategy for 2006-2011

During IFRTD's EC Meeting in November the process for developing the next five-year

strategy began in earnest. The Strategy Process will take a year to complete, culminating in the production of a document that will inform and shape the activities of the Forum during its next strategic cycle.

A key challenge for the process is to be as participatory as possible and to encourage IFRTD's full membership to contribute to the decision making process and thus inform the future strategy of the Forum. To this end the process will build upon the successful methodology employed during the last strategic cycle with an independent consultant facilitating the process in collaboration with the IFRTD Secretariat.

The initial strategy workshop revealed some of the key questions which the Secretariat will carry forward for wider consultation:

- What balance should IFRTD strike between a rural transport or a broader transport focus?
- How can gender be mainstreamed in IFRTD and its activities?
- How does IFRTD become financially sustainable?
- What is the impact of IFRTD and how do we measure it?

The strategy development process is also an opportunity for the Forum to assess the ways in which the transport and development sectors are likely to evolve in the next few years, and how governments and other organisations might respond to these changes. In assessing both the internal and external environment the strategy development process will help to consolidate and clarify the Forum's structure and its role in the global transport and development agenda.

In March 2005 the Forum said goodbye to its founding Executive Secretary, Priyanthi Fernando. Priyanthi's legacy is the strong, mature network that is presented in this report and the network wishes her well in her new position as Executive Director of the Centre for Poverty Analysis (CEPA) in Sri Lanka. The IFRTD can look forward to Priyanthi's continued contribution as an active Forum member and office bearer of the Lanka Forum for Rural Transport and Development.



RESOURCES:

Mobility and Health Website:
www.mobilityandhealth.org

STRATEGY PROCESS CONTACT:

Simon Chouffot, Project and Office Coordinator, Email:
simon.chouffot@ifrtd.org

**MILLENNIUM
DEVELOPMENT
GOAL**

7

To ensure environmental sustainability

Environmental degradation has a much greater impact on the livelihoods of the poor, increasing their vulnerability to natural and man-made disasters. Transport has a poor environmental record: greenhouse gas emissions; noise pollution; deforestation; and contribution to urban sprawl. Yet transport also provides huge potential for minimising its externalities and developing environmentally sustainable technologies. The promotion of more sustainable public transport and non-motorised vehicles, and the development of traditional waterways can all contribute to a greener tomorrow.

The IFRTD Waterways and Livelihoods community promotes the development and use of environmentally friendly waterway technologies.



To develop a global partnership for development

**MILLENNIUM
DEVELOPMENT
GOAL**

8

*A rickshaw used for political campaigning | FARIDPUR, BANGLADESH.
PHOTOGRAPHY BY ZUL 2004 | Reproduced with kind permission of Practical Action*

Transport provides the links between rural areas and the outside world. It forges a life-link between rural communities and their markets, puts isolated people in touch with their representatives, sustains important social networks, and in general helps to empower communities and individuals by delivering freedom of movement. By providing and sustaining opportunities for rural access, transport is a key catalyst for a global partnership for development.

IFRTD's international Poverty Watch programme nurtures the role of civil society in monitoring and influencing the design of their national transport policies and development strategies. In Kenya this has led to the establishment of community parliaments that meet regularly to plan, organise, implement and evaluate development interventions.

IFRTD Vision:

Improved accessibility and mobility for rural communities in Asia, Africa, and Latin America, particularly those that are poor.

IFRTD Mission:

To facilitate and promote the successful application of improved i) policies, ii) planning frameworks, iii) financing mechanisms and iv) technologies that will satisfy the accessibility and mobility needs of women, men and children in rural areas.

Make your donation to the IFRTD:

Cheques made payable to 'Practical Action', our host, can be sent to the IFRTD at the address shown. For credit card or electronic transfer donations please contact the Secretariat directly by telephone or email.



The IFRTD is a global network of individuals and organisations working together towards improved access and mobility for the rural poor in developing countries.



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