



PERFORMANCE INDICATORS FOR THE TRANSPORT SECTOR

Tarapoto, Peru, 12th to 16th of March, 2007

THE LATIN AMERICAN CONSULTATION WORKSHOP REPORT

29th of March, 2007



WORLD BANK



CONTENTS

1. INTRODUCTION.....	3
1.1. World Bank Initiative on Transport Results Measurement	3
1.2. Introduction to the Transport Indicators Workshop Series	3
2. ABOUT THE WORKSHOP	4
2.1. Workshop Objectives	4
2.2. Participants	4
2.3. Workshop Structure	4
3. RESULTS OF THE WORKSHOP	5
3.1. Expected Results.....	5
3.2. Key Sector Priorities and Issues	5
3.3. Key Indicators and Existing Measures.....	6
3.4. Gaps in the Indicators Used	7
3.5. Data Management and its accessibility for Sector Transversal Planning.....	8
4. SOME CONCLUSIONS AND RECOMMENDATIONS.....	8
5. STEPS TO FOLLOW	9
A N N E X E S	10
Annex 1: Peer Support	10
Annex 2: Field Trips.....	12
Annex 3: List of Presentations and Authors	22
Annex 4: Workshop Programme.....	23
Annex 5: Workshop Participants.....	29

1. INTRODUCTION

This Workshop on Transport Sector Performance Indicators is the 4th in a series of annual regional workshops organised by the Secretariat of the International Forum for Rural Transport and Development (IFRTD) on behalf of the World Bank's Thematic Group on Transport and Social Responsibility. Following in the footsteps of workshops in Kenya (2004), Sri Lanka (2005) and South Africa (2006) this Latin American workshop was hosted by the Peruvian National Forum on Rural Transport and Development with support from Provías Descentralizado.

1.1. World Bank Initiative on Transport Results Measurement.

The Transport Results Initiative is one of many World Bank activities, including the Action Plan for Infrastructure, which seek to support evidence based analysis and decision-making through a stronger commitment to the collection and maintenance of precise and appropriate transport sector data at national and regional level.

Performance indicators cover all aspects of the main transport sub-sectors; roads, railways, air transport, waterways or ports as well as transport and commerce. They help policy makers to analyse problems, quantify solutions, and provide a starting point from which to evaluate progress.

1.2. Introduction to the Transport Indicators Workshop Series

IFRTD's Coordinator for East and Southern Africa presented an overview of the previous workshops in the Transport Indicators Workshop Series. To date three international workshops have been held, in Kenya (2004), Sri Lanka (2005) and South Africa (2006).

The common aim of the workshops has been to provide a platform for consultation and learning between peers (people interested in the subject), with respect to the current trends and challenges in monitoring the performance of the transport sector. The series of workshops has emphasised exchange, interaction and learning.

Thus far the workshops have highlighted that:

- The transport sector has been slow in comparison with other sectors to link its performance to the attainment of broader development objectives (transport results are hidden amongst other sectors).
- In some countries the monitoring of transport performance is only carried out in small areas of projects financed by international cooperation. It is not based on the need to be publicly accountable.
- There is a need to move forward from finance-accounting (operation costs) of the sub-sector, to notions of impact monitoring (poverty, inclusion, security, governance, etc.)
- There is a need for national coordination systems to gather and manage transport sector data. This could reverse the current institutional fragmentation caused by incorporating a series of agencies and departments into the transport sector.

- There is a need for information to define a base line of national travel patterns. This could be carried out via a National Family Travel Survey or by including questions on travel in regular family surveys (demographic, surveys on income/ consumerism).

The solution therefore is to create an information system or organisational body for registering and managing information within the sector.

2. ABOUT THE WORKSHOP

2.1. Workshop Objectives

1. To create awareness of new trends in data management within the transport sector and the sector's performance monitoring processes in relation to national and international development objectives.
2. To identify critical aspects of the need for reliable data in the transport sector.
3. To analyse currently available transport sector data with respect to local and regional priorities and identify its deficiencies.
4. To identify major data gaps and future requirements for statistical information.

2.2. Participants

This workshop brought together 29 participants from nine Latin American Countries (Argentina, Brazil, Bolivia, Colombia, Chile, Nicaragua, Paraguay, Mexico and Peru), Kenya, USA and UK. These participants included different governmental institutions, academia, civil society, and colleagues from the IFRTD secretariat and the World Bank's Thematic Group on Transport and Social Responsibility. The field trips extended participation to include the Municipal authorities of Tarapoto, El Sauce and San Antonio Cumbaza, the San Martín Provincial Roadway Institute, civil associations, small maintenance companies, local NGOs and the general population. A full list of participants and their details can be found in annex 5 at the end of this report.

The main expectation expressed by both male and female participants was to learn through the exchange of experiences and knowledge. The titles of the presentations have been included in annex 3 of this report and their contents are published in Spanish on the IFRTD website www.ifrtd.gn.apc.org/spanish/proj/transp_ind_tarapoto.php. They can also be requested on CD free of charge - please email info@ifrtd.org to request a copy.

2.3. Workshop Structure

The workshop was organised around 20 minute **presentations** followed by 15 minutes of discussion. **Group work** was employed to discuss relevant issues in more depth, taking into account the participants' professional accumulation of experience and knowledge. In particular the world café¹ methodology was used to encourage **peer support** and a **field trip** was organised on the fourth day to place the initial debate and learning into context.

¹ See <http://www.theworldcafe.com/> for more information on the World Café workshop methodology.

Simultaneous Spanish to English interpretation and vice versa maintained easy conversation between the participants.

