

**Transport Power Points:
10-minute briefing series**

Rural Transport Strategies to support the MDGs

Recommended strategies for improved delivery

Rural Transport

MDGs: Millennium Development Goals

The recently published World Bank Transport Business Strategy (2008-2012) advises:

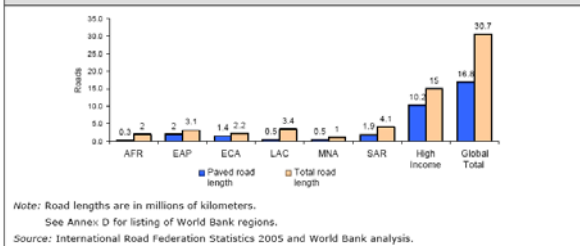
- 1.2 billion of the world's poor still lack access to an all-weather road
- Between 40 and 60 percent of people in developing countries live more than 8 km from a healthcare facility. Few transport services exist
- In some regions less than 15% of roads are paved

Without effective rural transport systems, the MDGs and ALL rural development & poverty initiatives, agriculture & growth are substantially constrained

There are serious concerns that the MDGs may not be achieved, unless radical new initiatives are taken

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Figure 4-1. Length of the road network, by region, 2005



Source: World Bank Transport Business Strategy (2008-2012)

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- Majority of rural road networks are only 'built' to earth standard, not maintained, often impassable
- Serious funding constraints exist
- Human Resource capacity & skills base are poor and impacted by AIDs etc.
- Commercialisation and decentralisation policy deficiencies exist
- Transport services are not accessible or affordable
- Increasing high costs of materials and energy

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- Facilitate Growth through improved, informed infrastructure management **decision making**
- Apply Sustainable Solutions for **Universal Basic Access** & Spot Improvements (<US\$10,000/km **NOT** >US\$100,000/km)
- Establish **sustainable asset maintenance** on existing roads to ensure all-year access to farms, markets, health & education, with reduced unit transport costs
- Improve **utilisation of local resources**, appropriate standards and specifications, **governance**
- Promote **affordable IMT transport services options**
- Exploit **transport & agriculture sector synergies** → more output
- Urgently **tackle local capacity gaps** through training, demonstration and mentoring for improved sector performance
- Spend existing **funds better**, justify and seek **new sources** such as NGOs, Faith Groups, Business, Benefactors, Community 'twinning'
- **Engage all stakeholders**, work with community & cultural values

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What is affordable?

Paving the approximately 16 million km of unpaved roads to conventional standards would cost more than US\$1,600,000,000,000 (US\$1.6 trillion), with substantial carbon footprint and other environmental consequences

Providing Universal Basic Access(#), using local contractors adopting labour and tractor technologies would cost only about US\$160 billion

Providing Universal Basic Access using a partnership approach for community access roads could be achieved for less than US\$1,000/km

For comparison purposes the World Military expenditure amounts to more than US\$1,000,000,000,000 (US\$1 trillion) PER YEAR *

<http://www.gtkp.com/sectors.asp?step=4&typeOfPage=0&contentID=628>
* Source: International Peace Research Institute, 2007

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gTKP Basic Access
Earth Road & Spot Improvement Strategy

Spot/Surface Application: Maintenance:

Low Cost Structure or culvert Surface Options (Earth Road)

Engineered Natural Surface (ENS) Maintenance

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gTKP 'Maintainable' Earth Roads plus Labour-Based 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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gTKP Low Cost Structures

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

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gTKP 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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gTKP Global Transport Knowledge Partnership roles include:

- Compile and disseminate existing knowledge
- Web site topic and good practice syntheses
- Signposting knowledge sources
- Key documents web downloadable
- Newsletters, Discussion groups
- Technical query service
- Identify knowledge gaps and initiate action
- Partnerships with institutions & individuals

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gTKP Further Information

Three important DFID supported dissemination forums are assisting Rural Transport knowledge sharing:

global Transport Knowledge Partnership:
 www.gtkp.com

SEACAP Southeast Asia Community Access Programme:
www.seacap-info.org

AFCAP Africa Community Access Programme
e-mail: jeffreymturner@hotmail.com

Further information on Rural Transport can be obtained from the above websites and the gTKP Rural Transport Theme Champion: rob.petts@gtkp.com

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