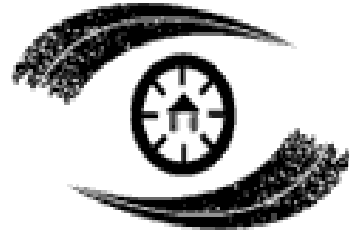




***IFRTD***



Observatoire sur la Pauvreté  
**Poverty Watch**  
Vigilar la Agenda de Pobreza

# **TRANSPORT AND POVERTY REDUCTION MONITORING FRAMEWORK WORKSHOP**

**13th – 15th December 2005**

**Nairobi Safari Club**

**FINAL WORKSHOP REPORT**

**December 2005**

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## **1. INTRODUCTION**

International Forum for Rural Transport and Development (IFRTD), with support from the UK Department for International Development (DFID) Civil Society Challenge Fund, Swiss Development Corporation (SDC) and Swedish International Development Agency (SIDA), organised a three-day workshop at the Nairobi Safari Club, Nairobi, Kenya on the 13th to 15th of December 2005 to develop a transport and poverty reduction monitoring (TPM) framework. The workshop brought together a total of 18 researchers from Africa, Asia and Latin America, who have been taking part in the Poverty Watch Programme. The Poverty Watch was designed as an IFRTD programme that would help spotlight key interfaces between transport and poverty reduction. The workshop marked the end of the current phase of the programme that was implemented in 14 countries namely, Cambodia, Indonesia, Nepal, Sri Lanka (Asia), Kenya, Uganda, Tanzania, Zimbabwe (Anglophone Africa), Burkina Faso, Democratic Republic of Congo, Sènègal (Francophone Africa), Nicaragua, Bolivia, and Peru (Latin America).

The main process of achieving the objectives of the poverty watch was through mobilising and building the capacity of civil society [IFRTD network members/NFG] to carry out analytical work on the links between transport and poverty, and to use that knowledge as a basis for policy advocacy in respective countries. An ultimate output of the current phase of the Poverty Watch programme was to develop a framework for monitoring the transport sector policies and implementation processes against the goals poverty reduction. This was among the key objectives of the Nairobi Workshop.

## **2. OBJECTIVES OF THE WORKSHOP**

The Nairobi workshop had two objectives:

- To disseminate an overall synthesis of key learnings from the Poverty Watch Programme, and
- To develop a framework for determining key links between transport policies, strategies and programmes and poverty reduction efforts.

## **3. WORKSHOP FORMAT AND PRESENTATIONS**

In the 14 countries of implementation, IFRTD network members have been able to carry out analytical work identifying how, and whether, existing national transport policies and strategies interface with national poverty reduction efforts. The results of these studies are now available as 14 country case studies<sup>1</sup>. The studies have also been synthesised into 4 regional papers, highlighting key issues from Asia, Latin America, Francophone Africa as well as Eastern and Southern Africa region.

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<sup>1</sup> Please visit [www.ifrtd.org](http://www.ifrtd.org) to view the studies. These are to be found in the Poverty Watch Page of the website.

Selected Country case studies were presented at the Nairobi workshop. These were complimented by regional synthesis reports as well as other experiences on transport and poverty analysis. Group work, plenary feedback and discussions were the other workshop methods.

The following presentations were made at the workshop:

- **Workshop Structure, Objectives and Agenda** by Kenneth K Odero
- **Background to Poverty Watch Programme** by Peter R Njenga
- **Framework linking Transport to Poverty Reduction** by Kenneth Odero

The presentations by Kenneth Odero and Peter Njenga set the context for the country case studies and regional synthesis reports on the links between transport and poverty reduction. Peter Njenga's presentation gave the background to the Poverty Watch Programme that seeks to monitor the performance of the transport sector against poverty reduction objectives. Ken Odero's presentation introduced the framework linking transport and poverty reduction and the underlying principle for developing a Transport and Poverty Monitoring (TPM) framework.