The workshop presentations sought to provoke discussion. The issue was introduced with a key note speech by the hosts in Tarapoto; the Provincial Roadway Institute and the Tarapoto Provincial Municipality. The second day was dedicated to learning from the previous regional workshops and the World Bank's Transport Results Initiative and to exploring what is currently monitored in transport sector programmes and the monitoring interests of civil society. Group work then sought answers to specific issues. The third day had a more thematic slant: cross-cutting issues relating to the socio-environmental, gender, road accidents and national security.

It is worth mentioning that the participants' presentations and the group work did not necessarily represent the entire situation of a country but rather provided an indication of what happens in terms of policies - from conception through implementation, monitoring and evaluation.

The field trip sought to contrast the discussions during the initial three days with the real day to day practice of local governments at district and provincial level. How data is collected, what the sources are, how that data is used (planning, monitoring), the challenges they face. Four areas with specific characteristics were visited - urban transport, rural transport, commercial logistics and inter-modal transport.

On the final day the results of the field trips were presented and discussed and there were two more presentations from one of the institutions supporting the workshop. In addition the Peruvian National Forum on Rural Transport and Development, the IFRTD and the World Bank Thematic Group on Transport and Social Responsibility indicated potential ways forward. A two hour flight delay and the participants' enthusiasm led to an informal meeting during which further conclusions and recommendations for the workshop were identified. These were later communicated to the IFRTD Regional Coordinator for Latin America.

The full details of the workshop programme are provided in Annex 4 at the end of this report.

3. RESULTS OF THE WORKSHOP

3.1. Expected Results

1. To obtain key sector priorities in different countries.
2. To obtain thematic priorities (for example, environment, poverty, growth, security, gender, etc.).
3. To compare/ list key indicators and existing measures.
4. To highlight gaps in the indicators used.
5. To identify organisational priorities including data management and data accessibility for cross-sector planning.

3.2. Key Sector Priorities and Issues

CURRENT KEY PRIORITIES IN TRANSPORT SECTOR PLANNING AND POLICY IN EACH COUNTRY.

Excluding Paraguay, Brazil and Argentina there is a general context of decentralisation in the Latin America region. The key priorities in transport sector policy and planning vary from country to country but there are some common denominators. The most obvious is the prioritisation of road infrastructure (with credit from the banks), for example to establish inter-oceanic corridors and connectivity for economic development. This is followed by a system of mass public transport services in urban areas. Energy renewal policies are almost non-existent, apart from in Brazil and Colombia. In a couple of countries integral and inter-modal planning is being introduced. Some countries mention links between the transport sector and the overall poverty reduction strategy programme. Nicaragua appears to be the only country with an investment programme in rural water transport. Peru and Nicaragua are the only countries which have included gender components in their rural transport programmes.

3.3. Key Indicators and Existing Measures

MONITORING IN GOVERNMENT PROGRAMMES

In this session the presentations illustrate the indicators that particular government programmes have introduced to monitor their own investments. There is an interest in knowing the user's opinion about these investments, and in knowing whether they are really reaching the people. The indicators, as well as being technical, economic or financial are also social and environmental. In the case of Nicaragua, indicators don't only look at mobility but also access to other services for which investment in water transport is useful. It is important to emphasise here that this is not a general practice but rather the case of particular programmes. The peer support work and the field trips highlighted that the application of indicators is not seen as a useful practice but only as a reporting requirement. Also, that there is a lack of communication regarding the usefulness of indicators among multilaterals, national and local governments.

WHAT AND HOW TRANSPORT SECTOR PERFORMANCE IS MONITORED IN THE PARTICIPATING COUNTRIES.

There is an assumption that countries should follow an economic growth development model. Under this premise, monitoring is as much about performance as it is about the transport sector's impact. The focus is generally defined by supply and not so much by the demand for transport. Infrastructure projects are mainly monitored technically. However, technical indicators don't capture social dynamics and the perspective of people needs. Normally local governments are the ones responsible for providing information and the Ministries centralise, consolidate and process all data into statistics.

EXISTING INSTITUTIONS FOR TRANSPORT DATA COLLECTION IN THE PARTICIPATING COUNTRIES

Various institutions exist in each country for the collection of transport data. In many the Secretariat/Director/Ministry of Transport/Infrastructure/Public Works is the principal one. There are also the Municipalities, the National Statistics Office and the Police. It is probable that the ministries of other sectors also indirectly collect transport information. And in a few cases, civil society organisations and academics.

KEY CHALLENGES FACED

Institutional capacity is limited and resources for monitoring are scarce. Where indicators do exist and are used, they are usually technical and only include social or environmental aspects with difficulty. There is a lack of inter-institutional coordination and/or coordination with civil society. A case was highlighted where a programme of economic infrastructure for transport has among its objectives a contribution to poverty reduction and the minimisation of environmental impact but does not include indicators which might measure this contribution.

3.4. Gaps in the Indicators Used

MONITORING OF STATE PROGRAMMES BY CIVIL SOCIETY

The most revealing issue about the two presentations in this section is that civil society is not indifferent to major investments made in transport, neither within their most immediate spaces in urban areas nor in rural areas. They confront the impacts of these investments in transport using transport monitoring indicators. Nevertheless, is it the role of civil society to react to the fact, waiting for the first results of the investments to begin to be seen in order to pass judgement? Wouldn't their role be improved if they sought to anticipate and participate from the beginning, looking for indicators which would allow them to obtain better information in order to know if the investments in transport proposed by the State are those which are really needed?

The peer support work and the field trips showed us that the application of indicators is not seen as a useful practice but only as a reporting requirement. Also, that there is a lack of communication of the usefulness of indicators among multilaterals, national and local governments. Participants noted that statistics (even if based on social indicators) do not sufficiently capture social dynamics and people needs as they reflect only a snapshot of time. They recommended that statistics should be supported by qualitative contextual information.

