

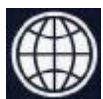


PERFORMANCE INDICATORS FOR THE TRANSPORT SECTOR

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

THE LATIN AMERICAN CONSULTATIVE WORKSHOP REPORT

29th of March, 2007



WORLD BANK



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1. INTRODUCTION

The Workshop on Transport Sector Performance Indicators organised by the secretariat of the International Forum for Rural Transport and Development (IFRTD) and the Peruvian Rural Transport National Forum under the support from Provías Descentralizado, on behalf of the World Bank, is the fourth in a series of yearly regional workshops and the first in Latin American Region. Following the workshops in Kenya (2004), Sri Lanka (2005) and South Africa (2006), Peru hosted the Latin American workshop.

1.1. Transport Results Initiative by World Bank

The Transport Results Initiative is one of the many activities of the World Bank's transport program, including the Infrastructure Action Plan., The Plan seeks to strengthen the commitment to collect and maintain precise data on the transport sector at national and regional level in order to support decision making and an analysis based on evidence. Performance indicators cover all aspects generated by the definitions of the most important measures for each one of the main transport sub-sectors such as roadways, railways, air transport, waterways or ports, urban transport and freight logistics. The headline indicators will help raise awareness of transport agenda for policy makers. The indicators enable benchmarking, diagnosis, forecasting and provide baseline data with which the stakeholders can monitor and assess the situation on transport sector.

1.2. Introduction to the Series of Transport Indicators Workshops

The Coordinator for South-West Africa of the IFRTD secretariat presented a balance of the work in the series of workshops on transport indicators by the International Forum on Rural Transport and Development. He introduced that to date three international workshops have been held, in Kenya (2004), Sri Lanka (2005) and South Africa (2006).

The common purpose of the workshops has been to provide a platform for consultation and learning between stakeholders (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 focused on exchange, interaction and learning for better knowledge and expertise.

Amongst the aspects that have been covered are:

- The transport sector has been slow in comparison with other sectors to link its performance to the achievement of broader development objectives (transport agenda is 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 the 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 Household Travel Survey or by including questions on travel in regular Household Surveys (demographic, surveys on income/ consumerism).

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

2. ABOUT THE WORKSHOP

2.1. Workshop Objectives

1. To create awareness of the new trends in data management in the transport sector and the sector's performance monitoring processes in relation to national and international development objectives;
2. To identify the 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 future requirements for statistical information and major gaps.

2.2. Participants

The workshop was attended by 29 participants from different governmental institutions, academia and civil society of nine Latin American countries (Argentina, Brazil, Bolivia, Colombia, Chile, Nicaragua, Paraguay, Mexico and Peru), colleagues from the IFRTD secretariat (Coordinators from Latin America, South-West Africa and London) and from the Energy Transport and Water Department of the World Bank in Washington, DC. During the field trips we had the participants from the Municipal authorities of Tarapoto, El Sauce and San Antonio Cumbaza, of the San Martín Provincial Roadway Institute, of civil associations, small maintenance companies, NGOs and the general population. The list of participants and their details can be found in the annexes at the end of this report.

The main expectations expressed by both male and female participants were to share experience and knowledge and to learn. The titles of the presentations have also been included in the annexes and their contents published on the IFRTD website www.ifrtd.org under Activities and Projects / Transport Indicators / Peru Workshop. They can also be requested in CD form and sent free by mail.

2.3. Workshop Structure

The workshop was organised around 20 minute **presentations** followed by 15 minutes of discussion. **Group work** was also employed to discuss more specific issues in detail, taking into account the participants' long-term professional background, experience and knowledge. Furthermore the **peer support** was used (world café style) and **field trips** were organised. There was simultaneous interpretation between Spanish and English in order to maintain an easy conversation among the participants.

The presentations often promoted a lot of discussions. The issue was introduced with a key note conference by the hosts in Tarapoto, the Provincial Roadway Institute and the Tarapoto Provincial Municipality. The second day was dedicated to finding out what had happened in the previous regional workshops, also to learning about the World Bank's Transport Results Initiative and receiving a broad outline of what is monitored in transport sector programmes and what civil society is interested in monitoring. The group work sought to find answers to certain issues. The third day had a more thematic slant: cross-cutting issues relating to the socio-environmental, gender, road accidents and national security. The time ran out and the peer support sessions to resolve issues that were more realistic than imaginary led us to cancel a group work session.

