

The legacy of the Makete Integrated Rural Transport Programme

Between 1985 and 1996, a small pilot project was implemented in the Makete District of South East Tanzania which put people at the heart of transport planning for the first time. The emergence of rural transport and travel as a sub-sector within the wider field of transport planning in developing countries can be traced directly to this project.



At the time, building rural access/feeder roads was considered the most effective way of addressing rural transport problems. The project broke this mould, showing that roads by themselves cannot provide the desired impact on social and economic development. A small number of researchers and practitioners pioneered a methodology and developed a framework to understand the constraints to access and mobility experienced by the rural poor, now known as the 'Makete Approach'.

Today, the Makete Approach has had a formative influence on transport sector policies and institutions in many countries across sub-Saharan Africa, and similar approaches have been widely replicated in Asia, Africa and Latin America. The roots of the IFRTD itself emerged from the Makete project.

The Makete Approach was a melting pot of new concepts and innovations, many of which continue to underpin rural access and mobility initiatives around the globe. For example:

- **Putting the household first.** Collecting data for rural transport analysis conventionally consisted of roadside surveys. This over-played the importance of transporting cash crops at the expense of subsistence tasks carried out by the majority of villagers. Looking at transport through the window of the household revealed the true picture: 80 per cent of all trips were within the local area for the collection of water and firewood.
- **An unbalanced load.** Collecting water, fuel and processing food are all transport activities that are culturally assigned to women. The Makete Approach initiated the notion of 'gender disaggregated household travel data' (separate data for women and men), and demonstrated the unequal transport burden borne by women and girls in rural areas.
- **On the right path.** For the first time, the Makete Approach recognised that rural infrastructure includes the provision and maintenance of tracks, footpaths, drainage structures and footbridges.

The lessons learned in Makete are still relevant to the transport and development sector. IFRTD promotes the Makete approach and is guided by its underlying principles: the importance of generating and disseminating evidence; capacity building and policy impact; and the role of networks in scaling up knowledge and ideas. For more information: www.maketetree.org

Waterways and Livelihoods

Some of the world's poorest people live in areas where use of rural water transport (RWT)¹ is vital to access basic services such as healthcare, schools and clean drinking water. Many also rely on RWT for their livelihoods, for example getting goods to and from markets (important for local and national economies), fishing and access to and provision of employment opportunities.

However, RWT technologies, infrastructure and services are frequently overlooked by policymakers, planners and practitioners in favour of large-scale transport, particularly road projects. The result is that the great potential for poverty reduction, livelihood protection and increased productivity, with minimal environmental impact, that lies in the preservation and development of rural inland waterways fails to be realised.



¹ Rural water transport (RWT): Inland water transport that is used by poor people consisting mainly of small family owned boats or canoes which ply river and canal networks.

Waterways and Livelihoods Research project

In 2002, IFRTD launched its Waterways and Livelihoods networked research project, funded by DFID's Knowledge and Research Programme. The project aimed to raise the profile of RWT in the transport and development sectors, create an evidence base on its role in meeting the needs of poor people in developing countries, explore the institutional contexts relevant to RWT development, and promote and facilitate policy advocacy so that RWT has a higher profile in development planning and practice.

The project was implemented using IFRTD's Networked Research Methodology, and involved a team of Southern-based researchers. Ten case studies were carried out across Asia, Latin America and Africa in areas with a significant incidence of poverty and where RWT was the sole or principle means of transport. The project aimed to highlight a diverse range of RWT issues in various environmental contexts.



RWT provides a vital link between disconnected land routes, Madagascar



A vessel just clears a low road bridge in Vietnam

Central to the project findings was the widespread lack of integration of RWT into mainstream transport planning and development, caused by poor visibility (reflected in a lack of reliable statistical data), poor perception (of RWT as outdated) and an unlevel playing field (exacerbated by lack of comparative data for RWT and road construction, and hidden subsidies).

