

# Transport Sector Interventions

## Practical Action

Sri Lanka, India & Pakistan

# Context

Traffic on Rural Roads (Sri Lanka -2000)

Bicycles	Motor Cycles	Three Wheelers	Tractors	Cars/ Vans/ Jeeps	Light Goods vehicles	Heavy Goods Vehicles	Buses
57%	21%	6%	6%	6%	3%	0%	1%

# Vehicles( Sri Lanka -2006)

Conventional Vehicles ( Cars, Buses, Lorries etc	1,075,000
Bicycles	2M
Motor cycles	700,000
Three wheelers	250,000

# India- Orissa

-2007

The total **road length** of the Orissa State is **2.36,323 kms**. Out of this, 3596 kms are National Highways, 29 kms State Express Highways, 3855 kms State Highways, 3842 kms Major District Roads, 6516 kms Other District Roads. 27,284 kms Rural Roads, 20,314 kms Panchayat Samiti Roads, 1,39,942 kms Gram Panchayat/Village Roads, 7298 kms Forest Roads, 17,282 kms Urban Roads, 6277 kms Irrigation Roads. Out of the total road length, **1,60,256 kms** under the category of Panchayat Samiti road and GP road belong to the Panchayati Raj system.

# India- Orissa-2007

Total number of **motor vehicles** registered in the State is **21,48,314**. The total number of motor vehicles on road is 18,84,580. Out of this, the number of passenger buses is 6699, goods vehicles 1,09,738, light vehicles 1,36,792, **two wheelers 15,37,758**, three wheelers 27,314, and others is 66,279. Number of buses per one hundred thousand population is 18 and number of buses per thousand square kilometers is 43. Registered motor vehicles per thousand persons in Orissa is 36.26 (where as the national average is 63.54). Similarly, vehicle density per square kilometer in Orissa is 8.73 ( at national level it is 20.39).

# Transport Needs in Nutshell

## **Subsistence and social related activities (ON-FARM)**

- Collection of water- Mainly done by women
- Collection of firewood- Mainly done by women
- Social visits- Both men and women

## **Economic and service related activities (OFF-FARM)**

- Access to markets & shops- Mainly men
- Access to health centres- Mainly women
- Going to schools- Mainly women and children
- Access to farms- Mainly men

# Objectives in transport sector- Sri Lanka and India

- to improve rural productivity and increase access of poor and marginalized to services and markets
- to improve urban infrastructure and mobility of poor and underserved people

# What we do?

## Sri Lanka

- Community based road construction and maintenance
- Post Disaster Transport Interventions
- Promotion of intermediate mode of transport( including cycling)
- Community managed public transport services
- Research, Networking and policy advocacy

# Village Road Development

- Initiated in 1998 with two roads



- Now in more than 150 villages in SL and Orissa

# Management of Construction Activities





Involvement  
of men and  
women



# What we do ?

## Orissa- India

- Spot improvements (i.e. culverts, bridges) with 2 local partner organisations and PRIs (OSVSWA, IIEC)
- Initiated a water transport system for flood affected marginalized people as pilot tests
- Pilot testing of IMTs
- Community managed public transport service in Daspalla block
- Training on community based transport infrastructure management to local authority ( PRI) staff ( manuals in Oriya)