It is worth mentioning that the participants' presentations and the group work did not necessarily represent the entire situation of a country but rather they enjoyed an improved opportunity for exchanging views with an indication of what happens in them in terms of policies, from their conception to their implementation, monitoring and evaluation.

The field trip gave the participants better opportunities for diagnostic approach in interactive and practical manner during one day exercise with 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 groups visited each area with particular characteristics of urban transport, rural transport, commercial logistics and inter-mode transport.

On the last 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 Forum, the International Forum and the World Bank indicated the way forward. A two hour flight delay and the participants' enthusiasm led them to meet informally and put together some conclusions and recommendations for the workshop which they later communicated to the regional coordination of the IFRTD Latin American network (IFRTDLA).

The details of the programme as it was carried out are in the Annexes 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. The organisational aspects include data management and its accessibility for cross-sectoral planning.

3.2. Key Sector Priorities and Issues

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

The general context of various countries in the region is that of decentralisation, not including Paraguay, Brazil and Argentina, the last two of which are federal governments. The key priorities in transport sector policy and planning vary from country to country but there are some common denominators. The most obvious trend is encouraging road network infrastructure (with credit from the banks), the connectivity for economic development, for example, and the inter-oceanic corridors. This is followed by a system of mass public transport services for the urban areas of the country's capital. Energy renewal policies are almost inexistent, apart from Brazil and Colombia. In a couple of countries integral and inter-modal planning is being introduced. Some mention links with the poverty reduction 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 a gender component 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 having the user's opinion about these investments, of 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, the 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 showed us that the application of indicators is not seen as a useful practice but only as a reporting requirement. This is just because the local municipalities might not feel the necessity of managing the indicators for planning. Also, that there is a lack of communication of the usefulness of indicators among multilaterals, national and local governments.

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

It is assumed that economic growth is one of the key solutions to reduce the poverty and develop countries. Under this premise, monitoring is as much of performance as it is of the transport sector's impact. The focus is generally defined by the offer and not so much by the demand for transport. Infrastructure projects are mainly monitored from the technical point of view. However, technical indicators don't capture social dynamics and perspective of people needs because statistics are static and do not represent the quality of transport service for beneficiaries. Normally local governments are the ones responsible for providing information and the ministries centralise, consolidate and process it.

EXISTING INSTITUTIONS FOR TRANSPORT DATA COLLECTION IN THE PARTICIPATING COUNTRIES

Various institutions exist in each country for the collection of transport data. In many countries the Secretariat, Director or Ministry of transport, Infrastructure or Public Works could be principal ones. Besides, there are also the Municipalities, the National Statistics Office and the Traffic Police. It is probable that the ministries of other sectors also indirectly collect transport information. And in a few cases, civil society organisations could do it.

KEY CHALLENGES FACED

Institutional capacity tends to be limited and resources for monitoring may be scarce. The indicators, in the cases where they do exist and are used, are usually limited to technical aspect and may not include social or environmental ones. There is a lack of inter-institutional coordination and coordination with civil society. It is even possible that internal gaps exist in a programme of economic infrastructure for transport. Even the program has among its objectives a contribution to poverty reduction and minimising environmental impact, there might be some cases without indicators which could measure this contribution.

3.5. 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 the 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 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 indicators were not applied for a useful practice but only for a reporting requirement. Also, that there is a lack of communication of the usefulness of indicators among multilaterals, national and local governments. Technical indicators don't precisely represent social dynamics and perspective of people needs because statistics are static.

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 presentation appears in the annexes. Each group had a different point of view on this subject. Nevertheless, 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 would begin by raising awareness, appropriation and empowering the population on the subjects that should be monitored, some of these would be ones promoted by the State itself and others would depend on civil society's opinion. Among the aspects to be considered for monitoring would be 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 is 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 road network and massive 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.

3.6. Data Management and its accessibility for Cross-Sectoral Planning.

Although the presentations and the group work allowed one to see 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 still constitutes a great challenge. In the particular case of Peru and its Tarapoto province, it was even more obvious in the field trip how distant data management for effective planning and monitoring still is.

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 get to know 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 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 other sectors such as education, health, the municipality itself, but it's not used by the local governments to produce indicators which will later allow for better planning and monitoring of their interventions, whichever 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.