Advocacy and outreach:

- An international Waterways and Livelihoods Seminar was held in Pontianak, West Borneo, 2003.
- A Waterways and Livelihoods website (www.ruralwaterways.org) and email community of practice were established to provide a focus for networking, information sharing and advocacy activities.
- Members of the Waterways and Livelihoods community of practice attended the Transport Research Board annual meeting in Washington, January 2004, to advocate for improved integration of RWT.
- In 2005, a Latin America regional Waterways and Livelihoods workshop was held in Bluefields, Nicaragua.
- Momentum created by the Waterways and Livelihoods programme led to the formation of the Orinoquia River Transport Forum in Colombia.

IFRTD'S ongoing involvement in RWT

It is expected that RWT will become increasingly important in response to climate change. Not only does the development of inland waterways provide opportunities to reduce greenhouse gas emissions, but they will grow in importance in achieving livelihood security for the rural poor if, as expected, basic access becomes worse, the road networks become more difficult to reach and existing infrastructure is damaged.

IFRTD will be reviving the RWT debate and activities to promote its development will feature in IFRTD's forthcoming programme of work on climate change.

Women, gender and transport

For more than 15 years, IFRTD has been highlighting the urgent need for gender analysis in transport policy, planning and provision if poverty reduction and socio-economic development are to be achieved in developing countries. Published in 1993, *Roads are not Enough* ⁽²⁾ highlighted for the first time that rural women and men in developing countries interact with transport differently, and also the significant proportion of time women spend on transport-related activities, for example the collection of firewood and water.

² Barwell, Ian and Dawson, Jonathan, IT publications, 1993, London

Since the early 1990s, IFRTD has facilitated a wide range of gender- and transport-related activities, including a strong evidence base on women's mobility and access needs, the impact of transport provision on men and women, and knowledge dissemination and advocacy activities aimed at ensuring gender analysis is taken into account in transport policy and provision.

IFRTD is committed to the achievement of gender mainstreaming at all levels, not least because of the importance of gender-sensitive transport solutions to the Millennium Development Goals (MDGs), particularly those relating to universal educational enrolment (MDG 2), improve maternal health (MDG5) and promoting gender equality and women's empowerment (MDG3).

Balancing the Load

Launched in 1996 and funded by the Knowledge and Resource fund of the UK's Department for International Development (DFID), IFRTD's groundbreaking Balancing the Load project studied the role of gender relations in determining women and men's transport needs and tasks, and their access to and use of transport infrastructure and technologies. A broader aim was to encourage dialogue and networking opportunities within and between the gender and transport communities.



Balancing the Load was implemented using IFRTD's innovative Networked Research Methodology (NRM) and included a range of research, training, capacity building and advocacy activities. There were more than 40 case studies in Africa and Asia by Southern-based researchers using a mix of participatory rural appraisal techniques. Two-thirds of the researchers were women.

Major findings that cut across boundaries were:

- Mobility and access are key elements in the ability of women to engage in productive tasks.
- Women's transport use is often constrained by cultural restrictions on where, how and with whom they travel.
- Women spend more time on transport-related tasks than men, contributing to their overall time poverty. Reducing time poverty through appropriate transport solutions can lead to increased productivity/income and better access to markets, health services, education and political processes for women.
- Women's access to intermediate modes of transport (IMTs: bicycles, donkeys, carts etc.), is less than that of men, because of cultural gender norms and low purchasing power.
- Integrated approaches to transport, which consider service provision alongside infrastructure provision, often better address gender issues and benefit women.

Outreach and Advocacy

- Balancing the Load: regional seminars in South Africa and Sri Lanka in 1999.
- Balancing the Load: an IFRTD *Forum News* issue was dedicated to the project.
- Balancing the Load. Women, gender and transport (2002). Book funded by the World Bank's Gender and Transport group featured 19 full case studies from Africa and Asia alongside analysis of the findings of the network research of the same name.
- In 2003, IFRTD coordinated a programme of networked research, funded by the World Bank and carried out by IC Net Ltd, IFRTD and the Transport Research Laboratory (TRL). Ten case studies were carried out in nine different countries in Asia, Africa and Latin America examining transport programmes and projects in the context of national gender and transport policies, and the approaches and capacity of the transport institutions responsible for their implementation. The findings highlighted a significant gap between rhetoric and practice, even when a strong gender-enabling environment prevailed at national government level. Recommendations for more effective gender mainstreaming were made.
- The Gender and Transport Community of Practice ('GATNET') was established by IFRTD as a vibrant email discussion group supporting dialogue between the gender and transport communities.