KEY PRIORITIES OF MONITORING BY CIVIL SOCIETY

The first group work session sought to identify the key priorities for monitoring by civil society and its main challenges. Each of the three group's presentations appear in the annexes of this report. Each group had a different point of view on this issue however it is possible to draw out some common points:

The first question was if the impact of transport on the quality of people's lives was a priority for civil society? Assuming a positive response, this could be addressed through awareness raising activities to encourage local ownership of the monitoring process. Among the aspects to be considered for monitoring is resources: whose, when, where and how? Civil society funding for monitoring, formal and informal processes of access to information, effective channels for citizen participation which include legal and technological mechanisms combined with factors of time and opportunity, language and dialect. It is important that the information be reliable at its source and differentiated according to sex and age, understanding statistical information as dynamic and asymmetrical. Transport should be included for example, in national censuses and a more specific, complementary collection should be made.

For the three groups these priorities also constitute the key challenges. This is because civil society has scarcely begun to understand that it must have a role in the monitoring of government policies or public transport policies during the whole process, including the most obvious, its implementation in roadways and large-scale public transport services as well as its relation with other sectors such as health, education, water, markets, etc.

Gender aspects are hardly visible and scarcely used.

3.5. Data Management and its accessibility for Cross Sectoral Planning.

Although the presentations and the group work revealed that there are positive experiences in some transport programmes of certain governments, the peer support sessions and field trips also revealed that cross sectoral planning remains a great challenge. In the particular case of Peru and its Tarapoto province, the field trip highlighted how distant data management for effective planning and monitoring still remains.

The field trip sought to contrast the discussions of the first three days with the day to day practice of local governments at district and provincial level. There was a dialogue with the respective authorities, service providers, NGOs and population in general to understand how they collect their data, what their sources are, how they use this data (planning, monitoring) and the challenges they face. There was also time to receive questions from the hosts and to take maximum advantage of the knowledge of those who were visiting. Four areas were visited with particular characteristics of urban transport, rural transport, commercial logistics and inter-modal transport.

The most striking conclusion from the field trips is that transport related data is collected from diverse sectors such as education, health, and the municipality itself, but it is not used by the local governments to produce indicators which will later allow for better planning and monitoring of their interventions (in urban and rural areas). The local population is the data subject, the local institutions collect data and pass it on as it is to higher authorities until it is centralised, processed and returned to the local governments for its greater or lesser utility and use.

4. SOME CONCLUSIONS AND RECOMMENDATIONS

With the workshop over but some unexpected additional time due to a flight delay the participants, still enthusiastic about the issues raised during the workshop, produced further conclusions and recommendations which are shared below:

- It is very important that language is standardised in terms of the definition of what is an indicator, how it is constructed, what it is good for, and to differentiate between when data becomes an indicator and when it remains just data.
- Recognising the dynamics of different social groups is important for the collation of statistical as well as qualitative data. Disaggregation by both gender and age is important within the transport sector and other sectors.
- Indicators need to be designed relevant to the sector and its interaction with other sectors in order to measure reality in terms of sustainable transport and what the

thresholds or reference values are according to the situation and context. Indicators should be relevant tools that support management and decision taking processes.

- Indicators should help to design practical solutions. The main goal is to improve people's living conditions through access and not only economic development.
- It should be the practice for World Bank-funded transport programmes to ensure community participation from the planning stages. This would help to establish what the local capacities are and where the gaps are in order to ensure that all stakeholders are in a position to be involved in the monitoring process.
- A special component within the budget should be included for both monitoring within the programme and monitoring by civil society.
- A pilot programme of focal case studies could be carried out that combine existing statistical information with qualitative information. The challenge is to make the gathering of information and statistics (normally static) a more dynamic and a continuous process.
- This has been a positive networking experience that has highlighted the need to develop and position the Latin American Forum. A virtual discussion moderated by the IFRTDLA, on this issue will facilitate the strengthening of member capacity in the region. It could also help to set up joint projects and continue the peer support.

5. STEPS TO FOLLOW

The following steps were identified to maximise the momentum from this workshop and push the issues that have emerged forward.

a) For the IFRTD secretariat:

- To continue supporting the World Bank's initiative.
- To facilitate regional initiatives on issues emerging from this workshop in order to maximise the momentum and debate that has been initiated.
- Incorporate new members and their activities into the IFRTD.

b) For the World Bank:

- To continue with the initiative.
- To favour direct dialogue on this issue with bank staff working in or for the region.

c) For the Peruvian National Forum on Rural Transport and Development:

- To follow up the conversations that were initiated with different local groups that participated in the field trips.

ANNEXES

Annex 1: Peer Support

This collective piece of work sought to present four situations more real than imaginary in which transport indicators could play a part. We had two male volunteers and two female volunteers. One situation tried to put together a sustainable urban mobility for Tarapoto, two looked at particular challenges within economic infrastructure for transport programmes and the fourth sought to explore how transport is related to national security from different perspectives.

Participatory Design of a Sustainable Urban Mobility Plan for the three urban districts of the Tarapoto Province

For this case, the colleague sought help from two groups in identifying the relevant information for an urban mobility analysis:

- Who are the relevant stakeholders that should participate in the process?
- What are the instruments of sustainable urban mobility (SUM) that should be used in Tarapoto?
- What would be the principal criteria, components and benchmarks for the implementation of these SUM projects?