The introductory session was followed by presentations of country case studies, regional synthesis reports, and other experiences.

#### *Country Case Studies*

The following eight country case studies we presented:

**Sri Lanka** by Ranjith HK de Silva and Neranjana Kumundu Gunetilleke

**Peru** by Ana Bravo and Carlos Cordero Velásquez

**Bolivia** by Julio César Sanchez Uzedu

**Kenya** by Peter Njenga

**Indonesia** by Purwo Santoso

**Sénégal** by Cheick Bamba Thioye and Sy Amadou Bèye

**DR Congo** by Theophile Mbungu Matondo

**Tanzania** by Abdul Awadh

#### *Regional Synthesis Reports*

The following four regional synthesis reports were presented

**Francophone Africa** by Bèye and Thioye

**Asia** by Ranjith

**Latin America** by Ana Bravo

**Anglophone (Eastern and Southern) Africa** by Kenneth Odero

*Other Experiences*

**SSATP Transport and Poverty Review** by Abdul Awadh

**SSATP Kenya Review Process** by Eric Aligula

**"Community Parliament Model" - KENDAT** by Pascal Kaumbutho, John Njongoro and Eston Mureithi

*Group Session*

Based on country presentations and various plenary discussions, the four regions convened in breakaway session to discuss and develop the scope of the TPM framework, identify possible areas for monitoring, and outline a plan of action.

## **4 DISCUSSIONS AND WORKSHOP RESULTS**

The group work was organised around developing the draft TPM framework. It focused on 5 key questions.

- Identification of key principles, issues and interfaces linking transport to poverty reduction
- Agreement on the scope and limitations of the TPM
- Identification of levels at which the TPM would be applied
- Identification of stakeholders/clients for the TPM
- Ways of pilot testing the TPM.

These discussions led to the development of draft TPM framework, which was the main output from the workshop. This is presented as annex 1 of this report. The key learning points that emerged from the workshop are:-

- Transport policy must be well grounded in the poverty context of the country. Experience from most countries demonstrated the need to move from rhetoric to action as guided by the overall country policy framework, particularly if it is pro-poor, the Millennium Development Goals (MDGs), and other locally owned policies, initiatives and guidelines.
- Further, it was clear that the policy formulation process must be embedded on a balance between social, economic and environmental demands that transport sector activities impose in particular contexts, especially poor people who tend to bear the brunt of negative impact due missing or misguide safety net regimes.
- To have a dent on poverty, transport policy must give priority to means of transport and infrastructure used by the poor such people such as pedestrian and bicycle ways, paths, IMTs, inland waterways etc. At the same time, the studies

underlined the importance of policy distinguishing transport means and services used by the poor, and clearly articulating these to guide action.

- Policy must provide for regulatory framework that safeguards the interests of the poor and minimises externalities. This was supported by strong evidence from all regions showing that the poor are relatively more vulnerable to accidents, crime, HIV/AIDS, etc.
- While rural poverty remains disproportionately huge in all regions, it was observed that under the current rate of urbanisation and demographic trend especially in Africa and Asia, urban poverty could no longer be ignored. As a consequence, policy must be sensitive to the transport needs of both rural and urban poor.
- Despite rhetoric to the contrary, gender imbalance persists in the transport sector and women bear the greatest burden of this bias. It was strongly felt that this gender imbalance in transport must be addressed and greater gender awareness created at all levels, particularly the concerns of women.
- The need to develop a long-term plan for rural and urban infrastructure investments was evident throughout the discussions. Financial sustainability for both development and maintenance of infrastructure and efficient operation of services was said to be an imperative in meeting the challenge of poverty reduction.
- The question of special needs was also noted as requiring attention of policy makers. The special requirements of school children, the elderly and disabled must be mainstreamed in transport planning.
- Performance monitoring mechanisms are essential for ensuring lessons arising from day-to-day experiences are fed back into the development of transport policy and strategies. Public participation in monitoring and evaluation as well as in policy formulation and implementation is seen as critical to developing poverty-reducing transport responses.