# Orissa



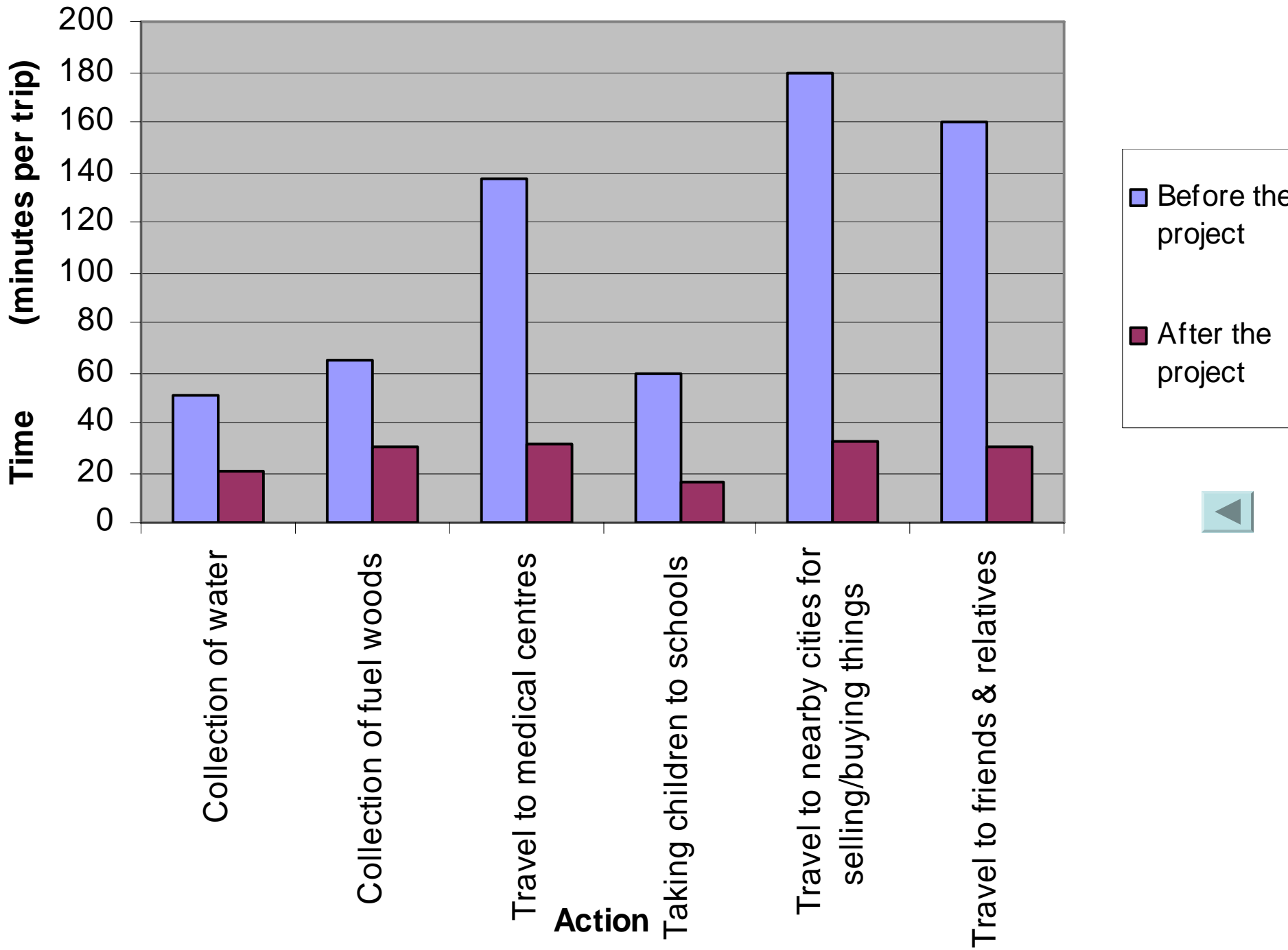




# Positive impacts achieved

- Economic impacts
  - Increased volume of primary agricultural products
  - Increase the income of the village
    - Reduction of transport cost
    - Directly sale to vendors and no intermediaries
    - Reduce wastage
  - Land price increased
  - Traveling time reduce by 30% to 60% but no of trips to markets doubled

- Economic impacts
  - proliferation of commercial activities in the village
    - Village boutique opened
    - Vendors directly purchasing from village
  - Development of other economic and social infrastructure
    - Electricity from national grid
- Non-economic/human capital impacts
  - Improved access to education and health services
  - *sense of freedom* that higher personal mobility confers on individuals and families



# Lessons learnt

- Difficult to achieve sustainability (at community level) in post disaster context due to challenges of community participation.
- Scaling up community based systems???????

Transport needs of different social groups are vary

- Rural transport needs of women- mainly related to collecting water, fuel woods etc
  - People with disabilities ( in rural areas) needs mobility in and around their home (eg to go to water points or toilets)



Thank You