The most noticeable thing about the replies for each of these categories is that they put the person at the centre, identifying them by gender, sex and age. The mobility options considered travelling by foot, by bicycle, private vehicle and public transport vehicles with greater capacity, also identifying the most preferred routes. There was interest in collecting and taking into account data on public safety and transport safety in the wider sense (not just road signs), and on the labour market associated with transport services. There was also interest in measuring exhaust fumes and noise due to the particular characteristics of the Tarapoto urban areas. Base line data collection would mark the beginning of the process.

Effective strategies suggested to institutionalise transport policies with a gender perspective

The central problem facing this colleague is how to ensure that the transport programme, which includes social aspects among its objectives, includes indicators for gender and social inclusion. The recommendations from two groups indicated different approaches such as the design, formulation and implementation of the project, as well as attitude, awareness raising and general aspects. Once again the discussions revolved around people as the end served by the programme, and how visible this should be. This leads to awareness raising work and monitoring changes in attitude. The awareness raising covered the use of terminology with fewer stigmas to target politicians, share positive experiences, and develop process and results indicators which would reveal advances. Specific gender recommendations included the creation of a gender sensitive procedure using Agenda 21, development of the concept of gendered supply and demand, and to introduce special incentives for including gender in the programme's practices, for example as a basis in tendering, to give additional points if there are women on the team.

How to link Transport with National Security starting with those who work in transport and its Indicators

The greatest challenge which this colleague faces is that, except for those who have been part of particular national events with insurgents and drug traffickers, and even in these contexts, there are few who are involved in transport that concern themselves with or know about the relationship between transport and national security. They therefore asked two groups to help them to identify threats perceived by national security in their countries, and what indicators should be used if they are taken into account in transport planning.

The conversation revolved around concepts, stakeholders and variables. Regarding concepts, national sovereignty, external and internal security were discussed. Concerning internal security, negative factors appeared such as organised crime, insurgents and terrorism and natural phenomena leading to disasters, all of which are currently characterised by reaction rather than preventative action. The poor are mentioned as a vulnerable community that can be manipulated in favour of insurgents and drug traffickers.

The general perception was that in planning for transport the subject of national security was neither direct nor explicit on internal examination. Skills and experience exists in the armed forces which can be shared with the transport community and the general population in order to safeguard national security, for example, helping to identify potentially vulnerable areas for a differentiated intervention in transport programmes.

Social and Environmental Indicators in a Transport Infrastructure Programme with Poverty Reduction Objectives

The challenge for this colleague consisted of introducing social and environmental indicators to an economic infrastructure for a transport programme that had poverty reduction among its development objectives. The institutional planning of the programme is vertical, with a vision of roads as economically profitable works. It maintains a database but the indicators used, economic and technical, are inadequate for assessing development objectives.

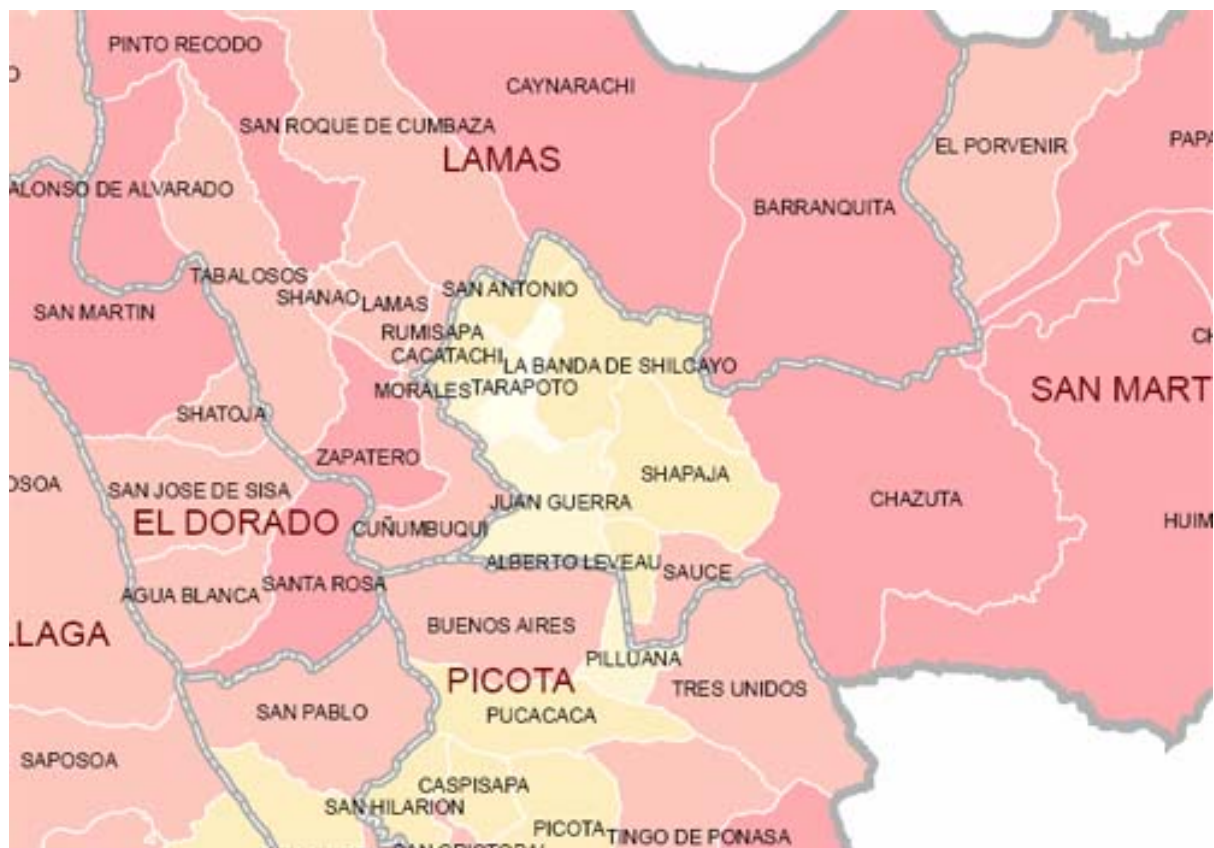
This colleague presented a design of the type of indicators that could be introduced in order to support the programme's objectives. However rather than receiving comments on it other recommendations were made. Among them:

