Paul Starkey: Understanding and improving rural transport services: workshop orientation

Presentation outline
- Rural access issues
- AFCAP
- AFCAP strategy and project cluster approach
- Tanzanian project cluster
- Expected workshop outputs and outcomes

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Rural people need good access
There is compelling evidence that connecting rural villages leads to:
- Reduced levels of absolute poverty
- Reduced maternal and child mortality
- Higher school attendance of pupils (and teachers!)
- Higher agricultural production and economic activity
- Very positive effects on national GDP

Need for roads and transport services
- Villages must be connected with suitable roads
- But most people do not have their own motorised transport, so there must also be suitable public ‘transport services’

Rural transport services
Rural men and women want transport services that are:
- Timely
- Affordable
- Carry goods
- Appropriate and safe

Rural women are particularly concerned with predictability, reliability, safety and security; transport is a gender issue
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Access issues
- Need to build and maintain all season roads linking villages to towns and road networks
- Need to ensure appropriate transport services on village and district roads (measuring, planning, facilitating, regulating)
- Remember . . . the characteristics of low volume rural roads are very different from national/regional roads passing through rural areas!

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AFCAP Phase 2
- The Africa Community Access Partnership (AFCAP) and the Asia Community Access Partnership (ASCAP) are DFID-funded initiatives
- Research and uptake: Generation, validation and updating of evidence for effective policies and practices to achieve all-weather, climate resilient, equitable and affordable rural transport (low volume rural roads and transport services)
- Capacity: Enhancing African and Asian research capacity on low volume, rural transport (roads and transport services)
- Knowledge: Enhancing rural transport knowledge management, lesson learning and dissemination.
- USD 40 million over 6 years for Africa and Asia
- Working mainly in about ten African and four Asian countries
- Small project management unit run by Cardno UK
AFCAP Envisaged impact

Increased low volume rural road and transport services access in Africa and Asia improving livelihoods of poor men and women and improving economic growth.

**Impact Indicator 1**: Rural access index (RAI), Percentage of population who live within two kilometres of an all season road (tracked in three countries in Africa)

**Impact Indicator 2**: Cost per passenger-kilometre and frequency (travel opportunities per day to markets and services) tracked in three focus countries (Kenya, Tanzania and Nepal)

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AFCAP Envisaged outcome

Evidence base on more cost-effective and reliable low-volume rural road and transport services strengthened, promoted and influencing policy and practice in Africa and Asia.

**Outcome Indicator 1**: Infrastructure: National policies, manuals and documents approved and published that have been modified or introduced as a result of AFCAP and ASCAP engineering research (including climate change adaptation)

**Outcome Indicator 2**: Transport services: National policies and regulations for rural transport services modified or introduced as a result of AFCAP and ASCAP research (including road safety and gender)

Why ‘project clusters’?

- Not just research needed. Topics need more information exchange and discussion
- ‘Networked research’: people working together create synergy: sum is greater than the parts, faster overall progress
- Project cluster can be multidisciplinary and linked with key policy issues
- With project clusters, more likely to reach the policy-makers and have a useful, practical outcome

AFCAP transport services strategy

- Support demand-led work linked to AFCAP logical framework contributing to ‘indicators’
- Baseline data collected early in all projects
- Integrated approach, including users, operators, regulators, development agencies, responsible for road construction and maintenance and relevant ministries (transport, works, agriculture, health, education etc)
- Networked to facilitate national and international linkages, knowledge management, capacity building, mentoring, peer support, and gain the critical mass needed to influence policies
- Emphasis on ‘networked’ research in ‘project clusters’ with dissemination built into research

Why AFCAP2 pilot cluster in Tanzania?

- (Wonderful country!)
- Strong and innovative rural transport sector
- Good Tanzania/AFCAP1 experience
- Several AFCAP1 projects had links with Tanzania allowing ‘follow-on’ continuity
- Potential to commission rapidly a cluster of linked projects implemented through Amend, Helpage, IFRTD and Transaid

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Workshop discussion groups
- Regulation and training of motorcyclists
- Transport safety and security
- Transport for agricultural produce, small freight transport and need for ‘mixed’ passenger/freight rural transport
- Planning, measuring and evaluating appropriate transport services and suitable ‘indicators’
- Access needs of rural communities and vulnerable groups and transport to access to health services
- How to connect many villages to the road network?
- Policy for roads, trails/tracks or paths suitable for motorcycles and three-wheelers?

Rural access issues for health and services: special problems of older persons in rural areas

‘First mile’ for farmers getting agricultural produce to markets or buyers

Roles of user associations in the operation and regulation of motorcycle taxis (bodabodas)

Rural transport safety, crashes and injuries, Kilolo baseline
Workshop outputs and outcomes

- Share findings and learn experience
- Discuss policy implications of studies
- Meet rural stakeholders and learn from them
- Discuss in more detail the implications and make policy recommendations
- All participants to make commitments to follow-up key issues and recommendations in our work

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AFCAP-supported follow ups

- Plan more ‘project clusters’, each with 4-6 small projects (synergy, joint learning, ‘critical mass’ for interest & policy influence)
- Thematic clusters with several collaborating countries - could include Asia (eg, motorcycle taxis, regulation, gender, indicators, emergency health transport, mixed-freight transport, transport associations, planning rural bus services)
- Let us now work together and plan a better future

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Thank you!