## **TOWARDS A FRAMEWORK FOR MONITORING ANTI-POVERTY IMPACTS OF THE TRANSPORT SECTOR**

### **1.0 INTRODUCTION TO THE POVERTY WATCH PROGRAMME.**

Poverty Watch<sup>2</sup> is a programme of IFRTD that was designed to help spotlight key interfaces between transport and poverty reduction. The programme has been in operation in a total of 14 countries. These are: Indonesia, Cambodia, Sri Lanka Nepal, Kenya, Uganda, Tanzania, Zimbabwe, Nicaragua, Bolivia, Peru, Burkina Faso, D.R. Congo and Senegal

The Poverty Watch programme is underpinned by three key principles:

- That the function of transport in achieving broad development outcomes is not sufficiently captured through the economic and engineering modelling that have long been the main inputs into decision making processes in the sector.
- Though transport by itself has no direct impact on poverty, it plays an important part in supporting overall economic growth and specifically in the case of poor people, helping them to develop their physical assets [e.g., farms, small businesses etc] and to accumulate human, social and political capital.
- Despite the transport sector -infrastructure assets and transport services - being a significant part of the national economies [in terms of investment budget and contribution to GDP] it is rarely considered necessary to subject the sector's policies and investment priorities to pro-poor analysis. This has often led to investments in transport patterns that promote economic and social differentiation whose outcome is inequality and poverty.

### **1.1 Objectives of Poverty Watch**

- To identify, profile and promote those dimensions of transport access that are important to poverty reduction.
- To nurture the role of civil society organizations in influencing the design of transport sector policies, making them more transparent and socially responsive.

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<sup>2</sup> The programme is supported by the British Department for International Development [DFID] through the Civil Society Challenge Fund [CSCF], and IFRTD core donors, Swedish International Development Cooperation Agency [SIDA] and the Swiss Agency for Development and Cooperation [SDC]

The main process of achieving the objectives of the poverty watch was through mobilising and building the capacity of civil society [IFRTD network members/NFG] to carry out analytical work on the links between transport and poverty, and to use that knowledge as a basis for policy advocacy in respective countries.

## **2.0 ACHIEVEMENTS.**

In the 14 countries of implementation, IFRTD network members have been able to carry out analytical work identifying how, and whether, existing national transport policies and strategies interface with national poverty reduction efforts. The results of these studies are now available as 14 country case studies<sup>3</sup>. The studies have also been synthesised into 4 regional papers, highlighting key issues from Asia, Latin America, Francophone Africa as well as Eastern and Southern Africa region.

In general, the studies have yielded a wealth of information and knowledge on the role of transport and access in poverty reduction. This knowledge has been generated from a variety of contexts and perspectives. For example, while many of the studies in ESA region focussed on macro-level policies, the work in Indonesia and Cambodia looked more at the practical, local level inter-relationships. The Sri Lanka work combined both macro analysis and micro level case studies.

The IFRTD national networks have been able to use knowledge gained from these studies in a variety of ways, including lobbying national policy processes as well as contributing to other poverty review processes. An ultimate output of the current phase of the Poverty Watch programme is to develop a framework for monitoring the transport sector policies and implementation processes against the goals poverty reduction.

## **3.0 BASIS FOR A TRANSPORT AND POVERTY MONITORING [TPM] FRAMEWORK**

### ***3.1 Introduction to the framework***

The framework presented in section 4 below has been developed through a consultative process, using the national studies under Poverty Watch as basic information sources. These have been complemented by review of literature on transport and poverty from a wide range of sources.

Poverty reduction and achievement of Millennium Development Goals [MDGs] are currently, key pillars of national and global development policy. The role of the transport sector has been under particular focus owing to the sector's strategic role in national, regional and global economies. Effective contribution of transport to poverty reduction efforts requires pinpointing and acting on those processes and mechanisms through which transport can induce poverty reducing impacts.