- The strengthening of the institutional vision with respect to the existing monitoring system.
- Use of the existing monitoring system as a base with adjustments to the development objectives.
- Demonstration of other successful experiences in Latin America to the Ministry responsible eg. a sense of the programme belonging horizontally to the beneficiaries as much as to the institution.
- The formation of a critical mass of interested people in which civil society, universities and other institutions would also participate, to empower users and attract common interests eg. a national transport forum in Paraguay.

Annex 2: Field Trips

The field trip sought to contrast the discussions during the previous three days with the day to day practice of local governments at district and provincial level. There was a dialogue with the respective authorities, service providers, NGOs and the population in general to find out how data is collected, what the sources are, how that data is used (planning, monitoring), and the challenges they face. There was also time to receive questions from the hosts and take maximum advantage of the knowledge of those who were visiting. Four areas were visited with particular characteristics of urban transport, rural transport, commercial logistics and inter-mode transport.

The most striking conclusion from the field trips is that transport related data is collected from diverse sectors such as education, health, and the municipality itself, but it is not used by the local governments to produce indicators which will later allow for better planning and monitoring of their interventions, be they in urban or rural areas. The local population is the data subject, the local institutions collect data and pass it on as it is to higher authorities until it is centralised, processed and returned to the local governments for its greater or lesser utility and use.



Juan Guerra - Puerto López – El Sauce

Conversation with the authorities of El Sauce

To get to this municipality it is necessary to follow a stretch of marginal roadway, crossing the river on a ferry operated by diesel motor. One of the inter-oceanic corridors will pass very close to this area. In this district we were received by the mayor and authorities. The transport related data sources are:

- Schools – measuring the average distance covered by the children who walk to school.
- Health centre and health post - measuring the time the patients' journeys take (also on foot) before they are seen.
- Police - calculating the number of illegal logging and fishing offences, the products of which are then taken away by different means of transport.
- Ferry boat employees - estimating the number of people who travel, calculated by the number of vehicles which make the crossing and also to find out the profitability of the ferry
- The association of farmers – who mentally calculate the tonnes of produce per hectare by crop which then has to be transported out
- The association which maintains the roadways and the office responsible for issuing driving licences.

The greater part of this data is collected on cards which are filled out by hand. In the case of the health, education sectors and the police, the data used to be collected and sent unchanged to other bodies for processing. The other organisations used the data for monitoring their own particular tasks.

This district was projecting itself as a growing tourist destination in Tarapoto. Nevertheless, it had not anticipated the implications of in terms of the transport sector which would be fundamental to this type of development, nor has the impact on health, the environment and society in general been considered. The mayor, who has recently taken over the administration, asked the group for their support in order to improve district planning.

FERRY (BARCAZA) TO REACH EL SAUCE



FERRY (BARCAZA) PRICES, PEDESTRIANS GO FREE

GOBIERNO LOCAL - 2006
DISTRITO DE SAUCE

LISTA DE PRECIOS POR SERVICIO DE BARCAJE Y MANTENIMIENTO COMUNAL DE CARRETERA.

VEHICULOS DE LA RUTA A SAUCE X IDA Y VUELTA	VEHICULOS PARTICULARES X IDA Y VUELTA	MAQUINARIAS PESADAS X IDA Y VUELTA
- BUS MENOR DE 30 PAS. : S/ 20.00	- BUS MENOR DE 30 PAS. : S/ 50.00	- TRACTOR : S/ 20.00
- CAMION MAYOR DE 6 Tn : 20.00	- CAMION MAYOR DE 6 Tn : 50.00	- CARGADOR : 20.00
- COMBI : 10.00	- CAMION MENOR DE 6 Tn : 30.00	- MOTO NIVELADOR : 20.00
- CAMIONETA : 10.00	- COMBI : 20.00	- VOLQUETE - 10m ³ : 20.00
- AUTO : 7.00	- CAMIONETA : 20.00	- RODILLO : 20.00
- MOTOKAR : 3.00	- AUTO : 15.00	
- MOTO LINEAL : 2.00	- MOTOKAR : 5.00	
	- MOTO LINEAL : 3.00	

AMIGO CONTRIBUYENTE:
 PAGA CON CONCIENCIA Y DAREMOS UN SERVICIO CON EFICIENCIA.

PASE LIBRE EN HORA DE SERVICIO

- MINISTERIO PUBLICO
- PODER JUDICIAL
- FUERZAS ARMADAS
- GOB. REG. SAN MARTIN
- MUNIC. PROV. SAN MARTIN
- D. R. T. C.

IDENTIFICARSE ...!

2007/03/15

San Antonio de Cumbaza

Conversation with the municipal authorities, responsible for roadways and the general population.

In this district there are as many rural roadways as urban ones. The Association for the Maintenance of Rural Roadways, the Municipality and the Provincial Roadway Institute collect information. The maintenance association collects basic technical information for monitoring on a monthly basis. They know that their roads are used for getting to school or the health centre but they're not sure if this access or mobility is captured in the data collection. The management and results indicators allow them to design small investment projects to improve critical stretches of road and contribute to the region's tourist and economic planning. The data is used effectively by small businessmen for management, planning and payment and is also monitored. Among the challenges in data management are the reliability and sustainability of the data. The suggestions made by the visitors dealt with prioritising the needs and interests of the differentiated local population, participatory and shared management, a territorial organisation plan for land use and function and the management of the Cumbaza river basin.

