



SEACAP  
South East Asia Community Access  
Programme

# ADB Transport Forum

Asia on the Move: Energy Efficient  
and Inclusive Transport

9–12 September 2008 • Manila, Philippines

## **Rural Transport** **Where do we go from here?** **Key Issues for discussion**

Thursday 11 September 2008



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## What is at stake?

- **Poverty**
  - Meeting National Development Goals (& MDGs)
- **Economic**
  - Agricultural sufficiency/surpluses
  - Market and trade development
  - National Asset creation and preservation
- **Socio-economic & political stability**
  - Social Advancement, Cohesion & Inclusiveness
- **Sector performance/credibility**



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## What are the risks?

- Poverty goals will not be met
- Economic
  - Failure to escape from subsistence mode
  - Retarded Markets and declining competitiveness
  - Deterioration of national wealth & asset wastage
- Socio-economic & political
  - Food insecurity, Risk of political instability
- Professional apathy



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## How can Rural Transport become a National Development Priority?

- Create Impact Awareness for Rural Transport
- Key Knowledge easily accessible

**These are both knowledge management issues!**



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## Knowledge Application Strategy

- Ensure existing knowledge is compiled and accessible to decision makers, practitioners & media
- Define Good Practice & provide Case Studies
- Identify knowledge gaps
- Mobilise resources to close knowledge gaps
- Ensure that knowledge is mainstreamed through standards, specifications, procedures, education, training, demonstration and mentoring programmes





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## Suggested Priority Issues for Action



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## Informed Decision Making

Knowledge to be better compiled and disseminated to support:

- Development of Appropriate Policies, Strategies, Standards, Specifications & Processes
- Involvement of Stakeholders
- Demonstration of sector competence & Value for Money
- Inclusive processes; recognising Social, Environmental Disadvantaged & Disabled groups issues



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## Community Participation

- **Community and Agricultural Sector consultation at all stages**
- **Equitable contributions & exploitation safeguards**
- **Integrated Accessibility Planning**
- **Mobilize New sources of support**
- **Encourage Community Driven Development**





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## Role of Intermediate Means of Transport

- **Affordable Transport for the Poor, either owned or through services provision**
- **Complementary to Conventional Vehicles, especially at tertiary ‘spokes and hubs’**
- **Improved documentation of successes**
- **Government Role to recognise, encourage, enable and control**



## Use of Intermediate Equipment

- Introduction of low cost, locally made or fabricated transport equipment can lower transportation costs for the agricultural and roads sectors
- Suitable support, regulatory & fiscal framework required





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## Effective Transport Asset Management

- Category, Inventory, Condition, Value, Needs
- Objective assessment of Maintenance Capacity
- Safe Design – Incorporate WLC\* & Maintenance Realities
- Make maintenance Affordable & Manageable
- Procedures + Systems to justify funding
- Efficient Contracting & Quality Assurance framework
- Control Access by damaging vehicles
- Conflict and disaster recovery strategies

\* WLC = Whole Life Costs





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## Universal Basic Access at Affordable Cost

- Proven Poor Access – Poverty Link
- Standards and Investment to suit Means of Transport, using ENS, EOD\*, spot improvements etc.
- Paved road  $\approx$  US\$50,000/km?
- Basic Access  $\approx$  US\$10,000/km?
- Stakeholder and benefactors  $\approx$  'US\$1,000/km'?

\* *ENS = Engineered Natural Surface*

*EOD = Environmentally Optimised Design*



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## Provision of Sustainable Low-Maintenance Road Surfaces

- Constraints of Gravel identified
- Utilise Range of Proven Local-Resource-Based Surfaces, including ENS where appropriate
- Determine suitability by Whole Life Costing
- Appropriate Low Cost Structures: brick masonry, as well as concrete
- Accommodate energy and environmental issues





## Surface Options/Spot Improvements

- Problem sections on earth roads (e.g. weak soil/dust/hill/swamp) should be tackled using a wide range of proven low cost, labour based spot improvement options and low cost structures.