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<sup>3</sup> Please visit [www.ifrtd.org](http://www.ifrtd.org) to view the studies. These are to be found in the Poverty Watch Page of the website.



It needs to be underscored that the relationship between transport and poverty reduction is neither straightforward nor automatic. At a conceptual level, transport's contribution to poverty reduction can happen through a number of channels<sup>4</sup>.

- Firstly, though support to the overall economic growth. Indeed, the traditional view explains the role of transport in poverty reduction through the prism of trickle down process. There is no doubt that improving the transportation infrastructure and services in a country contributes to reduced costs of transport, market expansion, improved productivity and competitiveness. These are necessary conditions for economic growth, but certainly insufficient for poverty reduction. The transport sector itself cannot guarantee that the benefits of macro-economic growth do trickle down to the poor. This process resides in the realm of governance, institutional and policy mechanisms that the transport sector has no immediate influence over.
- Secondly, and still within the economic function of transport, the sector can contribute to pro-poor growth patterns. This can happen by targeting transport interventions to support the development of those markets and businesses that serve and employ the poor. The sector can also have a direct input into poverty reduction by providing employment for the poor through operation of transport services and by appropriate use of labour based techniques in delivery of certain types of transport infrastructure. However, a caveat is also necessary here. The transport sector by itself cannot induce and sustain pro-poor growth. Other incentives for example in land reforms, micro-finance, small enterprise development, etc are needed.
- Thirdly, transport is important in helping build the human capital of poor people by facilitating access to social services such as health, education, clean water and basic administrative services. However, optimal social benefits from the sector cannot be achieved in the absence of satisfactory service levels in the locations where the services are sought. There needs to be affordable drugs and medical staff in the health facilities, teachers and learning materials in schools etc.
- Fourthly, there are many aspects of gender equality that need transport and mobility inputs. These include access to reproductive health services and reduction of drudgery of headloading that falls on women, access to education for young girls etc. The extent to which transport can contribute to this depends on the overall context of gender empowerment within a country or a sub-region.
- Fifthly, the flipside of transport is that it can exacerbate inequalities and deepen poverty if negative externalities from the sector are not managed. Poor people are more likely to suffer from traffic accidents, spread of HIV/AIDS along transport corridors and hubs, displacement of homes and livelihoods during construction of

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<sup>4</sup> The evidence of how transport impacts on poverty can be found in a separate document by Kenneth Odero: "*Transport-Poverty Links*"

infrastructure etc. It is important to ensure that the sector pursues a socially responsible path that safeguards the rights of the poor and mitigates their vulnerability.

In conclusion, and as a starting for a transport and poverty monitoring framework, it is underscored that transport cannot by itself have a decisive impact on poverty. This suggests the need for the transport sector to strengthen its policy, planning and implementation linkages with other key sectors of development in order to deliver more effectively on the poverty reduction agenda.

### ***3.2 Value of the Framework.***

We foresee its key value as:

- Providing a starting point for a common reference to the formulation and implementation of more effective pro-poor transport policies and strategies
- Providing a framework for wider accountability involving the government and independent civil society actors.
- Encouraging the transport sector to explore inter-sectoral linkages that can lead to better delivery of poverty reduction outcomes.

### ***3.3 Levels of application***

The framework is essentially to be applied at the national and local levels, though it can be useful at a universal level. At the national level, the framework is aimed at firstly, reviewing the content of national policies, in particular those related to transport and poverty reduction. The review would make a judgement on how poverty issues are analysed and the extent to which inter-sectoral linkages are explored. Secondly, the review would be interested in looking at the extent to which policy formulation is a participatory, multi-stakeholder process.

At the local level, the review would be interested in how local and national levels are linked in the policy formulation process, how the policy is actually interpreted and implemented, the outcomes, bottlenecks and lessons arising.

At a universal level, the framework can be used for cross-national benchmarking, learning and cross-referencing.