RONDEROS LOOK AFTER THE ROAD IN SAN ANTONIO DE CUMBAZA



SOME MEANS OF TRANSPORT ON THE ROADS



Cuñumbuque - Zapatero

Conversation with representatives of different social sectors (public and private)

This stretch of 114 kilometres forms part of the rural road network with 75 paved kilometres and 39 unpaved kilometres. The Provincial Roadway Institute is responsible for its maintenance via small firms created for this purpose. Women also participate in maintenance work. The Lamas Municipality collects some data which links transport with health, for example, road accidents, the efficiency of the health network in taking care of emergencies (they have an ambulance), and time data (by foot, horse, motorbike) between the communities and the health network. A greater or lesser attendance at primary and secondary school depends on the greater or lesser accessibility of the paths and the time needed to go to and fro on them (by foot), amongst other factors. For them the roads are crucial for access to markets and the time factor is important. Furthermore, heavy traffic uses their roadways, which were not designed for it, and for this reason they deteriorate rapidly and there's a risk of accidents. The routes and main means of transport are: from the central market warehouse (in small trucks and passenger and small goods vehicles) and from the population centre to the fields (by foot and on horseback).

PUBLIC TRANSPORT WITHIN THE TOWN



Tarapoto Provincial Municipality

Conversation with the district authorities and transport firms

This field trip sought to take a look at urban and inter-urban transport. The conversation with the Municipal authorities corroborated the presentation given during the first day of the workshop as far as the current urban transport situation and the challenges of organising it in the wider sense. The data sources are the vehicle register, the licences issued and also observation in the field. The latter makes it possible to say that there are many more motorised vehicles (combis -van, taxis, motorbikes and motorised tricycles) operating in the urban areas and even providing a public service, than are registered. The regulations, although they do exist, are difficult to enforce due to a lack of strategy and also the capacity to enforce them. They reduce road security merely to 'improved road signs'.



The inter-provincial public transport is usually official and is provided by pick-up trucks, cars and official combis. Journey time varies between two hours, the shortest, and six hours, the longest. The cost of the trip varies according to the route and whether the passenger is more or less comfortable in the vehicle (for example in the cabin or on the truck bed, this also applies to cargo). They possess registration documents, pay taxes and observe some regulations. In some cases the drivers' income may not be comparatively advantageous. The transport operator's perception is that his vehicle is safe to travel in. Not many vehicles are registered normally because there are also pirate operators. For travel within the city there are the 'tico' (Daewoo Tico car) collectives which are overcrowded with passengers and cover municipal or inter-municipal routes. They also possess a register and follow regulations, and are considered to be safer than the motorised tricycles. There are the unofficial combis which cover a route and cost more or less the same as the 'ticos' but do not have a permit to operate although they do have Traffic Accident Obligatory Insurance.

They are willing to abide by the regulations. The motorbike taxis are the most widespread form of public transport, due to their door-to-door service and low cost. They are proactive in implementing environmental education measures.

The challenges perceived are to legalise the vehicles which offer public transport, regulate travel itineraries, raise awareness around road safety and provide a good roadway infrastructure. The visiting colleagues proposed a set of indicators for vehicles and for infrastructure relating to public transport, given that they had the impression that data was not used in the best way by the provincial government for sustainable urban transport in Tarapoto.

TALKING TO MOTOTAXI DRIVERS IN THE CITY OF TARAPOTO



A video on mototaxis made during the field trip in the city of Tarapoto by Eduardo Giesen

<http://www.youtube.com/watch?v=aLunOyZF1zc>

INTER PROVINCE TRANSPORT TERMINAL



Annex 3: List of Presentations and Authors

- Panorama de la Iniciativa de Resultados de Transporte del Banco Mundial, Peter Roberts
- Planificación Rural Vial Participativa a nivel provincial, Roger Silva
- Desafíos del Transporte Urbano, William del Castillo Centello y Dolly del Castillo García
- Integración de América del Sur y su Componente Vial a Nivel Nacional, Julio Olivo,
- Monitoreo del Transporte en la Ciudad de Santiago desde la Experiencia de Ciudad Viva, Eduardo Giesen
- El Sistema de Transmilenio en Bogotá, Deysi Rodríguez
- Monitoreo Socio-Económico de Impacto de los Programas de Apoyo al Sector Transporte, con énfasis en Vías Acuáticas, María Brooks
- Indicadores para las Campañas de Sensibilización Socio-Ambiental sobre Prevención de Accidentes Viales, José A Torres Moreno
- Género y Transporte, Indicadores sobre Mujeres en Áreas Urbanas y Rurales, María Gutiérrez
- El Transporte y la Seguridad Nacional, Víctor Arévalo
- La Enfermedad Social de los Siniestros Viales, Hugo Fernández
- Plan de Infraestructura Económica Provincial, Edgar Quispe
- Hacia las Cuentas Satélite del Transporte, Antonio Lazo

FIELD TRIPS

- Juan Guerra - Puerto López – El Sauce
- San Antonio de Cumbaza
- Cuñumbuque - Zapatero
- Municipalidad Provincial de Tarapoto

Annex 4: Workshop Programme

A G E N D A

OBJECTIVES OF THE WORKSHOP

- Create awareness about new trends in transport sector data management and the processes of monitoring the sector's performance with respect to national and international development targets;
- Identify the critical aspects of the need for reliable data in the transport sector;
- Analyse the transport sector data presently available in relation to local, national and regional priorities and identify shortfalls;
- Assess current strengths
- Identify future requirements for statistical information and key gaps.