4. CONCLUSIONS AND RECOMMENDATIONS

After the workshop while waiting for the delayed flight, the participants, still enthusiastic about the issues raised during the workshop, decided to produce some conclusions and recommendations. We share them below:

- It is very important that the 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 when data becomes an indicator and when it carries on just being data.
- Recognising the dynamics of different social groups, it is important to gather statistical as well as qualitative data, both disaggregated by gender and age, within the transport and other sectors.
- Indicators to be designed need to be 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 are effective tools that support management and decision making processes.

- Indicators should help bringing practical solutions. The main goal is to improve people's living conditions through access not only to economic development, but social and environmental development.
- It should be a practice for Bank-funded transport programmes to ensure community participation since its early stages. This approach would already help learning what the local capacities are and where are the gaps in order to ensure that all stakeholders are later in a position to be involved in the monitoring process in optimal conditions.
- A special component within the budget should be included for both monitoring within the programme and monitoring by civil society.
- A pilot programme focusing on case studies could be carried out that combines existing statistic information and qualitative information. This is based on the understandings that statistical data is static at a moment and the challenge is gathering of information through a more dynamic and a sustainable process.
- Networking has given us a great potential and it is even more necessary to position the Latin American forum. To work on this issue via a virtual discussion moderated by the IFRTDLA, for example, will allow us to carry on strengthening skills and increasing the potential of members' capacities. It could also facilitate joint projects and continue the peer support.

5. NEXT STEPS

- a) Of the IFRTD secretariat
 - To continue supporting the bank's Initiative
 - To facilitate regional initiatives that have arisen and might arise in the region in order to continue working with this issue
 - Incorporate new members and their activities into the IFRTD
- b) Of the World Bank
 - To continue promoting the Initiative
 - To discuss on this issue with those of the bank responsible for the region
- c) Of the Peruvian Transport Forum
 - To follow up the conversations initiated with different local groups which 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, the relevant stakeholders who should participate in the process, what the instruments of sustainable urban mobility (SUM) are which should be used in Tarapoto and what would be the principal criteria, components and stages for the implementation of these SUM projects. The most noticeable thing about the replies for each one of these categories is that they put the person at the centre, identifying them by gender, sex and age. The mobility options consider travelling by foot, by bicycle, private vehicle and public transport vehicles with greater capacity, identifying furthermore 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. A base line from which to start would mark the beginning of the process.

Effective strategies suggested to institutionalise transport policies with a gender perspective

The central problem which faces this colleague is how to ensure that the transport programme, which includes social aspects among its objectives, includes indicators for gender and social inclusion when it is implemented. 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 which the programme serves 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 that is less pejorative or has fewer stigmas, to target politicians, share positive experiences, and develop process and results indicators which would reveal advances. Among the specific gender recommendations was that of creating a gender sensitive procedure using Agenda 21, to develop the concept of offer and demand and gender, 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 beginning 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 identify threats perceived by national security in their countries, if they are taken into account in transport planning and what indicators would be used.

The conversation revolved around concepts, stakeholders and variables. Regarding concepts, national sovereignty, external and internal security was discussed. Concerning internal security, negative factors appeared such as organised crime, insurgents and terrorism and natural phenomena leading to disasters, all of which it seems are faced with reactions rather than preventative action. Mentioned as a vulnerable point are the poor who could 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 general population in order to safeguard national security, for example, helping to identify potentially vulnerable areas for a differentiated intervention in transport programmes. The indicators will be worked on later.

