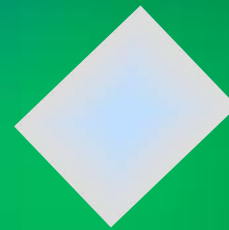


Welcome to

Experience Sharing of RTIP



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Bangladesh

Overview of Presentation

- **Bangladesh: Country Profile**
- **Past Remarkable Achievements**
- **Rural Transport Network of Bangladesh**
- **National Policies in Rural Transport**
- **Overview of RTIP**
- **Governance in RTIP**
- **Impact of Improved Rural Transport Infrastructure**
- **Lessons**
- **Conclusion**

Bangladesh: Country Profile

- Bangladesh consists largely of flat alluvial plains and overwhelmingly rural.
- Area 144,000 Sq.Km and population density nearly 1000 .
- It has a poor agrarian economy with per capita GDP 554 USD only.
- Over 50 million people still live in poverty.
- Despite recurring natural disasters, the economy of Bangladesh showed remarkable resilience.



Bangladesh: Past Remarkable Achievements

Economic Survey-2007 & Study reveals that

- Since independence GDP has tripled
- **Food production tripled**
- Population growth rate decline from 2.9% in 1974 to 1.4% in 2006
- **Literacy rate increase 23% to 67%**
- Child mortality has fallen substantially
- **Poverty incidence reduced from 51% in 95-96 to 40% in 2005**
- Gender parity has achieved.
- **Country is on track to become middle income country in 2020.**



Rural Transport Network of Bangladesh

Elements of Rural Transport

- The Rural Transport of Bangladesh has following 3 main elements:
 - **Rural Roads.**
 - Inland Water Transport.
 - Railways.

Typical Rural Roads of Bangladesh

- Bangladesh has about 2,66,000km of rural roads of which over 65,000km is all-weather road.
- Most of them are extremely poor conditioned earthen roads, accessible only few months of the year.
- Inaccessible due to the presence of numerous gaps which needs proper bridging.



Inland Water Transport of Bangladesh

- Floods regularly inundates the country and disrupt the other two surface transport modes
- About 8300 kilometers of navigable waterways during the monsoon season
- The total network reduces to about 5200 kilometers during the dry season

Railways: At present, Bangladesh Railways has 2,746 routes kilometer. During the last decade, several sections of rail route have been closed and abandoned



National Policies in Rural Transport

Strategies and Policies Related to RD

- ❖ **Rural Development Strategy (1984), RD Strategy Study 1996 by WB**
- ❖ **National Rural Development Policy 2001**
- ❖ **National Strategy for Accelerated Poverty Reduction 2005-2011**
- ❖ **National Land Transport Policy**

Rural Development Strategy

(RD Strategy, 1984)

- ① **Development of Physical Infrastructure including Roads, Structures and Markets**
- ② **Irrigated Agriculture, Minor Drainage and Flood Control Works**
- ③ **Production and Employment Program for the Rural Poor**

The Road Map for accelerating poverty reduction broadly constituted of :

- ✓ **Pro-poor economic growth**
- ✓ **Human Development and**
- ✓ **Governance**

HISTORY OF LGED

Rural Dev.
Model (BARD)