### ***3.4 Limitations of the Framework***

No single sector can deliver on poverty reduction by itself. The role of transport is made more complex by the fact that the sector is principally an agent for other sectors to deliver on their aims. For transport to be effective in poverty reduction, the overall national policy environment must, in word and deed, be geared towards equity and pro-poor orientations. Thus, whereas there might be cases where countries have well presented anti-poverty transport policies, fidelity to implementing what is on paper depends on stakeholder ownership and political commitment to effectively addressing poverty issues in a comprehensive way.

Finally, it should be noted that this framework is work in progress. Feedback and further dialogue are needed to strengthen this as a tool for monitoring the impacts of transport and poverty at the local, regional and national level.

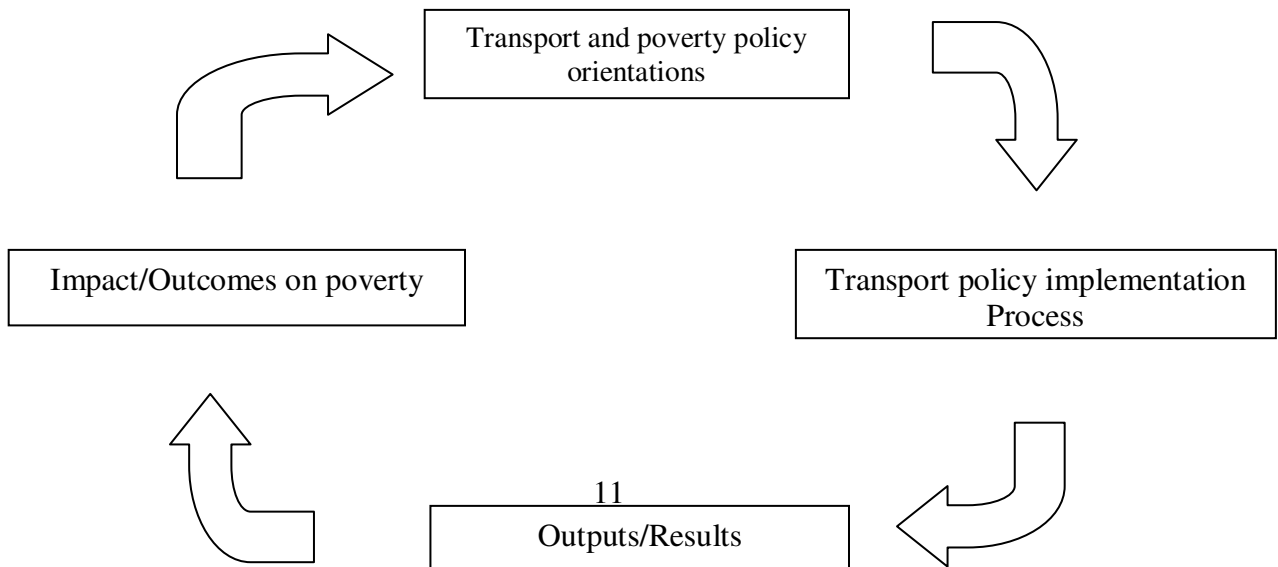
#### 4.0 THE TRANSPORT AND POVERTY MONITORING (TPM) FRAMEWORK

The starting point in analysing the links between transport and poverty in a country is to review the transport policies and strategies, on the one hand, and poverty reduction strategies on the other. In addition to transport policy statements and documents, review of relevant laws and statutes as well as plans, guidelines and procedures issued or used by different agencies concerned with management of transport sector activities at various levels (national, regional and local) is equally necessary. The context (topography, infrastructure stocks, and demography) and economic, industrial and social factors specific to a country should also be reviewed.

The Transport and Poverty Monitoring (TPM) framework however recognises that having a transport sector that delivers on poverty reduction objectives is not just a matter of having the right policies – though this is very important - but policy must be accompanied by sound implementation strategies, and actions at all levels. It should be integrated with wider policy aims for poverty reduction and with national development more generally. Fundamentally, to be effective transport policy should ensure socially, economically, environmentally and financially sustainable outcomes.