Outputs from the workshop:

- Capture key sectoral priorities in various countries
- Capture thematic priorities [e.g., environment, poverty, growth, safety, gender etc]
- Collate/list key indicators and measures in use
- Identify gaps in the indicators used.
- Organisational aspects including how data is managed, and how accessible it is for cross-sectoral planning.

DAY 1	DAY 2	DAY 3
<ul style="list-style-type: none"> • Flight to Tarapoto p.m. • Inaugural session • Keynote speech • Welcoming dinner 	<ul style="list-style-type: none"> • Background • Overview of Transport Results • Transport Programmes Monitoring in Government Programmes and by Civil Society 	Transport Policy and crosscutting issues: <ul style="list-style-type: none"> • Social and environmental • Gender • National security • National Transport Programme

DAY 4	DAY 5
Field trip How transport is planned and managed at local (urban and rural) and at provincial level	<ul style="list-style-type: none"> • Feedback from field trip. Discussion • Next steps • Flight to Lima p.m.

DAY 1

14:00 - 15:00 Flight to Tarapoto

16:30 - 17:30 Lunch

18:00 - 19:00

- Registration
- Welcome to participants, Peru National Forum Group (Víctor Arévalo)
- Introduction of participants
- Formal inauguration, Municipality of Tarapoto

19:00 - 19:20 Keynote speech:
Rural Road Participative Planning at provincial level
Instituto Vial Provincial San Martín

19:20 - 19:40 Challenges of Urban Transport
Municipality of Tarapoto

19:40 - 20:00 Discussion

20:00 Welcoming dinner at hotel

DAY 2

08:15 - 08:30 Housekeeping announcements, Patricia

SESSION 1: INTRODUCTORY

[20 minutes presentation, 10 minutes discussion with simultaneous interpretation]

08:30 - 08:45 Overview of workshop process, objectives and outputs.
Ana Bravo, IFRTD

08.45-09.00 Introduction to the Indicators Workshop Series
Peter Njenga, IFRTD

SESSION 2: BACKGROUND

09:00 - 09:30 Overview of the World Bank's Transport Results Initiative
Peter Roberts, TUDTR, World Bank

SESSION 3: EXAMPLES OF CIVIL SOCIETY MONITORING STATE PROGRAMMES

09:30 - 10:00 Integration of South America and its Road's Component at National Level
Julio Olivo, Forum Solidaridad Peru

10:00 - 10:30 Monitoring Transport Investments by Civil Society Organisations
Eduardo Giesen, Ciudad Viva, Chile

10:30 - 11:00 COFFEE / TEA / JUICE BREAK

11:10 - 12:30 Group work
- Identify key monitoring priorities by civil society
- Key challenges

SESSION 4: EXAMPLES OF MONITORING IN GOVERNMENT PROGRAMMES

14:00 - 14:30 Transmilenio System in Bogotá
Deisy Rodríguez, Transmilenio, Colombia

14:30 - 15:00 Socio economic monitoring of the transport sector programme, with emphasis on waterways
María Brooks, DANIDA, Nicaragua

15:10 - 15:40 COFFEE / TEA / JUICE BREAK

15:40 - 17:00 Group work: [Based on participants experiences, groups to identify]
- Key current policy and planning priorities in the transport sector in their countries
- How do you monitor transport sector performance in your country [what and how]
- Existing institutions for transport data collection in your country
- Key challenges being faced.

DINNER AND SPACE FOR NETWORKING AND SHARING

DAY 3

08:00 - 10:00 Presentation of group works from day 2

SESSION 5: Selected Thematic Presentations

[20 minutes presentation, 10 minutes discussion with simultaneous interpretation]

10:00 - 10:30 Indicators for social-environmental sensitisation campaigns on prevention of road transport accidents
Jose Armando Torres, Brazil

10:30 - 11:00 Gender and transport: Indicators on gender in urban and rural areas
María Gutiérrez, IFRTD LA

11:00 - 11:30 COFFEE / TEA / JUICE BREAK

11:30 - 12:00 Transport investments and national security.
Víctor Arévalo, IFRTD LA

12:00 - 12:30 The social disease of road accidents
Hugo Fernández, ISEV, Argentina

12.30 - 14.00 **LUNCH**

14:00 - 16:00 Peer Support with four volunteers

16:00 - 16:30 COFFEE / TEA / JUICE BREAK

16:30 - 17:00 Report from each volunteer on feedback received for their cases

17:00 - 17:30 Introduction to field trip

DINNER AND SPACE FOR NETWORKING AND SHARING

DAY 4

FIELD TRIP

Four groups go to different places.

- Instituto Vial Provincial, San Martín (rural and urban transport) San Antonio-Cumbaza
- Inter Ocean Corridor and Inter modal Transport (trade logistics) Juan Guerra-Puerto López-El Sauce
- Regional Government: Cuñumbuque-Zapatero
- Municipality of Tarapoto (urban transport planning)

Group work around these and other questions from the group arising from the field trip:

- What are their sources of data?
- How do they collect data for the type of work they do (methods and procedures)?
- What transport indicators are they using?
- What are they being used for? (planning, monitoring, etc.)
- Are they being used effectively? Are they useful? Are they being monitored?
- What challenges do they face for managing data?
- Any suggestions you would have to what you have observed and discussed during the field trip?