WP

Engg.Cell
in
MLGRD&C

1982
WPW

1984
LGEB

1992
LGED

1960s

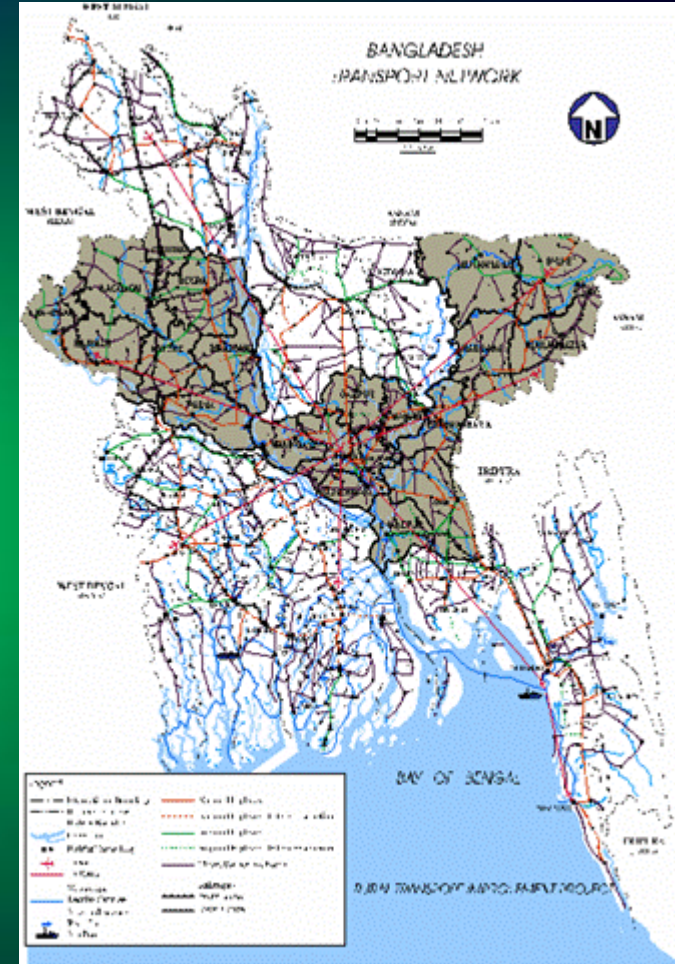
1970s



Overview of Rural Transport Improvement Project

The Rural Transport Improvement Project

- **Single most Rural Infrastructure Project financed by World Bank in LGED.**
- **It is follow-up of the two.**
- **21 Districts**
- **164 Sub-districts**
- **45,000 sq.km**
- **56 million people**
- **Covers 1/3 of BD**
- **Total Cost : US\$ 313 million**
- **IDA share : US\$ 225 million**
- **Period : 2003-2010**



Objectives of the Project

- **Overall improvement of rural transport & trading infrastructure**
- **Creation of employment opportunity for the rural poor**
- **Intensify good governance by ensuring peoples participation**
- **Strengthening institutional capacity for planning, implementing, maintenance & management of rural infrastructures.**

Physical Components

- **Improvement of Upazila Road** : 1210 Km
- **Improvement of Union Road** : 500 Km
- **Maintenance of UZR** : 1500 Km
- **Development of Growth Centre** : 155 Nos.
- **Development of River Jetties** : 45 Nos.
- **Structure on Rural Road** : 15000 m

Applying Labor-intensive Technology



*BLENDING OF
AGGREGATES*



BENCHING



*TACK COAT
SPRAY*



COMPACTION

Applying Labor-Intensive Technology



Tree Plantation and Care Taking



Tar Boiler



Women Workers In Bridge Construction



Hot Mix Plant

Road safety: A Horrific Picture

Death/year	4,000-5,000 nos.
Permanent Disability	10,000 nos.
Death From Road Accident in next 10 years	50,000 nos.

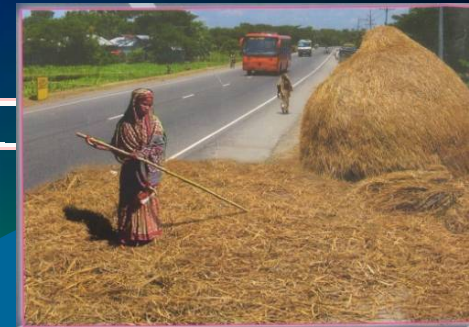


Over Loading

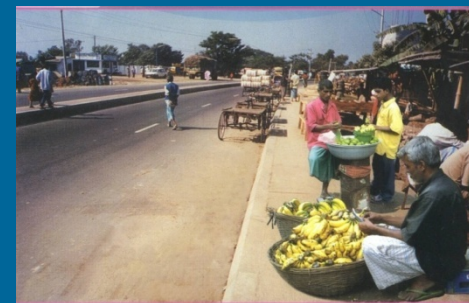
RTIP's Mitigation Measure

- Transport Safety Assessment.
- Awareness Advocacy Education
- Capacity Building

Safety Threats of Rural Roads



Drying straws on the roads.