The TPM framework summarises the key fields of interest in transport and poverty linkage analysis. The framework seeks to ensure that the linkages and interdependence between policies, implementation process, outputs and the expected poverty impacts are reviewed and kept in sight. The circular schematic presentation of the process (Figure 1) represents the on-going nature of policy formulation process. This allows for incremental improvements to be made to policy over time to reflect lessons learned as well as changing policy context. Relevant variables and data sets relevant for monitoring transport and poverty are provided in Table 1 [policy level] and Table 2 [implementation level] below.

Figure 1: Schematic Presentation of the Transport and Poverty Monitoring Framework



**Table 1 Operational Guide for the Transport and Poverty Monitoring Framework:  
Policy Dimensions**

<b>Issue</b>	<b>Justification</b>	<b>Policy Output</b>
Is the policy well grounded in the poverty context of the country?	Transport cannot be effective in poverty reduction, if the overarching national policy environment is not geared towards equity and pro-poor orientations.	A transport policy that has clear provisions on ways to contribute to poverty reduction  Well defined implementation strategies and monitoring mechanisms on poverty impacts
Does the policy give priority to means of transport and infrastructure used by poor people?	Majority of poor people in urban and rural areas re non-users of motorised transport.  -Without an integrated approach to transport infrastructure and services, investment in transport is unlikely to have a significant impact on poverty	Financial provisions for local level infrastructure and access networks  Incentives for affordable transport means and services  Increased use and access to transport services
Is the link between transport and access to services recognised?	-Difficulty in access adversely affects the effectiveness of services delivery to rural and urban communities. It adds to 'isolation' of the poor and cuts opportunities to better education, better health facilities, better job opportunities, better markets and better income	Sectoral integration at implementation level  Service delivery at user level effectively supported by transport infrastructure and services
Are there safeguards against negative externalities related to the transport sector	While increased mobility of people and goods is associated with increasing economic and social benefits, mobility can have negative externalities. High levels of HIV and AIDS prevalence, accidents and high crime rate are associated with mobile populations	-Informed and sensitive approach in planning transport interventions -Safer and more secure transport utilities -Safety nets put in place to mitigate negative externalities
Are transport needs of urban poor and rural poor distinguished?	Rural and urban poor have some transport needs that are distinct. Transport of agricultural produce for example is a more prevalent need in rural areas, while mobility to jobs is an important issue in urban areas.	-Use of dialogue and inclusive approach -Transport interventions planned and executed within the wider context of livelihoods, resources, knowledge and rights
Is there a long-term plan to rural and urban infrastructure investments?	For effective development, greater sustainability is needed for both maintenance of infrastructure and operation of services	Falling costs of transport.
Is transport policy gender mainstreamed?	Gender imbalances in transport must be addressed and greater gender awareness created at all levels, particularly the concerns of women	-Increased gender awareness Gender analysis in transport planning incorporated in all interventions
Are special needs recognised?	The special requirements of school children, the elderly and disabled must be mainstreamed in transport planning	-Planning for special transport needs including design, security, transport routes and schedules at all levels
Does the policy recognise potential for pro-poor employment?	Employment-intensive programmes generate more direct and indirect employment opportunities and income by using locally available inputs and thus creating a greater demand for local products and services than do high-technology programmes reliant on imported technology and equipment	-Use of labour based approaches and initiatives aligned more directly to the MDGs -More budget resources committed to labour-intensive transport infrastructure projects -Expanding employment in transport service operations -Maximum use of local resources for local infrastructure improvements
Does policy provide clear implementation plans and performance monitoring mechanisms	Rigorous monitoring and evaluation is the only available basis to ensure feed-back to the policy formulation process, guaranteeing that policy evolves over time to reflects changing context and realities	-A monitoring framework and implementing agency established -Regular and on-going monitoring conducted at all levels in relevant areas -Review of policy undertaken regularly
Is the physical, social and political context in which transport activities takes place well defined?	Good transport policy needs to be concerned with the social, economic, and environmental aspects of sustainable transport, and to try and balance these	-Trade of between accessibility, availability and mobility on the one hand, and environment and safety on the other defined and factored