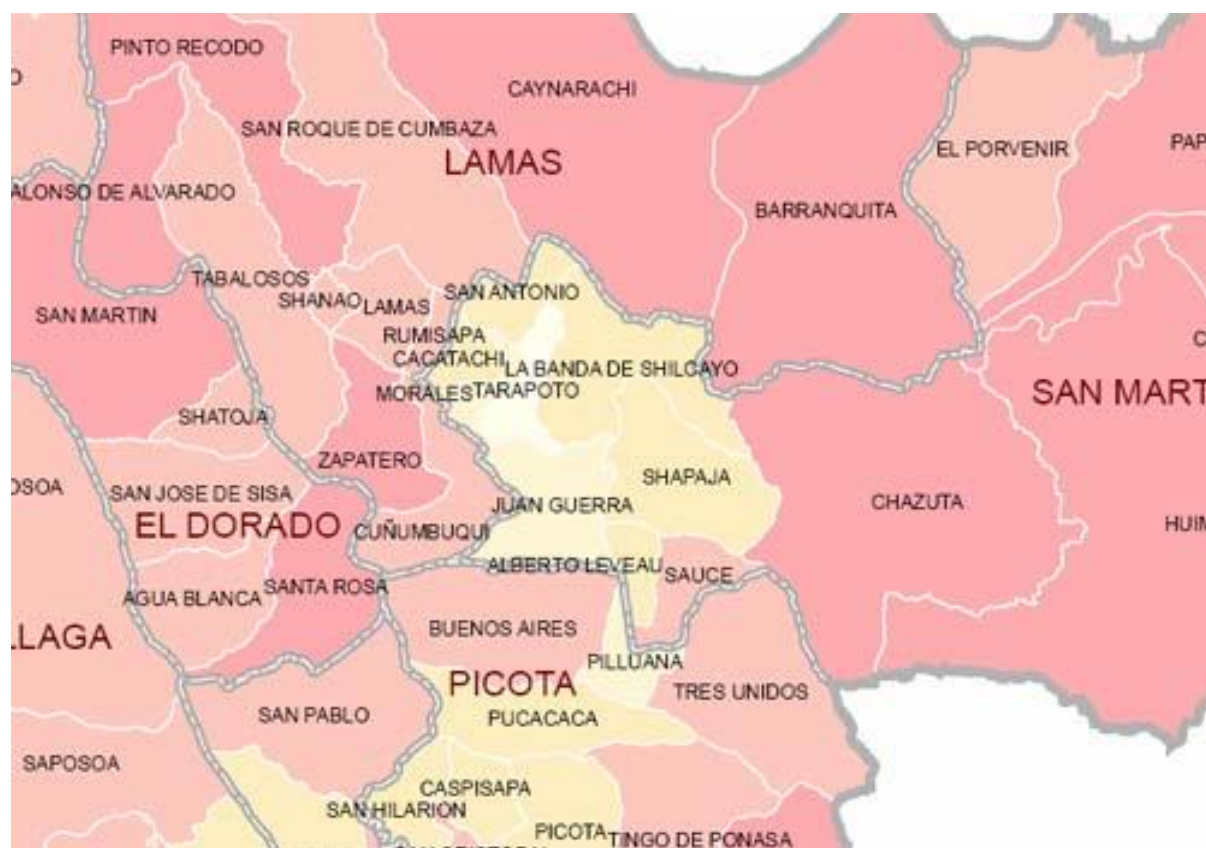
Social and Environmental Indicators in a Transport Infrastructure Programme with Poverty Reduction Objectives

The challenge for this colleague consisted in introducing social and environmental indicators to an economic infrastructure for transport programme which 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 data base but the indicators are inadequate for the development objectives, its monitoring and results indicators are all of the economic and technical engineering type. Although this colleague had a design of what indicators could be introduced so that it might be possible to support the programme's objectives, rather than receiving comments on it, other recommendations were made. Among these, to strengthen the institutional vision with respect to the existing monitoring system, work using the existing monitoring system as a base and adjust it to the development objectives, show the ministry responsible other successful experiences in Latin America, for instance, a sense of the programme belonging horizontally as much to the beneficiaries as to the institution. They also suggested forming a critical mass of interested people in which civil society, universities and other institutions would participate as well, and that might empower users and attract common interests, in other words 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, the municipality itself, but it's 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 one follows 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 the schools, for example, measuring the average distance covered by the children who walk to school; the health centre and health post, measuring the time the patients' journey takes, also on foot, before they are seen; the police, for calculating the number of illegal logging and fishing offences, the products of which are then taken away by different means of transport; the ferry boat employees, to estimate 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 it seems 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 growing as a tourist destination in Tarapoto. Nevertheless, it had not anticipated the implications of this in everything which specifically concerns the transport sector as fundamental to this development, nor the impact on health, the environment and society in general. 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



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 basically technical information for monitoring and they do it monthly. 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 they have 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 to a mere '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. The vehicles registered normally are not a large amount 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 SOAT (Traffic Accident Obligatory

Insurance). They are willing to abide by the regulations. The motorbike taxis are the most widespread form of public transport, because of 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 were 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

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