Encroachment of roads by vendors



Cattles rare on the roads

Governance in RTIP

Key Governance features in Transportation planning, financing, implementation and maintenance management are:

- Planning
- **Participation**
- Road Master Plan
- **Financing**
- Procurement
- **Quality Assurance**
- Environmental issues
- **Financial Management**
- Auditing & Monitoring System
- **Institutional strengthening/capacity building**
- ICT, GIS, MIS
- **Employment Generation**
- Socio-Economic Monitoring & Evaluation



Planning and Participatory Approach

- **Bottom up Planning approaches followed**
- **Emphasis is given on local priorities or peoples demand**
- **Structured participatory approach followed in selecting, planning, designing and implementation of Roads, Markets, Ghats (Jetty) & SUR involving LGIs**
- **Participation is also ensured by cost sharing by the beneficiaries**

Gender Equity Strategy

- Provides guidance to ensure that men & women have equitable input in planning and management of project and men & women benefit equally from LGED's programme
- **Centrally LGED takes a coordinating role to ensure a consistent approach**
- Urban, Rural and Water sector take both coordinating and operational role

Women Empowerment

- Participation in decision making
- **Develop themselves getting IGA training**
- 100,000 directed employed in transport infrastructure & maintenance works annually in LGED
- **More works/jobs creates indirectly**

RTIP Completed Rural Infrastructure



Improved Rural Roads



Constructed Bridge



Constructed River Jetty



Improved Rural Market

Impact

of

**Improved Rural Transport
Infrastructure**

Socio-Economic Monitoring & Evaluation of Transport & Trading infrastructure

Transport Sector

- MT increased to 360% while NMT rose by 242%
- **Freight carried by MT went up 98% on an average**
- Transport cost reduced by one third for both MT and NMT
- **Travel time declined by about 30%**
- VOC gone down by 7% for MT and 10% for NMT

Education Sector

- **No. of teacher in educational institution increased at faster rate**
- Rate of increase in female teacher is significant
- **Significant improvement of female student enrollment**
- Total enrollment went up by 29.4% from 19.4%, where as female enrollment went up by 31.7% from 12.9%
- **Drop out fell down by 14%**

Socio-Economic Monitoring & Evaluation of Transport & Trading infrastructure

Health

- **Increasing visits of patients to healthcare centers in project area, with female patient visits growing at a faster rate. This shows that road underdevelopment is indeed a hindrance for female patients to access health services.**
- **Doctors attendance in the rural hospital grows significantly**

Agriculture

- **Average yield per hectare of different food and cash crop increased by 6%**
- **Both farm gate and home-based sale has increased by 50% and 65% respectively**
- **Average increase of road side land price gone up by 278%**

Socio-Economic Monitoring & Evaluation of Transport & Trading infrastructure

Social

- Social value enhanced due to access road
- **Created economic dynamic due to increase trading**
- Reduced poverty level
- **Generated social capital by Human Resource Development**

Impact on Income, Consumption and Poverty

- In villages with bad road access and without electricity, 57% of households were poor.
- In villages with good road access but without electricity, 51% of households were poor.
- In villages with good road access and with electricity, 44% of households were poor.

This survey further suggested that improving road can reduce the poverty by about 10%.

Lessons

- **Impacts of road development on the trading sector is higher when it is accompanied by market development.**
- **Road improvement resulted in rapid increase in the demand for health services, electricity & growth in agriculture, education and social development.**

Conclusion

- **Let us sit together, think together, work together to reduce the poverty by establishing rural accessibility in an effective and efficient governance for achieving MDG's**