**Table 2 Operational Guide for the Transport and Poverty Monitoring Framework:  
Implementation and Impact Level**

<b>Issue</b>	<b>Output</b>	<b>Impact</b>	<b>Indicator</b>
Co-ordination and integration of transport policies and actions with other Sectoral plans at different levels	-Formulation of objectives and standards that link with objectives in relevant sectors -Coherent management and administrative structures in sync with local needs and conditions	-Efficient service provision - Functional social and economic sectors e.g. agriculture benefit and contribute to poverty reduction	-Reduced costs of transport [monetary/time] -Improved access to services [money/time] -Reduced traffic accidents
Partnership approach and sharing of responsibilities in implementation of transport policy	-Public Private Partnerships -Collaboration between central and sub-national governments -Stakeholder consultations entrenched -Iterative bottom-up top-down approach to decision making institutionalised	-Planning standards, guidelines, and regulations that are more responsive to local needs -Deeper local level intersectoral coordination -Improved service delivery -Increased public engagement	-Reduced costs -Faster speed of implementation
Upward and downward accountability	-Adequate mechanisms for equitable distribution of resources and fiscal oversight	-Efficient and effective allocation and use of resources -Financial transparency and sustainability -Feedback to policy	-Improved information flow to all stakeholders.
Adequate and growing capacity for implementation of anti-poverty programmes	-Effective monitoring mechanisms -Information sharing and institutional learning - Capacity building programmes undertaken	Overall knowledge base among stakeholders and implementing agencies improved.  -Higher degree of technical competence	-Improved approaches to planning and implementation of anti-poverty measures
Public engagement and participation	-Effective instruments for delegating ownership to communities and interest groups put in place -Use of participatory processes in planning and execution of infrastructure and service delivery	-Greater attention given to local priorities -Direct and active participation of local constituencies in planning, implementation, as well as in M&E.	-Local ownership of anti-poverty action. -Use of local knowledge and resources in implementation
Development of transport services	Impediments to the growth of competitive transport services addressed	-Overall accessibility improved  -Increased employment opportunities in transport services	-Reduction in transport costs -Improved incomes in transport service sub-sector
Sustainability in the management of infrastructure.	- Comprehensive inventory of local transport assets and services established -Framework established for sustainable financing -Human resource requirements addressed Optimal use of local resources including labour	-Adequate funding for improvement and maintenance of infrastructure for pedestrian and other IMTs -Better performance & achievement rates -Improvement in network management	Reduced costs of transport  Improved access levels

## 5.0 PILOT TESTING THE FRAMEWORK

Feedback on this framework is invited. It is also suggested to pilot the framework in a number of countries. At least one of the pilot countries should be a good performer in

poverty reduction. It would be interested to review what role transport has played in the poverty reduction process, and how policies are linked to implementation processes.

It is foreseen that a final framework will be launched at an international transport and poverty networking event in 2007.

## LIST OF PARTICIPANTS

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## TRANSPORT AND POVERTY REDUCTION FRAMEWORK WORKSHOP

13<sup>th</sup> - 15<sup>th</sup> December, Nairobi Safari Club, Nairobi, Kenya

### *Agenda.*

#### **Objective:**

- Develop and disseminate an overall synthesis of key learnings from the Poverty Watch Programme.
- Develop a framework for determining key links between transport policies, strategies and programmes and poverty reduction efforts