DINNER AND SPACE FOR NETWORKING AND SHARING

DAY 5

SESSION 7: PLENARY AND CONCLUSIONS

20 minutes presentation, 10 minutes discussions

08:00 - 09:00 Feedback from field trip

09:00 - 10:00 Basic statistics for indicators: transport satellite accounts
Raúl Torres, Provías Descentralizado

10.00-10.30: Planning for multi-sectoral economic infrastructure plan
Edgar Quispe, Provías Descentralizado

10:00 - 10:30 COFFEE / TEA / JUICE BREAK

10:30 - 11:15 Way forward:

- Response from IFRTD - Marinke van Riet
- Response from ETWTR- Peter Roberts
- Response from Peru NFG – María Gutiérrez

11:15 - 12:00 Closing remarks

12:00 L U N C H

13:30 Meeting at the lobby of hotel to go to the airport

15:30 - 16:30 Back to Lima

Annex 5: Workshop Participants

VÍCTOR Arévalo
Perú NFG
Tiziano 465, San Borja
Lima 41
Perú
varevalolay@gmail.com

ALFONSO Balbuena
Instituto Mexicano del Transporte
Carretera Queretaro - Galindo Km. 12+000,
Sanfandila, Quétaro
México
Alfonso.Balbuena@imt.mx

MARÍA Brooks
PAST Danida RAAS
Barrio Central, costado Oeste Parque
Reyes, Casa de Gobierno
Bluefields
Nicaragua
mibrooksrf@hotmail.com

ANA Bravo
Coordinadora Regional
IFRTD América Latina
Calle Capitán La Jara 181, San Isidro
Lima 27
Perú
ana.bravo@ifrtd.org

SHIRLEY Cañete
Consultora BID
Legión Civil Extranjera y Quesada
Asunción
Paraguay
shirley@tigo.com.py

RUBÉN Cárdenas
Instituto Vial Provincial San Martín
Tarapoto
Perú

DOLLY Del Castillo
Municipalidad de Tarapoto
mpsm_tarapoto@hotmail.com

WILLIAM Del Castillo
Municipalidad de Tarapoto
mpsm_tarapoto@hotmail.com

HUGO Fernández
ISEV
Defensa 1328, San Telmo
Buenos Aires C1143AAD
Argentina
Hugo_fernandez@isev.com.ar

ELMER García
Dirección de Transportes San Martín
elmertony@hotmail.com

ANDREA Gutiérrez
Programa de Transporte y Territorio
Departamento de Geografía
Universidad de Buenos Aires
Buenos Aires
Argentina
angut2@fullzero.com.ar, angut2@filo.uba.ar

MARÍA Gutiérrez
Consultora en género y desarrollo
Perú NFG
Jr. Lima 174-178
Huancayo
Perú
mategusa@yahoo.com

EDUARDO Giesen
Ciudad Viva
Chile
edogiesen@yahoo.com

GLADYS Heredia
Instituto Vial Provincial San Martín
Tarapoto
Perú
gmhb69@hotmail.com

ANTONIO Lazo
Consultor de Cuentas Nacionales
Lima
Perú
ahlazo@yahoo.co.uk

MANUEL Munares
Provías Descentralizado
munares4523@hotmail.com

JULIO Olivo
Foro Solidaridad Perú
Daniel Olaechea 175, Jesús María
Lima 11
Perú
jolivo11@yahoo.es

EDGAR Quispe
Provías Descentralizado
Av. Garcilazo de la Vega 1351, piso 3,
Centro Cívico
Lima
Perú
equispe@proviasdes.gob.pe

CARLOS Reynaga
Estrategia Sanitaria Nacional
Prevención y Control de ITS VIH/SIDA
Ministerio de Salud
Av. Salaverry 801, Jesús María
Lima 11
Perú
creynaga@minsa.gob.pe

DEYSI Rodríguez
Transmilenio
Bogotá
Colombia
deysi.rodriguez@transmilenio.gov.co

JORGE Marchand
Oficina Zonal de San Martín, Tarapoto
INEI
Jr. San Martín 533
Tarapoto
Perú
odei-tarapoto@inei.gob.pe

PETER Njenga
Coordinador Regional
IFRTD Africa Suroriental
P. O. Box 314
00502, Karen, Nairobi
Kenya
peternjenga@wananchi.com

LUIS Paredes
Provías Descentralizado San Martín
elotorongo@gmail.com

LUIS FERNANDO Rada
Superintendencia de Transportes
calle 21 N° 17, Calacoto
La Paz
BOLIVIA
frada@suptrans.gov.bo

PETER Roberts
Transport and Urban Development Transport
Unit
The World Bank
1818 H Street, NW
Washington, DC 20433
United States of America
proberts@worldbank.org

ROGER Silva
Instituto Vial Provincial San Martín
Tarapoto
clasill31@hotmail.com

JOSE ARMANDO Torres
MSc em Gestao e Politicas Ambientais
Rua Dr. Carlos Mavignier No.104, Casa
Amarela
Recife, PE 52070-000
Brasil
jatmoreno@hotmail.com

TSUKASA Hattori
Transport and Urban Development Transport
Unit
The World Bank
1818 H Street, NW
Washington, DC 20433
United States of America
thattori@worldbank.org

MARINKE van Riet
Executive Secretary
IFRTD
113 Spitfire Studios
63-71 Collier Street
London N1 9BE
Reino Unido
marinke.vanriet@ifrtd.org

NORMA Canales
Consultora de desarrollo, Facilitator
Jr. Arequipa 421
Huancayo
Perú
noradeca@yahoo.es

LLUVITZA Larrauri
Traductora e intérprete
Calle Los Escribanos A - 4, Urb. Los
Molinos, La Molina
Lima 10
Perú
51 1 349-3764, 9823-7183
Larrauri_trad@terra.com.pe

VERA Winkelried
Traductora e intérprete
Calle Los Escribanos A - 4, Urb. Los
Molinos, La Molina
Lima 10
Perú
verac@terra.com.pe