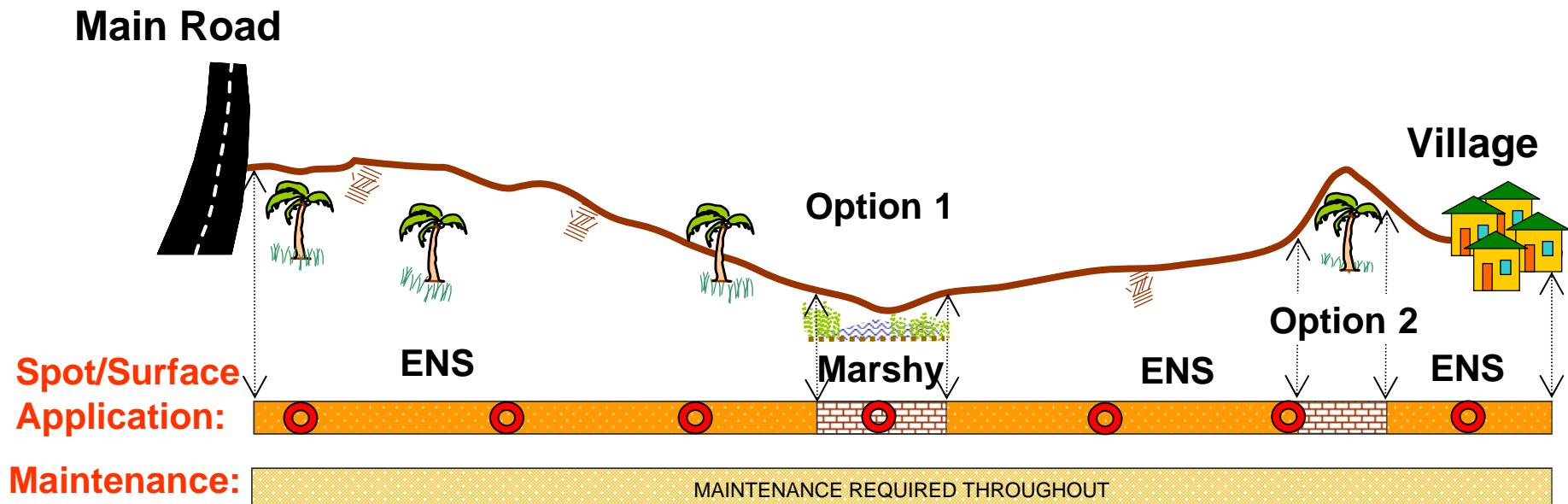






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# Spot improvement strategy

Example application over a typical rural route



- Low Cost Structure or culvert 
- Surface Options 
- Engineered Natural Surface (ENS)  (Earth Road)
- Maintenance 





## Low Cost Structures

- Local labour can be used to construct durable, low cost structures for the **Agriculture** and **Roads** sectors





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## Local Capacity Development

- At central, local government and local contractor and consultant levels
- Through Education, Training, Demonstration & Mentoring
- Positively cultivate and support the next generation of regional expertise
- Funds to be 'earmarked' for these activities
- Improve Knowledge transfer and retention
- Identify and support 'Champions for Change'





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## **'Roads are not enough!'**

**Promote complementary initiatives to ensure:**

- **Affordable local transport services**
- **Inclusivity for all community members**
- **Complementary with other rural development initiatives: water transport, agriculture, health, education, business, SMEs etc.**

**(Perhaps even an integrated rural development approach!)**





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## Transport Knowledge Investment

- **Creating Knowledge (e.g. SEACAP & AFCAP)**
- **Accessing, Sharing, Compiling and Applying Knowledge (e.g. gTKP & IFRTD)**
- **Ensuring Mainstreaming e.g. Update Standards and Specifications**
- **Funding required for closing Knowledge Gaps and improving sector 'toolkits'**



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## Priorities for action

What do we need to do next?

- Discuss and agree priority issues
- Achieve consensus; e.g. through gTKP and IFRTD websites
- Use ALL means to promote and achieve positive changes
- That means ALL of us
- Document Good Practice & Case Studies



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## **Rural Transport - Key Issues**

**Informed Decision Making**

**Community Participation**

**Role of Intermediate Means of Transport**

**Effective Transport Asset Management**

**Universal Basic Access at Affordable Cost**

**Provision of Sustainable Low-  
Maintenance Road Surfaces**

**Local Capacity Development**

**‘Roads are not enough!’**

**Transport Knowledge Investment**