### **TUESDAY, 13<sup>TH</sup> DECEMBER**

#### **8.45-11.00: Session 1 - Introductions and Opening - Chair: Bamba Thioye**

8.45-9.00	Welcome remarks and logistics	Peter Njenga
9.00-9.30	Introductions	All
9.30-9.45	Workshop structure, objectives and agenda	Ken Odero
9.45-10.00	Background to Poverty Watch Programme	Peter Njenga
10.00-10.30	Framework linking Transport to Poverty Reduction	Ken Odero
10.30-11.00	Coffee/ Tea Break	

#### **11.00-13.00 Session 2 - Country Studies: Chair: Abdul Awadh**

*[15 minutes presentations and 10 minutes question and answer. Presentations should highlight key findings in respect of transport and poverty links per country, advocacy activities undertaken and key outcomes]*

11.00-11.25	Sri Lanka - Ranjith/Kumundu Neranjana
11.25-11.50	Uganda - Paul Kwamusi
11.50-12.15	Peru - Ana Bravo/Carlos Cordero
12.15-12.40	Bolivia - Julio Cesar Sanchez
12.40-13.00	Reflection on key issues arising

#### **13.00 - 14.00 LUNCH**

#### **14.00-16. Country Studies Continued**

14.00-14.25	Kenya - Peter Njenga
14.25-14.50	Indonesia - Dr Purwo Santoso
15.15-15.40	Senegal - Thioye/S. Beye

#### **15.40-16.10 Tea/ Coffee**



- 16.10- 16.35 Congo DRC - Theo Matondo  
16.35-17.00 Tanzania - Abdul Awadh  
17.00-17.30 Discussions and reflections from presentations

**19.00-20.00 Hours - Welcome cocktail**

**WEDNESDAY, 14<sup>TH</sup> DECEMBER**

Session 1: Regional Synthesis Reports [*Chairing, Kumundu Neranjana*]

20 minutes per region plus 10 minutes discussions

- 8.30 - 9.00 Francophone Synthesis Report - S. Beye/ Thioye  
9.00 - 9.30 Asia synthesis report - Ranjith  
9.30 -10.00 Latin America Synthesis report - Ana Bravo  
10.00-10.30 Eastern and Southern Africa Synthesis - Ken Odero

**10.30-11.00 Coffee/Tea**

Session 2: 11.00-12.00 Other experiences on transport and poverty analysis

- 11.00-11.30 SSATP transport and poverty review  
[Focus on methodology, progress and outcomes] - Abdul Awadh]  
11.30-11.50 SSATP Kenya Review process - Rahab Mundara/Eric Aligula  
11.50-12.20 Civil society transport and Poverty platforms "Community Parliament model" - KENDAT - Eston Mureithi/Pascal Kaumbutho  
12.20-12.35 Introduction to Group Work [*based on country presentations and various plenary discussions, regional teams to sit together to revisit their regional synthesis reports to ensure they have covered the relevant issues relating to transport and poverty reduction. The output should be a very succinct and enriched summary of the regional synthesis reports*]  
12.35-13.00 Group work  
13.00-14.00 Lunch  
14.00-15.30 Group work continues  
15.30-16.00 Coffee break

Session 3: Plenary feedback [*chairing, Pascal Kaumbutho*]

- 16.00 - 16.15 Summary Synthesis presentations from Asia

- 16.15-16.30: Summary Presentation from Francophone Africa
- 16.30-16.45 Summary presentation from Latin America
- 16.45-17.00 Summary presentation from Eastern and Southern Africa
- 17.00-17.15 Discussions

17.15 - End of day 2

**WEDNESDAY, 15<sup>TH</sup> DECEMBER**

*Chairing: Peter Njenga*

- 8.45-9.30 Transport and poverty monitoring framework
- 9.30-11.00 Discussions and adoption of the framework
- 11.00-11.30 Tea/coffee
- 11.30-12.00 Ideas of Phase 2 of Poverty Watch
- 12.00-12.30 Workshop closure and vote of thanks - Pascal Kaumbutho..

**END OF WORKSHOP**

**13.00 LUNCH**