Mobility and Health www.mobilityandhealth.org

The role of transport in the health of rural communities needs to be better understood. The World Bank estimates that 40 to 60 per cent of the population in developing countries live at least 8 km from a health service, while 1.2 billion of the world's poor lack access to an all-weather road. For isolated communities, seeking healthcare involves considerations such as the cost of travel, availability of vehicles and road infrastructure, geographical situation and distance. A lack of research examining these issues has prevented the health and transport sectors working together to optimise available resources.

IFRTD's pioneering Mobility and Health programme involved 24 case studies across 12 countries in Africa, Asia and Latin America. It examined the relationship between mobility and the achievement of the health-related MDGs, enabling professionals to take an holistic, health-sensitive approach to transport interventions and sensitise the health sector to mobility issues.

The research was designed and led by Southern researchers. It was led by IFRTD with support of the Swiss Agency for Development and Cooperation (SDC) and the Swedish International Development Agency (SIDA) and in collaboration with the Swiss Resource Centre and Consultancies for Development (Skat) and the Swiss Centre for International Health (SCIH) as part of the Swiss Tropical Institute.

Some clear findings emerged from the research:

- Accessibility of health services is greatly affected by economic and social status – poor and marginalised groups face greater obstacles.
- Women and girls from various groups face additional challenges, as their needs are often low priority in household and community decision-making.
- People living with disabilities have added difficulties in using existing transport infrastructure.
- In low-income countries, the health and transport sectors rarely employ joint planning to ensure that each optimises the others' expertise, functioning and resources.

Case study: Alice Mhuruyengwe, Makoni District, Zimbabwe

Alice, 37, is one of two women selected by her community to ride and operate the Uhuru Community Vehicle for Dumbamwe Ward. She provides essential services including transport to clinics, supporting community health clubs, taking goods to market and providing an emergency ambulance facility. Preventative approaches, particularly in rural areas, are often overlooked in favour of curative, urban-based services. Riders for Health. A UK-based social enterprise, participated in the Mobility and Health programme to examine the impact this project has on local communities.

Outreach and advocacy. An active 'community of practice' exists between the researchers as they continue to advocate for health and mobility issues in their own contexts. Initiatives that resulted from the Mobility and Health programme include remote Awajun and Wampi communities (living on the River Cenepa in Peru's rainforest,) communicating directly with the general public via YouTube video and raising awareness among policy makers on their situation, and the Rickshaw Project in Rajasthan, India, where a rickshaw provides an easily accessible and affordable round-the-clock transport facility for medical help to a population of 15,000. At international level, in collaboration with AFCAP and Transaid, IFRTD has actively promoted the results of the Mobility and Health programme through the UN Commission on Sustainable Development. A Mobility and Health publication is due to be launched in 2011.

Children and Mobility

Children and young people are rarely at the forefront of transport studies, despite the fact that their ability to access health and educational facilities is crucial to the achievement of many of the MDGs. To address this, an innovative collaborative project between IFRTD and the University of Durham gathered evidence of the specific mobility constraints experienced by children. The research, supported by DFID and the Economic and Social Research Council (ESRC), was conducted across three Sub-Saharan countries: Ghana, Malawi and South Africa.

IFRTD played a vital role in the conception of the Children and Mobility project and contributed to it by providing and managing researchers, publications, dissemination and advocacy. Central to the project was the research carried out by 70 young researchers (aged 11–21 years) among their peers.

Young people's access depends not only on transport availability and costs, but also on demands for children to help with household work; actual and perceived concerns regarding the vulnerability of girls; the journey to school, because of physical hazards such as flooding rivers; and fear of harassment. Physical access presents a major barrier to health service use for children.

The young researchers from Ghana, Malawi and South Africa suggested the idea of producing a booklet of their findings. The Africa Community Access Programme (AFCAP) funded the production of 4,000 copies, which were written by the children themselves with IFRTD supporting editing and production. These have been widely distributed to schools, ministries and communities in Ghana and Malawi.