



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**





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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



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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'?



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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

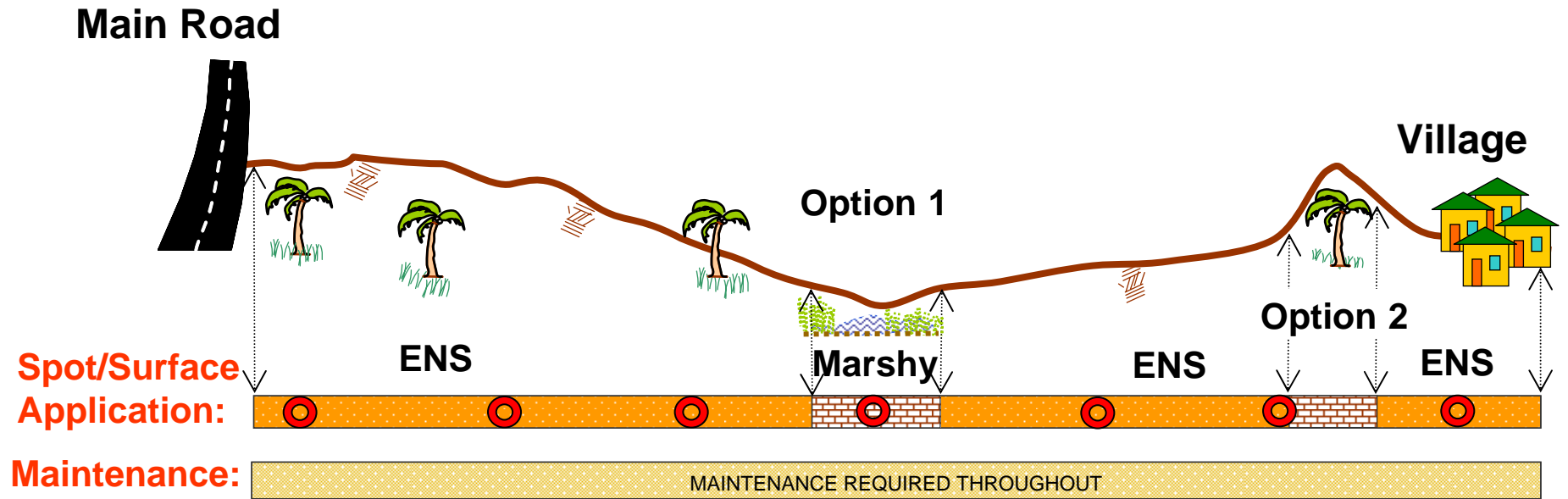
- Problem sections on earth roads (e.g. weak soil/dust/hill/swamp) should be tackled using a wide range of proven low cost, labour based spot improvement options and low cost structures.





# 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**