global Transport Knowledge Partnership

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

Rural Transport Challenges

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

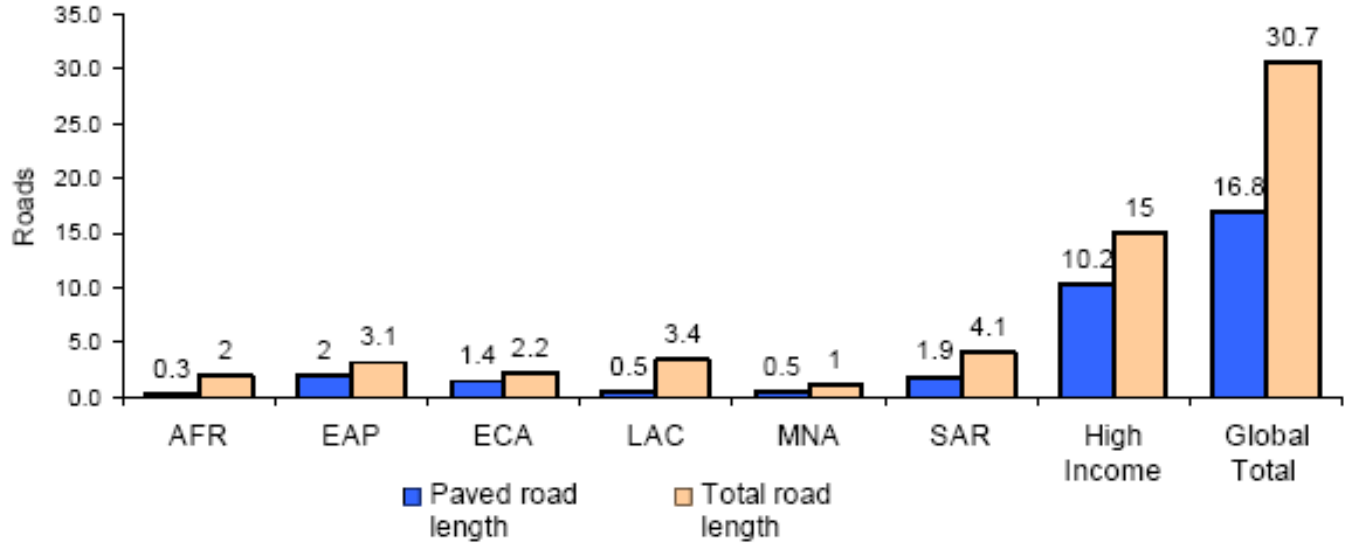
- **1.2 billion of the world's poor still lack access to an all-weather road**
- **Between 40 and 60 percent of people in developing countries live more than 8 km from a healthcare facility. Few transport services exist**
- **In some regions less than 15% of roads are paved**

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

The ‘undeveloped’ Road Asset

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



Note: Road lengths are in millions of kilometers.

See Annex D for listing of World Bank regions.

Source: International Road Federation Statistics 2005 and World Bank analysis.

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

Major constraints include:

- 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

Rural Transport Strategies for improved MDG progress

- 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

Universal Basic Access

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

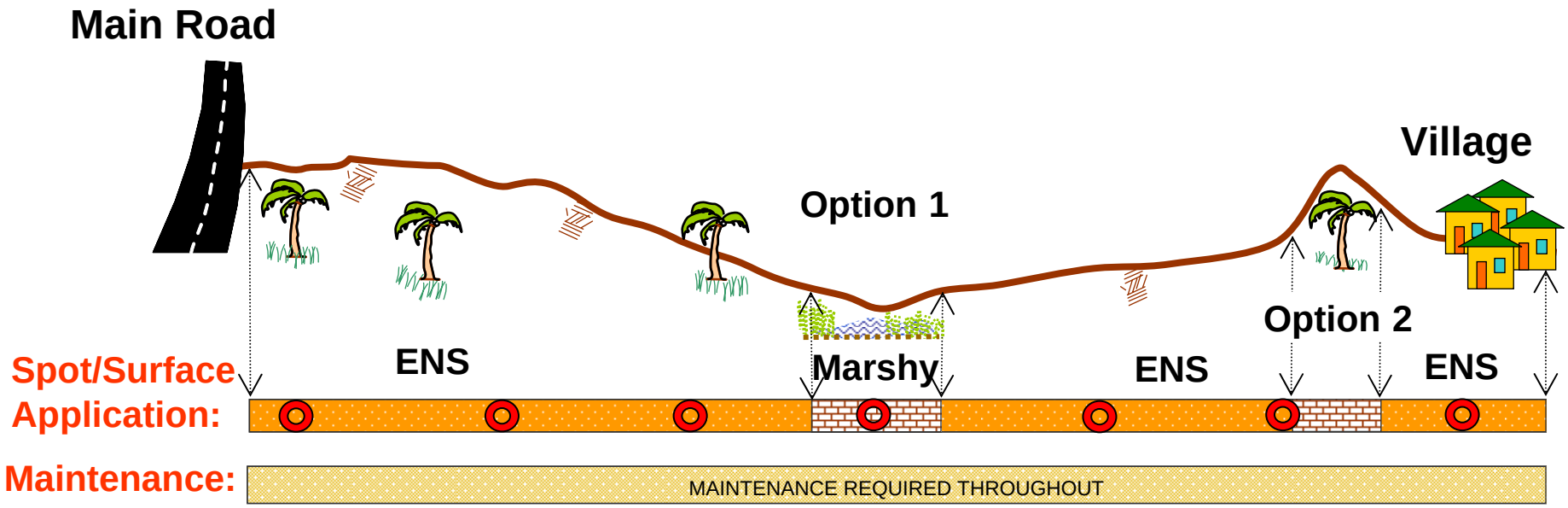
For comparison purposes the World Military expenditure amounts to more than US$1,000,000,000,000 (US$1 trillion) PER YEAR *

http://www.gtkp.com/sectors.asp?step=4&typeOfPage=0&contentID=628

* Source: International Peace Research Institute, 2007

Basic Access

Earth Road & Spot Improvement Strategy



Low Cost Structure or culvert

Surface Options

Engineered Natural Surface (ENS) (Earth Road)

Maintenance

Briefing: Rural Transport & MDG Challenges

‘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.

Briefing: Rural Transport & MDG Challenges

Low Cost Structures

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

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**

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

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